Retraction

Retracted: Cross-Border E-Commerce Logistics Collaboration Model Based on Supply Chain Theory

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This article has been retracted by Hindawi following an investigation undertaken by the publisher [1]. This investigation has uncovered evidence of one or more of the following indicators of systematic manipulation of the publication process:

1. Discrepancies in scope
2. Discrepancies in the description of the research reported
3. Discrepancies between the availability of data and the research described
4. Inappropriate citations
5. Incoherent, meaningless and/or irrelevant content included in the article
6. Peer-review manipulation

The presence of these indicators undermines our confidence in the integrity of the article’s content and we cannot, therefore, vouch for its reliability. Please note that this notice is intended solely to alert readers that the content of this article is unreliable. We have not investigated whether authors were aware of or involved in the systematic manipulation of the publication process.

Wiley and Hindawi regrets that the usual quality checks did not identify these issues before publication and have since put additional measures in place to safeguard research integrity.

We wish to credit our own Research Integrity and Research Publishing teams and anonymous and named external researchers and research integrity experts for contributing to this investigation.

The corresponding author, as the representative of all authors, has been given the opportunity to register their agreement or disagreement to this retraction. We have kept a record of any response received.

References

Research Article

Cross-Border E-Commerce Logistics Collaboration Model Based on Supply Chain Theory

Cuijie Xie, Haijuan Wang, and Jianhong Jiao

Department of Logistics Management, Hebei Jiaotong Vocational and Technical College, Shijiazhuang 050035, Hebei, China

Correspondence should be addressed to Jianhong Jiao; jiaojianhong@hejtxy.edu.cn

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With the rapid development of cross-border e-commerce, however, logistics has become a bottleneck in the development of cross-border electricity traders. The results of studies on cross-border e-commerce logistics are still less, and the relevant theoretical studies are not yet mature enough. As cross-border e-commerce occupies a share of foreign trade in foreign trade increases, so does their influence. In order to eliminate bottlenecks in the cross-border logistics of an electric enterprise, it is of great importance to systematically study the issues of synergy in the logistics of the supply chain of a cross-border electric enterprise and validate how cross-border traders and cross-border logistics work together using cross-border discussion based on the perspective of cross-border e-commerce ecosystem. At the same time, an analysis of the need for cross-border logistics collaboration electricity traders and cross-border logistics is being carried out, as well as an in-depth study of synergy mechanisms between cross-border electricity traders and cross-border logistics based on a cross-border ecosystem perspective. The empirical results show that cross-border logistics is available function service capability; cross-border logistics information sharing level, cross-border logistics resource optimization and allocation capability, and the opening level of cross-border logistics environment have different contributions to the impact on the efficiency of cross-border e-commerce logistics. Among them, the level of cross-border logistics information exchange has the most significant influence on the logistics efficiency of cross-border traders, followed by cross-border logistics functional services capabilities, again the level of openness of the cross-border logistics environment, and finally, the ability to optimally distribute cross-border logistics resources.

1. Introduction

In recent years, China’s e-commerce has maintained a rapid growth momentum, and online shopping has fundamentally changed people’s concept of consumption and consumption habits and has completely entered people’s life. Domestic e-commerce enterprises have also achieved a huge leap in their transaction volume and fully demonstrated the great potential of e-commerce development. Under the situation that the e-commerce industry has become the engine driving the rapid and sustainable growth of the national economy and expanded rapidly, and the in-depth development of electronic information technology and economic globalization, online transactions have also gone abroad. Therefore, cross-border e-commerce came into being and had been associated with the general and with the trends of power companies [1]. Figure 1 shows the flowchart of cross-border trade and logistics. The rapid developing cross-border e-commerce is accompanied by the quiet formation of cross-border merchant logistics and the formation of several characteristics that differ from traditional cross-border logistics. Cross-border Electronic Commerce accelerates the process of electronification and informatization of traditional trade. Electronation is that the Internet has changed the information exchange mode of transaction subjects between different customs territories. For example, through the cross-border Electronic Commerce electronic platform, buyers and sellers can directly know each other’s information and interact with each other directly. Informatization means that the transaction behavior between transaction subjects in different customs areas should be supervised within a certain range, such as the seller’s delivery punctuality, logistics cycle, logistics security, and buyer’s evaluation. Although e-commerce relying on the Internet
has expanded the capacity of information in the short term, a variety of information from both buyers and sellers has been collected on the cross-border e-commerce trading platform, and this information has increased sharply with the increase of public awareness. In this case, the cross-border at the virtual end will develop rapidly, while the cross-border Electronic Commerce supporting logistics at the physical end is difficult to upgrade in a short time. This is because there are multiple contradictions in cross-border e-commerce logistics and logistics at the physical end: domestic logistics and international logistics, logistics between countries, low-end logistics and high-end logistics, mass market, and niche market [2].

