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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 30337-2025

Statistical indicator system for logistics park

物流园区统计指标体系

Issued on: August 1, 2025

Implemented on: August 1, 2025

**Issued by: State Administration for Market Regulation;
Standardization Administration of the PRC**

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Foreword

This document is in accordance with the provisions of GB/T 1.1-2020 "Guidelines for standardization work Part

1. Structure and drafting rules for standardization documents" Drafting. This document replaces GB/T 30337-2013 "Statistical Indicator System for Logistics Parks". In addition to the integration and editorial changes, the main technical changes are as follows:

- a) The definition of the term "logistics park" has been changed (see 3.1 of the 2013 edition), and the term "park operating entity" has been changed to "park Business Entity" (see 3.2, 2013 Edition);
- b) Deleted the chapter "Basic Principles and Framework of the Indicator System Design" (see Chapter 4 of the 2013 edition);
- c) Deleted the first-level indicators "Park Level and Positioning" and "Logistics Service Equipment" and their corresponding second-level and third-level indicators in the basic indicators. Indicators (see Table 1 of the 2013 edition); deleted the second-level indicator "park development mode" and the third-level indicator "logistics saving" in the basic indicators. Point cities", "logistics operation area", "infrastructure investment amount" (see Table 1 of the 2013 edition);
- d) The secondary indicator "actual development scale" in the basic indicators was changed to "actual construction scale", and the secondary indicator "development investment Scale", merge the secondary indicators "warehouse facilities" and "cargo yard facilities" into "storage facilities", and merge the tertiary indicator "bulk cargo yard area" into and "container yard area" were merged into "yard area", and the three-level indicators "administrative area", "development area" and "development construction area" were changed. "Building area" and "Railway loading and unloading line (including railway dedicated line)" are "area and city to which the park belongs", "actual area" and "building area" "Length of dedicated railway lines (including railway loading and unloading lines)" (see Table 1, Table 1 of the 2013 edition);

e) Modified the description of "Basic Park Type" and "Park Construction Status" in the basic indicators (see A.1.1.1.1, A.1.1.1.2, 2013 Version A.1.1.1, A.1.1.2);

f) Added three-level indicators in the basic indicators. "total planned investment", "bonded warehouse area", "dangerous goods storage capacity" and "number of berths" "Number of cargo aircraft slots", "Investment in intelligent systems and equipment" and corresponding explanations (see Table 1, A.1.2.1.3, A.1.3.1.4, A.1.3.1.7, A.1.3.2.3, A.1.3.2.4, A.1.4.2.2);

g) Deleted the first-level indicator "Radiation Driving Effect", the second-level indicator "Total Tax Revenue", and the third-level indicator "Number of Logisticians" from the operational indicators. (See Table 2 of the 2013 edition);

h) The three-level indicators of the operational indicators, namely, "total amount of imported goods", "total amount of exported goods", "business income of park operating entities", "entry into the park", etc., have been changed. The total operating income of the resident enterprises is the amount of "imported goods volume", "exported goods volume", "logistics business income of the park's operating entities", "resident enterprises" and "Logistics business income" (see Table 2, Table 2 of the 2013 edition);

i) Changed the description of the third-level indicators "cargo throughput", "average inventory" and "number of employees" in the operational indicators (see A.2.2.1.1, A.2.2.1.2, A.2.3.2.1, 2013 version of A.2.1.1, A.2.1.2, A.2.3.3.1);

j) Combine the secondary indicators of "freight services", "warehousing services" and "distribution processing services" in the operational indicators into "logistics basic business scale" (See Table 2, Table 2 of the 2013 edition);

