

中国多式联运发展战略与路径

The Strategy & Path of China's Intermodal Transport Development



交通运输部规划研究院
Transport Planning and Research Institute
Ministry of Transport, China

谭小平
Tan Xiaoping
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背景及意义

Background and Significance





多式联运中国与欧美国家差距甚大（30-40年）

Huge gap in intermodal transport between China and Europe/US (30-40 years)

- ❑ 中国举步维艰：尚处于发展初级阶段，发展形式单一、覆盖面小、运行不畅，面临许多设施装备技术和运输一体化组织瓶颈

Struggling in China: still in an early stage of development; monotonous development pattern, small coverage, poor operation, and many organizational bottlenecks in such areas as equipment technology, transportation integration, amongst others;

- ❑ 欧美方兴未艾：上世纪80年代以来大力推进，近年更是作为运输系统优化的主导战略，现已形成发展形式多样、设施装备先进、标准体系完善、运输组织顺畅、政策保障有力的多式联运推进体系

Burgeoning in Europe and the US: vigorous support given since the 1980s; considered a dominant strategy for transport system optimization especially in recent years; an intermodal transport promotion system, with such characteristics as diversified development patterns, advanced equipment, complete standard system, smooth transport organization and robust policy support, has taken shape.

中国与欧美国家多式联运发展比较

Comparison of intermodal transport development in China and Europe/US

	中国 China	美国 US	欧洲 Europe
集装箱海铁联运比例 Proportion of sea-railway intermodal container transportation	<2%	40%	德国(Germany) 40-50%
铁路多式联运量占铁路货运量比例 Proportion of railway intermodal transport volume in railway freight volume	Approx. 3%	7家一级铁路公司（7 level-I railway companies）： 1/3~1/2	德国(Germany)1/3
商品车运输多式联运比例 Proportion of commercial vehicle intermodal transport	20% =铁路 (railway)10%+水运 (water)10%	70% =铁路（railway）50%+水运 (water) 20%	70% =铁路（railway）35%+水运 (water) 35%
多式联运综合绩效 Comprehensive performance of intermodal transport	甚小 Very small	提高运输效率、减少货损货差、降低运输成本、减少公路拥堵、节能 减排 Improve transport efficiency, reduce cargo damage and freight shortage, lower transport costs, lessen highway congestion, and achieve energy saving and emissions reduction	

多式联运： 欧美实践表明—提高运输效率**30%**左右、减少货损货差**10%**左右、降低运输成本**20%**左右、减少高速公路拥堵**50%**以上、促进节能减排**1/3**以上.....

Intermodal transport: European and American practices suggest: approx. **30%** improved transport efficiency, approx. 10% reduced cargo damage and freight shortage, approx. **20%** reduced transport costs, over 50% reduced highway congestion, and over **1/3** in energy saving and emissions reduction...

美国公铁联运:

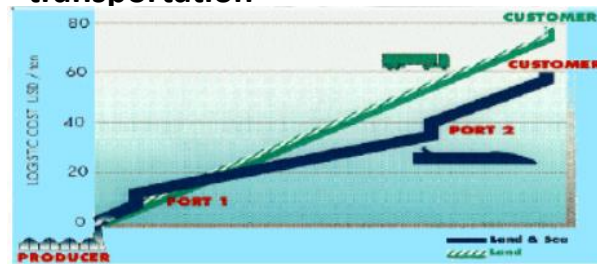
Road-rail intermodal transport in the US:

- ◆ 一列双层集装箱列车可运200-300个集装箱，相当于替代**280**辆卡车运输
- ◆ A double-deck container train carries 200-300 containers, equal to **280** trucks
- ◆ 当有10%公路长途货运通过公铁联运转向铁路时，每年燃料消耗可减少**120亿**加仑（454亿升）
- ◆ If 10% road long-distance freight transportation shifts from combined road-rail transport to railway transport, **12 billion** gallons (or 45.5 liters) of fuel could be saved each year.

美国公水联运:

Road-water intermodal transport in the US:

- ◆ 比卡车运输降低成本**1/4**
- ◆ **1/4 cost reduction, compared to truck transportation**



- ◆ 比卡车运输CO2减排**40%**
- ◆ **40% CO2 emissions reduction, compared to truck transportation**

多式联运： 欧美实践表明—提高运输效率**30%**左右、减少货损货差**10%**左右、降低运输成本**20%**左右、减少高速公路拥堵**50%**以上、促进节能减排**1/3**以上.....

Intermodal transport: European and American practices suggest: approx. **30%** improved transport efficiency, approx. 10% reduced cargo damage and freight shortage, approx. **20%** reduced transport costs, over 50% reduced highway congestion, and over **1/3** in energy saving and emissions reduction...

