

Министерство образования и науки Российской Федерации
ФГАОУ ВО «Южно-Уральский государственный университет»
(научно-исследовательский университет)
Высшая школа экономики и управления
Кафедра «Логистика и экономика торговли»

РАБОТА ПРОВЕРЕНА

_____ 2018 г.

ДОПУСТИТЬ К ЗАЩИТЕ

Заведующий кафедры, к.э.н.,
доцент

_____ А.Б. Левина
_____ 2018 г.

Анализ роли международных логистических систем в экономическом
сотрудничестве Китая и России

ПОЯСНИТЕЛЬНАЯ ЗАПИСКА
К ВЫПУСКНОЙ КВАЛИФИКАЦИОННОЙ РАБОТЕ
ЮУрГУ – 38.04.01 .2018.817. ПЗ ВКР

Руководитель работы, д.э.н., профессор
_____ С.В. Токманев

_____ 2018 г.

Автор работы
студент группы ЭУ-204

_____ Чжоу Чан
_____ 2018 г.

Нормоконтролер, ст.преподаватель
_____ Ю.С. Якунина

_____ 2018 г.

Челябинск 2018

ABSTRACT

Zhou Chang. Analysis of importance of international logistics in China and Russia economic cooperation. – Chelyabinsk: SUSU, EU–204, 100 pages, 6 pictures, 3 tables, list of references – 41 names.

At present, China's direct investment in Russia has increased steadily over the same period. Influenced by Russia's current international political environment, Russia's direct investment in China has also been expanding in recent years. However, there are still problems in China Russia economic cooperation, such as the imperfect international logistics system between China and Russia, the lack of supervision of Sino Russian cross-border e-commerce trade, and the imperfect financial system of Sino Russian international trade. Therefore, the article proposes to improve the logistics support system in Sino Russian economic cooperation, strengthen Customs supervision and gradually optimize the financial environment of bilateral cooperation.

CONTENT

INTRODUCTION.....	5
1. TRANSPORT AND LOGISTICS COOPERATION THEORY POINTS	7
1.1 What does logistics mean	7
1.2 Functions of logistics	11
1.3 Why transport logistics cooperation is important to the country	17
1.4 The expression of international logistics.....	22
2. THE CURRENT SITUATION OF CHINA AND RUSSIA'S LOGISTICS INDUSTRY	24
2.1 The current situation of China's logistics industry	24
2.2 The development status of Russian logistics industry.....	28
2.3 Comparison of the current situation of China and Russia's logistics industry	30
3. CHINA AND RUSSIA IN THE ECONOMIC FIELD OF COOPERATION.....	33
3.1 The history of Sino Russian logistics cooperation	33
3.2 Sino-Russian trade in the status quo	38
3.3 Sino-Russian energy strategic cooperation direction	42
3.4 Build a multi-platform cooperation.....	45
4. AN ANALYSIS OF THE CURRENT SITUATION OF SINO - RUSSIAN BORDER PORT.....	48
4.1 4.1 Status of Boundary Port	48
4.2 The main problems in the development of Sino-Russian border ports	52
4.3 Countermeasures for the development of border ports	54
5. AN ANALYSIS OF LOGISTICS TRANSPORT BETWEEN CHINA AND RUSSIA	58
5.1 The main mode of transport between China and Russia.....	58
5.2 Strategies to promote Sino Russian logistics cooperation	62
5.3 Cooperation strategy of both sides	65
6. THE ECONOMIC IMPACT OF LOGISTICS ON THE TWO COUNTRIES.....	73
6.1 The importance of logistics in international trade is irreplaceable	73
6.2 Good logistics environment to enhance the economy is huge	76
7. TRANSFORM LOGISTICS INTO ECONOMIC DEVELOPMENT.....	83
7.1 Construction of supporting facilities	83
7.2 Government support for relevant policies	87

7.3 Selection and perfection of logistics structure	93
CONCLUSION	98
REFERENCE	99

INTRODUCTION

Over the past 30 years since China's reform and opening up, China has maintained a healthy and good trade relationship with the two countries in Russia, which has brought tangible benefits and benefits to the Chinese and Russian people.

In the context of the rapid growth of the proportion of trade volume, two countries, of course, need to have a perfect trade channel and a logistics network. With the opening up of trade between China and Russia, over 30 years of reform and opening up, China has maintained healthy and good trade relations with two countries in Russia for a long time, which has brought tangible benefits and benefits to the Chinese and Russian people. The history of trade and cooperation between the two great powers has a long history. Since the Qing Dynasty in the late seventeenth Century, the trade relations between China and Russia have been developing continuously. In particular, the relationship between China and Russia at all levels in twenty-first Century has developed rapidly. From a bilateral trade point of view, the trade volume in 2007 reached \$48 billion 165 million, while bilateral trade between China and Russia in 2012 had reached \$88 billion 160 million. This example gives a full account of the positive complementarity of bilateral trade between China and Russia.

In the context of the rapid growth of the proportion of trade volume, two countries, of course, need to have a perfect trade channel and a logistics network. With the continuous strengthening of Sino Russian trade cooperation, there are also a series of problems, such as inadequate transportation infrastructure, poor trade channels, and lack of modern support for logistics networks.

Based on the Sino Russian trade activities in the logistics as the research object,

this paper expounds the present situation of the Sino Russian trade logistics activities, and has carried on the analysis, pointed out the main problems of logistics development factors of Sino Russian trade activities and influence, finally proposed to promote the development of specific measures in the flow of trade between China and russia.

1. TRANSPORT AND LOGISTICS COOPERATION THEORY POINTS

I will detail logistics and transport between the concerns in this part. And as we all know, Economic circulation, economic logistics, economic transport, logistics, social and economic position is irreplaceable.

Enterprises to sell products, access to income, there is no circulation is not enough, we consume only in order to survive, the need to purchase the necessary items, goods to consumers in the hands of the process, that circulation is essential. Therefore, logistics is one of the economic factors, it is beyond doubt.

However, circulation and manufacturing, cultivation is essentially different. The scale of modern circulation has become increasingly large, which is the size of the economy, the scope of the expansion of the reason. In Japan, industrial raw materials, fresh food from the world to buy, while the Japanese production of goods sold around the world. Therefore, it is necessary to consider "manufactured goods" separately from "delivered goods".

Transportation As the most important part of logistics, we have to discuss it separately.

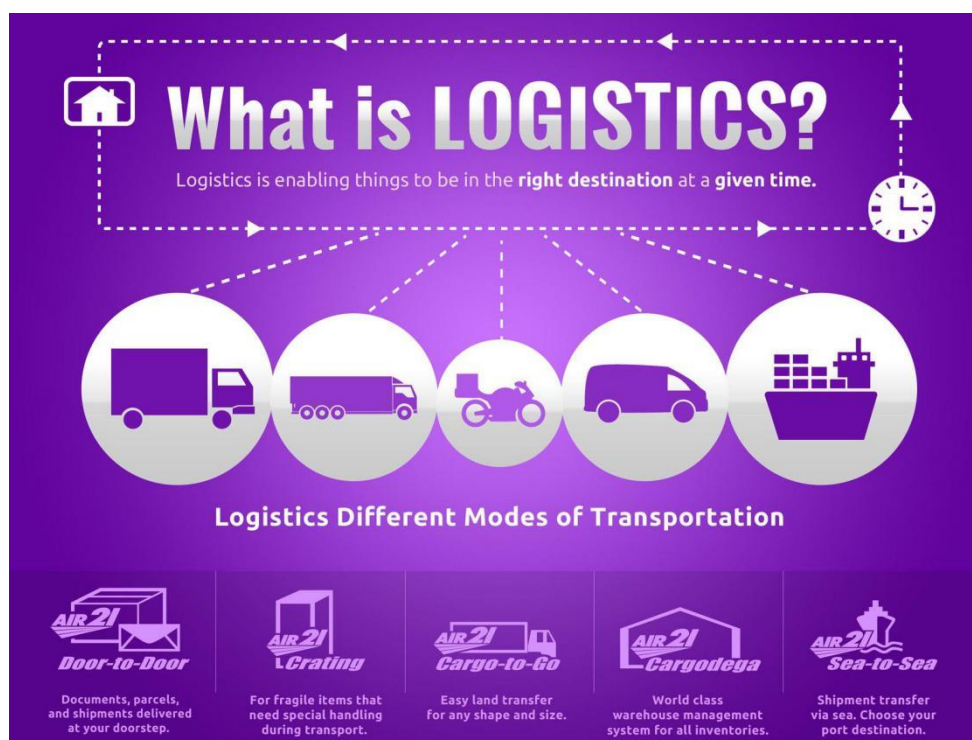
1.1 What does logistics mean

The concept of logistics was first formed in the United States, originated in the 1930s, the original meaning of "physical distribution" or "distribution of goods." In 1963 was introduced to Japan, the Japanese meaning "material circulation". After the

1970s, Japan's "logistics" gradually replaced the "material flow."

China's logistics terminology standards will be defined as logistics: logistics is the object from the supplier to the receiving entity in the process of flow, according to actual needs, transport, storage, handling, packaging, distribution processing, distribution, information processing and other functions Up to achieve the requirements of the user process[1].

The logistics standard in English defines logistics as a part of supply chain activities that is the planning, implementation, and control of the efficient, low-cost movement and storage of goods, services, and related information from origin to consumption in order to meet customer needs (Picture 1.1).



Picture 1.1 - - What is logistics

In summary, Logistics is to meet the needs of customers, at the lowest cost, through transportation, storage, distribution, etc., to achieve raw materials, semi-finished products, finished products or related information from the origin of

goods to the consumption of goods planning, implementation and management of the whole process. Logistics is a system of controlling raw materials, finished goods, finished goods and information, from the supply began to transfer and possession of various intermediate links to reach the final consumer in the hands of the physical movement in order to achieve the organization's clear objectives. Modern logistics is the product of economic globalization, but also an important service industry to promote economic globalization. The world's modern logistics industry was steady growth, Europe, the United States, Japan has become the world's major logistics base.

And the Logistics of the seven major parts; transport, warehousing, packaging, handling, distribution processing, distribution and related logistics information and other links.

The detailed contents include the following aspects: customer service, demand forecasting, order processing, distribution, inventory control, transportation, warehouse management, factory and warehouse layout and site selection, loading and unloading, purchasing, packing and intelligence information.

(1) Transport. Use facilities and tools to move items from one point to another.

(2) The inventory. Inventory Control: Logistics operations that control the sorting and management of inventory quantities and structures.

(3) Packaging. Packaging is the general name of containers, materials and auxiliary materials used to protect products, facilitate storage and transportation, promote sales, and adopt certain technical aspects in the circulation process. Also refers to the use of containers, materials and auxiliary in order to achieve the above purpose in the process of applying certain technical methods and other operational activities.

(4) Handling. Handling is in the same place, the level of movement of goods-based logistics operations. Handling is the operation of the goods for the transport and storage of the needs of the operation.

(5) Circulation processing. Distribution processing is the general term for simple operations such as packaging, dividing, metering, sorting, brush marking, labeling, and assembly, etc., when an item is moved from the place of production to the place of use.

(6) Information management. Logistics-related planning, forecasting, dynamic information and information on production, marketing, cost and other aspects of the collection and processing, so that logistics activities can be effective and smooth.

From the other point of view, the "material" in the material world is a part of the physical material which has both physical substance characteristics and physical displacement. The "flow" is a physical movement, which has its limited meaning, that is, , The physical movement relative to the Earth, called the "displacement", the flow range can be a large geographical range, it can be in the same area, the same environment in the micro-movement, small-scale displacement, "And" flow ", is a high-level form of movement based on natural movements interconnected between economic ends and objects, between military purposes and objects, and even for some social purpose and Between the physical, looking for the law of motion. Therefore, logistics is not only a combination of "things" and "flow" under the above-mentioned limited conditions, but more importantly, it is a combination limited to military, economic and social conditions, and observes things from a military, economic and social point of view Transportation, to a certain military, economic and social requirements.

There are still some people think that the modern logistics not only consider the issue of goods delivery from producers to consumers, but also consider the procurement of raw materials from suppliers to producers, as well as the producers themselves in the manufacturing process of transport, storage and information in all aspects, Comprehensively and comprehensively improve the economic efficiency and efficiency. Therefore, the modern logistics is to meet the needs of consumers as the goal, the manufacturing, transportation, sales and other market conditions together to consider a strategic measure. This is compared with the concept of "logistic support system" and "role of bridge in sales", which has further meaning in depth and breadth.

In general, logistics is an activity that includes the basic functions of transportation, handling, storage, storage, storage, packing, loading and unloading, circulation processing and logistics information processing. It is the flow of supply to the receiving land to meet the needs of the society, it is an economic activity [2].

1.2 Functions of logistics

In the past, the goal of logistics management was to realize the established customer service level under the condition of the lowest possible total cost, that is, to seek a dynamic balance between service advantage and cost advantage, and to create the strategic advantage of the enterprise in competition. According to this goal, logistics management to solve the basic problem, simply put, is the appropriate product in the right amount and the right price at the right time and the right place to provide to the customer.

About the functions of logistics, summary of that, including service providers to protect production and facilitate life in three aspects

(1) Flow of service providers.

In the commercial activities, the ownership of goods in the purchase and sale contract signed at the moment, then transferred to the demand side by the supplier, and commodity entities have not been moved. In addition to non-physical delivery of futures transactions, the general flow of business must be accompanied by the corresponding logistics process, that is, according to the needs of the buyer (buyer) needs of the commodity entity from the supplier (seller) in an appropriate manner, the transfer to the demand side. In this whole circulation process, the logistics is actually the business flow of the successors and service attitude of the emergence. Not the role of logistics, under normal circumstances, business activities will degenerate into a dead letter. The development of e-commerce logistics support, is this truth.

(2) Protection of production.

From the procurement of raw materials, they will require a corresponding logistics activities, the procurement of raw materials in place, otherwise, the entire production process will become without straw; in the production of the process, also need raw materials, semi-finished products logistics process, Production of liquidity. On the whole production process, in fact, is a series of logistics activities. Rationalization of logistics, reduce costs by reducing transportation costs, by optimizing the inventory structure and reduce the pressure on capital, through strengthening management and thus improve the efficiency of the role, so as to effectively promote the promotion of the entire socio-economic level.

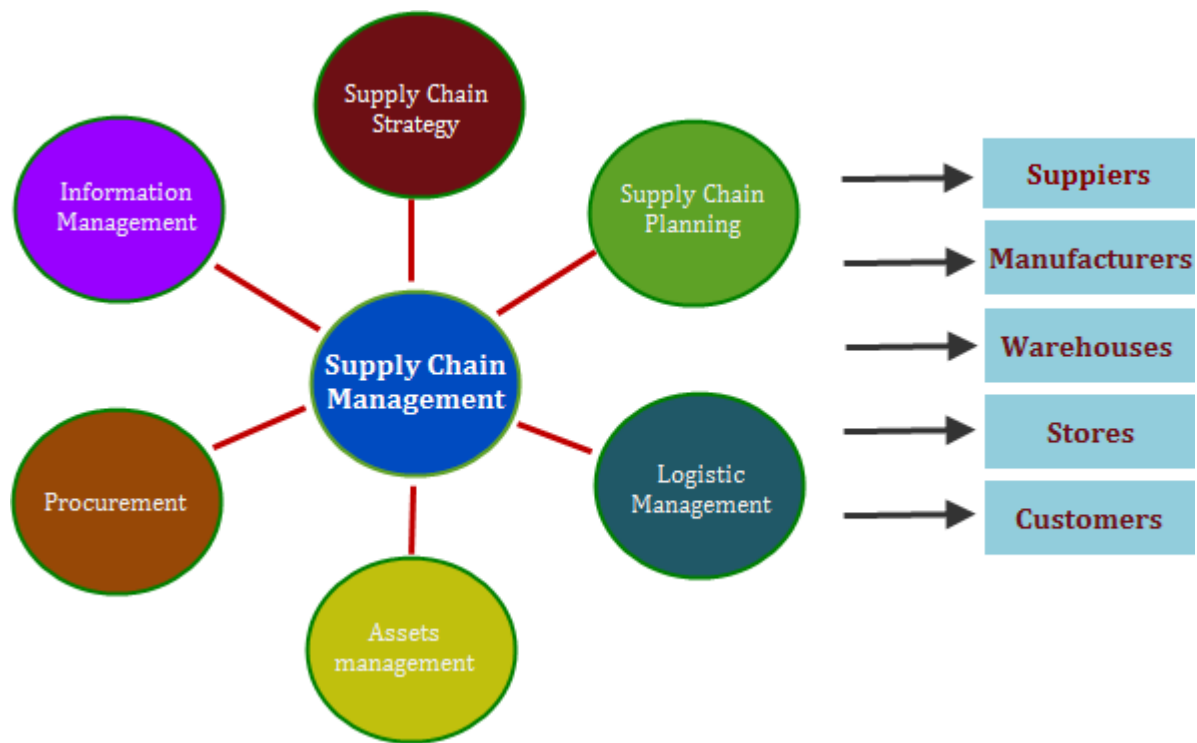
(3) Convenient life.