2. Literature Review

As early as the 1960s, the term "supply chain" was proposed. Supply chains are the process of transferring the purchased raw materials to users through production, processing, and sales. Matsui K. and others pointed out to a model of e-commerce + supply chain, including cross-border procurement, processing, distribution, return, and other basic contents of goods, which is the future development of cross-border e-commerce [3]. Guan S. and others defined the trade subjects of cross-border Electronic Commerce supply chain and believed that these cross-border trade subjects mainly include overseas purchasers, manufacturers, international e-commerce platform, logistics enterprises, customs, consumers, etc. [4]. Faghat E. and others defined cross-border Electronic Commerce supply chain as cross-border e-commerce using the supply chain to carry out cross-border electronic transactions, cross-border logistics, cross-border supply, and other activities, to connect suppliers, customs, logistics providers, and end consumers into an integral functional network chain [5]. Baier C. and others studied the risk of cross-border e-commerce supply chain using structural equation model and showed that the cross-border e-commerce supply chain is more complex than the traditional supply chain, and the cross-border e-commerce supply chain is a mesh supply chain. The chain from merchants to buyers has weak flexibility, while the emergence of mesh supply chain increases the elasticity of supply chain [6]. Perdana Y. R. and others show that the traditional supply chain is composed of four parts: suppliers, suppliers, distributors, and users. Logistics, capital flow, and information flow will occur. The surface structure of cross-border e-commerce supply chain is simpler, which is composed of manufacturers, e-commerce platforms, and consumers [7]. Zatta F. and others believe that, compared with the traditional supply chain, the current cross-border e-commerce supply chainshortens the supply chain with the help of cross-border e-commerce platform, greatly reduces the cost, and makes the transaction more global, transparent, and timely with the help of the Internet. Cross-border e-commerce supply chain performance can affect the operation results of cross-border e-commerce. Improving supply chain performance can improve the competitiveness of the supply chain and enhance the profit margin of enterprises [8]. Zhang X. and others believe that the e-commerce supply chain is the sum of the values reflected in the operation process and results of enterprises. In recent years, the research on the performance evaluation system of cross-border e-commerce supply chain generally adopts the Balanced Scorecard (BSC) to establish the performance evaluation index system and uses the interpretive structure model (ISM) to decompose the index system at multiple levels, to analyze how to improve the performance level [9]. Lopatin A. and others have shown through research that the factors affecting cross-border e-commerce supply chain performance have seven characteristics, among which the informatization level is the lowest influencing factor, crisis response ability, logistics ability, innovation ability, customer satisfaction, and sustainable development ability are distributed at the middle level, and the top influencing factors are sales and profits [10]. Tarigan Z. and others established the system of cross-border e-commerce supply
chain from five aspects: customer, finance, operation process, growth ability, and information technology, and analyzed the influencing factors by using the explanatory structure model. It is found that the influencing factors can be divided into nine levels. Overall, growth capability and information technology are the basic layer, the operation process is the operation layer, and customers and finance are the result layer. In the basic layer, information technology is the core competitiveness of the development of cross-border e-commerce enterprises. The growth ability is the basis for the sustainable development of enterprises. The development of enterprises should start from the basic layer. The operation layer should pay attention to improving the logistics capacity, to improve the supply chain performance and promote the development of cross-border e-commerce [11]. After summarizing the characteristics of BSC and ISM, Guo, J. and others used the direct weight method to determine the weight of the evaluation index system. Then based on the evaluation method, they evaluated the supply chain performance from five aspects: customer satisfaction, finance, internal process, future development, and social responsibility, conducted empirical analysis, and gave suggestions to cross-border e-commerce enterprises [12].