Table 79: Savings of GHGs by CT rail/road operations against road, 2011

Greenhouse gas	CT transport performance (bn tkm)	Specific GHG saving (g/tkm)	Total GHG savings (tonnes)
CO ₂	115	66.27	7,621,050
NO _x		0.81	93,150
Particles		0.01	1,150

欧盟通过大力推进
组合运输替代公路
货运，2011年减少
CO₂排放**762万吨**、
NO_x排放**93万吨**、
颗粒物**1150吨**

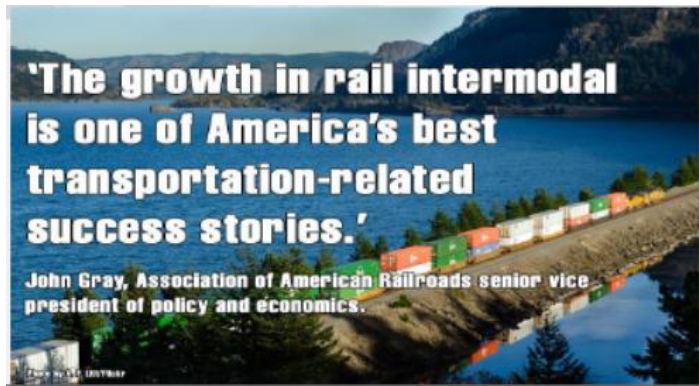
By vigorously promoting combined transportation in stead of road freight transportation, the EU has managed to reduce **7.62 million** tons in CO₂ emissions, **0.93 million** tons in Nox emissions and **11.5 tons** in particulate matter emissions.

Source: KombiConsult analysis based on specifications of German Ministry for Tran

中国多式联运正迎来难得发展机遇

China is bracing for a rare opportunity for intermodal transport development

- 经济结构调整：煤炭、矿石等大宗散货需求持续下跌；适箱货比例增长
- Economic restructuring: continuously declining demands for bulk cargo (e.g. coal, ore, etc.); growth in share of containerized cargo
- 一带一路、长江经济带建设：综合立体交通走廊+多式联运
- Construction of One Belt One Road, and Yangtze River Economic Belt: comprehensive three-dimensional traffic corridor + intermodal transport
- 铁路：货运困境（运能释放、货运量持续下滑）；市场化改革
- Rail: freight dilemma (release of transport capacity, declining freight volume); marketization reform
- 航空：快递物流持续增长
- Aviation: continuous growth in express delivery & logistics
- 公路水运：向现代物流转型
- Road and water transportation: transformation towards modern logistics
- 企业竞争力提升：追求降本增效
- Improvement in enterprise competitiveness: pursuit for cost reduction and efficiency enhancement
- 交通运输大部门体制：日趋完善
- Super-ministries system for transportation: gradual consummation



政策机遇重大利好

Favorable policies create a major opportunity:

➤《物流业发展中长期规划（2014-2020年）》18处涉及多式联运，并将多式联运工程列为12大重点工程之首；

Medium and Long-Term Plan for Logistics Industry Development (2014-2020) sets out 18 provisions of relevance to intermodal transport, and makes intermodal transport engineering as the first priority out of the 12 Key Engineering Projects;

➤国家十三五规划纲要7处涉及多式联运，包括：

China's Outline of the 13th Five-Year Plan for the National Economic and Social Development contains 7 provisions of relevance to intermodal transport, including:

- 加快发展多式联运，提高交通运输服务质量和效益

Accelerating intermodal transport development and improving transportation service quality and efficiency

- 建设一批多式联运货运枢纽

Constructing a batch of freight hubs for intermodal transport

- 推进公铁水及航空多式联运，构建国际物流大通道

Promoting road-rail-water and aviation intermodal transport, and building international logistics channels

- 开辟跨境多式联运交通走廊.....

Opening up cross-border traffic corridors for intermodal transportation



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现状与问题

Current Status and Issues of Concern



中国多式联运发展现状

Current status of intermodal transport development in China

➤ 集装箱铁水联运

Rail-water container combined transport

✓6条示范通道建设取得一定成效：设施衔接、运营协调、数据交换

Progress has been made in the construction of 6 demonstration channels: facility connection, operation coordination, data exchange

✓2015年合计完成铁水联运量**153.5万**TEU，较2010年增长**68%**

A total rail-water combined transport volume of **1.535 million** TEU, or an increase of **68%** over the 2010 level, was accomplished in 2015.

✓但未实现技术装备、运营组织上的根本突破

However, a fundamental breakthrough in equipment technology and operational organization is yet to be made.

➤ 中欧（中亚）集装箱国际班列

China-Europe (Central Asia) International Container Train

✓已累计开行**1600**多列，运行线路达到**39**条

So far, over **1,600** trains and **39** operating lines have been opened.

✓国内开行城市达到**16**个，国外到达**8**个国家**12**个城市

16 domestic, and **12** international terminals in **8** countries.

✓已从中国联运品牌发展成国际物流品牌

A China combined transport brand has grown into a global logistics brand.

✓但亟待优化通道布局，推进一体化组织、市场化运作

Efforts to optimize the channel distribution are expected to advance integrated organization and market-oriented operations.

