

Original Research Article

The Problems of Road Transport and the Strategy of Governance

Zhendong Gao, Yuefang Tang, Weixin Li

Engineering College, Chizhou Jiaotong University, Anhui, China

ABSTRACT

Road transport is the lifeblood of the national economy and plays a link in the whole social mechanism. With the accelerated pace of reform and opening up and the continuous improvement of the market economy, China's road transport market has made great progress, but there are still many problems. Analysis of China's road transport market development status and problems. And put forward a better strategy for the governance and rectification of China's road transport market.

KEYWORDS: road transport; current situation; problem; strategy

1. Introduction

Since the reform and opening up, China's road transport industry has been rapid development. China's road transport market has made rapid development, road transport industry in the integrated system in the basic position was significantly enhanced, greatly easing the tension before the reform and opening up the situation. But with the developed countries, China still has a large gap, the road transport market incomplete. Transport structure is irrational and other issues are still urgent to be resolved. So the correct understanding of the problem, continuous reform and innovation to take practical policy measures to achieve the road transport industry by leaps and bounds.

2. The Development of China's Road Transport Market

2.1. China's road transport market infrastructure construction

In the early days of the founding of the People's Republic of China (except Hong Kong, Macao and Taiwan), the mileage was only 80,000 km and the technical level was very low. 30 years of reform and opening up, China's rapid development of national economy, while road transport infrastructure, whether it is road infrastructure or station infrastructure has also made rapid development. In the 'Eleventh Five-Year' period of rapid development of China's highway construction for five years, the whole society completed a total of 4.7 trillion highway water investment, 'fifteen' period more than twice. In the 'Eleventh Five-Year' five years of China's new highway mileage of 639,000 km. As of the end of 2010, the total mileage of China's road network reached 3.984 million km, of which the highway from the '15' at the end of the 41,000 highway development to 74,000 km, an increase of 33,000 km. 'Five vertical and seven horizontal' 12 national road trunk line 13 years in advance all completed, the western development of eight provincial channels through the basic.

At the same time as a transport organization and set the station infrastructure has also been rapid development. Ministry of Transport in 2007 in the original 45 road main hub layout plan, based on the re-established the Principality transport hub 176, of which 12 for the composite hub. In the overall implementation of the 'relying on the national highway network, improve the comprehensive transport system, covering major cities, services, urban and rural areas,' the layout of ideas. The construction of the infrastructure of these stations not only improves the organization and specialization of road transport, creates the conditions for transport and efficiency, but also improves the basis for new transport services for carrying out special transport and logistics for fast and smooth transportation The

2.2. Road transport operators

With China's policy on urban transport market concentration and corporatization of the reform and control, China's road transport passenger transport market, the number of households in a downward trend. Indicating that China's road passenger transport market from the amount of competition, to the quality of service and other directions, more conducive to China's road transport market operators to improve the overall quality of the industry.

2.3. Road transport operation vehicles

With the development of China's economy, China's road transport vehicles have grown rapidly. At the end of 2010, China's passenger and freight vehicles reached 11.43 million units, up 56% year-on-year. 2010 road passenger and freight traffic in 2005 were 1.8 times. In the new vehicles, the new luxury passenger cars and large tonnage, the proportion of van is greatly improved, so that China's road transport quality, transport efficiency and transport safety also greatly improved. On the whole, road transport has taken the lead in the Road transportation market. The masses of the travel requirements are no longer 'go', but 'go well', and this for the national economy and social development has played a strong support and protection.

2.4. Traffic

With the increase of road transport capacity, the basic role of road transport in integrated transportation is obviously enhanced. In the period from January to August 2010, passenger traffic was collected from 1990 to 977 million, accounting for 107.7% of the same period last year. The passenger turnover was 97911055 million kilometers, which was 110.1% of the same period last year. Road cargo traffic in January 2010 to August cumulative cargo volume of 1572535 million tons, totaling 115.0% over the same period last year, cargo turnover of 276005154 million tons, accumulated for the same period last year 116.9%.