3. Method

3.1. Joint Communication and Mechanism of Cross-Border Electricity Traders and Cross-Border Logistics

3.1.1. Index Selection. This study intends to conduct an empirical study on the synergy between data on the development of a cross-border electric enterprise and data analysis of a cross-border logistics industry. About the choice of indicators, there are currently relatively few examples of direct statistics on cross-border traders and cross-border logistics, to improve the targeting and validity of research results, based on relevant research literature references, as well as relevant staff consultation, ultimately indicators of the level of development of cross-border traders. As a representative indicator to measure the development level of the cross-border electric enterprise, the total volume of cross-border business transactions (KJDS) is chosen, which directly responds to the current state of development of the cross-border electric enterprise in our country in terms of economic level. The cross-border logistics system mainly includes two pillar subsystems of transportation and storage, of which the cost of transportation subsystem accounts for the vast majority. Therefore, three indicators such as the repair system in the garden (TTL), International Corporation/Hong Kong, Tometi Express volume (KDL), and international/Hong Kong, Macao, and Taiwan express business revenue (KDR) are selected to measure the development level of cross-border logistics [13].

3.1.2. Empirical Research. This article analyzes association of traders and cross-border associated logistics calculation coefficients between variables. The study has a high positive correlation between the throughput of foreign trade cargo of the country’s ports, the volume of international courier operations, the income from international courier operations, and the total volume of cross-border transactions with electric enterprises, assuming that h1 is created. There is a high positive correlation between the variables, but perhaps this is actually the phenomenon of “pseudo-regression” of changes in the same trend caused by some special economic phenomenon. A common and reliable way to identify “false regression” is to determine it from its roots, i.e., by testing for time series stability. Thus, to make the effectiveness of the subsequent analysis in this article, you must first check the stability of the various relevant data. In this article, the ADF method performs a single root control of four variables LNKJDS, LNTTL, LNKDL, LNKDR and their difference sequences. It is known from the control results that, at a significance level of 5%, four variables LNKJDS, LNTTL, LNKDL, LNKDR belong to an unstable time series, a unit root, the same first difference. Corresponding to it is also a transient time series at a significance level of 5%. But in the two phases, the statistical ADF values are smaller than the critical ADF value at the 5% level, while the second-order differential values of these four variables become smooth time series. Thus, the four variables LNKJDS, LNTTL, LNKDL, and LNKDR belong to a single-row sequence of the second order and satisfy the conditions of subsequent cointegration control and causal testing. Although the four variables LNKJDS, LNTTL, LNKDL, and LNKDR are nonstationary sequences, they all meet the second-order single integration; it can be considered that the linear combination between these four variables may be stationary, and the cointegration relationship test can be further used to judge their long-term stable equilibrium relationship and then test. For cointegration tests, the EG method and the Johansen method are commonly used. With limited quantity variable samples, this paper uses the EG control method to control the cointegration ratio. The EG method is based on a covariance test of the regression residual, with autovariables and cointegration relationships between variables, i.e., self-diagnosis discrimination and smoothing of the residual sequences of the variable regression equation. To test for residual sequence stability, the ADF test method is usually used, and ADF critical values cannot directly take on the critical values obtained by the EViews software, but special tables of critical values compiled by Engle-Granger for auxiliary judgment must be used [14]. Since LNKJDS, LNTTL, LNKDL, and LNKDR are nonstationary sequences of I (2), the following coordinated regression can be performed:

\[ LNKJDS_t = 1.725493 LNTTL_{t-1} + 1.296548 LNKDL_{t-1} \]
\[ + 0.665922 LNKDR_t + \epsilon_t R^2 \]
\[ = 0.965834; S.E. \]
\[ = 0.152698; DW \]
\[ = 2.682942. \]

Each variable in the formula of the regression (1) satisfies the test at the 5% significance level, and the degree of fitting
between the calculated and actual values is also very good. Check the cointegration relationships between the four variables above, i.e., the need to discriminate against the stability of the residual sequences in formula (1) of the cointegration equation, that is, to judge whether the sequence \( \{ \varepsilon_t \} \) is I (0). Since equation (1) does not contain constant term and trend term, it is considered in the residual test regression model. Assuming that the lag order is 1, it can be called AEG test because it is a cointegration test based on residual. AEG regression results are as follows:

\[
\Delta \varepsilon_t = -0.126853 + 0.035691 t - 2.865492 \varepsilon_{t-1} + 0.8125762 \Delta \varepsilon_{t-1}, R^2 = 0.965824; \quad DW = 3.169250; S.E. = 0.0583291.
\]