中国多式联运发展现状

Current status of intermodal transport development in China

➤铁路内陆五定班列

5 fixed trains for inland rail transport

✓近年发展势头较好，有利于改善铁路干线运输稳定性和时效性

Good development momentum over the past few years is conducive to improving the stability and time effectiveness of trunk railway transportation.

✓以集装箱为主的班列数达到**130条**以上

Container train routes exceeded **130**.

✓但两端接取送达组织效率不高，亟待解决与公路短驳无缝衔接

But the organizational efficiency of cargo receiving and delivering at terminals still remains low; further efforts should be made to improve short barge transportation and integrate them seamlessly with road transport.

➤铁路零散快运

Express rail transport for LTL (less-than-truck-load) market

✓2014年以来快速起步发展，昭示铁路重新进入零担市场

Ever since 2014, railway has witnessed a period of rapid development and regained its reputation as a key mode of transportation in the LTL market.

✓2015年共完成零散货物发送量**2411万吨**

In 2015, LTL freight tonnage totaled up to **24.11 million tons**.

✓但设施装备落后（大多使用棚车或老旧客车改造）亟待解决集装化/厢式化升级，及与公路短驳的一体化组织

Given the poor equipment conditions (mostly box wagons, or ones transformed from old/outdated passenger cars), there is an urgent need for containerization or compartmentalization of such equipment, as well as for integrated organization of it with short road-based cargo transportation.

中国多式联运发展现状

Current status of intermodal transport development in China

➤高铁快递/电商专列

High-speed rail express delivery/special train for ecommerce

✓近几年有一定发展，满足一定范围快递物流需求

Over the past few years, it has seen growth at a certain level, which satisfies express delivery/logistics needs to some extent.

✓但起步之初即面临设施装备、运营组织等障碍，可持续性不足

Given the barriers (e.g. equipment, operational organization) which has been with it since its first appearance, sustainability might be an issue.

✓正积极研发高铁快递专用货运车辆

Efforts are being made in R&D of special high-speed rail express freight trains.

➤专业化多式联运

Specialized intermodal transport

✓冷链、危险品多式联运目前范围很小 但设施装备能力不足，危险品联运面临一系列制度及政策瓶颈

The scope of intermodal transport for cold chain and hazardous products is still quite limited. Equipment capacity is inadequate. And a slew of system and policy bottlenecks are to be overcome before combined transport of hazardous products are feasible.

✓商品车多式联运加快发展，但专业化设施装备能力不足

Despite rapid development of intermodal commercial vehicle operations, the capacity of specialized equipment is still insufficient.

➤空陆联运：刚刚起步，设施装备不足（全货机仅有70架）

Air-surface intermodal transport: is still in an early stage of development, with very limited equipment capacity (only 70 all-cargo carriers available).

中国多式联运发展现状

Current status of intermodal transport development in China

➤以半挂车为标准运载单元的多式联运

Intermodal transport using semitrailer as a standard carrying unit

空白 (驮背运输、公铁两用挂车；半挂车水陆滚装船)

N/A (piggyback transport, road-rail dual-purpose trailer; semitrailer land-and-water roll-on/roll-off ship)

➤卡车整车公铁滚装运输

Truckload road-rail RO-RO transport

空白

N/A美



驮背运输

Piggyback transport



欧洲公铁滚装运输
Road-rail RO-RO
transport in
Europe



美国厢式半挂车专用
滚装船

Van Semitrailer
special RO-RO
ship in the US



公铁两用挂车
Road-rail
dual-purpose trailer

中国发展多式联运的主要问题

Main problems China faces in developing intermodal transport

一是概念不清晰

The first problem is that there is no clear-cut definition for the following terms:

综合运输 Integrated transportation

综合交通运输 Integrated traffic

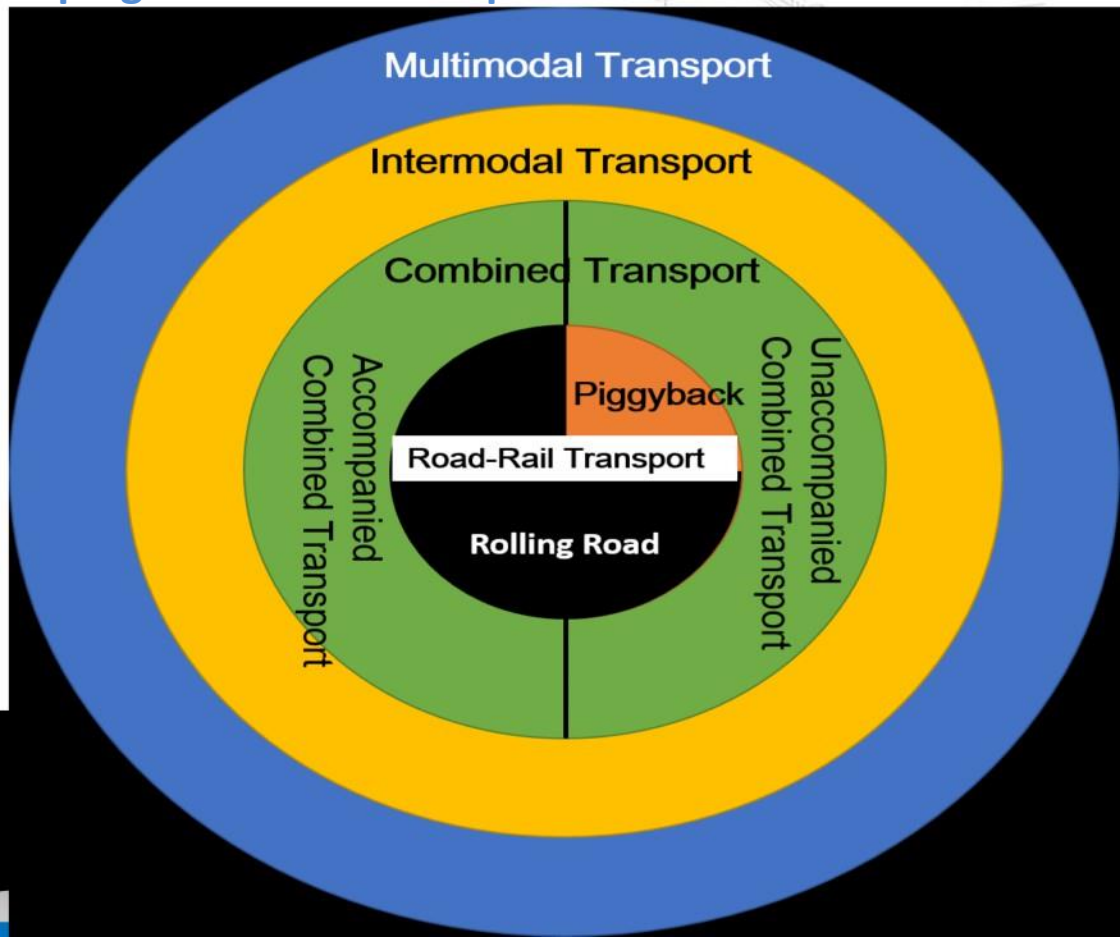
多式联运 Intermodal transport

联程联运 Coordinated and intermodal transport

联合运输 Combined transport

一体化运输 Integrated transportation

.....



欧洲规范的概念与内涵

Concepts and connotation in the context of European standards

❑ **Multimodal** Transport : 以两种及以上运输方式完成的运输 **内涵** : 类似于中国的联合运输
Multimodal Transport: refers to transportation of freight using two or more modes of transport **Connotation**: similar to China' s combined transportation

❑ **Intermodal** Transport : 货物全程由一种且不变的**运载单元**或**道路车辆**装载, 通过两种及以上运输方式无缝接续、并且在更换运输方式过程中**不发生对货物本身操作**的一种货物运送
Intermodal Transport: refers to the transportation of freight in one, constant **carrying unit** or **transportation vehicle**, using two or more seamlessly-connected modes of transport; AND there is no need for handling the freight itself when changing modes.

❑ **Combined** Transport (组合运输, 简称CT) : 欧盟倡导的一种**Intermodal**形式, 其全程运输中的主体部分**尽可能多**依靠铁路、水运承担, 始末端则**尽可能少**地由道路运输完成
Combined Transport (abbr. CT): an **intermodal** format promoted by the EU. Throughout the whole journey, the majority part of transportation is borne **to the best possible extent** by rail and water, and completed **to the least possible extent** by road transport when approaching the end of the journey.

与中国概念的比较 Comparing with Chinese concepts

中国GB《物流术语》将**多式联运** (**Multimodal** Transport) 定义为：联运经营者为委托人实现两种或两种以上运输方式的全程运输，以及提供相关运输物流辅助服务的活动

As per China GB Logistics vocabulary, **multimodal transport** is defined as: the use of two or more modes of transport for a journey, carried out by a multimodal transport operator for his consignor(s), as well as any activity providing support to related transportation & logistics services.

中国仅使用**Multimodal**，强调 **一个承运人承担全程运输责任 突出：全程化责任、管理**

In China, only “**multimodal**” is used to stress a carrier bears the responsibilities for a whole journey. **Highlights: whole-journey responsibility, management**

欧美多使用**Intermodal**，强调 **一个标准化载货工具高效换装但不倒载 突出：标准化衔接、效率**

In Europe and the US, the term “**intermodal**” is more often used instead to emphasize its role as a standardized cargo-carrying tool, which is highly effective in reloading, although not for cargo shifting. **Highlights: standardized connection, efficiency**

交通运输部正组织编制《**多式联运术语**》预期年内发布

Ministry of Transport is currently developing the “Terminologies for intermodal transport”, expected to release by the year end.