The significant increase in these transport shows that China's road transport supply capacity has been greatly improved, to meet China's road transport more transport needs for China's economic development and make greater contributions.

3. Main Problems in China's Road Transport Market

Although China's road transport has made a lot of achievements and progress, but these achievements and progress is not synchronized with the rapid development of the national economy. On the one hand, road transport has not yet fully adapted to the development needs of the national economy. On the other hand, compared with the development of many industries over the same period is still lagging behind, highlighting the example is the road business and information industry development compared. In addition, even the above-mentioned achievements in road transport are rooted in the development of the automobile industry and highway construction. Throughout the development of the whole industry, China's road transport industry there are still many problems, some problems are even very serious. These questions mainly include:

3.1. China's road transport industry market structure is unreasonable

In the road transport industry to obtain rapid development at the same time, there are many structural unreasonable problems, such as one, organizational structure, capacity structure, operating structure, transport organization structure. Performance in the main business, small enterprises, transport organizations loose, low market concentration, competitiveness and anti-risk ability is poor, the business behavior is not standardized, the transport market order is chaotic; Second, the low level of transport production organization, road transport information The construction of the lagging behind, the quality of service and the level is not high; Third, the capacity structure is irrational, senior passenger cars and heavy trucks, special vehicles holding capacity of the proportion of low transport capacity, high level of transport supply capacity is relatively inadequate; Serious heavy passenger light cargo, heavy trunk line, seriously restricting the logistics, freight, rural transport development.

Therefore, in the global economic integration environment, how to adjust the transport market structure is China's transport industry is facing a critical issue. Accelerate the adjustment of the main structure of China's road transport market, increase the market concentration to actively cultivate large-scale key enterprises, change its concept, is to develop an important part of the road transport policy.

3.2. China's road transport lack of leading enterprises

As China's socialist market mechanism is not perfect and the main body of the road transport business, economic composition is complex, small size and scattered, the competitiveness is not strong. Resulting in chaotic order

of China's road transport market, the market structure is loose, the mode of operation is still not standardized. Affecting the market concentration of the increase in the effective collection of transport resources, the formation of leading enterprises. The lack of market leading to the healthy development of some of the leading enterprises, thereby enhancing the competitiveness of the road transport industry. Although China's relatively large road transport enterprises in recent years has increased, but most of the transport business is also limited to a region, the entire transport market driven little effect. There are very few companies across the region.

3.3. China's road transport market ineffective competition intensified

China's road transport market freight mechanism has not yet fully formed, this tariff formation mechanism to a certain extent, promote the stable development of China's national economy, but its drawbacks are obvious, it will exclude the main business, not to reflect the value of transport, But also can not reflect the supply and demand of the transport market, ignoring the basis of the formation of tariffs, have ignored the market supply and demand, ignoring the formation of tariff basis, one-sided emphasis on financial, social and personal affordability, resulting in a serious departure from the transport value of freight To a certain extent hindered the healthy development of the road transport market, so that the transport price is basically not competitive, is an ineffective competition.

3.4. China's road transport lacks the system function and the overall function

As the traditional road transport system in the operation of the existence of isolation, the lack of the overall function and system functions, and the requirements of the market economy is not suited. The systematic and holistic approach to road transport mainly refers to the optimization of the allocation of road transport resources according to the overall goal of economic and social development, and the advantages of various road transport modes through the reasonable division of labor in different modes of transport, breaking the administrative boundaries, departmental boundaries, To promote the development of integrated transport to improve the overall efficiency of transport and service level of the dynamic process; is the road transport industry to achieve a new leap of active choice to achieve the only way to sustainable development. Although China's road transport has been greatly developed, the initial formation of the basic framework of the integrated transport system. But in theoretical research and practical application, still cannot meet the current and future economic and social and road transport development needs. There is a lack of information exchange and communication between them, thus forming an information island, is not conducive to the establishment and development of integrated transport system.

