

Study on the Path of International Trade Facilitation of Agricultural Products At Xinjiang Border Ports

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Abstract:

At the present stage, the foreign trade of agricultural products at Xinjiang border ports has a good development situation, but there are still many factors restricting the development of international trade facilitation. This study will first analyze the current situation of international trade facilitation of agricultural products at Xinjiang border ports, then analyze the existing problems, and finally put forward targeted solutions, hoping to make the international trade of agricultural products at Xinjiang border ports more convenient.

Keywords:

Facilitation, International Trade of Agricultural Products, Xinjiang

1. Introduction

After its accession to the WTO, there are more and more close relations between China and the world trade, promoting the opening degree of the international market of agricultural products. Compared with general industrial products trade, agricultural products trade is mostly related to the stability of people's livelihood and the safety of the country. It has the characteristics of strong customs clearance time, high access threshold, long supervision chain, many pre-links and high policy sensitivity. In addition, agricultural products will be affected by the natural environment to a large extent, with the characteristics of easy mildew and long growth cycle. Many countries have issued various trade regulations, which form a serious obstacle to the development of international trade of agricultural products. In this case, it is of great significance to study the path of international trade facilitation of port agricultural products.

2. Development Status of Agricultural Products International Trade Facilitation at Xinjiang Border Ports

Xinjiang border port has 20 categories of agricultural products, mainly fruits, vegetables, animal products, drinks, vegetable oil, grains, aquatic products and cotton and linen silk. In this study, the Khorgos and Alashankou two ports will be taken as

an example. At the present stage, Alashankou Port has completed the establishment of the customs comprehensive bonded zone, in which the number of agriculture-related enterprises has been continuously increased, and a relatively complete industrial chain has been formed, accounting for about 50% of the combined traffic volume in the country. After the development of China-Europe freight trains, the relevant personnel optimize the traffic management rules based on the characteristics of agricultural products, and basically implement the implementation of the international customs manifest management standards for arrival; after correctly realize the enterprise customs declaration will be affected by a large number of paper documents, the port used electronic paper declaration to replace the original paper declaration, make the customs clearance procedures become more streamlined, in the current relevant personnel can complete the train transit within 1 hour, greatly improve the import and export of agricultural products facilitation level [1]. Khorgos port has launched foreign exchange and tax preferential policies for bonded logistics goods and bonded processing goods of agricultural products. Through continuous improvement of the “green channel” operation mode, it has optimized the whole process channel of enterprise storage, put forward new tax management and customs supervision measures, and achieved zero delay in a real sense.

With the help of the above two Xinjiang border ports, it can be seen that the international trade convenience of agricultural products at Xinjiang border ports has made obvious progress in recent years, but the relevant measures are mainly reflected in the humanized service, the comprehensive customs management mechanism, logistics channel and other aspects, but there is still a large space for optimization.

3. International Trade Facilitation of Agricultural Products At Xinjiang Border Ports

3.1. Lack of deep cooperation across the whole agricultural industry chain

Most of the border ports in Xinjiang and the areas expected to carry out international trade in agricultural products have outstanding agricultural resource endowments, and relevant countries can fully realize in-depth cooperation in the whole agricultural industrial chain near the ports. However, according to the analysis of the actual situation, it can be seen that the agricultural cooperation near the Xinjiang border ports is only at a relatively low level, and there is a lack of sufficient smooth communication channels. From the current agricultural trade situation of Xinjiang border ports, most of the parties focus on the transaction of energy, which has squeezed the investment space in the agricultural field. Through the analysis of the main body of agricultural trade, it can be seen that the deep processing enterprises of agricultural products and agricultural materials enterprises in China generally have a low degree of participation, resulting in the agricultural industry cooperation of all parties is still at a low level. In this context, most of the agricultural products traded in Xinjiang border ports are primary agricultural products, with high value-added and deep-processing agricultural products accounting for a relatively small proportion. Not only that, the parties in the publicity of other countries' agricultural products strength is insufficient, seriously compressed the sales channels of agricultural products.

3.2. The infrastructure is not advanced enough

In the process of carrying out foreign trade activities, the port infrastructure construction is an important foundation. According to the situation in eastern China, it can be seen that oil and gas ports, container ports, general cargo ports and bulk cargo ports, railways, airports, highways, etc. With the help of these infrastructure, the facilitation of international trade of agricultural products can be improved to a great extent. Compared with the eastern region, the economic development of Xinjiang is poor, and under the influence of terrain and other factors, it is difficult to build railways, highways and related infrastructure. As a result, many ports in Xinjiang have poor traffic environment and lack a perfect international trade and transportation network system. In addition, due to the relatively short shelf life of agricultural products, and there is no standardized storage facilities such as refrigeration warehouses and live livestock slaughterhouses at the port, which reduces the effectiveness of trade and makes the relevant agricultural products have no advantage in international trade.