In fact, every aspect of life, there is the existence of logistics. Through the international transport, you can make the world famous brands appear in different skin color of the person; through advanced storage technology, can make fresh fruits and vegetables in any season appearance; moving company thoughtful service, allows people to easily move new homes; Form of baggage business, allowing people to enjoy a comfortable taste on the road.

Logistics of transport is specifically refers to the "material" of the transport and transportation. It is in different geographical range (such as the two cities. Between two factories, or a large enterprise within the distance between the two vehicles) to change the "object" for the purpose of the spatial location of the activities of the " Quot; object & quot."

Transport is generally divided into transport and distribution. On the distinction between transport and distribution, there are many different points of view, so that all the movement of goods are transported, while the delivery is specifically refers to the short-distance, small quantities of transport. Therefore, it can be said that transport refers to the whole, distribution is a part of them, and distribution of the focus is on a " with " word, its main meaning is also reflected in the " with " word; " Is for the ultimate realization of the allocation of resources " " " and services [3].

The role of logistics in the supply chain on Picture 1.2.



Picture 1.2 - The role of logistics in the supply chain

Transport functional elements. Including the supply and sale of logistics in the car, boat, aircraft and other means of transport, production logistics in the pipeline, conveyor belt and other means of transport.

Transportation refers to the process of transferring people from one place to another, and transportation is considered to be the foundation of the national economy.

The main tools of transport are bicycles, scooters, tricycles, motorcycles, automobiles, trains, airplanes, ships, spacecraft, rockets, etc.

Transport is divided into passenger and freight services.

The production process of transport is linked by a certain production relationship, and the people with labor skills use labor tools (such as cars, boats, airplanes and other facilities) and labor objects (goods and passengers) to produce and create the production process of the products . Transportation of products, for passenger transport, is the human displacement of space; for cargo transport, is the spatial displacement of goods.

Clearly, transportation is to change the "people and objects" for the purpose of the production of space activities, which is usually in the sense to change the labor object physical, chemical, biological properties of industrial and agricultural production is different.

Transportation is the movement of the product from the place of production to the place of consumption, so that, from the point of view of the social production process, transportation is the process of production that continues in the field of circulation and is completed in it.

Transportation production does not change the physical, chemical properties and forms of labor objects as industrial and agricultural production, but only changes the spatial location of labor objects, and does not create new physical form products. Therefore, to meet the social transport needs of the case, the excess transportation products or transportation expenses, is a waste.

The production and consumption of industrial and agricultural products can be completely separated in time and space, and the production and consumption of transportation products are inseparably combined in time and space, and belong to the production side.

As the transport product is invisible, does not have material entities, but also because of its edge production side of the consumer attributes. Therefore, transportation products can not be allocated, nor can be stored.

For different modes of transport, although they use different means of transport, with different technical and economic characteristics, in different lines on the transport production activities, but they have the same social utility, that is, to achieve the spatial

displacement of objects . The homogeneity of transportation products makes it possible to complement, coordinate and substitute various modes of transportation to form an effective integrated transportation system.

According to the concept of logistics, logistics is the "physical" physical movement, this movement will not only change the time state of things, but also change the spatial state of things. Transportation takes on the main task of changing the state of space. Transportation is the main means to change the state of space. Transportation is complemented by transportation and distribution, and all the tasks of changing the state of space can be satisfactorily completed.

In the information age, information will change the existing social and economic consumption system and production system, thereby changing the order of human existence. Logistics is the service system of the national economy, so the logistics information plays a decisive role in the rational, normal and efficient operation of the whole logistics system. It reflects the general name of knowledge, data, images, data and documents of the contents of various activities of logistics. Through the collection, transmission, processing, processing, service, feedback and other steps of the logistics information, the logistics managers and other enterprise managers are provided with strategic and operational decision support. Through the computer information system, we can timely master the inventory, storage capacity, distribution capacity, quantity, customer information, customer's order and delivery, replenishment and feedback information, settlement and information exchange between the logistics center, warehouse and distribution network. It can be said that without information system, there is no logistics modernization, it supports the whole logistics system and is also an

important direction for the development of logistics in the future. (1) intelligent logistics system; (2) integrated logistics planning and design simulation technology and logistics real-time tracking technology are (3) network distribution or warehousing. Management and inventory control technology; (4) logistics and transportation system scheduling optimization technology. Through information technology to achieve rapid response, increase convenience and extend service. So as to guide the rapid and healthy development of the entire logistics industry.

1.3 Why transport logistics cooperation is important to the country

We already know the importance of transport logistics to the countries. So how does it come about?

Cargo transport has a hedging effect. In other words, any product from production to final consumption, must go through a period of time, some distance, during this period of time and distance, to go through the transport, storage, packaging, handling and other links, Transport activities. In this process, the product may be damp rain, flooding, rust, damage, loss and so on. The mission of cargo transport is to prevent the occurrence of these phenomena, to ensure that products from producers to consumers in the process of moving the quality and quantity, play a role in the preservation of products that protect the value of the product, so that when the product reaches the consumer Value unchanged.

Good transport, can save natural resources, human resources and energy, but also to save costs. For example, containerized transport can simplify the packaging of goods,

save a lot of packaging paper and wood; to achieve mechanized loading and unloading operations, warehouse storage automation, can save a large number of operating personnel, significantly reducing staff costs. Attention to the cost of transport of goods can be found everywhere. Known as the "China's first cargo transport management awakening," Haier Enterprise Group to strengthen transport management, the construction of a modern international automated cargo transport center, a year to take up stocks of funds and procurement funds from 1.5 billion reduced to 7 billion, saving 800 million yuan in expenditure.

Cargo transportation can overcome the time interval, the distance interval and the distance between people, which is naturally the essence of cargo transport. Modernized transport of goods is shortening[4].

The inhabitants of the city unknowingly enjoyed the fruits of freight progress. South of the bananas can be purchased throughout the country in major cities throughout the year; cantaloupe in Xinjiang, Ningxia white melon, northeast rice, Tianjin station meters and so on regardless of the season to supply the market; is the international transport industry, international freight Lower the reason.

Foreign manufacturers have long recognized the freight is a magic weapon for enterprise competitiveness, good transport can achieve zero inventory, zero and zero flow of funds occupied, is to improve customer service, build enterprise supply chain, increase the core competitiveness of enterprises important way. In the 21st century, economic globalization, information globalization and capital globalization, only the establishment of modern enterprise cargo transport structure, in the fierce competition, to survive and develop.

In the periphery of the city to set up a number of cargo transport centers, distribution centers, large trucks regardless of day or night on the city do not have to use only two tons of small trucks distribution, Roads, stations, docks, urban traffic congestion will ease the situation, air quality will naturally improve.

To achieve the mechanization of loading and unloading operations, automation, not only can improve labor productivity, but also the liberation of productivity. The workers from the heavy manual labor freed, which in itself is respect for people, is to create social benefits.

For example, Japan began many years ago, "Tsunayoshi", "home delivery will be" in recent years to carry out the "home delivery" are for the consumer services industry, their emergence so that residents living more comfortable and more convenient. When you go skiing, those heavy ski equipment, do not have to carry your own, their own transport, their own transport, as long as the "emergency" will make a phone call to take people, not to ski, your ski and other appliances have been first Arrived.

Another example, the supermarket shopping, where not only goods cheap, safe, good environment, but also to provide you with trolleys, you can save a lot of effort, easy shopping. Trolley is a transportation tool, this a small service, will be able to bring a lot of convenience to consumers, which is to create a social benefit.

In today's e-commerce era, the global logistics industry has a new development trend. The core objective of modern logistics service is to meet the needs of customers in the whole process of logistics with the lowest comprehensive cost.

Now the rapid rise of electricity providers and industry needs for the storage and distribution of this important part of the needs and requirements are also rising, and like

the intellectual factory so focused on electronic storage and logistics of third-party companies in the market industry also plays a More and more important role, and even to help businesses in the terminal and channel side to provide a wide range of services. This type of business services is not just a simple shipment, more importantly, the need to stand in the business point of view to do a good job warehouse storage logistics and distribution links, so that the overall business process to form a healthy development.

Logistics system is an objective existence, but has not been recognized by people, which failed to take advantage of the advantages of the system. Logistics system is a large-span system, which is reflected in two aspects, one is the geographical span, and second, the time span. Logistics system stability is poor and dynamic. Logistics system belongs to the intermediate level system scope, itself has separability, can be decomposed into several subsystems. The complexity of the logistics system makes the system structure elements have a very strong "back" phenomenon, often referred to as the "alternation of gains and losses" or "benefit back opposition" phenomenon, the treatment will be slightly careless overall deterioration of the system results.

Enterprises to sell products, access to income, there is no circulation is not enough, we consume only in order to survive, the need to purchase the necessary items, goods to consumers in the hands of the process, that circulation is essential. Therefore, logistics is one of the economic factors, it is beyond doubt[5].

As mentioned above, the economy is composed of three major areas, namely, "production", "circulation" and "consumption." The "political economy", "economics" and "economic principles" of the universities teach that the "economy" is "production and consumption" or "supply and demand." Circulation is contained in "supply

(production)".

However, circulation and manufacturing, cultivation is essentially different. The scale of modern circulation has become increasingly large, which is the size of the economy, the scope of the expansion of the reason. In Japan, industrial raw materials, fresh food from the world to buy, while the Japanese production of goods sold around the world. Therefore, it is necessary to consider "manufactured goods" separately from "delivered goods".

With the major economies of the trade flow substantially weakened, Asia and the United States, Asia and Europe and other global shipping trunk line of the inevitable volume of goods into the downlink channel. Logistics needs to increase, and deepen understanding of logistics, China in the planning mechanism formed under a large number of transport, storage and freight forwarding enterprises, in order to adapt to the new situation, the need to compete, is trying to change the original single storage or transport services, Actively expand the scope of business, extending logistics services. And gradually to the multi-functional modern logistics universal development. In the first half of 2012, the total volume of social logistics in China grew rapidly, with the growth rate slowing down. The total social logistics volume reached 83.6 trillion yuan, up 10% year on year, or 3.7 percentage points lower than the same period in 2011.

In fact, the economic globalization, liberalization and network development, the social division of labor tends to be obvious, enterprise supply chain extends more and more long, more sophisticated distribution channels, which objectively caused the cost of logistics in the product cost Of the high proportion of self-logistics become a heavy burden on enterprises, independent of both supply and demand of the third-party

logistics with the rise. In the process of enterprise supply chain operation, logistics flow through the entire chain. In this one, low-cost procurement of raw materials, smooth distribution channels, can bring significant profits for the enterprise. In short, in the artificial, raw materials, manufacturing costs increasingly convergence today, logistics has become the enterprise's "third profit source."

1.4 The expression of international logistics

International logistics, as the name suggests, is a logistics transportation between countries. However, the development of international logistics started relatively late. Before the Second World War, there had been a lot of economic exchanges between the world, but both in terms of quantity and quality, there was no major status in the transportation of international communication. After World War II, with the frequent economic exchanges between countries, international logistics has also developed rapidly.

The proportion of China's logistics cost in GDP is declining year by year. From this point of view, the logistics industry should be an increasingly low production industry when the rate of decline exceeds the speed of GDP. But this does not mean that there is no future in the logistics industry. In addition to the factor of industrial structure adjustment (the third industry logistics demand is low), the decrease of logistics cost in the proportion of GDP is a major factor. At present, the proportion of logistics cost in China is about 20% of GDP and about 10% in the United States. The proportion of our country should be about 5% higher than that of the United States. That is to say, as more

and more logistics enterprises have mastered the advanced logistics technology and management level, the proportion of China's logistics cost to GDP will continue to decline. Those enterprises that master advanced logistics technology, management level and quality service will be the winners of China's logistics industry. From this perspective, the future of logistics industry is promising[6].

As the trade flows of major economies have been greatly weakened, the volume of the main shipping routes of Asia, the United States, Asia and Europe will inevitably enter the downstream channel. With the increase of logistics demand and the deepening of logistics understanding, a large number of transportation, warehousing and freight forwarding enterprises under the planned mechanism are making efforts to change the original single storage or transportation service direction, actively expand the scope of operation and extend the logistics service projects to meet the needs of the new situation. Gradually to multifunction modern logistics development. In the first half of 2012, the total amount of social logistics in China increased rapidly, and the growth rate was steady. The total social logistics reached 83 trillion and 600 billion yuan. According to the comparable price, the growth rate was 10%, and the increase was 3.7 percentage points lower than that of the same period in 2011.

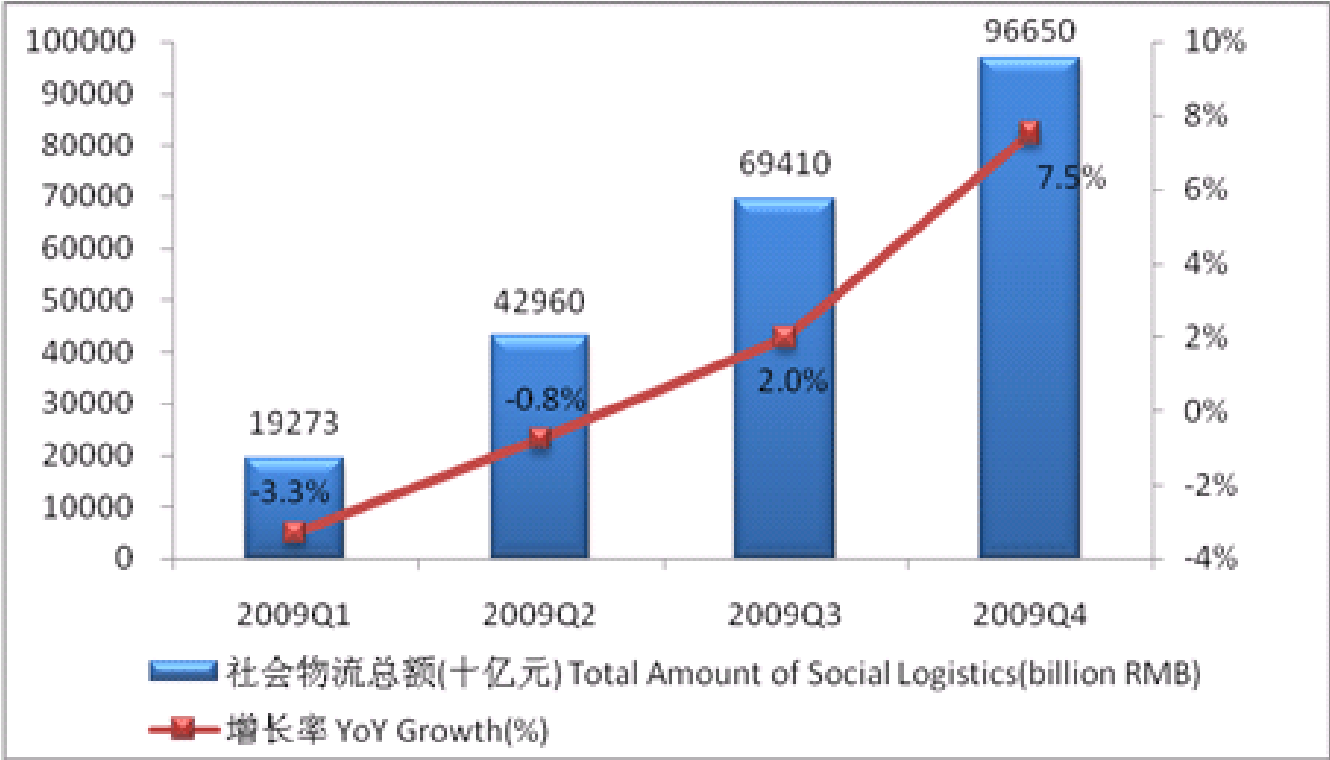
2. THE CURRENT SITUATION OF CHINA AND RUSSIA'S LOGISTICS INDUSTRY

The Northeast China port takes over 65% of China and Russia's trade between China and Russia, and occupies an important position in the Russian trade. The distribution of China to the Russian border and illustrates the current situation, analysis of the role of the Russian border in transportation, economic cooperation with Russia in Chinese, aiming at the existing problems put forward to strengthen the consciousness of port economy, highlighting the advantages of their ports, accelerate the port infrastructure construction, the implementation of "bringing in" and "going out" development strategy.