\( n = 4, t = 9 \) and there are constant items and trend items, the critical value of MacKinnon bivariate cointegration is \( C_{\alpha=0.05} = -6.281857 \) at the 5% level, threshold is \( C_{\alpha=0.10} = -5.509931 \) at the 10% significance level, and \( C_{\alpha=0.10} < \text{AEG} < C_{\alpha=0.05} \), indicating that \( \Delta \varepsilon_t \) is I (0), and there is cointegration between the 4 variables, lnkdjs, lnltl, lnkdl, and lnkdr, with 10 percent significance level. As can be seen from the above preliminary analysis, it is known that there is a stable and balanced relationship between the cross-border electric dealer and the variables of different indicators of cross-border logistics, assuming that H2 is created [15]. The absolute value of the coefficient in the cointegration regression equation for all three indicators of cross-border logistics is greater than 1, which indicates that, in terms of long-term relationships, it has a slightly greater impact than on cross-border logistics. It should be noted that the LNTTL and LNKDL coefficient is positive, while the LNKDR coefficient is negative, that is, the throughput of foreign trade cargo of national ports and the volume of international courier transactions have a positive incentive effect on the total volume of cross-border electricity commercial transactions, and receipts from international courier operations have a certain retarding deterrent effect on the overall volume of cross-border commercial transactions in electricity, describing that the volume of cross-border logistics operations is changing in the same direction as the total volume of cross-border traders, while the increase in income from cross-border logistics operations (for example, the increase in logistics prices, cross-border operations) hinders the development of cross-border traders to a certain extent. Among them, the largest load in total cross-border e-commerce transactions is exerted by the nation port of foreign trade cargo turnover. The specific efficiency is that the LNTTL regression coefficient in the cointegration regression equation is 1.704896, which is much larger than the other two index coefficients. In general, the long-term relationship between cross-border electricity consumers and cross-border logistics manifests itself mainly in positive stimulation of each other, but there are also certain reverse disincentive effects, and cross-border has a relatively greater cross-border impact on electricity consumers than on cross-border transportation.

3.1.3. Granger Causality Test. Although the results of cointegration test show that there is a long-term stable equilibrium relationship between variables, it does not explain the cause and caused relationship between variables, so it needs to be verified by the Granger causality test. Conduct a Granger causal test on the total amount of cross-border transactions with electric enterprises of variables representing the development of cross-border merchants, as well as on the total throughput of foreign trade expenses of the ports of the country with variables representing cross-border logistics, the volume of transactions of international/Hong Kong, Australian and Taiwanese couriers, and income from operations of international/Hong Kong and Taiwanese couriers, the results of which are shown in Table 1 [16].

The results show that, at 10% significant level, LNTTL is a Granger cause of LNKJDS. What is cross-border logistics? It is a Granger cause for cross-border merchants; LNKJDS is the Granger cause for LNKDL, LNKDR, and this shows that the cross-border electric operator is the Granger cause of cross-border logistics. The reason of the audit was statistically reflected: the growth in the capacity of foreign trade in the country, representing the cross-border logistics, stimulates cross-border development electrical industry; the growth in the total volume of cross-border commercial transactions, representing the development of cross-border electricity traders, also stimulated the growth in the volume of courier transactions and operating income. Cross-border electric merchants logistics are Granger causal relationships that influence each other and develop together in the long term, assuming that H4 will be created.

3.2. Construction of Synergy Evaluation Model between E-Commerce and Logistics. The joint development of traders and logistics refers to the cooperation and mutually reinforcing development between cross-border traders and we will develop cross-border logistics. The levels of synergy between them can be measured by the synergy between cross-border electricity traders and cross-border logistics. Cross-border merchants, as the current trends in e-commerce, develop according to the development level of China’s foreign trade. The development of cross-border electrical business has stimulated the progressive cross-border logistics development; at the same time, the development of cross-border energy services and only the joint and orderly development between them could encourage
China’s cross-border electrical supply chains and cross-border electrical niches to move in a healthier direction. According to current scholars, China’s merchants and logistics services are in a low synergy stage, and they will be tested in this article. The question of how to build a measurement model to evaluate the cross-border synergy traders will be built in accordance with the following processes:

1. Establish sequence parameters and subsystems.
2. Calculate the contribution of order parameters to the subsystem.
3. Calculate the order degree of subsystem.
4. Calculate the system synergy.