中国发展多式联运的主要问题

Main problems China faces in developing intermodal transport

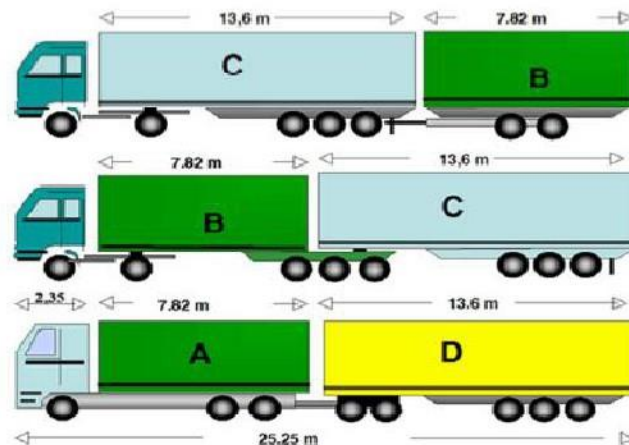
二是运载单元、卡车车型标准化水平低

The second problem is that standardization level of carrying units and truck models is still quite low.

- ✓ 除海运外，国际集装箱在内贸运输中比例极低 Apart from marine transport, international container takes up a very small portion in transportation for domestic trade.
- ✓ 尚未建立内陆集装箱标准体系（美国53呎、欧洲45呎）
- ✓ An inland container standard system is yet to be established (53-foot container for the US and 45-foot container for Europe)
- ✓ 半挂车的外廓尺寸多种多样（13米-20米不等）
- ✓ Dimensions for semitrailers vary greatly (13-20m)
- ✓ 车型极为复杂（超过2万种）
- ✓ An extremely complex fleet of vehicle models (over 20,000 different types).

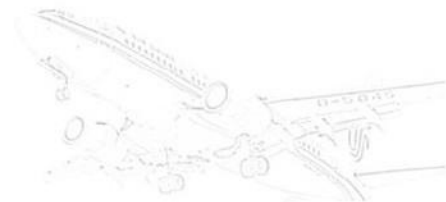
新修订GB1589即将实施，参照欧洲模块化标准

The newly-revised GB1589, developed in reference to the European modularization standard, will soon be implemented.



卡车车型庞杂

An extremely complex fleet of vehicle models



2万种车型

20,000 types of vehicle models



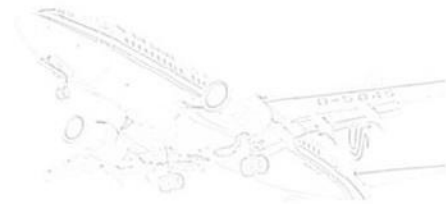
厢式化程度很低

Low compartmentalization level



平板车、栏板车、仓栅式半挂车占比80%

80% are flat cars, sided trucks or box trucks



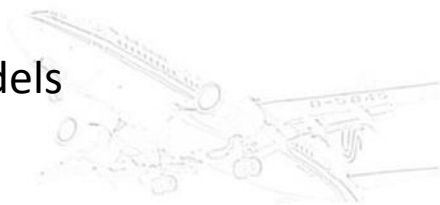
非标车型车辆泛滥

Presence of excessive amounts of non-standard vehicles and models



35-40米长的商品车运输车

35-40m long commercial vehicle carrier



17.5米低平板半挂车

17.5m long low flat bed semi trailer



中国发展多式联运的主要问题

Main problems China faces in developing intermodal transport

三是基础设施衔接不足、集疏运不畅

The third problem is poor linkage infrastructure for cargo collection and distribution.

- ✓ 铁路进港“最后几公里”瓶颈突出（典型：上海洋山港差40多公里；武汉阳逻新港差60多公里）
- ✓ Prominent problems with the “last several miles” for rail freight (typical examples: last 40km or so to Yangshan Port, Shanghai; 60km or so to Yangluo New Port, Wuhan)
- ✓ 铁路货运站场进出通道能力不足
- ✓ Insufficient channel capacity in and out of rail freight station yard
- ✓ 港口公路集疏运通道受城市交通挤压
- ✓ Urban traffic pressure on port road collecting and distributing channels
- ✓ 大型物流园区缺乏铁路专用线相连
- ✓ Lack of special rail routes connecting with large-scale logistics park

昆明铁路集装箱中心站
Kunming Central Railway Container Station
对外公路通道
External Road Channel



中国发展多式联运的主要问题

Main problems China faces in developing intermodal transport

四是缺乏多式联运专用站场

The fourth problem is lack of specialized rail yard for intermodal transport

- ✓ 铁路集装箱中心站只建成9个（美国芝加哥周边28个）

There are only 9 central railway container stations (vs. 28 in surrounding areas of Chicago, US).

- ✓ 已有公铁联运站场规模小（最大铁路集装箱中心站800亩）

The sizes of existing road-rail intermodal stations are small (the largest central railway container station is 800 mu).