2.1 The current situation of China's logistics industry

From the period of China's founding to the early stage of the 80s reform, China adopted a planned economy at this stage. The so-called planned economy refers to the main purpose of China's domestic production, distribution and supply of all kinds of commodities, so as to save the cost of production. All the products produced in the country need to be transported to all parts of the country, and the basic logistics has already appeared in China at that time. In 1963, China's Ministry of materials implements a unified management of turnover supply and marketing warehouses. After all, China's commodity logistics basically has all levels of material storage and transportation companies and commercial storage and transportation companies to

undertake, which is the development of China's logistics in the planned economy era. At this stage, the allocation of resources across the country is in accordance with the regional division, the main purpose is to ensure the national logistics activities according to the production plan to produce products can be successfully transported to various regions of the country, the economic benefits of logistics activities is amplified by the secondary position, and that only a single stage of logistics transportation, no logistics involves more content, in the planned economy stage of the logistics is relatively simple (Picture 2.1).



Picture 2.1 - China Federation of Logistics & Purchasing

From 80s to 90s of China, China's economy has experienced a planned commodity economy stage. Then, the development of China's logistics has gone through this stage. With the continuous development of the economy, China's economy has developed from the product economy to the commodity economy era. China's domestic commodity

circulation and trade continue to increase, so China's domestic logistics has also been valued. At this stage, the state owned logistics companies began to develop their own business gradually, and some individual logistics industry has been gradually sprang up in China. At this time, the logistics industry has taken economic benefits as one of the main objectives of the development of the logistics industry. After that, the logistics industry has broken the traditional transportation and warehousing business, and China's logistics has increased a series of logistics services such as packaging, loading and unloading, processing and so on. Providing low price logistics service is the main purpose of logistics development at that time. At this stage, the development of China's logistics industry has made great progress, and the profit of the logistics industry has also increased a lot [7].

In 1993 China domestic held in the third Plenary Session of the 14th CPC Central Committee by the "on the construction of the socialist economic system of the decision", China domestic economy to a new stage of development, the development of domestic logistics at China also reached a new stage of development. There are a lot of transnational enterprises and joint ventures in China, which also have higher requirements for logistics. This time Chinese the increase for the reform and restructuring of state-owned logistics enterprises old, to continue to provide the new logistics service at the same time, there are some China domestic and Chinese current domestic logistics to adapt to the needs of the individual logistics company, the logistics company to immediately meet the society demand for logistics. With the continuous development of Chinese in the domestic economy, the logistics industry to get rid of the traditional logistics development mode, set up new logistics service activities according

to the market requirements, and with certain information technology, the development of China logistics is gradually embarked on a new platform and field.

After entering twenty-first Century, China's e-commerce has become the main way of business, and China's logistics industry is developing in this direction. Electronic, automation, logistics network is the inevitable choice of electronic electronic logistics is the purpose of logistics, trade, service, management, logistics business activities which can conveniently realize the logistics, fast, safe and reliable, low cost.

With the development of information technology in China, the development of logistics in China is developing towards informatization and networking. Now a large part of logistics enterprises in China have reached the level of logistics service using Internet. Logistics companies can communicate with customers through the logistics network platform, and can also be feedback from the network platform for the transportation of goods, so that the application of network platform will make the development of China's logistics industry more smoothly.

With the development of China's domestic economy, there are many multinational enterprises in China, coupled with the continuous improvement of e-commerce technology level in China, many domestic and international business transactions have appeared, which requires China to improve the level of national logistics service. At present, China's domestic logistics level has been increasing, which means that the logistics of China is beginning to move towards the international stage.

China's domestic logistics service quality is mainly reflected by logistics costs, logistics time and logistics efficiency. At present, the logistics cost is relatively low due to the widespread existence of logistics companies in China. But the logistics

transportation efficiency is to be improved, many logistics companies between city and city transport convergence is not smooth, because of many reasons result in the transport of goods to a new city, will stay in this city for a day or two days to get to the next city, the Chinese logistics needs to be improved[8].

2.2 The development status of Russian logistics industry

In the 90s of last century, the Soviet Union officially declared its disintegration, which was followed by the founding of the Russian country. A country has just been established, all the economy did not return at that time, Russia's domestic leverage appeared in the logistics industry, the logistics industry is the main purpose for the newly established Russian Federation transport goods, this is the earliest stage of Russia's domestic logistics industry, only a few cars, boats on the formation of the logistics this is the initial stage of the Russian company, logistics company.

After the disintegration of the Soviet Union, the Russian country quickly entered the planned economy period, when the planned economy period was the same as the planned economic period of China in 80s. Russia also started planning production in the country. The state first understood the needs of various domestic production areas, and formulated the domestic production plan. In this period, Russia's domestic needs of logistics enterprise, set up several large state-owned logistics companies, the company is mainly responsible for the production of products to the Russian domestic transportation to all regions of the country, the rational allocation of resources and products, this stage of logistics company is mainly for carriage of goods not related

other services[9].

With the continuous development of Russia's domestic economy, Russia has entered the era of commodity economy. This era is characterized by the fact that the domestic economy in Russia has started to turn better. Domestic manufacturers can produce according to the sales volume instead of going to the planned production. At this time, various federal regions in Russia began to form trade cooperation. The trade cooperation between the federal regions can not be separated from the existence of the logistics industry. The logistics industry began to develop gradually. Many non-state-owned logistics companies emerged in the logistics industry. The logistics industry began to constantly improve its services, opened a loading and unloading, packaging, transportation and so on some of the logistics industry-related industries.

With the continuous development of the logistics economy, electronic logistics platform has become a new stage of Russian logistics development, TV platform stage means that the logistics service has entered a new stage of development, although the development of Russian electronic logistics platform later than other countries, but also domestic Russia after 2010, also began to the use of electronic logistics service platform, so that a more convenient logistics between the company and the customer cooperation.

As we all know, Russia is a country rich in natural resources. Many countries in the world are importing natural resources from Russia, which requires Russia's perfect resource transportation facilities. In order to continuously buy the domestic natural resources to the international market, the government continuously improves the Russian domestic resource transportation logistics service. At present, Russia's domestic resource transportation and logistics service is developing rapidly, and has reached a

relatively perfect level. Especially in Russia's European sector, it has been very perfect in energy logistics.

The main problem of the logistics industry in Russia is that some of the domestic logistics infrastructure is relatively old and imperfect, and these infrastructure needs to be improved. The domestic highway in Russia is the most basic facility for logistics and transportation, but the road damage in the northern part of Russia is very serious, which affects the transportation of logistics very much. The railway line in northern Russia is not perfect, only a few railway lines of the main lines, these lines are not able to meet the logistics transportation in northern Russia, so Russia to improve the construction of the domestic logistics infrastructure has become the characteristics of the development of Russian domestic logistics[10].

Russia's domestic transportation efficiency compared with other countries to be perfect, is Russia's domestic logistics infrastructure is not completely caused, because of the improvement of infrastructure, the Russian domestic in logistics and transport at the same time, will encounter obstacles, the logistics efficiency is low, therefore, improve the logistics efficiency has become pay the main characteristics of Russian domestic logistics development.

2.3 Comparison of the current situation of China and Russia's logistics industry

The use of electronic platform for the management of physical services has become one of the main ways of logistics industry in all countries in the world. In this regard the development of Sino Russian logistics industry is the same, both China and Russia are

in use of electronic logistics information platform management, the purpose is very simple hope that through the electronic platform of the logistics management of the logistics service is becoming more and more convenient, so that customers can understand their goods through the electronic platform.

With the development of trade between countries and countries, the international logistics service has become the main development direction of the logistics industry. The logistics industry of two countries in China and Russia can provide international logistics services. The two countries can provide international logistics services including: transportation, packaging, handling and other services, these services can make their own goods smoothly into the international market, it is not only the development of the logistics industry can promote the development of the international trade between China and russia.

The development of logistics infrastructure in the two countries is different. China's logistics infrastructure construction is relatively complete, while infrastructure construction in Russia is relatively backward. The infrastructure construction Chinese domestic logistics transportation needs of the highway, railway, aviation, shipping and so on are very perfect, and China domestic infrastructure construction of port logistics is also very perfect, in order to facilitate the port logistics service China, set up in the port warehouse, special unloading sites, transit venues and so on. Compared with China, the infrastructure construction of logistics service in Russia is not perfect, especially the roads and railways in the northern part of Russia. Some ports in Russia are also relatively backward and perfect in the construction of logistics infrastructure[11].

There are different kinds of products transported between China and Russia in the

process of logistics and transportation. China's logistics services often transport products such as crops, vegetables, fruits, clothing, small commodities and so on. And the main products of the Russian domestic logistics services include: coal, wood, ore, clothing and so on. China's domestic logistics transportation mainly focuses on the transportation of agricultural products and goods, while the transportation of Russian domestic logistics mainly focuses on the transportation of natural resources, which is related to the resource storage and the content of economic activities in two countries.

The two priorities of China and Russia in the field of logistics are also different. China focuses on long-term development goals in the field of logistics, while Russia attaches much importance to immediate interests in the development of logistics, which is different from the two logistics development goals. In the key aspect of logistics development, China attaches importance to the balanced distribution of domestic products and resources through the form of logistics, such as transporting fruits and vegetables from the southern cities to the north, and transporting natural resources from the north to the southern cities. While Russia attaches importance to international logistics services in logistics development, Russia hopes to transport more Russian resources to other countries through logistics services.

3. CHINA AND RUSSIA IN THE ECONOMIC FIELD OF COOPERATION

As a special port for geographical distribution, border crossings are important resources and bridge for all kinds of complementary resources and flow of production factors. For a long time, the northeast region as a strategic channel transport, Chinese trade with Russia, countries from the financial resources and technology have given a lot of input, eighteen report in Yanbian open strategy become the comprehensive improve key level, open economy in China can be predicted that the northeast region will become a hot area of regional economic development in china. In 2012, Sino Russian trade volume hit a new high, reaching 881 billion 600 million US dollars, an increase of 112% over the same period, of which Russia's exports increased by 134%, and its imports from Russia increased by 98%. Despite the impact of shrinking global demand and other factors, Sino Russian trade growth slowed down in 2012. However, the trade volume between the two countries has never changed. At present, China is Russia's largest trading partner, and Russia is one of the ten largest trading partners in China.

3.1 The history of Sino Russian logistics cooperation

Chinese and Russia two countries in the position is adjacent, such superiority can make two countries in terms of resource structure, industrial structure and demand countries can better meet the Sino Russian cooperation and, two countries have already existed logistics cooperation situation in early 1949. In 1949, in order to meet the life

needs of the two countries, bilateral trade cooperation was launched. With the beginning of trade, logistics began to appear. At that time, logistics mainly depended on artificial transportation. In 1950, Xinjiang began to trade with the Soviet Union, in which the main cooperation between China and Russia appeared on the border of Xinjiang. Since 1957, China's Heilongjiang and the Far East region of the Soviet Union also began to trade, which led to the emergence of logistics cooperation. At that time, the logistics cooperation mainly depended on the artificial transportation. It was transported by ship or by train, and there was no logistics company of a certain scale. At that time, the main goods of logistics transportation were some production and daily necessities such as agricultural and sideline products, meat, clothing, chemical fertilizer, steel and so on. Since 1962, the international relations between the two countries of China and the Soviet Union have been very bad. China and Russia have been closed down at ports in Xinjiang, Heilongjiang and Mongolia, and the trade contacts between the two countries have ended, and the corresponding logistics cooperation has also stopped. By 1980s, the relationship between the Soviet Union and Chinese got the corresponding relief, China border trade and gradually developed, trade development will bring the development of logistics, the logistics cooperation between China and Russia has gradually developed, logistics mainly regional cooperation in this period is mainly in the northeast of Chinese Russia and the West Siberia area and the Far East, this time of logistics transportation is the main content of food and military supplies. At that time, the main way of logistics is to transport by train, train to transport goods to the border of the country, and then transported to all parts of the country or cities through domestic logistics channels. In 1990s, when the Soviet Union collapsed and Russia was established, trade cooperation

between China and Russia ushered in new opportunities. From then on, the logistics cooperation between China and Russia also entered the development space. In order to promote logistics cooperation between China and Russia, the two governments have formulated some strategies and policies to promote the development of bilateral logistics cooperation. First of all, the government of Heilongjiang province Chinese cooperation with the Russian Far East Government to China highway maintenance, which can make the logistics cooperation between the two countries more convenient, logistics cooperation between China and Russia in 90s is the border of Heilongjiang and Xinjiang Tonggu for transport, the transport of goods when mainly clothing, agricultural products, resource products and so on the goods, these goods are the main mode of transport is by rail and waterway transportation. At that time, China and Russia two countries formed the basic logistics company, these logistics companies can provide the corresponding way to transport the goods safely to the destination, but that is the logistics and transportation speed is very slow (Table 3.1) [12].

Table 3.1 – Gross imports of goods in Russia for 2003-2010 years(Unit: billion dollar)

Country	Year							
	2003	2004	2005	2006	2007	2008	2009	2010
Total value	91.48	128.15	189.62	255.57	155.21	211.44	278.69	290.41
Germany	12.15	17.07	25.20	32.15	19.05	23.97	35.17	36.06
Ukraine	7.65	9.06	13.08	15.98	8.59	13.53	18.87	17.77
China	7.17	12.83	24.28	34.66	21.96	37.79	45.45	51.04
Japan	5.83	7.77	12.70	18.49	7.13	9.85	14.88	15.65
American	4.20	5.57	9.34	13.70	8.90	10.67	14.70	15.50
Italy	4.14	5.30	7.95	10.39	7.08	9.15	12.44	12.77

After 2000, the trade between China and Russia became more and more closely. The cooperation from the original basic agricultural products, clothing, food and other aspects gradually developed to household appliances, automobiles and insurance food. At this time, the logistics cooperation is transferred from the way of relying on the highway and the railway, and the logistics cooperation between the two countries has entered the way of aircraft transportation. And there are many logistics companies in two countries of China and Russia. These logistics companies can undertake some international logistics and transportation. The emergence of these logistics companies has brought great convenience to the logistics and transportation of the two countries (Table 3.2).

Table 3.2 – Gross exports of goods in Russia for 2003-2010 years(Unit: billion dollar)

Countries	Year							
	2003	2004	2005	2006	2007	2008	2009	2010
Total value	184.92	226.52	279.72	367.57	233.94	348.53	378.69	353.54
Netherlands	23.71	34.43	41.47	54.91	35.32	55.23	50.74	53.30
Italy	14.66	19.01	21.35	31.97	19.80	26.88	24.19	22.03
Germany	11.85	14.23	15.46	19.40	11.49	22.44	23.45	23.34
China	11.13	13.74	15.03	20.39	16.18	19.27	26.88	24.05
Ukraine	10.71	11.99	14.91	22.60	9.47	21.47	27.74	25.76
Turkey	7.55	9.13	11.92	17.16	10.78	19.37	24.95	25.93

As the world's sixth largest economy, Russia has long been hovering outside the WTO coordination mechanism. The Treaty of good neighborly friendship and cooperation between China and Russia has been signed for 10 years, but the bilateral

trade volume between China and Russia is still not more than 60 billion US dollars, which is less than the trade volume between China and South Korea. On the one hand, due to the impact of the international financial crisis in 2008, China and Russia trade enterprises have greatly reduced their cooperation enthusiasm due to shortage of funds. But more importantly, because of the confusion of the trade order between the two sides, the chronic diseases of the year have plagued the normal development of the trade relations between the two countries, mainly in the "grey customs clearance", "charter party tax" and so on.