3.5. Road transport infrastructure construction lag

For a variety of reasons, the construction of passenger and freight transport station is slow, so far, in some large and medium-sized cities, a considerable number of county towns and towns, passenger and freight transport station infrastructure is still short and equipment is simple, become a restricted road transport development Of the weak links, affecting the highway infrastructure and vehicle transport efficiency of the full play. The road is crossing, the point is wide, to the road facilities management has brought some difficulties, the road facilities have been destroyed, and some sections of the farmer occupation, signs, milestones, signs of the phenomenon of damage, seriously affecting the vehicle driving safety The

3.6. Transport organization level and transportation efficiency is low

The level of road transport efficiency is an important basis for measuring the level of road transport development in a country or region. From the 'Sixth Five-Year' period began to vigorously develop the transportation industry, to the 'Eighth Five-Year Plan' period proposed the construction of integrated transport system, until the 'Eleventh Five-Year' period of road transport industry is an important area of China's economic development. Sustainable development has become China's economic and social development strategy to develop the guiding ideology, integrated transport system development should follow this guiding ideology, improve resource utilization, improve transport efficiency. As the scale of China's road transport enterprises generally small, and the main structure of the contradictions are more prominent, a direct result of the market there is a large low-quality transport activities. Poor quality of transportation services, fewer types of innovative services, backward management mode, low degree of organization of transportation, and relatively backward application of modern new technologies, which seriously hindered the sustainable development of China's road transport market.

3.7. Practitioners legal awareness is weak

The legal awareness of the practitioners in the road transport industry is weak. Individual enterprise safety management is in a state of disorder, although it has improved the unified system and security account, but the record is not complete, non-standard, low risk of resistance; road transport practitioners overall quality is low, most of the low

level of education, security and sense of service is not strong, illegal traffic, illegal operation, overload speeding, fatigue driving is not uncommon. Enterprises cannot consciously abide by the relevant laws and regulations, disrupt the social and economic order, damage the legitimate rights and interests of other operators have occurred.

3.8. Problems in the supervision of road transport market

From the road transport industry in the national economic development in the important position of the objective requirements of a corresponding national legal documents to guide and regulate the healthy development of road transport industry. But the interests of the sector, the local interests of the differences is difficult to form a unified system arrangements, so a long time the country relies on sector regulations on the country's large road transport industry to guide and regulate. Affected by the effectiveness of departmental regulations often do not achieve the role of unified supervision, this situation, the objective of the road transport industry management caused by the localization and diversification. The road transport regulations were drafted from the draft to the implementation, which lasted for 19 years. The pace of legislation was slow, and the order of the road transport industry was slow to respond, reflecting from one aspect of the country's difficult transformation of the importance of the management of the road transport industry. And some local road transport industry legislation to a large extent reduced to a copy of national legislation makes the local road transport legislation on the central legislation of the specific, complementary function weakened, the lack of maneuverability. In practice, often manifested as the national legislation did not solve the problem, local legislation is not resolved, the national legislation is also a blank space for local legislation. There are many administrations, and agencies can enforce the law. But coordination between each other, with enough, personnel, vehicle mobility inconvenience. Road traffic management department safety supervision is lagging behind, in the face of the security work in the transport market a series of new problems, new situations, the lack of exploration and management departments, there is retransmission, light inspection, re-layout, light implementation, safe production responsibility To the people, the system is not perfect and so on, leading to safety research is not in-depth investigation, supervision and inspection efforts are not enough. Security regulatory departments there is a cross between the management functions of the problem, which led to a security regulatory loopholes.

