



Research Article

ISSN : 0975-7384  
CODEN(USA) : JCPRC5

## The impact of China-Japan international logistics on the bilateral trade based on comparative analysis

Meiyan Wang

Science and Technology University of Liaoning, Anshan City, Liaoning Province, China

---

### ABSTRACT

*In the economic globalization, international logistics, as an important bridge between different countries and regions to trade, not only can promote the development of international trade to a great extent, but also can promote it to a deep extent. Chinese and Japan, as the two most important economies in East Asia, are also two of the most important economies in the world. The development of trade between the two countries not only promote the two countries' economic development, cultural and political exchanges and cooperation, but also have an important impact on the development of World Trade and economic integration, which could not be substitution effect.*

**Key words:** intelligent transportation, China-Japan trade, Growth function model, Development of Logistics

---

### INTRODUCTION

The concept of international logistics is relative to the domestic logistics. International logistics is the logistics beyond the frontier extension and expansion range, which is between different countries in the world and within the scope of logistics activities [1-3]. When the production, transportation, consumption is not only confined to a region or a country, which need to be in different countries and regions, then produced international logistics. International logistics overcoming the scope border barriers' concept and state is the implementation of the transport of goods of physical activity in the world. International logistics is the material carriers of international trade, which can be carried, out smoothly and have realistic foundation. It cannot be ignored security theory to promote the development of international trade [4-9]. The national and international development of international trade all cannot do without international logistics escort, thus the international logistics will not be perfect and complete international trade are difficult to be smooth, quick, and efficient [10-14].

The Analysis of the theory of international logistics and international trade relations .International logistics is a necessary condition for foreign trade, international trade and will promote the development of international logistics industry, modern logistics and promote the development of international trade. With the development of science and technology progress and the internationalization of logistics, logistics mode of transport is also increasingly diverse. Transportation is a matter of the flow of the core of the efficiency of transportation, which wil directly restrict the entire logistics operation, thereby affecting international trade smooth. The development of modern logistics industry, especially the production and development of international transport, make international trade more frequently. International multimodal transport is the most important. International multimodal transport is not only mixed transport of goods in a variety of modes of transport, but also widely used in container transportation. Container size style uniform, convenient transportation, all of these promote the development of international trade.

In the economic globalization, international logistics, as an important bridge between different countries and regions to trade, not only can promote the development of international trade to a great extent, but also can promote it to a deep extent. Chinese and Japan, as the two most important economies in East Asia, are also two of the most

important economies in the world. The development of trade between the two countries not only promote the two countries' economic development, cultural and political exchanges and cooperation, but also have an important impact on the development of World Trade and economic integration, which could not be substitution effect. The analysis of the Mechanism in international logistics and international trade relations. The lower cost will promote trade development through the international industrial transfer, and also will promote trade development through service level. The development of international logistics is increasingly perfect, which can provide more professional, personalized service for the customer and satisfy the customer's various needs. Therefore, the development of international logistics in international logistics service level can effectively expand the customer base. Thus, it will promote the development of international trade, including trade in goods, at the same time, it will increase the competitiveness in international trade, which is also a great help.

#### THE SITUATION OF INTERNATIONAL LOGISTICS AND BILATERAL TRADE

Present situation of the Sino Japanese trade development. Bilateral trade between China and Japan has a long history of development, which can be traced back to the Tang dynasty. After the founding of new China, it has not yet been restored diplomatic relations between China and Japan in the first Sino Japanese trade restricted by political factors, which is mainly in the form of folk trade. But after 1964, it gradually developed into a semi official and semi public way from the folk trade. In 1972, Sino Japanese diplomatic relations become normalization. The political control is to eliminate, and these factors promote the development of Sino Japanese trade, laying the foundation for the rapid development of Sino Japanese trade. And in 1978, China began the reform and open policy, which provide the opportunity for the development of Sino Japanese trade, and Sino Japanese trade began to enter a new stage of rapid development. In 1972, just when the resumption of diplomatic relations, Sino Japanese trade amounted to only \$1040000000, but to the Sino Japanese trade volume in 1980 has increased 9 times, reaching \$9200000000. In 1990, it increased to \$16600000000; and in twenty-first Century, the development of Sino Japanese bilateral trade develop more rapidly, Sino Japanese trade volume in 2001 increased to 87720000000 the dollar, compared to 1972 in order just to restore diplomatic relations. Sino Japanese trade volume totaled US \$1040000000 and Sino Japanese trade volume increased by 83.3 times in 20 years with an average annual growth rate of 16.5%. The growth rate is not common in the world. We can see in the Fig 1, Table1 and Table 2(All of the data is mainly from the statistics of China):