After Russia's accession to the WTO, Sino Russian economic and trade relations will accelerate the process of "transformation from traditional complementary trade partners to comprehensive strategic partnership of cooperation". China should actively act as a guide to the new partner of Russia in the WTO family, grasp the opportunity period for Sino Russian trade development, in particular, to actively explore the pilot of the establishment of a free border trade zone, and try to explore the steps and models of the Sino Russian FTA (free trade agreement). At present, one of the important reasons for the instability of Sino Russian economic and trade cooperation is the lack of effective trade cooperation mechanism.

From a political point of view, the relationship between China and Russia was developed from "mutual friendly neighbours" to "constructive partners", and in 1996 it was developed into the "strategic partnership" relationship. Russia China cooperation is one of Russia's strategic priorities in Northeast Asia. According to the agreement between China and Russia on the establishment of a trade zone in 1998 and 1999, Manchuria, Suifenhe and Heihe cities of China and Russia have built a trade zone

between China and Russia. Although the scope of mutual market is limited, it opens the beginning of trade between China and Russia in the limited space.

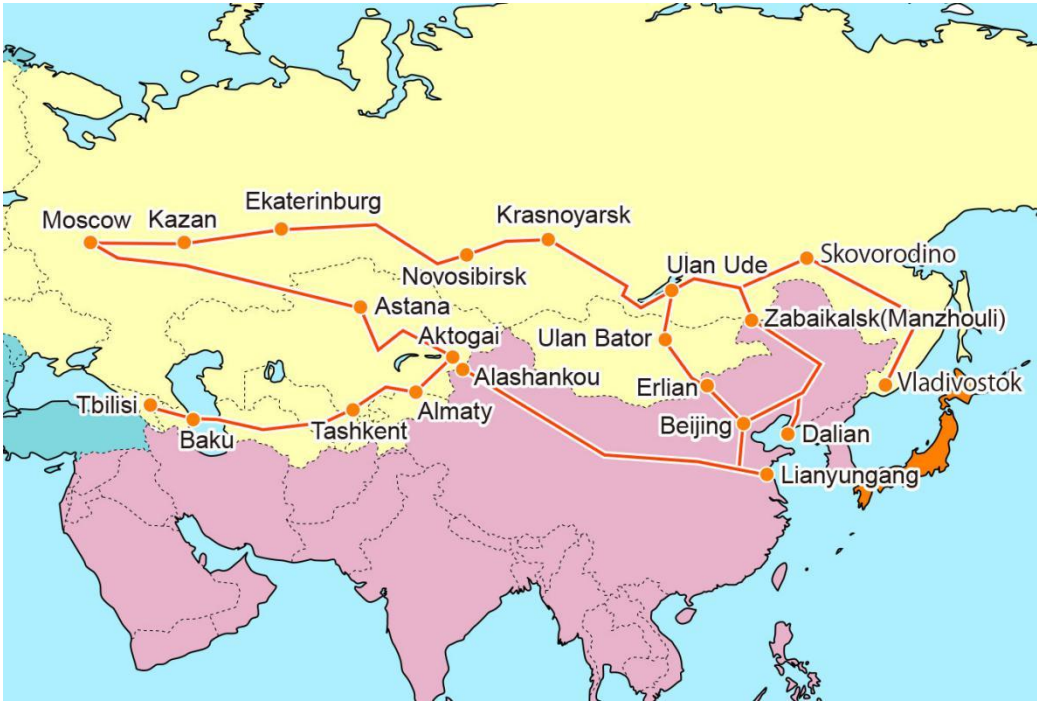
The next feasible measure is that the Chinese and Russian high-level leaders should reach the basic consensus of establishing the FTA of China and Russia as soon as possible, and draw up the basic framework. On this basis, the bilateral FTA expert research group and the official negotiation group will be established to draw up the basic framework and the road map. The pilot of the choice of free trade zones in several cities in the Sino Russian border areas can be carried out through the signing of agreements between the two government negotiators and the implementation of similar free trade agreements, including trade in goods, trade in services and mutual investment within the limits of the region, and the gradual accumulation of economic cooperation from such subregional economic cooperation. And then become closer and deeper economic and trade relations.

Only in this way, in the competition of regional economic and trade groups under the framework of WTO, China and Russia will be able to cope with the competitive situation brought by the new regional trade agreements, such as the TPP (trans Pacific Partnership Agreement) led by the United States, and realize the common prosperity and development of the regional economy.

3.2 Sino-Russian trade in the status quo

China and Russia have a long history of trade and trade, especially in recent years, the trade volume of the two countries has kept growing, but compared with the trade

scale between China and Japan and the United States and China, the scale of bilateral trade between China and Russia is relatively small, especially in terms of China, which is third of the world and the largest population in the world, with the territory of China. The bilateral trade volume between China and Russia accounts for a small proportion of China's total foreign trade. The scale of trade between China and Russia still has a big gap compared with bilateral trade between China, Japan and China (Picture3.1).



Picture3.1 - China and Russia trade line

On the other hand, from the perspective of Sino Russian trade commodity structure, the structure of bilateral import and export commodities is still relatively simple. With the continuous development of China and Russia, China's demand for energy is growing, and the natural resources in the eastern part of Russia are rich, so the commodities imported from Russia are mainly crude oil, coal and iron ore, which is the unique natural advantage of Russia. China's exports to Russia are mainly clothing, shoes and hats, agricultural products and textiles. These are labor-intensive products with low

added value and are not conducive to the formation of scale advantages. In recent years, although the export of high technology intensive and value-added products has increased, the proportion of the products is still low [13].

China and Russia trade service system is not perfect, first reflected in the customs procedures. In terms of customs valuation, the Russian side did not strictly discriminate against Chinese products in accordance with international norms. And Russia's customs procedures are more complex and spend a long time, which leads to the breeding of unlawful behavior such as buying and selling empty, withholding products and so on. It also greatly increases the cost of trade between the two countries. With the increasingly close economic and trade contacts between the two countries, if the customs procedures fail to be effectively regulated, they will have a negative impact on the economic and trade relations and corporate reputation of the two countries. Secondly, the standard of product quality inspection is lack of unity. In international trade, there is a set of established international standards for product standards, product standards and conformity assessment procedures in all countries, while China and Russia have not strictly followed in this respect, and Russia is higher than China in the quality standards of similar products. China's export products are tested according to the national standards of Russia according to their national standards, which makes it difficult for Chinese products to export to Russia. However, Russia has not been completely transparent in the process of setting up standards and procedures for the import of goods and equipment. Third, the trade settlement mechanism between China and Russia is not sound. At present, there are two main forms of trade settlement between China and Russia. One is indirect settlement through the transfer of third party state banks or by

credit proof, and the two is direct exchange settlement between China and Russia. Although China and Russia have already started their financial cooperation, there are still some problems such as small proportion, single tools and so on, which need further development. Because of historical reasons, the Russian financial order and fund settlement system have been destroyed, until the operation mechanism of the Russian bank is still immature, so the commercial banks in China are generally narrowing the scale of the Russian business, and the domestic investors can not achieve the exchange of foreign exchange through the normal channels. Because of these problems, the level of mutual trust between Chinese and Russian banks and enterprises is not high, and the banks participating in local currency trials are also few.

Trade and trade between China and Russia are mainly commodity trade, and the level of direct investment between them is relatively low. In general, both the direct investment of China to Russia and the direct investment in Russia to China are low, and the proportion of direct investment in China to China is lower than that of 003%, and the proportion of China's investment in China to the foreign capital of China is only 2% in 2015. Moreover, most of the joint ventures between China and Russia belong to small and medium enterprises, and the legal registration funds are not much, and the single investment is generally not more than 50 thousand to 100 thousand US dollars; and the Russian investment in China is mostly the return investment of Chinese enterprises in Russia, and the products produced in China are almost sold back to the Russian market. The mutual direct investment between China and Russia is not only small, but the mode of investment is relatively simple, which seriously hinders the further deepening of economic and trade cooperation between the two countries, so that the economic

advantages of both sides can not be fully exerted [14].

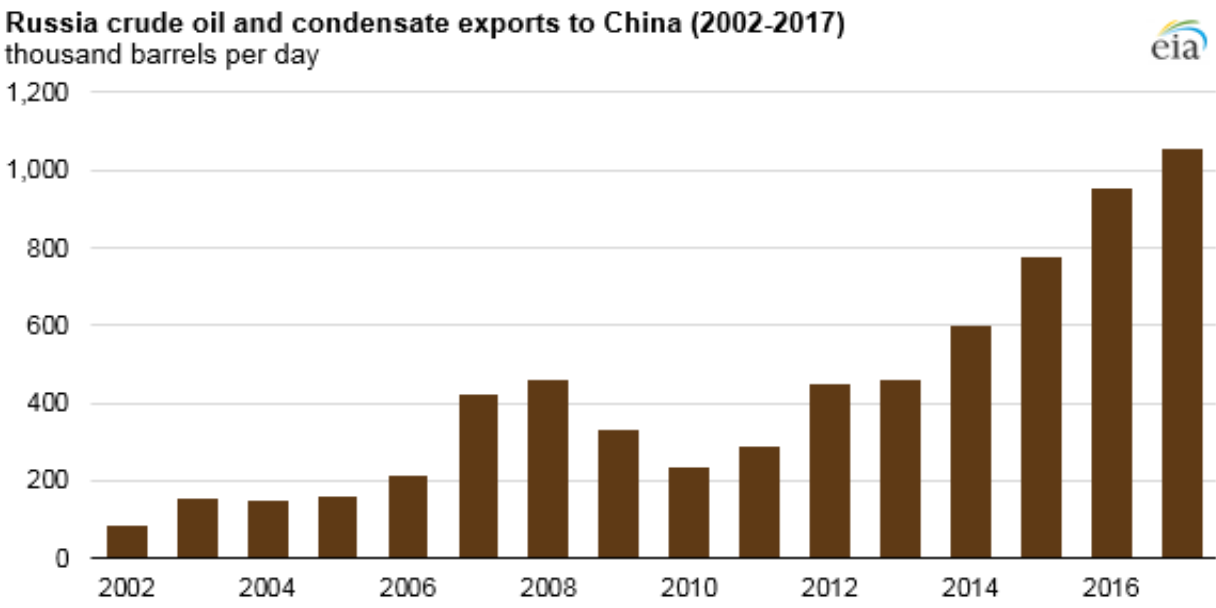
Both China and Russia belong to the countries with economic transformation. In their respective management systems, there are still many places that do not meet the requirements of the market economy and international practice. Therefore, the two countries should first actively improve the trade legislation and construction management system, so as to keep up with the needs of economic and trade cooperation between the two countries. After Russia's accession to the WTO, both China and Russia will comply with the WTO's multilateral trade rules, that is, the most favored nation treatment principle, the principle of national treatment, the principle of transparency, the principle of free trade and the principle of fair competition, and take this as the ruler and standard of the Sino Russian trade. Under the framework of these trade rules and bilateral cooperation, the two sides work together to make full use of the role of the trade association, vigorously rectify and standardize the bilateral trade order, in order to eliminate the existing institutional obstacles and thus promote the healthy and orderly development of Sino Russian economic and trade cooperation.

3.3 Sino-Russian energy strategic cooperation direction

The Ukraine crisis has intensified the pace of changes in the international energy pattern, resulting in a worsening relationship between Russia and the EU, and Russia wants to strengthen its cooperation with China to make up for losses in Europe. With the change of the world energy pattern, China's demand for energy is rising rapidly, Russia's foreign energy cooperation is moving eastward, and China and Russia's two neighboring

countries will be more closely related to energy, and also face severe challenges.

China is the largest energy consumer in the world. By 2030, China's energy demand will account for 25% of the world's total energy demand. According to the national development and Reform Commission's plan, by 2020, the proportion of total energy consumption of natural gas in China will increase from 4% in 2012 to 10%. China became a net importer of natural gas in 2007, and 29% of its natural gas consumption came from imports in 2012. It is estimated that import dependence will increase sharply in the future. Russia ranks first in the world in the field of energy production, and is the most important energy supplier in China (Picture 3.2).



Picture 3.2 - Russia's total oil exports to China in 2002-2016 years

From the geopolitical point of view, Sino Russian energy cooperation is not only economic cooperation, but also strategic cooperation. After the collapse of the Soviet Union, China and Russia became the most important defensive opponents in the United States. Obama's return to the Asia Pacific strategy also refers to China and Russia. China and Russia are facing the same American strategic containment and contention

with the US military strategic ally, the islands of Japan. The Ukraine crisis has led to the deterioration of relations between Russia and the European Union. Under the new international environment, close cooperation between China and Russia can maximize the best interests of the two countries and get their diplomatic strategic space.

From the perspective of energy security, Sino Russian energy cooperation is conducive to easing China's oil shortage and realizing China's oil import diversification strategy. China's oil imports are mainly from the Middle East, Africa and Southeast Asia. These areas are the main regions of the current international political and economic turmoil. China and Russia mainly adopt land and pipeline transportation forms. The two countries reduce the cost of transportation or pipeline and reduce the risk of transportation at sea. China is undoubtedly the best choice for China to ensure the safety of its energy import and transportation corridors. For Russia, a stable energy supply is of great significance for energy security.

In terms of regional economy, China Russia energy cooperation is beneficial to the strategic docking of the Russian Far East Development and revitalization of the old industrial base in Northeast China, and provides opportunities for Russia to open up the Asia Pacific market and to carry out mutual benefit and win-win cooperation in Northeast Asia. The Russian Far East and the Northeast China share a border line of up to more than 4000 kilometers. The Far East is far away from the Russian European part and closely related to the northeast of China, and the industrial products and agricultural products are mainly imported from China. Russia needs a vast market in China, and the development of the Far East and East Siberia is a new idea of the Far East's development strategy[15].

The energy cooperation between China and Russia is not confined to the field of oil. It also needs to develop cooperation in the fields of natural gas, shale gas and electricity, especially energy technology cooperation. At present, China and Russia face many common problems in the field of technology development, such as new energy development, energy saving technology and energy pollution control. The two countries should strengthen their cooperation in energy development technology. Russia has a strong advantage in developing oil and gas resources, energy saving technology, nuclear energy technology, oil and gas reserve technology and so on. It has a high degree of specialization, but the technology in this area is weak in our country. China's photovoltaic industry has obvious advantages in the development of clean energy, two China's energy technology cooperation has a broad prospect.

3.4 Build a multi-platform cooperation

China's government work report this year has put innovation and development in an important position. China and Russia have broad prospects for innovation and cooperation in many fields. With the help of Russia's energy advantages, Russia can make economic complementarity with the advantage of China's economic total, and expand and deepen the manufacturing, agriculture, high and new technology development and electronic information from the cooperation of traditional energy, infrastructure and general economic and trade fields. In addition, there should be new investment projects between China and Russia, and new modes of cooperation should be explored in the fields of scientific research and education.

With the widening of the cooperation field, China and Russia need to improve the relevant systems, regulations and standards. At the same time, standardized cooperation in customs, credit, transportation, logistics and other service systems also needs to be strengthened. In the context of economic globalization, Sino Russian economic and trade cooperation should be more international and international vision, more consistent with the rules of international cooperation, so as to create a standardized investment and economic and trade cooperation environment for the enterprises and individuals of the two countries. We should implement a more scientific and reasonable management mechanism for labor cooperation between the two sides so as to avoid unnecessary losses. In economic and technological cooperation, we should enhance mutual trust and mutual tolerance [16].

4. AN ANALYSIS OF THE CURRENT SITUATION OF SINO – RUSSIAN BORDER PORT

As a special form of international trade, border trade is not the main form of trade between countries, but from the perspective of long-term development, such a way of trade has a broad prospect of development. The border trade between China and Russia has a long history, especially after the mid 1980s. The two governments have strongly supported bilateral trade, the scale of border trade has expanded rapidly, and the way of border trade has also become diversified.