- ✓ 半挂车专用滚装码头设施严重不足

Serious shortage of specialized facilities for semitrailer RO-RO terminals

- ✓ 机场空陆联运专用设施严重不足

Serious shortage of specialized facilities for air-land intermodal transport at airports

- ✓ 除集装箱中心站，大部分铁路货站设施装备简陋

Except central container stations, most railway freight stations are poorly equipped.

五是缺乏多式联运专用载运机具

The fifth problem is lack of specialized carrying vehicles/tools for multimodal transport

- ✓ 尚未建立驮背运输、半挂车滚装运输、公铁两用挂车乃至卡车整车铁路滚装运输等方面的技术标准

Currently, there is no technical standard for piggyback transport, semitrailer RO-RO transport, road-rail dual-purpose trailer or truckload rail RO-RO transport.

大部分铁路货运站
场设施装备尚处于
上世纪80年代水平
Equipment of most
railway freight
station yards still
stays at the 1980s
level.



中国发展多式联运的主要问题

Main problems China faces in developing intermodal transport

六是缺乏统一的多式联运规则(难以一单到底、一票结算)

The sixth problem is lack of unified rules for intermodal transport (hence causing trouble for “one ticket for one journey”, and “one-ticket settlement”).

- ✓ 各种运输方式在市场组织、业务管理以及票据单证、货类品名、特种货物界定、包装与装载、安全管理、货物交接、定价计费、保险理赔、责任识别等方面的规定**不一致**
- ✓ Different modes of transport involve different regulations on market organization, business management, negotiable instruments, goods categorization and product naming, special goods identification, packaging and loading, safety management, cargo handing-over, pricing and fee-charging, insurance claim settlement, and liability identification, among others.

七是缺乏内陆多式联运经营人法律规范

The seventh problem is lack of legal norms for domestic intermodal transport operators

- ✓ 法律定位和责任边界**不清**，市场准入条件和退出机制**不清**
- ✓ Legal orientation and liability boundaries are **not clearly** defined; and there are **no clear-cut** lines defining market admission conditions and exit mechanism.

八是多式联运信息平台建设严重滞后

The eighth problem is that intermodal transport information platform construction is seriously falling behind.

- ✓ 不同运输方式信息交互共享严重**不足**
- ✓ Exchanges and sharing of information concerning different modes of transport are **seriously falling behind**.

原因

Causes

◆体制机制不适应：体制长期分割；铁路市场化不足

System & mechanism incompatibility: system deviation over a long period of time; lack of stimulus for railway marketization

◆法规制度未建立：缺乏多式联运龙头法

Lack of a proper legal system: a leading intermodal transport law not in place

◆标准规范不健全：装备技术标准、多式联运规则缺失

Incomplete standard system: absence of relevant technical standard for equipment and rules for intermodal transport

◆基础研究不扎实：概念；多式联运组织形式及适用范围；方向及目标；推进路径；统计与监测体系.....

Inadequate effort in basic research: concepts; organizational forms and scope of application for intermodal transport; directions and goals; promotion paths; statistics and monitoring system...



3

战略与路径 Strategy and Path



中国多式联运发展总体思路

General considerations on China's intermodal transport development

- 国家层面：应明确将**多式联运**作为现代物流发展的**主攻方向** 借鉴欧美经验，推动建立**国家多式联运系统**
- **State level: intermodal transport** should be determined as a main direction for modern logistics development; we may learn from European and American experiences in creating a **national intermodal transport system**.
- 行业层面：应明确将**多式联运**作为综合交通运输系统优化的**主导战略**，强化顶层设计
- **Industry level: intermodal transport** should be determined as a **leading strategy** for optimization of our integrated transportation system; top-level design must be intensified.



多式联运本质特征： 4个“跨” + 6个“一”

Essential characteristics of intermodal transport: four “cross-es” + six “ones”

□4个“跨”

Four “Cross-es”

跨方式：两种运输方式以上

Cross-mode: involving two or more modes of transport

跨部门：运输部门主导，海关、检验检疫、工信、公安、商务.....

Cross-department: led by department of transport, in conjunction with the Customs, inspection and quarantine, industry and information technology, public security, commerce...

跨区域：依托国家骨干物流通道

Cross-region: based on the national backbone logistics channel

跨边境：往往涉及国际多式联运

Cross-border: often involving international intermodal transport

□6个“一”

Six “ones”

一次托运：一个多式联运经营人承担全程运输责任

One consignment: one intermodal transport operator bears transport responsibilities for the whole journey

一票到底：全程使用1份多式联运单证

One ticket for one journey: involving only one intermodal transport document

一个费率：按全程费率一次计收运费

One charge: one-time transport charge for the whole journey

一次保险：全程统一保险和理赔

One insurance: uniform insurance and claim settlement for the whole journey

一个标准化运载工具：快速转运

One standardized carrying tool: rapid transshipment

一体化全程运输组织：无缝衔接

One total-journey transport organization: seamless connection

中国亟待系统破解瓶颈制约： 涉及7个大领域

Bottleneck constraints China must urgently address in a systematic way: 7 major areas involved

基础设施：衔接

Infrastructure：linkage

统筹规划建设多式联运专用枢纽站场，促进通道网络衔接

Devise overall plans for the construction of specialized intermodal transport hub stations, in an effort to promote linkage of channel network.