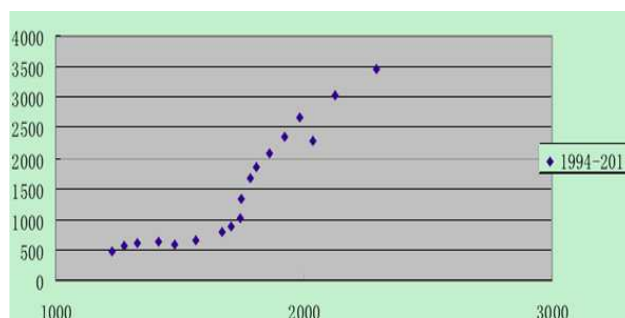


Fig 1. Sino-Japanese trade volume increase

(The horizontal = the volume of goods transported; the vertical = the value of trade)

Table 1. The marginal and elastic analysis in Sino-Japanese bilabial trade increase in 1994-2011

Year	Marginal Analysis	Elastic Analysis
1994	1.84	1.31
1997	0.95	2.72
2002	3.34	8.33
2007	5.13	5.34
2011	6.338	3.57

**Today's international logistics development.** In bilateral trade, it is mainly goods, electrical and electronic products. The proportions of trade in goods larger products include mechanical products, textile and clothing with the continuous development of bilateral trade. Sino-Japanese trade volume keeps rising and the same time the freight volume between the two countries has been increasing. And across the sea, sea transportation bear most of the Sino Japanese trade freight task, thus increase the Sino Japanese trade volume of freight, which is directly represented in marine traffic between the two countries continued to increase.

Table 2. The volume of goods transported and the value of trade between Sino-Chinese in 1994-2001

Year	The volume of goods transported	The value of trade
1994	478.9	1227.1
1995	570.4	1227.7
1996	600.1	1329
1997	638	1413.5
1998	579	1479.2
1999	662	1564.7
2000	801.7	1670
2001	877.28	1707.8
2002	1019	1745.1
2003	1335.74	1748.4
2004	1678.86	1786
2005	1884.5	1808.9
2006	2073.6	1862.6
2007	2360	1921.23
2008	2663	1982
2009	2280	2035.6
2000	3018	2126
2001	3449	2294.1

### RESTRICTED FACTORS IN TODAY'S INTERNATIONAL LOGISTICS DEVELOPMENT

Though the trade between Chinese and Japanese, it still has many limited factors, such as low efficiency and high cost, imperfect logistics infrastructure, unbalanced logistics development and obstacles of logistics management system.

**Low efficiency and high cost.** Compared with the western developed countries, the total cost of logistics in China accounted for the proportion of GDP is relatively high. Compared with the developed countries such as in Europe and America, the efficiency of logistics is relatively low. But, China's logistics industry is still developing.

**Imperfect logistics infrastructure.** Compared with the western developed countries, our logistics infrastructure needs to be improved and China's logistics technology and logistics is relatively backward, so we need to perfect them.

**The uneven standard of various modes of transport in China need to be unified.** At the same time, logistics, packaging and logistics facilities standards are not unified, not very good link up, which hinders the enhancement of logistics automation level, operation efficiency and load rate. Also, the logistics tools restrict the overall improvement of logistics efficiency. In addition, compared with western developed countries, the logistics enterprise information management and technology level is relatively backward. China's logistics enterprises in the logistics technology level also have gaps.

**Unbalanced logistics development.** Compared with the world first-class international logistics enterprises, the development of international logistics industry is slow in our country. Also, the development of international logistics industry in China is very uneven; there are many gaps between areas. In the eastern coastal area, especially in the Pearl River Delta and Yangtze River Delta region, we need to improve transport infrastructure. Also, the development of international logistics industry in China is relatively quickly, while the central and western regions, especially in the western inland provinces, the backward traffic infrastructure constraints the development of logistics industry.

**Obstacles of logistics management system.** The development of international logistics industry of our country is not only restricted by the factors mentioned above, but also restricted by the management system. Development of the logistics industry will involve many aspects, such as infrastructure construction, industrial policy, capital investment and financing. By historical reasons, these aspects of management is often not be decided a department, but involving many different functions. It also did not take the tax, customs, and maritime and other indirect management department into account. But the different government departments in the management of the logistics industry is often the focus from the angle, not on the national macro perspective, but comprehensive planning and implementation of the management, which can easily lead to duplication of investment, repeated management etc.