4.1 Status of Boundary Port

Recently, economic exchanges between Russia and China are rapidly improving at a remarkable level. The complementarity of geographical connectivity and the ideal of production elements and industrial structures not only promotes trade and investment, but also promotes other cooperation, and its progress is no less than the cooperation between the major western countries. China has become Russia's second largest trading partner outside the EU. The cooperation agreements between the two countries are different from those of the main western countries, mainly with the cooperation between the state and local governments or the state-owned enterprises, and their cooperation procedures and cooperation costs are almost close to zero. The increase in the volume of trade between the two countries in 1993 was due to the fact that Russia had imported the cheap necessities of life in China during the process of disintegration of the Soviet

Union and the transformation of the system, and imported the raw materials of Russia (Table 4.1).

Table 4.1 - Major trade goods of China and Russia in 2016(Unit: billion dollar)

Commodities	Amount	Amount in same period in last year	Year-on-year	Proportion(%)
Total amount	48.04	38.11	26.1	100
Electromechanical products	24.45	20.17	26.2	53
Textiles and raw materials	3.57	3.06	16.6	7.4
Base metals and products	3.41	2.56	33.4	7.1
Furniture, toys and miscellaneous products	2.77	1.98	39.6	5.8
Chemical products	2.35	1.91	22.6	4.9
Plastics and rubbers	1.96	1.68	16.6	4.1
Transportation equipment	1.88	1.40	34.6	3.9
Footwear, umbrellas and other light industrial products	1.78	1.28	38.7	3.7
Optics, clocks, medical equipment	1.07	0.85	27.1	2.2
Plant products	1.02	0.89	14.0	2.1
Ceramics, glass	0.79	0.61	28.5	1.6
Food, beverage, tobacco	0.504	0.503	0.1	1.1
Cellulose pulp, paper	0.27	0.26	6.3	0.6
Alive animal, animal products	0.24	0.22	10.2	0.5

In 2001 – 2007, the volume of trade between the two countries increased by 30% every year, from 15% in 2008 to 44.3% in 2007, to 48 billion 150 million dollars. By the 1/4 quarter of 2009, the trade between the two countries also exceeded 12 billion 500 million dollars. Russia's exports to China reached US \$37 thousand and 769 in 2006

from US \$84 million 792 thousand in 2002, almost 4.5 times. China's exports to Russia also increased by 2 times from 78 million 280 thousand US dollars to 159 million 330 thousand US dollars in the same period. In 2006, China's trade deficit with Russia reached 21 thousand and 834 US \$9000. In 2005, China became the third largest Russian importer after the EU and Ukraine, and Russia became the main export target of China and the second after the EU. In 2007, Russia became the eighth largest trading country in China, and China became the second largest trading country in Russia [17].

Manchuria port is the only customs directly located at the county level and the highest latitude in the country. Located in the west of the Inner Mongolia prairie in the west of Hulun Buir, in the Sino Russian Mongolia triangle, north to Russia and the west to Mongolia, it is the important traffic thrust of the first Eurasian Continental Bridge. It is an important international channel for the CIS countries and European countries, as well as the largest border land port in China. The port freight volume always ranks first in the same port in the country. In 2005, the import and export cargo reached 17 million 520 thousand tons, and the number of entry and exit personnel reached 1 million 810 thousand. Business jurisdiction includes the Inner Mongolia Autonomous Region, Hulun Buir, Xingan Meng, Tongliao and Chifeng, with an area of 450 thousand square kilometers. The length of the border between China, Russia and China is 1819 km, of which the border line is 1812 km long and the line between China and Mongolia is 807 km long. There are 6 ports in the District, which are Manchuria railway port, Manchuria highway port, Ali Hai Sha port, Hailar air port, black mountain head port and Wei Wei port, and two kinds of port 3, respectively, the EBU du Port, Arxan port and two card port. Among them, the Manchuria railway port is the largest railway port in the country,

and the largest trading port between China and Russia, which has taken up 60% of the volume of trade between China and Russia.

Manchuria port consists of railways, highways and air ports. At the railway port, the capacity of the existing freight yard has reached more than 20 million tons. The capacity of the port can reach 70 million tons per year after the full line of the sea is full. The capacity of the inspection area for the highway port is 3 million tons, and the capacity of the inspection area is 3 million people. The air port opened up to the outside world in 2005 and opened the temporary international routes of Manchuria - Russia Irkutsk and Manchuria - Chita. The port of air is expected to open to the public at the end of this year or early next year. After the completion of the two phase expansion project of the western suburb airport, the capacity of Manchuria air port to transport passengers to and from abroad can reach 1 million passengers per year.

In order to meet the needs of the future Sino Russian trade to new products, import and export of port stations and the functions of warehousing, processing, bonded, trading and other functions, the city plans to start a new Manchuria new international cargo field project in Manchuria, which has been completed. Successful import of China Railway Container Company, China Datang Group, Moscow yilli group, Huaqiang company, sinohua international and other powerful enterprises, with the new international freight yard as the platform, the construction of container, coal, automobile, chemical products and other professional freight yard.

Since 2000, our city has made great progress in its foreign trade and economic and technological cooperation. From 2000 to 2006, 369 items of foreign project contracting and labor cooperation were approved, the amount of the contract was \$115 million, the

turnover was 71 million 300 thousand dollars, and the actual service personnel were sent to 13267. 2007, the annual export of 355 thousand tons of vegetable fruit and foreign exchange earned 91 million 170 thousand US dollars, an increase of 47.4% over the same period last year. The field of cooperation involves many fields such as construction project contracting, forest harvesting and processing, agricultural planting and railway replacement. The cooperation area covers Russia, Chita, Ulan, Irkutsk and Krasnoyarsk.

4.2 The main problems in the development of Sino-Russian border ports

(1). Small trade scale, single commodity structure

In terms of the import and export structure of Sino Russian border trade, the trade level is low and the commodity structure is single. China's border export trade is mainly based on labor intensive products and low value-added products. Russia is a resource intensive product. Therefore, the proportion of high-tech and high value-added products to the Sino Russian border trade is low. Recently, the trade volume between China and Russia is growing rapidly, reaching 88 billion 160 million US dollars in 2012, but the corruption of "grey customs clearance", "cash trade" and Russian border port has brought negative impact on the development of border trade. Therefore, the scale of trade remains on a small scale.

(2). Bank settlement mechanism is not smooth

China and Russia are not open to foreign exchange channels. At the beginning of the development of border trade between China and Russia, the main trade settlement

mode was barter trade. In the late 90s of last century, the dollar became the main currency of the border trade settlement of the two countries, and the settlement of most of the transactions was carried out in cash or by the third country bank. In the course of the actual transaction, China's imports from Russia need to be paid by US dollars or RMB, and the lack of cooperation between China and Russia makes it difficult to achieve the settlement of the letter of credit. Therefore, the credit and transaction risks are large, which seriously hinders the further development of the border trade.

(3). The quality of export commodities is not perfect

As the system is not perfect and the management is not strict, a few enterprises and individual businessmen take the counterfeit goods and inferior goods to the open border trade market for individual interests and sell them to foreign businessmen. Therefore, the counterfeit and inferior goods have spread to the whole market.

(4). The trade system is not standard

The border trade between China and Russia is very inefficient. Russian customs clearance procedures are complex, long time for customs clearance, the export to Russia's Chinese products in the inspection and quarantine procedures and quality certification procedures are complex, long time, and the quality of Russian Customs personnel is not high, working efficiency is low. Russia has imposed high tariffs on imported products, and commodities with high value and low prices enter the Russian market far below the statutory tax rate, which has caused unequal competition among importers and seriously disrupted market order [18].

4.3 Countermeasures for the development of border ports

The original intention of the port refers to the coastal ports established by the state for foreign trade. But now, ports are not only commercial and trade ports, but also foreign ports in politics, diplomacy, science and technology, cultural tourism and immigration. At the same time, ports are not only located in coastal ports. With the development of land and air transportation, the goods of foreign trade, the inbound and outbound personnel and their luggage, mail parcels, etc., can be directly to the hinterland of a country through railway, road or air. Therefore, the state has also set up ports in the international transport, international aviation, international postal parcel mail exchange services and other places with foreign trade and border trade activities. Since the reform and opening up, the foreign oriented economy has gradually radiated from the coast to the border, along the river and in the mainland, making the ports also gradually develop from the coastal areas to the border, inland river and inland. At present, in addition to the coastal ports open to the outside world, the port also includes the airport on international routes, the opening of the mountains on the border, the international railway, the train stations open to the international highway, the car station, the opening of the international rivers and inland rivers.

(1) Strengthening the economic awareness of the port. In the development of Jiamusi's border crossings, we should innovate our thinking, stick to practice, constantly strengthen the awareness of port economy and promote the concept of port. First of all, it is cohesive in the transformation of overall economic innovation. Only through single trade cooperation in import and export trade, it is difficult to rapidly improve economic

strength. Persisting in taking the port as the core is conducive to creating port cluster mode. Secondly, we should pay attention to macroeconomic benefits, and export oriented economic services to check new economic growth points all show the economic benefits of each port.

(2)To highlight the advantages of the ports. The geographical difference of the border leads to different advantages. In the development of Russia, port cities should highlight their own characteristics, help each other, complement each other, and develop a harmonious and harmonious development. For example, Heihe port should make full use of the advantages of its Hegang port and vigorously develop export-oriented trade; Jiamusi port is the predominance of China and Russia's port to Europe and Asia, and should use this advantage to carry out international import and export trade cooperation; Suifenhe port should exert the effect of commodity trade port and strengthen the port role of Suifenhe. The core of technology is to give full play to the advantages of combined land and sea transportation and lay a solid foundation for the establishment of a free trade area.

A port is a sovereign state set up according to its policy needs and specific geographical conditions. It is a gateway for a country to engage in international contacts. In peacetime, port is a place for personnel exchanges, foreign trade, goods and means of entry and exit at home and abroad, and a channel to increase national revenue. Every sovereign state has inspection and inspection organs at ports. These inspection and inspection agencies should serve and provide convenience for the entry and exit of foreign trade goods and means of transportation and personnel at home and abroad. They should also strictly control the country, maintain the normal working order of the

port, stop illegal entry and exit, suppress the anti drug and smuggling, prevent the spread of infectious diseases and safeguard national sovereignty and national security. . When the outbreak of international war is illegal, some ports will be ordered to close down and turn to the forefront of defending the motherland.

(3) Implementing the development strategy of "Introduction" and "going out". In the future development of China Russia cooperation, China should formulate a specific cooperative plan according to the characteristics of the Russian market economy, truly "adapt to local conditions", truly "go out" and "introduce" to the exact implementation, create a good cooperative environment, whole tourism shopping and other three industry trade, Related property rights should be strengthened and maintained, creating an equal competition platform and promoting the development of trade through the innovation of economic cooperation. While vigorously developing the traditional commodity trade, we will introduce the results of Russia's aviation and aerospace industry, increase the cooperation of core technology, and realize the multi-directional development of the border trade cooperation between Russia and Jiamusi[19].

The Russian rail is 9 cm wider than the Chinese rail. The freight train must be converted to all parts of China when the freight train enters the port. The capacity of the exchange is an important indicator of the throughput capacity at the port. The new international cargo port of Manchuria port, which is included in the key project of the Inner Mongolia Autonomous Region in 11th Five-Year, will become China's largest international freight yard. The freight yard mainly deals with the replacement and trading of bulk goods such as automobiles, lumbers, chemicals, fertilizers, ores, petroleum and their products, scrap steel and so on. At the same time, the cargo yard

will also build an international logistics park integrating warehousing, bonded, processing and trade. In 2006, Manchuria started the implementation of the extension project of the highway port closed area, which has been completed. The project, which invested more than 2 million yuan, increased the closed area of Manchuria highway port from 1 million 170 thousand square meters to more than 630 thousand square meters. At the same time, from 2006 to 2007, Manchuria planned to invest 27 million yuan in the construction of the joint office building and the construction of 3 freight channels at the highway port. When these projects are put into use in August 2007, the annual cargo handling capacity of Manchuria highway ports will increase from about 2 million tons to more than 3 million 500 thousand tons.

In addition, Manchuria airport is actively declaring to become an international airport. For this purpose, the renovation and expansion project invested 300 million RMB yuan is in progress. By then, the annual capacity of Manchuria airport will reach 1 million passengers. The first Boeing 767 flight was successfully tested at Manchuria airport. In 1992, Manchuria was designated by the State Council as an open city along the border. In 2002, Manchuria port was listed as one of the national "priority construction and priority development" railway ports. According to reports, from 2001 to 2005, the central and the Inner Mongolia Autonomous Region funds for the expansion of Manchuria port construction exceeded RMB 1 billion 200 million yuan.

5. AN ANALYSIS OF LOGISTICS TRANSPORT BETWEEN CHINA AND RUSSIA

The development of many parts of the world proves that efficient transportation system plays an important role in the development of economy and society. In recent years, with the continuous improvement of Sino Russian relations, there are 21 roads, railways and river ports on the more than 4000 kilometers of the Sino Russian border. The total trade of China and Russia has reached over 8 billion yuan each year, and the momentum of trade growth is very strong.

At present, the logistics channel between China and Russia has covered various fields of water, land and air. The number of airports in China and Russia is not much, and the freight is high. The trade goods transportation of China and Russia includes railway transportation, highway transportation, maritime transport and air transportation, and the two countries are still mainly transported by water transport and land transportation.

5.1 The main mode of transport between China and Russia

(1). Development of Sino Russian Railway Transportation

Railway transportation has the characteristics of large transport capacity, good safety and little influence by climate. The border between China and Russia is 4355km long, and the Middle East is 4300km. As can be seen from the map, the dense Russian railway and highway network are mostly concentrated in the European part, while

China is concentrated in the southeast, and there are few railways in the border areas between the two countries. The frequent trade exchanges between China and Russia rely heavily on railway transportation and port freight yard, which has caused many railway port facilities "early retirement" or "overdue service".

Because of the climatic and geographical factors such as frozen soil disease, the train speed in Russia can only reach about 50km per hour. The second Siberia railway in the 70s of last century, the Baiya railway, has a disease rate of 27.5%. The first Siberia railway has been operating for more than 100 years, and the disease rate of the line is 45%. Some Chinese people doing business in Russia have paid some money from the extroverted Russian railway department so that they can get enough skin plans. Besides, the distance between Chinese and Russian railway tracks is not the same. Waiting for transit in border areas is a time-consuming and costly problem [20].

(2). China Russia highway transportation

The road is another important passage between China and Russia. The advantages of road transportation are flexibility, less loss of goods, fast transportation speed and less investment, and easy to develop in the whole society. In the Far East of Russia, due to the lack of Railways and the short sailing period of the river, the development of road transportation has been stimulated. The total length of the highway in this area is 5 million 110 thousand km. As early as 1996, the Manchuria municipal government built 14 road passages on the Chinese side of the western side of the Sino Russian border. From north to south, Zabaykalsk - Manchuria, Ababa - two cards, kalinda - Mohe County, Prague vyshin - River, borykovo - shink, baskovo - Jiayin, and the following ningska Ye Tongjiang, Khabarovsk - Fuyuan, Pokrovka - Rao, Markov - Hulin, tuolug -

Mishan, bog Ranicki - Suifenhe, boaltafka - Dongning, krras Keno - Hunchun. The first two are located in the Inner Mongolia Autonomous Region, the last one is located in Jilin Province, and the other 11 are all located in Heilongjiang province. These roads have played an important role in the development of local trade between China and Russia.

(3). Sino Russian maritime transport

Shipping is also an important way of shipping between China and Russia. Dongfang port is the eastern starting point of Siberia continental bridge. Many ports in China have direct routes to the Orient port of Russia. At present, 22% of the railway traffic from Dongfang port to Siberia comes from China's sea survey area. In terms of ocean transportation, the Far East region of the Russian ocean has developed very well, and 7 of the 10 federated bodies in the region are on the sea. There are 32 seaports on the far east coast, including 22 commercial ports, 10 fishing ports and 300 small ports and harbors. The distance between Vladivostok port and Dalian Port is about 2000km. The port plays a very important role in Sino Russian economic and trade relations. The basic characteristic of water transport is to use natural waterway to transport goods and passengers. The transportation speed is slow, but the transportation capacity is large, and the transportation cost is low. At present, there are 14 water routes in the Far East between China and Russia. The following are: Khabarovsk - Fujin, Khabarovsk - Jiamusi, Khabarovsk - Harbin, bokrofka - Rao, Khabarovsk - Fuyuan, the following ningsikye - Tongjiang, bascovo - Jiayin, boyalkov - Sun shin, Prague vyshusk - Heihe, Konstantinov Cards - Sun Wu, gillinda - Mohe County, crane, Hilli also vomit, O Louge - Shiwei, old rough sea chart - Hei Shan Tou. The latter three are located in the Inner

Mongolia Autonomous Region, and the rest are located in Heilongjiang province[21].