And on this basis, carry out the calculation of the synergy through China’s cross-border electricity traders and cross-border logistics in the past six years and analyze the principle of synergy.

3.2.1. Establishment Principles of Evaluation Index System. We will promote the coordinated development of cross-border e-commerce and cross-border logistics. According to Haken’s synergetic theory, the evolution of things is controlled by order parameters, and the final structure and order degree of evolution depend on order parameters. Order parameter is not only the measurement of subsystems, but also the representation of the synergy between subsystems. The essence of increasing synergy between two subsystems is that changes in the order parameters affect the ordering of the subsystem and then the synergy between subsystems. Thus, the size of the “order” parameter can be used to indicate the degree of macrostability of the subsystem, when “order” parameter is zero, the macro-subsystem is disordered, and when the “order” parameter reaches the optimal critical point, a macro-ordered organization process appears in the system. Based on this, this paper assumes that the cross-border e-commerce system is a subsystem. And the cross-border logistics system is a subsystem $S_k$. The integrated system composed of the two is $S$, that is, $S = \{S_1, S_2\}$. The coordinated development of $S_1$ and $S_2$ or the improvement of the degree of synergy between them is the improvement of the degree of order of system $S$. Let $e_1 = \{e_{11}, e_{12}, e_{13}, \ldots, e_{1k}\}$ be the cross-border e-commerce order setting and $e_2 = \{e_{21}, e_{22}, e_{23}, \ldots, e_{2k}\}$ be the order parameter of cross-border logistics, where $k = 1, 2, 3, \ldots, n$ represents the number of order parameter indicators in the subsystem. $e_{1k}$ and $e_{2k}$ are the order parameter of cross-border e-commerce system and cross-border logistics system, respectively, and their value range is $a_{1k} \leq e_{1k} \leq b_{1k}$ and $a_{2k} \leq e_{2k} \leq b_{2k}$, respectively ($b_{mk}$ and $a_{mk}$ are the ideal optimal value and ideal minimum value of $e_{mk}$). Because this paper studies the degree of synergy between the two subsystems, it is necessary to ensure that the order parameters between the two subsystems can have sufficient correlation. Therefore, the correlation degree of the order parameters will be screened. Chinese mammoth power companies take the road of logistics benchmark started late and the availability of data is low. In order to ensure the accuracy of the experiment, this paper uses the grey correlation analysis method with low requirements on the age of data to screen the indicators. MATLAB14.0 software is used to screen the correlation degree of order parameters. If the correlation degree is greater than or equal to 0.6, it indicates that there is strong correlation between subsystems. When the relevance is strong, sort according to the correlation coefficient and select the order parameter at the top.

3.2.2. Calculation of Contribution Degree of Order Parameter to Subsystem. According to the synergetics theory, the contribution of order parameters to its subsystem can be calculated by the efficacy function. Since this paper only considers the slow order parameters, which has a positive effect on the stability of the system, the calculation formula is as follows:

$$u_m(e_{mk}) = \frac{e_{mk} - a_{mk}}{b_{mk} - a_{mk}} \quad m = 1, 2; \quad k = 1, 2, 3, \ldots, n.$$  

(3)

$u_m(e_{mk}) \in [0, 1]$. The higher the value of $u_m(e_{mk})$, the greater the upward contribution of order parameters to the order of the subsystem is, and vice versa.

3.2.3. Calculation of Contribution of Order Parameters to the Whole Cross-Border E-Commerce and Cross-Border Logistics Coordination System. The contribution of the order parameter to the total system is shown by subsystem flowchart integrating the efficacy function value of the order parameter index. The contribution of order parameters to the whole system can be obtained by calculating the weighted average of order parameters.

$$u_m(e_m) = \sum_{k=1}^{n} w_{mk} u_m(e_{mk}).$$  

(4)
where \( w_m = \sum_{k=1}^{n} w_{mk} = 1 \), \( w_{mk} \) is the weight of the corresponding \( u_m(e_{mk}) \). The size of \( w_{mk} \) can be weighted by critical weighting method. Critical method considers the influence of index transformation size on the weight. Because the samples studied in this paper are time series samples, the deviation weighting method is more objective and comprehensive than the direct weight method. The calculation formula is

\[
\begin{align*}
    c_{mk} &= \sigma_k \sum_{k=1}^{n} (1 - \rho_{mk}), \\
    w_{mk} &= \frac{c_{mk}}{\sum_{k=1}^{n} c_{mk}}.
\end{align*}
\]

(5)

\( c_{mk} \) indicates the influence degree of the \( k \)-th index on the whole evaluation index system, \( \sigma_k \) indicates standard deviation of the \( k \)-th evaluating indicator, and \( \rho_{mk} \) indicates the correlation coefficient between index \( m \) and index \( K \), that is, the correlation coefficient obtained from the grey correlation matrix.