加强疏港铁路、铁路货运站场外联高等级公路等集疏运体系建设

Intensify efforts to build a cargo collecting and distributing system composed of railway ports and high-grade linkage road off rail freight station yards.

运输装备：标准化

Transport equipment: standardization

健全技术标准建设：标准化运载单元；专用载运装备；快速转运设备

Improve technical standard development: standardized carrying unit; specialized carrying equipment; rapid transshipment equipment

探索发展45呎、53呎大尺寸、大容量内陆集装箱技术体系

Attempt to create a 45-foot or 53-foot large-size, large-volume inland container technical system

开展货运车型标准化专项行动

Launch a special action on freight vehicle standardization

市场主体：多元化

Market actors: diversification

培育多式联运经营人；促进不同运输方式企业合作联盟

Foster intermodal transport operators; promote cooperation alliance of enterprises engaged in different modes of transport

进一步推进铁路市场化改革；便利跨运输方式的市场进入

Further promote the railway marketization reform; facilitate cross-transport-mode market admission

中国亟待系统破解瓶颈制约： 涉及7个大领域

Bottleneck constraints China must urgently address in a systematic way: 7 major areas involved

➤ 运营组织：一体化

Operation organization: integration

- ✓ 打破跨运输方式、跨行业、跨区域管理和技术壁垒
- ✓ Break down cross-transport-mode, cross-industry and cross-regional management and technical barriers
- ✓ 发展多种联运形式（尤其是驮背运输、滚装运输，填补空白）
- ✓ Develop a diversity of intermodal transport modes (particularly piggyback transport, RO-RO transport, gaps to fill)

➤ 信息资源：交互、共享

Information resources: mutual exchange, sharing

- ✓ 建设多式联运公共信息平台；协同开发多式联运运营管理系统
- Construct a public intermodal transport information platform; coordinate efforts to develop an intermodal transport operating and management system

➤ 法规制度：统筹

Legal system: coordination

- ✓ 建立多式联运法律法规、多式联运规则、多式联运经营人服务规范
- ✓ Develop intermodal transport laws and regulations, rules, and operator service specifications
- ✓ 多式联运专项统计与监测制度
- ✓ Special intermodal transport statistics and monitoring system

➤ 支持政策：创新

Support policies: innovation

- ✓ 学习借鉴欧美经验，强化公共财政资金投入、税费减免等支持
- ✓ Learn and draw on European and American experiences; intensify support through public financial capital input, tax reduction and exemption, amongst others.

4

近期推进工作

Recent promotional activities



交通运输部近期推进多式联运重点工作部署

Key recent work arrangements of Ministry of Transport for intermodal transport promotion

一是开展多式联运发展全产业链大调研（联合中国铁路总公司）

First is to carry out large research and survey on a complete industrial chain for intermodal transport development (in conjunction with China Railways Corporation)

专题一：多式联运枢纽布局优化

Special Topic I: Intermodal transport hub distribution and optimization

专题二：多式联运技术与装备创新应用

Special Topic II: Intermodal transport technology and equipment innovation and application

专题三：多式联运经营人与骨干龙头企业培育

Special Topic III: Intermodal transport operator and leading enterprise cultivation

专题四：多式联运法规制度与标准规范建设

Special Topic IV: Legal system and standard development for intermodal transport

专题五：多式联运信息资源互联互通

Special Topic V: Interconnection of intermodal transport information resources

专题六：多式联运发展经济社会贡献评价

Special Topic VI: Evaluation of intermodal transport contributions on socio-economic development

专题七：国内外多式联运发展比较分析

Special Topic VII: Comparative analysis of intermodal transport development in China and foreign countries

中华人民共和国交通运输部办公厅

交办运函〔2016〕298号

交通运输部办公厅关于开展 多式联运发展全产业链大调研活动的通知

铁路总公司办公厅，铁路周综合台，邮政局办公室，各有关企业、科研单位、行业协会，部属各有关单位，部内各有关司局：

根据《交通运输部办公厅关于印发2016年推进多式联运发展工作实施方案的通知》（交办运函〔2016〕265号）有关工作要求，现就开展多式联运发展全产业链大调研活动有关事项通知如下：

一、总体思路

贯彻落实交通运输部党组关于加快多式联运发展的批示指示精神，按照察实情、摸底数、找问题、理思路、提措施、谋发展的工作思路，调动各方力量，通过多种形式，全面了解我国多式联运发展的基本现状、市场需求和发展环境，找准当前制约多式联运发展的内、上下游、左右链瓶颈，可发展中存在的突出问题，对标国际先进水平，系统梳理提出加快多式联运发展的总体思路、工作目标、规划布局、技术支撑、机制保障、扶持政策，为强化多式联运发展顶层设计、推动将多式联运发展上升为国家战略提供基础支撑。