k) Added secondary indicators of "logistics enterprise scale", "park service provision", "logistics innovation business scale" and "green environment" to the operational indicators. "Safety" and "Safe Operation", three-level indicators "number of transport modes", "number of service types", "international freight transit volume", "intelligent logistics equipment Operation volume", "Multimodal transport transfer volume", "Employee quality", "Green building area", "New energy power generation", "New energy freight vehicles Number of public charging piles, logistics packaging recycling volume, number of production safety accidents, continuous production safety days and corresponding Description (see Table 2, A.2.1.2.1, A.2.1.2.2, A.2.2.2.3, A.2.2.3.1, A.2.2.3.2, A.2.3.2.2, A.2.3.3.1, A.2.3.3.2, A.2.3.3.3, A.2.3.3.4, A.2.3.3.5, A.2.3.4.1, A.2.3.4.2). Please note that some of the contents of this document may involve patents. The issuing organization of this document does not assume the responsibility for identifying patents. This document is proposed and coordinated by the National Technical Committee for Logistics Standardization (SAC/TC269). This document was drafted by: Xi'an Jiaotong University, China Federation of Logistics and Purchasing, China Logistics Information Center, China Logistics Strategy (Beijing) Engineering Technology Research Institute, Shaanxi Haichuan Pharmaceutical Co., Ltd., Shanghai Cooperation Organization (Lianyungang) International

Logistics Park Management Committee, Shandong Rongqing Logistics Technology Co., Ltd. Company, Shandong Gaishi International Logistics Group Co., Ltd. The main drafters of this document are. Feng Gengzhong, Liu Qi, Zhu Jiawen, Sun Shaolong, Jin Lei, Yang Hongyan, Liu Yuhang, He Hui, Gong Shibo, Hu Han, Li Junlei, Wang Hujun, Xiao Zuohong, Liu Zhibin, Zheng Qunjun, Gai Zhonglin, and Liu Yunhao. The previous versions of this document and the documents it replaces are as follows:

1 Scope

China's national statistical indicator system for logistics parks, and the current edition of GB/T 30337, replacing the 2013 edition. It defines the indicators by which a logistics park is described and measured, organised into basic indicators - what the park is and what it is built from - and operational indicators - what passes through it and what it produces - each broken down through three levels and each accompanied by a written explanation of what is counted and how. Its purpose is comparability. A logistics park is reported on constantly, by its operator to investors, by local government to provincial government, and by industry associations compiling sector figures, and before a common indicator system existed the same word meant different things in different reports. Area could mean the administrative boundary, the developed land or the built floor space; throughput could be counted by weight, by value or by container; and a park's revenue could mean the operator's own income or the combined turnover of every company on the site. Numbers assembled from those definitions cannot be added up or compared. The 2025 revision follows the sector's maturing. Indicators tied to development and construction have been cut back, since the parks now being measured are already built, and the ones added measure what has become important since 2013: total planned investment, bonded warehouse area, dangerous goods storage capacity, berth and cargo aircraft slot counts, and investment in intelligent systems and equipment. On the operational side the revenue indicators have been sharpened to distinguish the operating entity's own logistics income from the turnover of resident enterprises. Issued and in force from 1 August 2025.

This document establishes a statistical indicator system for logistics parks. This document is applicable to logistics park operation statistics.

2 Normative references

The contents of the following documents constitute the essential clauses of this document through normative references in this document. For referenced documents without a date, only the version corresponding to that date applies to this document; for referenced documents without a date, the latest version (including all amendments) applies to This document.

GB/T 19680 Classification and Evaluation Indicators of Logistics Enterprises

3 Terms and Definitions

The following terms and definitions apply to this document.

3.1 logistics park logisticspark The logistics industry cluster is planned by the government and managed by the park's operators, providing logistics infrastructure and public services to settled enterprises. Gathering area. [Source: GB/T 18354-2021, 3.16, with modifications]

3.2 A legal entity responsible for the operation and management of a logistics park.

4 Indicator system

4.1 Composition of the indicator system The statistical indicator system of logistics parks consists of basic indicators and operational indicators.

4.2 Basic indicators The basic indicators are in accordance with Table 1, and the indicator descriptions are in accordance with A.1 of Appendix A.