(4). Air transport

The sea and land Airbus freight transport between China and Russia has been growing strongly in recent years. The two sides will continue to cooperate, take further measures to expand the volume of transportation, exchange views on the status and prospects of the cooperation projects and plan to establish a direct air flight between Russia and China.

We should focus on improving the quality of transportation service and standardize the quality management system of Russian air transport according to the standard (IOSA) formulated by the International Air Transport Association (IATA), and improve the competitiveness of the service. By 2020, the number of newly added modern remote and branch passenger aircraft will reach 1500, and the demand will reach 2000-3000 by 2030, including the need to meet the transfer of "Europe Asia" and "North America Asia" international passenger transport. We should continue to modernize the existing international airports and speed up the expansion and supporting infrastructure construction of the central cities. We should strengthen cooperation in international air cargo transport, give full play to Russia's geographical advantages and provide transit service for air cargo transportation[22].

The transportation industry between China and Russia has entered a new developing period with the rapid development of the two countries' economy. In view of the problems existing in the transportation industry, both countries are working hard to plan and carry out the construction, which will lay a solid material foundation for the

future economic cooperation between China and Russia.

5.2 Strategies to promote Sino Russian logistics cooperation

Through the above analysis, we can see that there are certain problems in logistics cooperation between China and Russia. The two countries need to formulate relevant strategies to save the development of logistics cooperation between China and Russia.

(1)China Strategy

The system of China government departments need to improve the Sino Russian cooperation in logistics, Chinese relevant departments need to determine which aspects of the logistics cooperation with Russia, which city can set up a logistics transportation infrastructure associated with Russia, in addition to the already existing logistics transport port, China also need to open what city, make it become the transfer between China and Russia the logistics and transport station. It is necessary for China to perfect these policy systems to carry out related negotiations with Russia.

Second, facing Russia's domestic logistics infrastructure defects, China related departments should also discuss the opinions and measures related to the China whether Russia can help construction of logistics infrastructure, then help if the investment funds is much less, only about Chinese internal logistics cooperation between China and Russia reached a consensus within the and the corresponding policy, cooperation Chinese logistics company to understand how with the Russian logistics company.

The lack of professional logistics personnel has become a major problem in the Sino Russian cooperation in logistics in the process of facing these problems Chinese

need to cultivate professional logistics personnel, these professional logistics personnel is not necessarily learning logistics management personnel, but these people need to understand the current situation of the domestic logistics Chinese and Russia, and Russia Chinese logistics infrastructure aspects of the situation, and the long-term development of the logistics industry perspective, which is a feature required for professional logistics personnel. It is one of the major strategies in China that China needs to develop professional talents in these directions in these directions[23].

In order to promote the Sino Russian cooperation in terms of logistics, China Ayutthaya need to formulate relevant policies, mainly on the aspects of port logistics transportation and customs clearance inspection policy. If the China can accelerate the speed of Sino Russian port logistics transportation, set up fast through the way in customs clearance inspection, from Russia into Chinese goods, or from China of goods into Russia, Chinese port can carry out random checks, but the premise is that logistics companies can provide corresponding guarantees, such as policy can improve the transportation speed.

The port is the road after all in the process of transportation and logistics infrastructure, then the port is perfect or not will affect the two countries logistics cooperation, China need to be aware of this situation, the improvement of infrastructure China port, China need to set up customs clearance inspection department, Transit Department, storage warehouse in the port and so on, providing convenient conditions for logistics customs clearance. Faced with the fact that there are imperfect logistics infrastructures in some small ports, the Chinese government can provide mutual funds to build better infrastructure for logistics cooperation between the two countries.

(2) Russian strategy

The logistics cooperation between China and Russia has reached the two governments of China and Russia. If the government plays the role of promoting, making positive strategies will promote the logistics cooperation between China and Russia. First of all, Russia needs to establish a relevant policy system, which will play a role in promoting the logistics cooperation between China and Russia. Russia needs to determine the direction of development of logistics cooperation between the two countries, if China for Russia's domestic logistics infrastructure construction to give the corresponding investment, so in return, Russia will give China what kind of policy, which requires the relevant internal departments in Russia has been discussed, make answer.

Russia in the logistics of the main problems have been analyzed above, Russia's domestic infrastructure is relatively backward, and Russia's domestic infrastructure is not comprehensive, so we need Russia need to constantly improve domestic infrastructure construction. First of all, the Russian government for its domestic needs and China cooperation logistics port infrastructure and perfect, the government needs to make the corresponding overall objectives, to provide what kind of construction scheme for those ports, formulate the relevant target to an important role for Russia's logistics development.

Second, the Russian government needs to invest in Russia's domestic logistics infrastructure, the existing infrastructure aging phenomenon, the relevant departments need to give the corresponding cost of repair and improvement for aging infrastructure over the Russian government needs to make a decision of its residents. For the current

Russian domestic infrastructure is not perfect, Russia needs to invest in its main infrastructure, or attract external investment for infrastructure construction. And Russia needs to establish and maintain the logistics cooperation platform between China and Russia. The two countries' logistics cooperation platform plays an important role in the logistics cooperation between the two countries. Therefore, Russia must establish a logistics cooperation platform as soon as possible[24].

Russia has no long-term goal in the logistics cooperation with China. It only pays attention to the immediate interests and development, neglects the long-term development goal. In the process of logistics cooperation with China in the future, Russia needs to formulate long-term development goals and make corresponding efforts in order to achieve long-term development goals. The formulation of long-term development goals in Russia can improve the interests of China and Russia by paying attention to the immediate interests of the two countries.

5.3 Cooperation strategy of both sides

In the process of logistics cooperation, the Chinese and Russian information stations are perfected, and the supply and demand information of China Russia and Russia are continuously butted. In the wake of the continuous development of science and technology, all walks of life have begun to use information platform to communicate and exchange information. For the logistics cooperation between China and Russia, information platform has become the most important link in the whole logistics link. The two countries need to start building information platform for logistics

cooperation, carry out different types of services such as B2B, B2C, C2C and so on, combined with some information about e-commerce, TV government and so on. Russian information platform needs all included in the process of transportation and logistics sectors in the process of constructing information platform should include logistics cargo transportation, handling, packaging, storage, processing, distribution and so on a series of process, the process can be reflected in information platform, can make the transport unit to understand the transport of goods to understand the situation, directly on the computer. This perfect information platform not only provides convenient conditions for Sino Russian logistics cooperation, but also provides convenient ways for the two governments to communicate with logistics information [25].

Two countries in addition to the logistics industry development of our country, the two countries also need to develop their respective domestic third party logistics, the third party logistics refers to those who provide all or part of the logistics service outside the service, with the development of economy, as well as the two peoples demand for logistics, third party logistics industry gradually by the people the development of the two countries, the third party logistics, mainly the development of logistics warehouse management and logistics distribution. After the logistics cooperation between the two countries has completed the logistics and distribution between the state and the state, the third party logistics service platform can provide more subtle services for the goods.

The main methods are as follows, China and Russia in improving their national logistics and third party logistics development of our country, the third party logistics

need to go to the national development cooperation, as the product passes through the border transportation to partner countries, countries need to transport these goods to provide more detailed logistics services, such as when some goods from Chinese transportation to Russia, but Russia's domestic goods warehouse to store the recipient does not have these goods, so the logistics company needs to store the goods. China's logistics companies can establish their own warehouses in Russia, and cooperate with local logistics companies to provide corresponding warehouses for their corresponding remuneration. It is also the way for Russia to develop the storage function of its own country.

Secondly, when a cargo enters China from Russia, it will be accompanied by the corresponding distribution service, which requires Chinese logistics companies to have corresponding short distance freight transportation in Russia to deliver goods. Or the logistics company of China and the local logistics companies to cooperate to carry out the delivery of goods. No matter what way to choose, China's logistics companies establish corresponding international third party logistics service companies in Russia. Similarly, Russia also needs to establish such international logistics cooperation Companies in China. Only by improving the construction of the third party logistics company, can the logistics cooperation between two countries solve the small problems in the process of logistics cooperation, so as to make the logistics cooperation more perfect[26].

At present, Chinese and Russia, national logistics Chinese is relatively perfect, China has perfect logistics infrastructure, Russia has some defects in the logistics infrastructure, domestic logistics transportation network is relatively simple, mainly rely

on the railway transportation way, besides, some of Russia's domestic logistics and transport the network is not very perfect, these problems need to be solved. And China logistics and transport infrastructure ports have some fixed function logistics distribution area, distribution centers, transfer stations and so on relatively complete, and Russia for these problems are ignored, and the two countries in the port logistics infrastructure is to consider the logistics transportation infrastructure to facilitate their own the country, while ignoring the convergence situation of Sino Russian National multinational logistics, these problems will affect the Sino Russian cooperation in logistics, then we need to solve these problems, improve the construction of logistics infrastructure between the two countries.

First of all, two countries according to the present situation and the long-term goal of logistics cooperation between the two countries logistics cooperation, develop the logistics infrastructure construction of the corresponding plan, this plan is conducive to the development of bilateral cooperation in logistics, infrastructure and the establishment of cohesion can be good for the international. And China and Russia need different planning and design according to their different domestic urban transportation and terrain characteristics, so as to make full use of resources between neighboring cities, so as to achieve the purpose of saving logistics infrastructure cost.

Second, the countries of the two countries need to speed up the construction of the highway logistics network and improve the defects of some motorways in Russia. The two countries need to cooperate in Russia's domestic highway network maintenance, through rational negotiation, can reach a consensus in Russia, the highway network maintenance process, after the number of China investment and highway network built,

Chinese can get the gain with preferential policies and China, after the agreement, the two countries need to improve quickly. Russia's domestic highway network, highway is one of the essential infrastructure of bilateral cooperation in logistics [27].

Third, Russia's domestic logistics planning ability and Chinese still has a certain degree of lack, which requires Russia from the logistics planning team China has advanced, after negotiations in two countries, Chinese government can provide some help for the convenience of russia. A good planning team is conducive to improving the logistics construction in Russia and improving the main problems of logistics in China.

Fourth, the Sino Russian bilateral cooperation to establish and perfect logistics integration system, the integration system is to use the same platform between each port logistics platform, thus provides a unified range of logistics cooperation between China and Russia will become no obstacle, it will accelerate the transport logistics, so as to improve the quality of the logistics cooperation.

With the development of logistics gradually mature, people in two countries for the speed of the logistics requirements have become increasingly high, some residents through the logistics transportation is relatively short shelf life of food or agriculture cooperation in two countries, will Chinese vegetables transported to some city of Russia, these all need to use air transport accordingly, it needs to improve the bilateral Sino Russian logistics routes between the city.

First, the two countries need to improve agricultural Chinese province and Russia for agricultural products demand between big city logistics routes, so that you can make some vegetables and crops in the transport process of direct transport to the local city, to avoid the phenomenon of logistics during transit. And in the process of crop logistics

and transportation, specialized aircraft need to be used. The aircraft needs to provide constant temperature and humidity for crops, so as to provide good storage space for vegetables. Agricultural product transportation occupies a larger part of logistics transportation in China and Russia, so it is very important to provide good logistics and transportation conditions for crop transportation [28].

Secondly, for the cities which are not adjacent to China and Russia, and the more troublesome cities in the process of logistics and transportation, Del aviation lines are also needed. As China South will often transport the local production of some products, daily necessities and so on industrial supplies to Russia for Russia to use, but from the South China transport to the Sino Russian border area, and then through the railway, highway or shipping to Russia, this is a relatively long process, and in the middle of the cost is relatively expensive, which requires the logistics transportation line between city and city construction of aviation, directly from the China city transportation to the Russian city. This requires the cooperation and support of the Chinese and Russian Airlines.

A few years ago, two countries that logistics industry is only a single cargo transportation industry, does not involve the relevant professional talent, but with the development of the logistics industry, China and Russia two countries have recognized that the logistics industry professionals, to make certain the logistics planning and management, then improve the logistics professionals become the primary problem of Sino Russian cooperation in logistics to solve. The specific strategies are as follows:

First of all, the logistics enterprises need to conduct extensive cooperation with universities, set up a logistics management of universities in Russia and China, and

combined with the actual logistics situation to set up a logistics synthesis related, cultivate professional logistics management and design staff, the company can be directly introduced these professionals from universities, to make professional for the development of the logistics company's work.

Second, two of China and Russia are building professional logistics platforms for related logistics planning and design. They need to hire experts with rich experience in logistics area to give full guidance. Such as: Japan in the logistics management has reached the leading level in the world, there are many professional management personnel in the logistics management, the two Sino Russian cooperation can introduce such talent, service in the Sino Russian logistics industry, such professional talent is conducive to Sino Russian cooperation in logistics industry development in two.

Third, China and Russia can cultivate specialized logistics personnel through the way of internal training. The logistics companies of two countries can choose related personnel within the company to continue education and learn logistics related specialties. This can provide a continuous supply of professional talents for the future development of the Sino Russian logistics industry cooperation[29].

6. THE ECONOMIC IMPACT OF LOGISTICS ON THE TWO COUNTRIES

With the closer cooperation between the two countries in Russia, the two countries have expanded the scope of cooperation to the field of logistics cooperation between the two countries a few years ago. Modern logistics has become a new industry today, and it has become a production industry supported and supported by various governments. Then the logistics cooperation between China and Russia will be made. More and more attention has been paid to the government. In recent years, the logistics development speed of two countries in China and Russia is very fast, laying a solid foundation for the logistics cooperation between the two countries. In addition, the international trade between China and Russia is becoming more and more frequent, and logistics is the basis for ensuring the smooth progress of the two countries' trade, and the logistics cooperation between the two countries will become more important.

6.1 The importance of logistics in international trade is irreplaceable

Since the 90s, because of the fierce competition in the international market, the struggle for the market share of the industrial countries is becoming more and more sharp. It has formed a strong impact on the capitalist world economic system. The relevant countries, out of the relevance of economic interests, have realized that it is necessary to strengthen the international economic coordination. Through the adjustment of the industrial structure and economic structure and the implementation of the policy of reform and opening up, the developing countries have vigorously

promoted the development of the economy. The cars, household appliances, clothing and electronics of the newly industrialized countries and regions such as Korea, Singapore, Hongkong and Taiwan have begun to compete with the developed countries for the international market share. In order to protect the development of traditional industries, the state has adopted a number of measures of management and trade. With the further strengthening of the trend of the regional collectivization of the world economy, the regional economic groups, in order to protect the market in the region, are gradually dismantling various obstacles to the free flow of commodities and production elements, and make them excluded from the outside world. With the rise of new trade protectionism, non fair monopoly competition and contradiction between groups, non member countries also feel their own trade space is shrinking. In order to expand exports and protect the market, it is necessary to strengthen the unilateral management of trade and the coordination of trade with groups. With the new development of production internationalization, MNCs need to take free trade and eliminate all restrictions on foreign economic expansion. At the same time, it also needs the aid of state intervention to improve competitiveness so as to protect certain industries from foreign monopolies. Therefore, the management trade will be rapidly developed in 90s.

(1).Promote economic development.

During the period from nineteenth Century to the beginning of the beginning of the century, the importance of production efficiency led to the development of specialized economy. The development trend of production specialization is an important manifestation of economic development. Specialized production can significantly reduce costs and reduce prices, but why did it not develop rapidly?

Why did the undeveloped countries do not carry out professional production to promote their economic development? Adam Simy, a famous economist, explained that the amount of product demand or the scope of the market restricted specialization or division of labor. That is to say, if an organization can not sell the increased products to consumers, specialization can not be realized. Only when the product is transported from overproduction areas to areas with demand, can this product have economic value. Therefore, the contribution of enterprise logistics to economic development lies in the effective transportation of products and services to the market, so that manufacturers can make professional production with comparative cost advantages [30].



Picture 6.1 - Russia-China gas pipeline to span 2,600km

(2). Is beneficial to the function of exchange.