4. Development of road transport countermeasures

4.1. Adjust the transport structure adjustment, bigger and stronger market players

In the organizational structure of the enterprise, from the governance mechanism to start with 'special, refined, special, new' for the development of the direction, to encourage all types of economic organizations and individuals to invest in passenger and freight station; at the same time do the station planning, site And construction work to meet the needs of modern urban development and new rural construction. And actively take the joint, mergers and reorganization, advocate intensive, large-scale, corporatization of business, to reverse the road transport industry, small, scattered, weak situation. In the transport organization and organization to actively promote high-speed fast passenger, long lines of the implementation of the group, the public sector; cross-regional lines, dangerous goods, modern logistics, the station business corporatization, diversification. In the capacity structure, the expressway and aisle main road passenger to the main passenger bus, urban and rural passenger transport to intermediate bus and ordinary bus-based; cargo transport vigorously develop container trucks, van, special vehicles.

4.2. Development of leading enterprises, improve market concentration

China's road transport enterprises are generally small in size, too scattered business, is bound to cause the blindness and low efficiency of the development of road transport leading enterprises, can take full advantage of economies of scale, reduce market transaction costs, make full use of enterprise management, technical information and other economic Resources, decentralized business risk. To support the development of leading enterprises, improve market concentration, promote the formation of a reasonable market structure, promote road transport market competition rationalization. Video transformation of business mechanisms to promote the overall quality of transport enterprises to improve. Improve the enterprise decision-making mechanism, dynamic mechanism, self-accumulation and development mechanism, self-restraint mechanism, the initial establishment of market economy to adapt to the requirements of the property rights clear, clear rights and responsibilities, separation of government and enterprises, scientific management of modern enterprise system, self- Self-development, self-restraint of the legal entity and the main market competition, and enhance market resilience. According to the requirements of the modern enterprise system and the 'Company Law', the establishment of a number of large transport enterprise groups, give full play to the advantages of scale and its leading role in the transport economy.

4.3. Promote effective competition in the road transport market

Transport industry, to ensure the realization of effective competition, in the deregulation at the same time also need to rebuild the rules and regulations, from the original seller's market into the current buyer's market. However, the current road transport market presents a lack of effective competition, excessive competition and administrative monopoly coexist situation, leading to ineffective competition intensified, serious transport capacity, transport scale and economic effects of the emergence of lower. The government should strengthen the macro-management of the road transport market and strengthen the safety supervision of road transport. Accelerate the improvement of market access management system. According to different business nature, the implementation of different management.

4.4. Break through the traditional transport system, the establishment of integrated transport system

Because of the traditional transportation system in the operation mode there is isolation, lack of overall function and system function, and the requirements of the market economy is not suited to break through the traditional transport system to achieve the mode of operation changes, the establishment of integrated transport system is the inevitable construction of modern transportation, but also the trend of the times.

To establish and improve the regional transport coordination mechanism to explore the integration of different regional transport development of unified coordination of policies, rules and standards to promote the integration of regional transport development. To coordinate the various modes of transport between cities, to promote the integration of transportation, to promote the integration of integrated transport between cities, to strengthen the integration of various modes of transport, integration and sharing of integrated transport information resources to promote a variety of modes of transport Of the organic convergence of collaborative operation, improve the emergency linkage capabilities, and actively explore the integrated transport hub construction and operation model.

4.5. Strengthen the construction and management of road transport infrastructure

Reasonable planning of transport station. Scientific planning urban and rural road transport station, a reasonable number of stations to determine the size and scale, to avoid duplication of construction, blind development. To take into account the road passenger station and other modes of transport between the passenger station between the convergence, to encourage urban development of integrated hub passenger terminal, to achieve with the railway, subway, bus and other modes of transport between the 'zero distance' transfer. On the rural passenger site, with the rural road construction organic combination, so synchronous planning, synchronous design, simultaneous construction, simultaneous acceptance, reduce costs, to avoid secondary land acquisition. Freight station to take full account of the needs of logistics organizations, pay attention to site selection and highway, other transport hub and the main cargo distribution center of the convergence, rational design of the internal functions and layout, enhance the distribution of goods, improve transport efficiency.