3.2.4. Build the Calculation Equation of Cross-Border E-Commerce and Cross-Border Logistics Complementing Each Other. The relationship between traders and logistics is in a process of dynamic change that changes as time changes, making it necessary to dynamically measure the synergy between cross-border electricity traders and cross-border logistics. Assume that, in a specific stage \( t_0 \), the order degree of the cross-border e-commerce system and the cross-border logistic system in this period is \( u_m^t(e_{m}) \). When the system continues to evolve and develop to time \( t_1 \), the order degree of the two subsystems \( S_m \) is \( u_m^t(e_{m}) \). If \( u_m^t(e_{m}) \geq u_m^0(e_{m}) \), the whole composite system is in positive synergy in the period \([t_0, t_1]\), indicating that the two have positive synergy, and the degree of synergy is expressed by \( U \); the calculation formula is

\[
    U = \sqrt[n]{\prod_{m=1}^{n} |u_m^t(e_{m}) - u_m^0(e_{m})|}.
\]

(6)

The value range of \( u \) is \([0, 1]\). When \( u = 0 \), the system is extremely uncooperative, and when \( u = 1 \), the system is extremely cooperative.

3.2.5. Construction of Evaluation Model. Intuitively speaking, the coordination of composite system refers to the harmonious coexistence between its constituent subsystems under the action of suborganizations within the system and regulation and management activities from the outside, so providing the information required to obtain all the information effect of the system. The subsystem always has spontaneous and irregular independent motion, and at the same time, it is affected by the joint action of other subsystems; there is a cooperative motion formed by the correlation between subsystems. There are many control parameters in motion, which are divided into “fast” and “slow” variables, and the “slow” parameter is dominant. As the control parameters change, when the system approaches the critical point, the associativity that forms between subsystems gradually increases. When the control parameters reach the “threshold,” the correlation between subsystems plays a leading role. Therefore, there is synergy between subsystems determined by correlation in the system, and there is a macrostructure or type \([18]\).

**System order degree.**

Considers the supply chain system \( S = \{S_1, S_2, \ldots, S_k\} \), where \( S_j \) is the \( j \)-th subsystem compounded into \( s \), and \( j = 1, 2, \ldots, k \). The interaction between \( S_j \) produces the overall synergy effect of supply chain. Therefore, the supply chain system can be abstractly expressed as \( S = \{S_1, S_2, \ldots, S_k\} \), where \( f \) is the composite factor. For the subsystem \( S_j \), \( j = 1, 2, \ldots, k \), set sequential parameters \( e_j = (e_{j1}, e_{j2}, \ldots, e_{jn}) \), \( e_{ji} \) is within a certain control range, and the upper and lower limits are \( \beta_{ji} \), \( \alpha_{ji} \), and \( i \in [1, n] \), respectively. Since the change in the sequence parameters affects the system over time, the degree of order of the system increases or decreases, and the degree of order of the system increases as the components of the sequence parameters increase or decrease. Therefore, in the subsystem \( S_j \), do not lose custom; it is assumed that as the values of variables \( e_{j1}, e_{j2}, \ldots, e_{jn} \) increase, the degree of system order first increases and then decreases. Thus, the flowchart of the sequential parameter components is defined:

\[
    u_j^i(e_{ji}) = \begin{cases} 
    \frac{\alpha_{ji} - e_{ji}}{\beta_{ji} - \alpha_{ji}} & i \in [1, m], \\
    \frac{\alpha_{ji} - e_{ji}}{\beta_{ji} - \alpha_{ji}} & i \in [m + 1, n]. 
    \end{cases}
\]

(7)

In the formula, all variables are taken at \( t^0 \) time.

According to formula (8), the larger the data value of \( u_j^i(e_{ji}) \in [0, 1] \), the greater the effect of \( e_{ji} \) on the order of the system. In addition, it should be noted that, in fact, the value of \( e_{ji} \) can be large or small, but if its value is too large or too small it is not appropriate, so its order degree can meet formula (8) by adjusting its upper and lower limits.