3.3. The customs supervision system is insufficient

Border port agricultural products import and export belongs to a work with systemic characteristics, in the implementation of management need market supervision and management, inspection and quarantine, taxation, customs, and other departments, in these departments have different management system and laws and regulations, when the import and export may cross, policy conflict, etc., Xinjiang port personnel can only coordinate between the parties, but does not have management enforcement. In this case, the local port management will be scattered and the effectiveness of the port management mechanism will be low. At border ports, due to the law enforcement of personnel and agricultural products by multiple departments, the inspection process is complicated, which extends the transit time to a large extent, reduces the convenience of customs clearance, and affects the further development of international trade of agricultural products [2]. For example, at the Hongqirapu port in Xinjiang, sometimes people have to queue for 1-2 weeks to carry agricultural products through customs smoothly. Due to the lack of policy guidance, most of the economic cohesion of agricultural products trade at Xinjiang ports is poor. In addition, the international political and economic forms have become more and more severe in recent years, so China should reasonably adjust the border trade policy according to the actual situation. In addition, agricultural products contain a lot of commodity types, and China does not unify the inspection standards and inspection methods with relevant countries, which also affects the development of international trade facilitation of agricultural products.

4. International Trade Facilitation Path of Agricultural Products at Xinjiang Border Ports

4.1. Strengthen whole-industry cooperation

In 2016, the Ministry of Agriculture and Rural Affairs issued a plan for the two regions for foreign agricultural cooperation, vigorously supporting agricultural enterprises to set up cooperation demonstration zones in other countries. China has good political mutual trust with many countries, and relevant personnel should promote cooperation in international agricultural industrial parks on the basis of this mutual trust. On the one hand, it should reach a rest for the establishment of agricultural cooperation parks with neighboring countries, determine the cooperation

scope, location and conditions for the construction of the park, give full play to the advantages of each country in the agricultural field, and promote the rapid development of agricultural trade with joint efforts. At the same time, in the process of building the industrial park, the area close to the port and with convenient transportation should be selected as far as possible, so as to provide effective guarantee for its economic benefits. On the other hand, domestic agricultural enterprises with large scale should be encouraged to go global and implement deep processing investment in other countries with the help of their own advantages, which can not only extend the industrial chain, but also make full use of local resource endowment. With the help of the establishment of a large-scale international agricultural industrial park, it will play a demonstration role and scale effect, increase the degree of mutual trust among all parties, and make it easier to make the international positive meaning of port agricultural products more convenient.

4.2. Strengthen infrastructure development

Agricultural products have the characteristics of short shelf life, easy to deteriorate, easy to mold and rot. In the actual implementation of agricultural products trade at ports, relevant countries maintain a high degree of attention to the timeliness, and the construction of infrastructure in line with the actual situation of agricultural products is the key factor to determine its timeliness. Xinjiang should conduct an in-depth analysis of international agricultural trade on the basis of fully considering the characteristics of agricultural trade products at border ports. To improve the relevant transportation facilities in the logistics path of agricultural products and ports, ports and ports, through the above analysis, the logistics carrying capacity and access speed of agricultural products at Xinjiang border ports are to a large extent affected by the level and scale of the existing local road network. At the same time, it also restricts the development of international trade facilitation of agricultural products. So, relevant personnel should actively promote the local highway, railway construction project, with the help of these transportation facilities port and other areas in the region, port and the terminal, the border port, make the local have higher agricultural products logistics carrying capacity, at the same time with the aid of railway engineering construction connecting Pakistan, kyrgyzstan and other countries. In addition, in the construction of agricultural products storage park, should be reasonable use of primary cleaning equipment, electronic constant temperature equipment and other [3]. In the construction of logistics park, for agricultural products with special storage needs, such as fragile fruits and vegetables, whole-contact distribution equipment should be used. In the construction of soft facilities in the park, the enterprises in the park and the customs network, share packaging batch code, goods warehouse data, play information, etc.

4.3. Optimize the management system

The Customs is an important foundation in the process of realizing the international trade facilitation of agricultural products. Xinjiang in China borders on many countries, and there are a wide variety of import and export of agricultural products. Different management strategies should be adopted in combination with the actual situation of each port to ensure the smooth trade of agricultural products at ports, and continuously improve customs clearance capacity with the demand of international trade facilitation. For different regulatory level of agricultural products, should implement hierarchical dynamic management mode, specific agricultural products can

be divided into AA, A, B, C, D, such as management level, for class B and the supervision level of agricultural products, the customs on the basis of guarantee customs clearance aging, improve supervision, for class A and above agricultural products, should do fast test fast put, mainly by electronic monitoring. In terms of on-site law enforcement of customs clearance, relevant departments should strengthen exchanges and cooperation to realize comprehensive management. On the basis of full consideration of the work functions of all departments and relevant laws and regulations, implement paperless customs declaration and electronic port declaration [4]. On the basis of fully considering the special commodity attributes of agricultural products, the customs should effectively integrate the supervision work into the whole process of international trade of agricultural products, and at the same time strengthen the cooperation with international customs to shorten the customs clearance time of agricultural products ports as much as possible.

5. Conclusions

In the process of developing the international trade of agricultural products, the convenience is a very key factor. Relevant personnel should face up to the problems existing in the international trade of agricultural products, and improve the problems from strengthening whole-industry cooperation, strengthening infrastructure construction and optimizing management system, so as to make the international trade of agricultural products more convenient.

Conflicts of Interest

The author declares that there is no conflict of interest regarding the publication of this article.

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