Road infrastructure is to protect the smooth flow of vehicles to ensure that people's lives and property of the infrastructure, even if there are big difficulties, but also spend great efforts to strengthen management, one is to strengthen the moral education of citizens, improve the public on the road, Milestone, the importance of the road mark; the second is to increase love care road, the protection of road facilities, crack down on violations of road facilities illegal propaganda. Three is to increase the damage and theft of road facilities illegal criminal crackdown, heavy punishment.

4.6. To speed up the road transport information construction

The main expectation of road transport information in the current and future period is to promote the overall technological level and operational efficiency of the industry by means of information technology application, to speed up the adjustment of the road transport structure and the development mode, to explore the resource-saving and environment-friendly industry development The use of information technology to improve the transport market regulatory capacity to strengthen the road transport safety assurance, scientific decision-making, intelligent management to meet the needs of public information services, public services, convenient travel, information technology applications to promote road transport and other modes of transport Effective convergence, to promote the development of integrated transport system.

4.7. Re-understand the role of transport authorities

Market economy conditions, the transport industry executives to actively guide the market economy to the national economic development of the scheduled direction of development. The functions of the department must be

changed completely. It is necessary to give operators the opportunity to fully develop, but also regulate the market behavior. Prior to respecting the laws of the market economy

The main task of the current transport department has the following two aspects: First, take the transport of macro-control tasks, so that the development of road transport to meet the requirements of the national economy, so that road transport in a variety of modes of transport more fully developed advantages and other modes of transport Coordinated development. Second, the operator to provide comprehensive, accurate and timely professional information and related industries related to information services, indirect control of the exercise of management functions.

The transport management department has a complete set of management procedures and working methods. There are many advanced technologies that can be used, as long as we use the management method, in the modern management technology, will be able to do a better job of transport management. Of course, the transport authorities mentioned here do not refer only to the national administrative departments. In fact, the transport authorities may be divided into the competent departments of the administrative department of industry and the nature of the trade associations according to their different forms of organization.

5. Conclusion

Although the road transport market in China there are many problems, but from the market size and technical structure, China's road transport market has made great progress, especially since the reform and opening up, the development of road transport market has been attached importance to the road the adaptation of transport to the economy has been greatly improved. In the future, we should pay more attention to the development of road transport industry, guide the road transport market to a healthier and scientific direction, more fully play the road transport in the integrated transport system in the basic role, and better serve the national economic development.

References

1. Ma Tianshan. Automobile transport enterprise management [M]. Beijing: People's Communications Press, 2005
2. Dong Qianli. Transportation Organization [M]. Beijing: People's Communications Press, 2006
3. Asian Development Bank, Ministry of Communications of the People's Republic of China. China's road transport policy reform [M]. Beijing: China Economic Publishing House, 2005
4. Chen Mengyong, Hou Chaoqun, Fan Yijiang. Road transport market price adjustment and its choice - Science and Technology Innovation Guide [J]. 2009 (31)
5. Wang Ping. On the construction and standardization of road transport market thinking [J] .- Road transport article 2002 (2)
6. Wang Rong, An Qiao. How to cultivate and improve the road transport market thinking [J] .- Traffic Technology and Economy 2001 (2)
7. Xi En Chong. Road transport administration [M]. Beijing: People's Communications Press, 2002
8. Yan Zuoren, Du Yuchuan, Zhang Rong. Road Economics [M]. Beijing; People's Communications Press, 2009
9. Yao Jia Yan, Guan Qiang. Road transport now and the development trend [J]. Heilongjiang Traffic Technology, 2005
10. Yue Road. Road transport information construction. 'Guangdong road transport' [J]. 2011 third issue
11. Feng Chunping. Comprehensive development of integrated transport development proposals and ideas. 'Guangdong road transport' [J]. 2011 No. 3
12. Li Ruidong, Xi Jiangpeng, Yin Yixun. Improved thinking of China's road transport market [J]. Traffic Standardization, 2005