The socioeconomic of any country is made up of many departments and enterprises. They are distributed in different regions, enterprises provide their products to society, and the raw materials and consumer goods produced from other enterprises are obtained.

The interdependence, competition and complex relationship between enterprises are also maintained by effective logistics activities. In addition, the place of origin and the place of sale often do not coincide, and the production activities are separated from the market. Logistics provides a bridge between the two: in space, the transport of a bridge to set up space; in time, storage, inventory, service and other construction time of the tunnel.

(3). Reduce the price level of social goods.

On the one hand, logistics has great potential in reducing the cost and increasing the profit of the enterprise. Therefore, reducing the cost of logistics can greatly reduce the cost and price of goods and become the source of "third profit". On the other hand, the logistics activities can create time and space utility, and also help to reduce the low price. Ge. Logistics activities expand the scope of commodity market in time and space. Because of the opportunity of mass production and more cost tradeoff in the field of logistics, the price of the products in the field may be lower than the price of the local product, and it will promote the price competition of the product, and then reduce the price level of the social goods. Therefore, the improvement of enterprise logistics technology and management level is conducive to providing the society with a wide variety of products and reducing the price level of social commodities[31].

6.2 Good logistics environment to enhance the economy is huge

The development of logistics industry can promote the growth of investment, and the growth of investment will lead to economic growth. The view that the development

of the logistics industry can attract a lot of investment is recognized by everyone. Hongkong, Shanghai, Shenzhen, Amsterdam of Europe, and San Francisco in North America are all excellent models to attract large amounts of investment in the developed logistics industry and promote economic growth. Of course, you will soon realize that in most times the relationship should be mutually beneficial, that is, the logistics industry can promote the growth of investment, and investment can in turn promote the development of the logistics industry. In fact, it is this benign interactive relationship that enables the economy to grow steadily for a long time. In the case of rapid growth of investment and rapid economic development, if the development of the logistics industry can not keep pace with the pace of economic development in time, the economic growth will be restricted. Finally, the economic growth will be dragged and slow down. This example is in the process of economic growth in China, and the shortage of capacity will sometimes be around us. However, the emergence of this unfavorable situation has made us more clearly realize that the development of logistics industry plays an important role in China's economic growth.

The development of logistics industry involves the development of transportation, warehousing, distribution and other industries, and the development of these industries has created a good environment for attracting investment. Under the same conditions, capital is always willing to flow to the developed logistics industry level, which is the inevitable result of the profit driven nature of capital. The developed logistics industry can make capital operate at lower cost, and can greatly improve the efficiency of capital output. Most enterprises will carefully evaluate their logistics development level when selecting investment locations. For small investors, the choice of investment location

should not only consider the local economic conditions and preferential policies, but also consider their logistics environment. The establishment of an enterprise's production and operation system always wants to achieve more efficient production operation and market expansion by means of local logistics resources. In the trend of the low price of land and labor and the gradual weakening of various preferential policies with time and economic development, the weight of the logistics environment is becoming more and more important in attracting foreign investment. The important role of the logistics industry makes it a priority industry for China's economic development.

The developed logistics industry can promote economic growth through the promotion of demand. In the process of economic development in China, the main contradiction of economic production is no longer the contradiction between quantity production and the contradiction of circulation. The core of this contradiction lies in how to make the products produced by the society enter the consumption field in an efficient and economic way. The development of logistics industry is the key to solve this problem. On the one hand, the development of logistics has accelerated the speed of commodity circulation, greatly reducing the time delay of the people's demand, thus expanding the demand and promoting the economic growth. On the other hand, the development of logistics makes all kinds of goods spread to different regions conveniently and efficiently, which objectively makes the variety of goods in a region more rich, which leads to the growth of social demand [32].

Promoting domestic economic growth through expanding domestic demand is an urgent problem to be solved in China's economic growth. The development of logistics industry provides an important means to solve this problem. China's economic growth

will ultimately rely on domestic demand as the main foundation. The development of the logistics industry will play an increasingly important role in expanding domestic demand. To promote innovation and upgrade the industrial structure, the development of logistics industry can promote innovation, social division of labor and industrial structure optimization, so as to meet the needs of the supply chain of the manufacturing industry. The forward effect of logistics industry refers to the induction effect of logistics industry on logistics new technology, new technology, new raw materials, new energy and new equipment. It means that the development of logistics industry will promote the development of logistics equipment manufacturing, logistics system industry, new logistics technology and new technology, and improve the efficiency of logistics activities; not only can the logistics industry improve the efficiency of logistics activities; Promote the optimization of logistics industry, and potentially enhance economic and social opportunities. The backward effect of the logistics industry means that the development of the logistics industry will drive the development of the logistics industry, such as highway, railway, aviation, pipeline, warehousing, communication and so on, and then pull the demand for steel, coal, cement and manufacturing industry. The side effect of the logistics industry means that the development of the logistics industry will have a positive impact on the logistics activities in the supply, production and sales of all business, supply and marketing, grain, foreign trade and all industries, and improve the efficiency of various kinds of economic activities. It can be seen that the development of the logistics industry has a direct and important impact on promoting innovation and upgrading the industrial structure. A developed economy is bound to have a perfect logistics industry structure. The development of modern logistics will

effectively integrate the logistics resources in the region, extend the logistics activities of manufacturing enterprises to the business links, make up and optimize the links. Through the production and sales links, the production data are turned into value-added products at the fastest speed and sent to the customers in order to increase the value of the whole supply chain and promote the value of the whole supply chain. The development of our country's economy [33].

At present, the development of logistics industry is of great significance for promoting China's innovation and technological progress. The development of logistics industry has promoted the innovation of China's high-speed rail technology, and the development of high-speed railway technology has greatly promoted China's economic growth. The promotion of logistics industry to China's technological progress involves machinery manufacturing, electronic signal technology, control technology and many other industries. The role of logistics industry in promoting innovation and technological progress is extensive and in-depth. There are many examples of similar logistics development to promote innovation, such as the development of large aircraft projects in China. The innovation promoted by the development of the logistics industry is often the innovation that can directly effect the economic growth, and the economic benefits of its innovation activities are very significant [34].

The development of logistics industry can promote innovation, social division of labor and industrial structure optimization, so as to meet the needs of manufacturing supply chain. The forward effect of logistics industry refers to the induction effect of logistics industry on logistics new technology, new technology, new raw materials, new energy and new equipment. It means that the development of logistics industry will

promote the development of logistics equipment manufacturing, logistics system industry, new logistics technology and new technology, and improve the efficiency of logistics activities; not only can the logistics industry improve the efficiency of logistics activities; Promote the optimization of logistics industry, and potentially enhance economic and social opportunities. The backward effect of the logistics industry means that the development of the logistics industry will drive the development of the logistics industry, such as highway, railway, aviation, pipeline, warehousing, communication and so on, and then pull the demand for steel, coal, cement and manufacturing industry. The side effect of the logistics industry means that the development of the logistics industry will have a positive impact on the logistics activities in the supply, production and sales of all business, supply and marketing, grain, foreign trade and all industries, and improve the efficiency of various kinds of economic activities. It can be seen that the development of the logistics industry has a direct and important impact on promoting innovation and upgrading the industrial structure. A developed economy is bound to have a perfect logistics industry structure. The development of modern logistics will effectively integrate the logistics resources in the region, extend the logistics activities of manufacturing enterprises to the business links, make up and optimize the links. Through the production and sales links, the production data are turned into value-added products at the fastest speed and sent to the customers in order to increase the value of the whole supply chain and promote the value of the whole supply chain. The development of our country's economy.

At present, the development of logistics industry is of great significance for promoting China's innovation and technological progress. The development of logistics

industry has promoted the innovation of China's high-speed rail technology, and the development of high-speed railway technology has greatly promoted China's economic growth. The promotion of logistics industry to China's technological progress involves machinery manufacturing, electronic signal technology, control technology and many other industries. The role of logistics industry in promoting innovation and technological progress is extensive and in-depth. There are many examples of similar logistics development to promote innovation, such as the development of large aircraft projects in China. The innovation promoted by the development of the logistics industry is often the innovation that can directly effect the economic growth, and the economic benefits of its innovation activities are very significant.

7. TRANSFORM LOGISTICS INTO ECONOMIC DEVELOPMENT

The development of logistics means logistics modernization. Logistics modernization means the non standardization of traditional logistics, manual work and paper documents, and the development becomes standardized (for example, containerization), automation and information. Li Jiacheng's Heji Whampoa invested in a highly automated container terminal with a large mechanical package and a global information network system that can automatically exchange logistics information with UPS, FedEx and DHL logistics giants. Logistics modernization also means cheaper logistics costs, faster information transmission and more thoughtful service, and closely follow the increasingly global integration supply chain system.

7.1 Construction of supporting facilities

Logistics infrastructure refers to the overall service function of the supply chain and some links of the supply chain, which meets the needs of the logistics organization and management, with a comprehensive or single function of the place or organization, mainly including highway, railway, port, airport, circulation center and network communication basis [35].

Logistics infrastructure mainly includes warehousing, transportation facilities, and computing and information communication equipment. Since the production surplus of human society begins, there is storage, and warehouses are facilities for storing materials. According to different angles, characteristics and signs, warehouses have

their own warehouses, business warehouses, public warehouses, bonded warehouses and bonded pile goods. Warehousing facilities play the following important roles in the entire logistics industry.

(1) The function of the storage of materials. Any warehouse has room to accommodate materials. Modern warehouse is not only a place of release, but also has various facilities to play a proper role of keeping and keeping value.

(2) The function of regulating the supply and demand of materials. Supply and demand are widely linked, but at the same time, they are also quite complex contradictions. When the supply and demand are not balanced, the storage of storehouse can play a regulating role of "reservoir".

(3) Regulate the function of material transportation. Because of the different transport tools, transport capacity varies widely. This transport conflict caused by the difference in transport capacity can be solved by storing materials. This is the function of material storage and transportation.

(4) The function of material distribution. The warehouses of modern logistics enterprises in developed countries have changed from original stored goods to distribution centers. That is to say, the warehouse has to complete the new operation requirements such as material inspection, matching, bundling, circulation processing and so on, so that the warehouse has the function of material distribution.

(5) The function of saving materials. The role of saving materials is indirectly expressed. Because people's production surplus is stored at a certain time without causing waste [36].

Handling and transportation activities penetrate into all aspects of the logistics

industry, which determines the smooth progress of the logistics industry. The transport facilities are divided into two parts from large aspects: first, loading and unloading machinery; two, transport machinery. Handling machinery includes crane, fork lift truck, container handling and pallet transportation. Transportation machinery includes all kinds of truck, railway transport, waterway transport, air transportation, pipeline transportation, etc. With the development of logistics informatization, networking and systematization, computers play an important role in logistics management. Communication equipment generally includes: telephone, telegraph, electronic commerce, wireless transmission tower, etc. Computer and communication equipment connected the life, culture, politics and economy of the whole world, shorten the distance between time and space, so that people can understand the environment and information and change in time and accurately.

Logistics through continuous delivery of various material products, the producers continue to acquire raw materials, to ensure that the production process of fuel. Logistics can so effectively provide goods producers is due to the logistics infrastructure to improve the efficiency of logistics. To launch facilities, in the process of transportation, loading and unloading machine saves manpower and time in cargo handling transfer, greatly improve work efficiency. Computer and communication equipment to provide information service for the fast and accurate logistics, but also greatly improve the efficiency of logistics [37].

Warehouses have the functions of storing materials, regulating the supply and demand, transportation and distribution of materials, and saving materials. These functions reduce the waste of materials, discover the problems in time, and reduce

duplication of inspection. In this way, the cost of logistics is greatly reduced. The construction and development of transportation greatly saves time and cost. The development of computers and communication equipment saves space costs. The above warehousing, transportation facilities, computers and communications constitute the three major parts of the logistics infrastructure. In general, logistics infrastructure reduces logistics costs.

In the early days when there were no vehicles such as cars and trains, the production conditions were low, and there were not many materials that could be exchanged. Therefore, the circulation of goods without tools can be very limited. Now, developed transportation facilities enable goods to be transported everywhere. In the age of high information, computers can help you to get what you want easily and succinctly without having to travel in a thousand mountains and rivers. The improvement of logistics infrastructure is undoubtedly an important material condition for the development of logistics industry. In particular, transportation hub, industrial base, trade and trade are heart, material distribution and port area. In the long run, it needs comprehensive logistics infrastructure. So the infrastructure is good for logistics.

Transport machinery in logistics infrastructure ensures the smooth flow of materials. Communication equipment guarantees the timely and accurate arrival of materials. Warehousing protection facilities ensure the quality of materials. The whole logistics process is smooth, the quality of goods is guaranteed, and the destination is timely and accurately. These fully show that logistics infrastructure guarantees the quality of logistics [38].

7.2 Government support for relevant policies

In order to promote the healthy development of China's logistics industry, we must focus on the main problems existing in the current logistics policy in our country, combine the actual situation of China's logistics development and the development trend of modern logistics at home and abroad, and build me on the basis of cleaning, adjusting and perfecting the current logistics policies on the basis of the foreign experience. A new comprehensive logistics policy system in China

(1) Logistics infrastructure and logistics network policy.

Logistics infrastructure and logistics network policy is the planning, layout, construction, use, maintenance and operation management of railway, highway, route (including sea and inland waterway and air route), pipelines, and large stations, ports, airports, warehouses, logistics or distribution centers, circulation processing centers, logistics parks and so on. Policy. The specific form of policy is mainly based on laws and regulations, and at the same time complemented by necessary administrative policies. In China's current logistics policies, most laws and regulations belong to the policy of logistics infrastructure, such as the existing railway law, highway law, civil aviation law and so on. However, most of the laws and regulations need to be adjusted or revised. At the same time, the shipping law and highway need to be formulated. Transport law, railway transport law, port law, etc. Since China's traditional investment in logistics infrastructure is dominated by state investment, in the formulation of the new logistics infrastructure policy, we should pay attention to improving the investment and financing system of the logistics infrastructure, attracting the investment from the

foreign investors, and realizing the diversification of the investment subject, and in the revision or formulation of the law. We should give full consideration to the influence of the function and layout of the logistics infrastructure on the surrounding environment, and embody the corresponding provisions.

However, the logistics network policy is a blank in China's current logistics policy, especially the lack of legal policies. Therefore, improving and supplemental policies on large logistics outlets should be a key point in constructing China's logistics policy. This policy should focus on the function type, space layout, investment construction and operation mode (socialization or common use) of large logistics network. To this end, on the basis of foreign experience, can we consider the formulation of "warehouse law", "station law" or "large logistics network construction and layout law", etc., so as to make up for the shortage of current logistics policy [39].

(2) Logistics equipment and tools policy/

Logistics equipment and tools mainly refer to transportation, storage, loading and unloading, packaging, circulation processing, logistics information and other equipment and tools, such as vehicles, ships, containers, pallets, containers and shelves, various loading and unloading equipment and tools, packaging and circulation processing equipment and tools, computers and so on. Logistics equipment and tools have a direct impact on the efficiency of logistics operation. Therefore, it is of great significance to improve the performance and efficiency of logistics equipment and tools and to improve the logistics operation conditions, reduce energy consumption, reduce environmental pollution and improve the efficiency of logistics. Therefore, to ensure or promote the development and updating of logistics equipment and tools from policy is a common

way of all countries. However, from the perspective of China's current logistics policy, this aspect is also blank. Therefore, we should gradually establish and improve our country's relevant policies on logistics equipment and tools, which should be mainly embodied in the standardization and promotion of the standardization of logistics equipment and tools, as well as the necessary support and assistance to the organization and behavior of the development and introduction of advanced logistics equipment and tools. Of course, from the foreign policy in this respect, it also includes supporting policies for the development and application of low pollution logistics equipment and tools.

(3) The policy of logistics efficiency.

At present, there are few logistics policies aimed directly on improving the logistics efficiency of the whole society. Although some of the current policies also have a certain relationship with the improvement of the efficiency of the whole society, it is not very direct, not systematic and specific. Therefore, the logistics policy in this area is also a major defect of our current logistics policy. From the theory and foreign experience, the most direct and prominent factors that affect the efficiency of the whole society are logistics information, standardization of logistics, logistics and cooperation, and the effective combination of various logistics modes. Therefore, how to promote the information, standardization and common use of the whole society logistics, and the rational use of various logistics modes are the key points of the policy of logistics efficiency in various countries. To this end, China should consider the formulation of "logistics information standards", "Logistics Information Promotion Law", "logistics standards", "logistics standardization Promotion Law", "common logistics Promotion

Law", "the effective use of various logistics methods" and so on.

