

National Strategic Planning of "The Belt and Road" and Radiation Scope of Railway–Airline Combined Transportation

Chongqing, the only municipality directly under the central government in Western China, is one of the central cities of the country. Located at the joint point between "the Belt and Road" and "the Giant Y-Channel", it serves as an important strategic pillar of the Silk Road Economic Belt, an industrial base of the Maritime Silk Road and the western hub of the Yangtze River Economic Belt.

Chongqing is a central city of China's nine major logistics areas. It is also the only general hub with integrated water, land and air transportation services. The framework of the great international trade channel which links up "one river, two wing areas and three oceans" has come into being based on the Yangtze River Golden Waterway and the Chongqing–Xinjiang–Europe railway.

As for the radiation scope of the railway–airline combined transportation proposed in the Strategic Interconnection and Communication Demonstration Project between China and Singapore Governments (in Chongqing), the emphasis is laid on improving the efficiency of high-speed railway–airline combined transportation and lowering the logistic cost with the support of the infrastructures of the Railway Logistic Base in Western Logistic Park, Jiangbei Airport and Singapore Changi Airport. It is to build a demonstration of the cooperation between China and Singapore.



Chongqing Western Modern Logistics Park



Chongqing Western Modern Logistics Park is approved to be built by the Municipal Government of Chongqing in September 2007. Located in Shapingba District, Chongqing, it is the pilot park of national service standardization project, the National Excellent Logistics Park of China and one of the first key logistics parks at municipal level; it is planned to cover an area of 35.5 square kilometers with the total investment of RMB 111.7 billion Yuan. Upon completion, it will be a new international port town with an annual output value of RMB 300 billion Yuan, a GDP of RMB 80 billion Yuan and tax revenue of RMB 10 billion Yuan, as well as a population of 300,000 people.

Advantages of orientation: The Park serves as a strategic node of the Belt and Road and the Yangtze River Economic Belt. It is the departure station of Chongqing–Xinjiang–Europe international railway, the bonded logistics distribution center of Southwest China and the inland railway hub port. It is also a crucial support of the radiation scope of Asia–Europe railway–airline combined transportation. As a bonded railway logistics base with the significant "triple three-in-one" feature (combination of railway, waterway and airline transportation), the Park becomes a highland of inland opening-up in Chongqing, an important piece of China–Singapore cooperation, a significant platform of Asia–Europe trade and a crucial innovation base.

Advantages of location: Located in the western new town and adjacent to the Chongqing College Town, the Park becomes the bridgehead of the European trade of Chongqing as it is the start point of the Chongqing–Xinjiang–Europe international railway. Nine railways gather here in the Park, including Lanzhou–Chongqing Railway and Chongqing–Shenzhen Railway. Several highways such as Chongqing–Suining Highway and the inner ring and outer ring highways go across the adjoining neighborhood. Based on such conditions, the

Park is interconnected to the airport in Lianglu, the water port in Cuntan and the highway port in Nanpeng.

Advantages of resources: The Chongqing–Xinjiang–Europe international railway starts here in the Park; two nationally leading railway resources are allocated here, namely Tuanjie Village Central Railway Container Terminal and Xinglongchang Train Marshalling Station; three opening platforms are set here, namely the first inland railway port, the first finished vehicle import port and the first bonded railway logistic center (Type B).

Advantages of industries: The emphasis is placed on the development of four major industrial clusters of logistics, trade, finance and information technology. It is aimed at perfecting the city's supporting functions. It will be built into a hundred-billion-level industrial park, an eco-friendly park and a demonstrative innovation park.

Advantages of policies: It enjoys multiple preferential policies for the first-grade national opening port, the west development, the municipal platform, the railway logistics base of Chongqing Municipality, the China–Singapore cooperation and the financial innovation, etc.



The Great Chongqing–Xinjiang–Europe International Railway Channel

The first Sino–Europe train channel of inland China, Chongqing–Xinjiang–Europe international railway, was officially put into operation in 2011. With a total length of 11,179 kilometers, it starts from Tuanjie Village Central Railway Container Terminal in Chongqing Western Logistics Park and crosses the border at Xinjiang–Alataw Pass. After that, it goes across Kazakhstan, Russia, Belarus, Poland and ends in Duisburg, Germany. The railway operates based on the "five-fixed mode", namely, fixed time, fixed routing, fixed country, fixed station and fixed price, which ensures the smooth passing through the countries along the line and achieves one-time customs clearance, one-time inspection for full route pass. In addition, the technical problems such as full-time electric lock monitoring and electronic products transportation in winter are all solved innovatively.

At present, the train operated on the Chongqing–Xinjiang–Europe railway ranks the top in the aspects of shift number, cargo value, running speed and all other major indicators. It attracts the electronic manufacturers from East China and South China to export products to Europe. Meanwhile, world-famous logistics and transportation enterprises, including NTT Company, Kuehne & Nagel, DB Bahn come to settle in Chongqing. The Chongqing–Xinjiang–Europe railway is becoming the trump card of the major Sino–Europe trade channel and the development of cross-border e-commerce. It is the significant support and reflection of "the Belt and Road" strategy, as well as the Yangtze River Economic Belt strategy.

Tuanjie Village Central Railway Container Terminal

Tuanjie Village Central Railway Container Terminal is one of the 18 large-scale container terminals in China. It is located in the Railway Functional Area of the West Logistics Park. The construction commenced in October 2007 and the Terminal was put into operation in December 2009. It covers an area of 2,154 mu (1,436 million square meters). The investment totaled RMB 440 million Yuan. The Terminal is expected to handle 1,650,000 TEU per year.

The Terminal is one of the most advanced and internationalized railway container terminals in China in terms of railway freight equipment, facilities and information devices. With one customhouse and two inspection sites, the stocking yard, storage yard, special area for containers of certain types, maintenance site and other service facilities set in the Terminal, it is managed to handle 400,000 TEU in 2015 and is expected to have an annual increase over 10% in the loading and unloading volume each year. At present, train shifts based on Chongqing–Xinjiang–Europe railway, Chongqing–Shanghai railway and Chongqing–Shenzhen railway are put into operation.



Xinglongchang Train Marshalling Station

Located in the Railway Functional Area in West Logistic Park, Xinglongchang Marshalling Station is one of the national railway network marshalling stations and also the largest, fullest-equipped and most advanced marshalling station in the Southwest China. It undertakes the disassembling of freight trains operating on main railway lines such as Lanzhou–Chongqing, Chengdu–Chongqing, Xiangyang–Chongqing, Suining–Chongqing, Chongqing–Huaihua, Chongqing–Lizhou and Chongqing–Guizhou Railways. It covers an area of 5,400 mu (3.6 million square meters) and is constructed with a total investment of RMB 3.2 billion Yuan. The construction commenced in 2010 and the Station was put into operation in late 2013. Upon full completion, the Station is expected

to handle 25,000 trains each day.

The Marshalling Station, which has two longitudinally arranged operation directions and seven third-class operation sites, is designed to be a top class station. It covers an area of 4,553 mu (3,035,333 square meters) with the full length of 6,600 meter and the most transversal width of 536 meters. It is equipped with the uplink system and the downlink system, including 15 arrival-departure tracks in the departure site, 36 shunting tracks in shunting site and 6 shunting tracks in exchange site. It is also equipped with the most advanced integrated information control system, which is the most advanced computer integrated process system (CIPS) in China.

