Researching on the Grey Incidence among the Macroscopic Agents in the Logistics Industry System
Yanfeng Chu, Ruizhen Zhang

Abstract—Quantitative researching on the degree of incidence between the logistics industry and relevant macroscopic system elements is the basis of reasonable and scientific policy on industrial development. In the light of the macro-level, the logistics industry system is consisted of multiple macroscopic agents such as macro-economic, infrastructure, social environment, market demanding, the traditional industry, industry life cycle, policy system and so on. This paper studies the grey incidence among the macroscopic agents in the logistics industry system. It is demonstrated that the releasing of the logistics services from the logistics outsourcing enterprises determines the growth of the logistics size. Although the information and communication technology is able to promote the formation of the modern logistics industry to some extent, the development of the modern logistics industry depends more on the development of national economy and the investment in the capital assets of the logistics industry.

Keywords—logistics industry; industrial system; industry incidence

I. INTRODUCTION

As the leading and basic industry in the development of national economy, the modern logistics industry is called the “accelerator” for the economy development. Its Level of development has been one of the most important symbols to measure a nation’s degree of modernization and comprehensive national strength. In the meantime, the development of the economy determines the logistics needing and the development of the logistics industry. It is thus clear that the evolution of the logistics industry system is in close relationship with the development of the economy. The logistics industry system mainly consists of three sections one is the factor of macro-economic and social environment belonging to macrosystem factor one is the gather influence of the corporate behavior belonging to micro-dynamic factors; one is the inter-industry collaboration factor of the interaction and influence of the industry development belonging to the ordinary system factor. The article mainly studies the gray incidence among the macroscopic agents in the logistics industry system.

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logistics industry.

2) Market Demanding
The market demand is the demand of the logistics service indeed. Volume of rail freight and tonnage mileage represents the market demand. The evolution of the industry is premised on the existence of the demand. With the growing division of labor, the increasing demand for logistics, the performance of logistics service is diverse. Figure 1 describes the three stages of the logistics service updates. The first stage is the competition phase of basic logistics services, and the second stage is the competition phase of value-added logistics services, and the third stage is the competition phase of integrated logistics services. The first stage is the competition phase of basic logistics services. Each logistics enterprise provides the basic logistics services. At this stage, the logistics enterprises determine whether to disburse funds for the value-added logistics services. The second stage is the competition phase of value-added logistics services, and the third stage is the competition phase of integrated logistics services. The need of logistics service puts forward the development of logistics industry. The need of logistics service puts forward the development of logistics industry.

Fig. 1 Three stages of the logistics service upgrades for the Logistics market

3) Fixed Investments
The subject of the logistics industry macrosystem includes Transport, storage, postal investment in fixed assets and information transmission, computer services and software industry investment in fixed assets, as shown in Table II.

4) Logistics Employee
Table II shows the employees for communications and transportation and post industry from 2003 to 2007.

According to complex adaptive systems theory, the macrosystem factors of logistics industry system evolution include five kinds of Agent: GDP Agent, the logistics industry Agent, transport, storage, postal investment in fixed assets Agent, information transmission, computer services and software investment in fixed assets Agent, Market Agent. Build the overall model on the basis of five kinds of Agent shown in Figure 2. Logistics industry Agent acquires the power of the industrial development by means of meeting the market need. The increase of GDP Agent asks for the rapid development of logistics industry Agent, and at the same time provides a guarantee for increasing investments in fixed investments Agent Information transmission computer services and software Agent. In turn, logistics industry Agent promotes the increase of GDP.

Fig. 2 The relational model of the logistics industry system macro agents

<table>
<thead>
<tr>
<th>Industry</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Communications And Transportation AndPost industry</td>
<td>636.5</td>
<td>631.8</td>
<td>613.9</td>
<td>612.7</td>
<td>623.1</td>
</tr>
</tbody>
</table>

The most important difference between the traditional logistics and modern logistics industry is the applications of information transmission, computer services and software system made in the logistics industry. Therefore, the national investments of information transmission, computer services and software can contribute to the development of modern logistics industry in a certain extent.
III. GREY INCIDENCE AMONG THE MACROSCOPIC AGENTS IN THE LOGISTICS INDUSTRY SYSTEM

A. Basic Step of Grey Incidence Analyzing[2]

Suppose systematic behavior sequence is

\[ X_i = (x_i(1), x_i(2), \ldots, x_i(n)) \]

for \( i = 1, 2, 3, 4, 5 \), related factors sequence is

\[ X_j = (x_j(1), x_j(2), \ldots, x_j(n)) \]

\( j = 1, 2, 3, 4, 5, 6, 7 \)

The absolute grey incidence degree only can measure the relation level between \( X_i \) and \( X_j \). The relative grey incidence degree and grey incidence degree further.

Grey absolute incidence degree can resolve grey absolute incidence degree and grey incidence degree further.

The absolute grey incidence degree of tonnage mileage and fixed assets of logistics industry is greater than the degree between the logistics industry and the investment in fixed assets. The grey absolute incidence degree of tonnage mileage and fixed assets of logistics industry is more close, and the grey absolute incidence degree is the more big, otherwise the more little.

Synthetic degree of incidence not only has embodied the similar level of sequence \( X_i \) and \( X_j \), but also reflected the near level of the change speed \( X_i \) and \( X_j \). The grey absolute incidence degree relative to beginning point, is relatively overall a quantitative index that can reflect the connection level of sequences.

B. Grey Incidence between the Fixed Investments and Employees in the Logistics Industries

The absolute grey incidence degree between the logistics industry and the information and communication technology is promoting the formation of the modern logistics industry, the formation and development of the modern logistics industry depends more on the development of the national economy and the investment in fixed assets, transportation and storage and postal industry investment in fixed assets, information transmission, computer services and software industry investment in fixed assets was larger. The degree between the logistics industry and the investment in fixed assets of logistics industry is greater than the degree between the logistics industry and the information transmission, computer services and software industry investment in fixed assets. Although the information and communication technology is promoting the formation of the modern logistics industry, the formation and development of the modern logistics industry depends more on the development of the national economy and the investment in fixed assets in the logistics industry.

According to the Table IV, the grey incidence among the macroscopic agents in the logistics industry system shows the degree of grey incidence among logistics industry and GDP, transportation, storage and postal industry investment in fixed assets, information transmission, computer services and software industry investment in fixed assets was larger. The degree between the logistics industry and the investment in fixed assets of logistics industry is greater than the degree between the logistics industry and the information transmission, computer services and software industry investment in fixed assets. Although the information and communication technology is promoting the formation of the modern logistics industry, the formation and development of the modern logistics industry depends more on the development of the national economy and the investment in fixed assets in the logistics industry.

The absolute grey incidence degree of tonnage mileage and fixed assets in logistics industry is less, just as that of Information transmission, computer services and software industry. It shows that for the increment speed of the logistics scale the fixed assets invested in logistics industry information transfer computer services and software industry, their relevance of increment speed is lesser too. It indicates that the logistics scale mainly depends on the release of the logistics services provided by the logistics outsourcing enterprise. Although in some extent, the information and communication technology promotes the development of the logistics industry, its degree of absolute relation between the velocity of increase and the logistics industry is weak.
IV. CONCLUSION

The article has studied the development of the logistics industry by a new way (CAS), and used the grey incidence method to analyze the incidence degree among the macro subjects of the logistics industry system, which has concluded some significant conclusions. It is very useful for providing references for the development of the market of the logistics industry, and the establishment of the development policy of the logistics industry.

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