(4) Logistics industrialization policy.

From the experience of foreign countries, the higher the logistics industrialization, the higher the efficiency of the whole social logistics, which can not only save a lot of resources, reduce energy consumption, but also benefit the improvement of the environment. The important index of the degree of logistics industrialization is the logistics service provided by the specialized logistics service or the specialized logistics enterprise (reflected by the output value index), the market share is high and low. According to international comparison, the market share of specialized logistics services in China is far below the developed countries, which is not only the result of the low development level of the whole social logistics in our country, but also the reason for the low development level of the whole social logistics in our country. Therefore, in view of the low level of professional logistics development in China, we should consider formulating policies to promote the development of specialized logistics. This policy should focus on the market access system for specialized logistics enterprises or operators, the competition rules of the logistics market, the transaction procedures and the service and service standards, and to encourage the demand for logistics services (industrial and commercial enterprises) to reduce the ownership and utilization of their own logistics facilities and tools (improve the utilization of professional logistics services), Encourage and support the development of specialized logistics enterprises and so on.

(5) Logistics environment policy.

Although there are many environmental protection legislation in China, there are

not many environmental protection legislation and related special policies formulated in the field of logistics. With the rapid growth of China's economy, the rapid expansion of the logistics volume and the increasing demand for logistics services, the environmental pressure in the logistics field is becoming more and more serious. Therefore, the corresponding environmental protection policies must be formulated for the special situation in the field of logistics. In general, the logistics environment policy can be designed from two angles, one is the design from the angle of control, and the other is to design from the angle of promotion or support [40].

Design from the control point of view is mainly to establish environmental standards, and to strictly control organizations and actions that violate environmental standards or have a negative impact on the environment. In this regard, we should learn more from foreign experience. The focus of the logistics environment control policy is to formulate specific environmental standards, and to control key areas (big cities), key time belts (traffic peak moments), key environmental polluters (freight cars, especially large diesel freight cars). From the perspective of regulation, the policies of various countries are varied and varied. For example, some European countries are taking the "environmental tax" or "traffic mixed tax", and stipulates the minimum loading rate of freight cars (both to improve efficiency, but also to reduce the use of freight cars); the United States also has a strict road inspection system, about 8000 of the country's inspectors specializes. The inspection and supervision of the motor vehicle (mainly the freight car), including the vehicle, load, loading rate, environmental protection device, vehicle condition, driver's qualification or irregularities, carries out strict economic sanctions and even criminal responsibility for those who violate the regulations.

From the point of view of encouragement and promotion, it is mainly to formulate the main body of logistics and their behavior to encourage the reduction of environmental pollution, including the policy of "common logistics" mentioned earlier and the policy of "effective use of multiple logistics modes", which also belong to the category of environmental policy. In addition, encouraging the development and application of low pollution logistics tools and logistics modes is also an important part of environmental policies [41].

(6) Logistics internationalization policy.

In order to adapt to China's opening up to the outside world, especially the need of accelerating internationalization, logistics without borders has become a real problem in China. Logistics internationalization not only means the internationalization of the field or scope of the logistics business, but also means the internationalization of the logistics capital and the logistics capital. It not only means that the logistics enterprises and logistics capital of our country should go to the international market, but also mean the foreign logistics enterprises and logistics capital enter the market of our country. In fact, the internationalization of logistics in these two aspects has already appeared in China, and the international competition in the domestic logistics market has already started. Of course, objectively speaking, logistics internationalization, especially international logistics capital into China's market, is not only the need of international capital, but also helps to promote the development of logistics in our country. Therefore, the policy of logistics internationalization is also one of the main contents of our country's future logistics policy system. Its policy emphasis should be as follows: how to protect the legitimate rights and interests of international logistics capital (enterprise) entering the

market of China, maintain a fair competition market order including domestic logistics capital and international logistics capital, encourage and support the joint and reorganization of domestic logistics capital, and improve the management level so as to obtain the international logistics capital. This is a "qualification" for fair competition, encourages and supports the cooperation between domestic logistics capital and international logistics capital, jointly develops the international logistics market, and encourages and supports regional logistics consortium based on the actual situation in the region, actively carrying out transnational regional logistics cooperation and improving regional logistics. The ability to proliferate and promote the coordinated development of regional economy and society.

7.3 Selection and perfection of logistics structure

The international academic circle has not yet unified the definition of regional logistics. Generally speaking, modern regional logistics is the rational flow process from supply to receiving in the area of two or more than two countries or regions with geo relations. It is transportation, storage, loading and unloading, packing, circulation processing and distribution. Information processing and other basic functions of the organic integration. From the macro level, modern regional logistics is based on the principle of international division of labor and cooperation, according to international practice, using modern logistics network, logistics facilities and logistics technology to realize the flow and exchange of goods in the region, optimize the allocation of resources, promote the prosperity and development of regional economy. From a micro

level, modern regional logistics is the best way to choose the best way and path, with the minimum cost and minimum risk, quality assurance, quantity, and timely delivery of goods from one country's supplier to the other's demand.

At present, many researchers have been aware of the misunderstandings in the development of regional logistics. In summary, there are several points as follows: out of reality, the development of logistics is to add modern facilities and high-tech equipment, to pursue or be keen on modernization, large-scale logistics infrastructure construction and update of information and communication technology; The modern logistics system is equivalent to "goods + transportation + storage + information network". It is believed that as long as there are relevant logistics facilities and equipment, there are objective logistics activities and needs of production logistics, sales logistics and so on, they can operate and operate logistics. Because of the "logistics heat" in recent years, the "third profit source" is exaggerated. And "logistics iceberg" to reduce the potential of cost, so that the logistics industry can produce a high rate of return of the wrong understanding, professional and non professional investors, logistics service providers and logistics service demand parties are planning to invest in the construction of logistics centers or distribution centers, large families have set up new enterprises or traditional enterprises No matter what the original main business is, no matter what the original main business is, we always think that the investment to this third profit source can make a full cup full. The regional logistics theory researchers and actual workers have two wrong tendencies when thinking about the regional logistics development strategy and planning problems: first, "only" The tendency of "book" and "only" is to ignore the district situation, follow the "original" and the superior

"instructions"; two is the tendency of "only left" and "only right", which is to separate the "district situation" and copy the development model of the "neighbourhood" (the other areas around).

Due to the existence of such a misunderstanding in the development of regional logistics, some problems are inevitable. First, the result of unrealistic and blind pursuit of high technology content can only lead to the further increase of logistics costs and a new round of waste of logistics resources, and the overall logistics benefits of enterprises and the whole society will become lower. Secondly, the modern logistics is the product of the further deepening of the social division of labor and the continuous improvement of the degree of specialization. The formation and development of modern logistics are also the process of improving the effective integration of logistics resources through the specialization and cooperation of logistics organizations and stimulating the continuous formation of the new logistics production capacity. Therefore, if the consciousness of small production is developed, not only the transformation of traditional storage and transportation to modern logistics will not be realized, but also to a greater extent, the logistics efficiency of enterprises and the overall competitive ability of regional economy will be reduced. Third, in the current situation of many regions, there are different levels of surplus logistics resources or low level of utilization, the blind investment in the development of the new logistics main body, which is contrary to the main purpose of logistics development by the integration of resources. At last, because of the blind imitation, the economic friction in all parts of the country has been caused by our own affairs, the system of regional division of labor is not perfect, the industrial structure is converging, the gradient of economic technology is slow, the

opening of the regional market is not high, the phenomenon of regional commodity blockade and monopoly is heavy, and the situation of the feudal lords under the protection of the land is in vogue. . If regional logistics develops according to this trend, the consequences will be imagined.

The fundamental reason for the above misunderstandings and problems lies in that the research on logistics strategic planning and logistics management theory, from the inherent standpoint and perspective of the researchers, emphasizes one part of the functional elements of logistics unilaterally. Departmentalism makes the development of regional logistics system lack unified planning, regional logistics has lost its advantages as a whole system, and the difference between logistics and traditional transportation and storage becomes blurred. Therefore, the construction of regional logistics system at the height of the system can help to further clarify the concept system of regional logistics, enrich and develop the theoretical framework of the logistics discipline, and promote the healthy development of the whole logistics industry.

In the regional logistics planning, we should lay special stress on the planning and construction of integrated logistics nodes. According to the actual logistics conditions and logistics requirements of the region, as well as the traffic conditions such as aviation, railway and highway, the effective link and conversion of traffic network should be realized, and the integrated logistics node of aviation, railway and highway should be established, especially in the huge logistics node to realize integrated and integrated logistics node planning. Construction is conducive to intensive logistics facilities and full realization of logistics functions, and is conducive to reducing costs. It should be a key point in the planning and construction of logistics system. Secondly,

logistics links should be rationally linked with different logistics modes. The key to rationalize regional logistics is to fundamentally change the logistics pattern formed in the past few decades, to establish the distribution of the main distribution of the vehicle to the region and to the main flow pattern of the transport role of the railway trunk line, and to make a rational division of labor and connection between the highway and the railway. To achieve this, the integrated logistics nodes of intensive aviation, railways and highways will have a very important contribution.

CONCLUSION

This paper mainly studies the content of logistics comparison between China and Russia, and draws the following conclusions through the comparison of the development stages, development characteristics and development status of two logistics sectors in China and Russia.

1, The main influencing factors of Sino Russian logistics cooperation are: (1) economic factors, (2) environmental factors, (3) political factors, (4) social psychological factors, and (5) logistics enterprises' own factors.

2. To promote the strategy of Sino Russian cooperation in Logistics: (1) China strategy: to improve the Chinese policy system, a logistics cooperation training professional logistics personnel, Chinese need to formulate corresponding policies to support logistics cooperation and improve Chinese port logistics infrastructure. (2) Russian strategy: to improve Russia's policy system on logistics cooperation, to improve Russian domestic logistics infrastructure construction, and to formulate the goal of Russian domestic logistics development. (3) bilateral strategy: improving the information platform construction of Sino Russian logistics cooperation, promoting the development of the third party logistics, improving the construction of logistics infrastructure, ensuring the smooth and safe logistics, improving logistics talents, and providing support for the development of logistics. It is hoped that through the research of this paper and the strategy, the logistics cooperation between China and Russia will become more smooth and more evolutionary.

REFERENCE

1. Li Xin. Coupling mechanism between logistics industry and regional economic development [J]. Contemporary Economy. – 2010 (10). – P. 34-35.
2. Zhao Xijun. On China's logistics status and development strategies [J]. Journal of Southwest Jiaotong University, 2012 (2), Chinese Academy of Science and Technology, 2004 (3), 12-13.
3. Shuai-bin. Research on the Development Mechanism and Government Regulation of Logistics Industrialization [J] 10-12.
4. Zhang Xuan. Analysis of the mechanism of agglomeration of modern logistics industry and the role of government [J]. Journal of Zhejiang University, 2010 (3), 23-24.
5. Jin Hanxin. Talking about the logistics cooperation in Northeast Asia [J] Journal of Beijing Jiaotong University, 2011 (12), 3-6.
6. Yin Wei-liang. Market Weekly, 2013 (10), 2-7.
7. Wang Kun. China's logistics industry policy options [J]. Analysis of the institutional factors of China's high-cost logistics operation and countermeasures [D]. Journal of Tianjin University of Commerce, 2011 (3), 20-22.
8. Shu Lianwei Qi · Alexandra. Sino-Russian logistics industry cooperation [J] (4), 23-35.
9. DU Yu. Constructing the Role of Heilongjiang Province in Russia's Trade and Logistics Center [J]. China Business, 2010 (10), 2-5
10. Liang Yanjun. [J]. Foreign Economic and Trade Practice, 2009 (10), 23-25.
11. Liu Yilin. Research on the Border Port Logistics System Based on the Sino-Russia Trade Development [J]. Liaoning Normal University, 2008 (3), 10-15.

12. Li Haidong. On the establishment of bonded areas along the border between China and Russia [J], Journal of Heilongjiang University, 2009 (3), 45-46.
13. Research on the Development Planning of Provincial Highway Transportation Ports [J] .Journal of Beijing Jiaotong University, 2010 (3), 24-27.
14. Li Mengdan. Study on the Border Crossing System between China and Russia [J] .Journal of Northeast Normal University, 2014), 19-20.
15. Wang Bo. Suifenhe Heilongjiang Province Highway port logistics forecast and development planning [J]. Northeast Forestry University, 2010 (3), 14-16
16. Mode research [J] .Journal of Wuhan University of Technology, 2008 (4), 17-22.
17. In the view of foreign countries on accelerating the construction of China-Russia trade route and logistics network of countermeasures [J], Heilongjiang University Master's Thesis , 2011 (4), 4-6.
18. Zhao Li. China's logistics industry and the coordinated development of regional economy [J], Harbin University of Commerce Master's Degree Text, 2013 (4), 13-16.
19. Amina. Research on Border Trade Logistics Development in China and Russia [J] .Journal of Jilin University Master's Degree, 2013 (5), 13-22.
20. YANG Tai-lun, China International Logistics Status Analysis and Core Competitiveness Research [J]. Southwest Jiaotong University Master's degree thesis, 2012 (6), 16-19.
21. Jiang Jianneng. China Border Crossing Logistics Development Research [J]. Journal of University of International Business and Economics, 2014

22. Wen Yaoqing. On the construction of China port logistics and port logistics center [J]. Journal of University of International Business and Economics, 2014 (5)): 15-17
23. Liu Yuanzheng. Supply Chain Integration and Port Development in China [J] .University of International Business and Economics, 2013 (3), 13-19.
24. Qi Anbang. China's third-party logistics service marketing Research on Strategy Combination [J] .Procetry Storage and Maintenance, 2013 (3), 31-32
25. Yang Wenjing. New Marketing Combination Concept to Promote the Development of Logistics Enterprises [J]. Science of Railway Materials Science Management. 2004 (1), 41-44
26. Yuan Yanqing. Rational positioning of innovative logistics services [J]. China Logistics and Purchasing .2010 (17). 40-45
27. Sun Xianwei .. China's modern logistics service model and its development [J]. Modern Enterprise management .2011 (12), 46
28. Wang Zhanquan .Third-party logistics in modern logistics analysis [J] Journal of Chang'an University 2012 (22), 2-10
29. Zhu Linhai. Talking about the Logistics and Service [J]. Science of Railway Materials Science. 2008 (4), 10-12
30. ZHU Jun .. Research on the Satisfaction of the Third Party Logistics Service [J]. Logistics Technology, 201 (5), 9
31. Martin Cristo. "Logistics Competition: Logistics and Supply Chain Management. Beijing Publishing House, 2010: 67-89
32. (United States) Donald J. Bowersox, David J. Crowe Sri Lanka. "logistics

management: supply chain integration process," Machinery industry Press, 2009:. 30-39

33. Wen Yaoqing. Ma Le. Economic and Trade Relations between China and Russia at "Beginning of New History" / International Economic Cooperation, 2009 (12): 25.

34. Yang Zhiming. Russia's accession to WTO and its impact on China-Russian economic and trade cooperation / Master's Degree Dissertation of Northeast University of Finance and Economics, 2012.

35. Jiang Yi. China-Russian relations in the new century / Beijing: world knowledge press, 2007.

36. Lu Nanquan. Promoting the China-Russian Economic and Trade Cooperation Under the New Situation / Economic Observer Online, 2016-05-10.

37. Chen Xiaowei & Lin Xuedan. Financial cooperation between China and Russia is accelerating / People's daily, 2016-04-28.

38. Liu Kai. China Russia Financial Cooperation Symposium was held in Moscow / Xinhua net , 2012-03-30.

39. Zhao Dehai. The 60 years of China-Russian border trade review and prospect / <http://3y.uu456.com/bp-ce2170sfbe23482fb4da4cfb-1.html>.

40. Yang Shu, The hand of China-Russian financial cooperation will be more tightly trapped / International business daily, 2016-05-04.

41. An Yushu, Wang Mingliang, Gao Dianhui. Outlook of China-Russian Trade relations under the “ One Belt and One Road ” strategy / 2015 -08 -10.