### SUGGESTIONS

As to there are so many disadvantages in the development, we have to think out some ways to overcome this, following are some suggestions.

**To improve the logistics system to promote trade facilitation.** Considering the economic cost and efficiency, Chinese logistics enterprises need to establish a global logistics distribution network center, break the geographical constraints in order to improve the logistics distribution efficiency, reduce logistics cost.

China and Japan International Trade and international logistics are in the ocean as the leading and shipping has become the most important way for national trade and international logistics. At the same time, Japan is an island; shipping is the pillar of the Japanese economy. Therefore, the development of Sino- Japanese logistics can be considered as the center of international shipping construction.

Increase investment. Infrastructure construction is an important guarantee for the development of the logistics industry. It is also an important guarantee for the development of international trade. At present, the main means of transportation of our country is the freight and railway, especially undertake more than 80% of our foreign trade. Therefore, in order to the development of international trade and international logistics, we must first strengthen the maritime and rail infrastructure investment. We should increase input for the port construction and fleet, perfect goods station, yard, pipeline construction. At the same time, we should ensure Freight Corridor Railway, which will continue to promote the container.

**Culture international logistics personnel to promote trade and specialization.** As the old saying goes, inter country competition in the final analysis is the competition in overall national strength, and the competition of comprehensive national strength cannot do without talent competition. So it is for the country, but also for enterprises. The development of international logistics industry is fast in China, so we cannot do without the logistics personnel training. At present, China's qualified trade and logistics personnel are not many. The development of trade and logistics personnel of medical effect restricts China's international trade and international logistics industry seriously. In this regard, we should take active methods and change the plight of the talent, cultivate comprehensive compound talents.

**Strengthen the logistics technology cooperation to promote trade efficiency.** In the information age today, technology began to play an increasingly important role in promoting economic development. To a certain extent, technology revolution and leap development can develop greatly promote the progress of productivity and economy. But due to some historical reasons of our country, our country's technical level is relatively backward, which restricts our country's economic development. While Japan from the Meiji Restoration, has become a more economically developed countries in the world because of the solid technology base, technology system. Therefore, if our country wants to strengthen technical cooperation in the field of logistics in China and Japan, it must help elevate the level of logistics technology, the development of international logistics in our country.

## CONCLUSION

Simply increasing the scale has been very difficult to enhance, even if it is just a continuation of the original role in promoting international logistics on international trade. This time you need to tap the existing logistics resources to explore new logistics development mode. In this case, this paper puts forward a series of countermeasures and suggestions, promote the depth of the development of the logistics industry to explore a new path of development of the logistics and stimulate foreign trade.

## REFERENCES

- [1]Liu Xiao-lan. *China Sport Science and Technology*. **1984**, 29(13), 46-49.
- [2]Luo Yang-chun. *Journal of Shanghai Physical Education Institute*. **1994**, 23(12), 46-47.
- [3]Wan Hua-zhe. *Journal Of Nanchang Junior College*. **2010**, 3, 154-156.
- [4]Li Ke. *Journal of Shenyang Sport University*. **2012**, 31(2), 111-113.
- [5]Zhang Shu-xue. *Journal of Nanjing Institute of Physical Education*. **1995**, 31(2), 25-27.
- [6]Pan Li. *Journal of nanjing institute of physical education(natural science)*. **2004**, 19(1), 54-55.
- [7]Li Yu-he; Ling Wen-tao. *Journal of Guangzhou Physical Education Institute*. **1997**, 17(3), 27-31.
- [8] Xu Guo-qin. *Journal Of Hebei Institute Of Physical Education*. **2008**, 22(2), 70-72.
- [9] Chen Qing-hong. *China Sport Science and Technology*. **1990**, 21(10), 63-65
- [10] Tian Jun-ning. *Journal of Nanjing Institute of Physical Education*. **2000**, 14(4), 149-150.
- [11] Zhang B.; Zhang S.; Lu G.. *Journal of Chemical and Pharmaceutical Research*, **2013**, 5(9), 256-262.
- [12] Zhang B.; *International Journal of Applied Mathematics and Statistics*, **2013**, 44(14), 422-430.
- [13] Zhang B.; Feng Y.. *International Journal of Applied Mathematics and Statistics*, **2013**, 40(10), 136-143.
- [14] Bing Zhang. *Journal of Chemical and Pharmaceutical Research*, **2014**, 5(2), 649-659.