交通运输部近期推进多式联运重点工作部署

Key recent work arrangements of Ministry of Transport for intermodal transport promotion

二是组织推进多式联运示范工程建设（联合国家发改委）

Second is to coordinate efforts to promote the development of intermodal transport demonstration projects (in conjunction with National Development and Reform Commission)

将在全国47个申报项目中，评选出15个左右作为首批示范

Select the first batch of demonstration projects (approx. 15) from 47 applicants nationwide

三是九部门联合制定《多式联运发展推进办法》（联合发改、中铁总等）

Third is to organize 9 departments to devise “Measures for Promoting Intermodal Transport Development”(in conjunction with National Development and Reform Commission and China Railways Corporation)

目前已完成各部门征求意见，即将印发

As of today, the opinions of these departments have been solicited and will be released very soon.

四是召开铁水联运及多式联运现场推进会（联合中国铁路总公司）

Fourth is to convene a field meeting on promotion of rail-water combined transport and intermodal transport (in conjunction with China Railways Corporation)

总结铁水联运工作，全面部署下阶段多式联运任务

The meeting will summarize the work of rail-water combined transport, and make overall plan for intermodal transport tasks in the following stage.

五是加快完善多式联运技术标准规范体系

Fifth is to step up efforts to improve the technical standard system for intermodal transport

发布了标准体系表；将尽快出台多个重要基础性标准

A standard system table has been published; several important basic standards will be released soon.

交通运输部近期推进多式联运重点工作部署

Key recent work arrangements of Ministry of Transport for intermodal transport promotion

六是统筹安排布局多式联运通道枢纽节点（联合发改委、中铁总等）

Sixth is to make overall plans and carefully arrange the distribution of key intermodal transport hubs and nodes (in conjunction with National Development and Reform Commission and China Railways Corporation)

即将发布《推进**物流大通道**建设行动计划（2016-2020年）》

The Action Plan for Promoting Grand Logistics Channel Construction (2016-2020) will be released soon.

年内形成《推进**多式联运枢纽节点**建设行动方案》

The Action Plan for Promoting the Construction of Intermodal Transport Hubs and Nodes will be finished within the year.

七是推动国家出台《关于促进多式联运发展的若干意见》

Seventh is to facilitate efforts at the state level to release Several Opinions on Promoting Intermodal Transport Development.

将多式联运上升为国家战略，拟提请以国务院名义印发

We will endeavor to make intermodal transport a national strategy and are proposing to have it released in the name of the State Council.



中德多式联运合作的重点领域

Key areas of cooperation for China and Germany concerning intermodal transport



➤大尺寸、大容量内陆集装箱技术标准体系 (45呎 ? 48呎 ? 53呎)

A technical standard system for large-size, large-volume inland containers (45-, 48-, 53-foot?)

➤Swap-body在中国的产业应用

Application of swap-body in Chinese industries

➤驮背运输(piggyback)、公铁滚装运输(Rolling Road)、公铁两用挂车(Roadrailer)的适用范围及发展前景

Scope of application and development prospects for piggyback transport, road-rail RO-RO transport and roadrailers

➤铁路双层集装箱运输(Double Stack)发展趋势

Development trends for railway double stack transport

➤欧洲组合运输(Combined Transport, CT)的发展经验

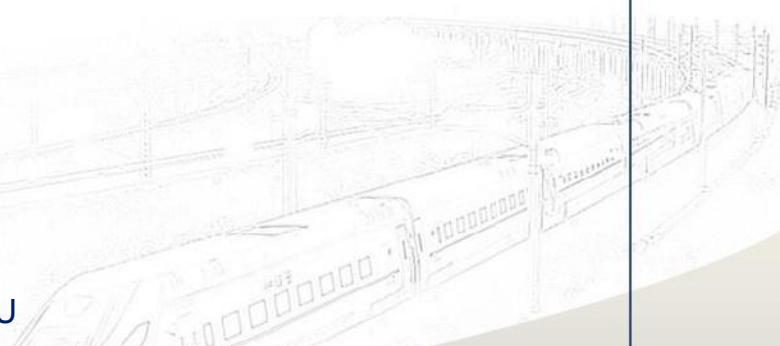
European development experience in combined transport (CT)

➤欧盟对多式联运(Intermodal)尤其是组合运输(CT)的支持政策

EU' s support policies for intermodal, particularly CT?

➤欧盟的多式联运统计监测体系

Intermodal transport statistics and monitoring system in the EU



谢谢聆听

Thanks for your attention

敬请指教

Your advice will be highly appreciated



交通运输部规划研究院
Transport planning and Research Institute Ministry of Transport

Transport Planning and Research Institute

Tan Xiaoping

13701387412

tanxp@tpri.org.cn

物流研究所

谭小平

13701387412

tanxp@tpri.org.cn