The overall effect of \( e_j \) on \( S_j \) order can be expressed by the integration of \( u_j^i(e_{ji}) \). The integration calculation of \( u_j^i(e_{ji}) \) is generally completed geometric mean method or linear weighting method. The system order level of the subsystem at \( t^0 \) is

\[
    u_j^0(e_j) = \prod_{i=1}^{n} u_j^0(e_{ji}).
\]

(8)

Or

\[
    u_j^0(e_j) = \sum_{i=1}^{n} w_i u_j^0(e_{ji}), \quad w_i \geq 0, \quad \sum_{i=1}^{n} w_i = 1.
\]

(9)
In the formula, all variables are taken at \( t^0 \) time.

**System synergy.**

According to the calculation of system order degree, it can be concluded that, at the initial time \( t^0 \), the order degree of each subsystem is \( u^0_j(e_j) \), while at the current time \( t^1 \), the order degree is \( u^1_j(e_j) \). Therefore, DSCC is defined as the system coordination degree; then:

\[
dsc = \theta \sum_{j=1}^{k} [u^1_j(e_j) - u^0_j(e_j)],
\]

where \( \theta = (\min[u^0_1(e_j) - u^0_j(e_j)]/[\min[u^0_1(e_j) - u^0_j(e_j)]]), j = 1, 2, \ldots, k, u^0_1(e_j) - u^0_j(e_j) \neq 0 \).

In addition:

1. \( dsc \in [-1, 1] \), the degree of system synergy is positively correlated with its calculation results.
2. The function of parameter \( 0 \) is to ensure the positive and negative effects of system synergy.

### 3.2.6. Integration Algorithm of Order Parameters in Supply Chain Synergy Evaluation Model

The order parameter is mainly calculated by the expert scoring method. Therefore, to avoid the effects on the subjective factors of the rater, the method of expert group judgment can be used to score, and then the expert group decision matrix is constructed to mainly calculate by the experts scoring method. Therefore, DSCC is defined as the system coordination degree; then:

\[
dsc = \theta \sum_{j=1}^{k} [u^1_j(e_j) - u^0_j(e_j)],
\]

where \( \theta = (\min[u^0_1(e_j) - u^0_j(e_j)]/[\min[u^0_1(e_j) - u^0_j(e_j)]]), j = 1, 2, \ldots, k, u^0_1(e_j) - u^0_j(e_j) \neq 0 \).

In addition:

1. \( dsc \in [-1, 1] \), the degree of system synergy is positively correlated with its calculation results.
2. The function of parameter \( 0 \) is to ensure the positive and negative effects of system synergy.

**Constructing expert individual decision matrix.**

The expert group is composed mainly by experts. According to the scoring results, the expert set \( E = \{ E_1, E_2, \ldots, E_p \} \) is obtained, and the individual decision matrix is \( M^p = (m^p_i) \).

Where: \( p = (1, 2, \ldots, p), i = (1, 2, \ldots, n) \).

### 3.3. Cross-Border E-Commerce Logistics Collaborative Evaluation Method and Data Collection

#### 3.3.1. Evaluation Method

The hierarchical analysis process (AHP) is a feasible and comprehensive decision-making method. Analytic hierarchy process (AHP) is a practical decision-making method that combines quantitative and qualitative analysis and quantifies qualitative problems. Based on a qualitative and quantitative combination analysis, the process of analytical hierarchy allows you to effectively structure and synthesize the subjective judgments of people. It is widely used in the research of social, economic, psychological, and organizational management and other systems. When using the process of analytical hierarchy to clarify the scope of the problem, to understand the factors contained in it, to determine the presence of subordination between factors, to analyze and evaluate the research objects with multiobjective and multicriteria by establishing analytic hierarchy process structure model, especially for the system objects with difficult quantitative analysis, and to deal with their qualitative research quantitatively, it can effectively solve the shortcomings of qualitative analysis. The main idea of the analytic hierarchy process is to break down one complex issue by identifying that several influences associated with ownership constitute performance measures, which are grouped according to their dominant relationships and form a hierarchical structure; build a judgment matrix using the method of two comparisons to determine the relative importance of different indicators in a hierarchy; solve a judgment matrix to get the weight vector corresponding to the maximum value and then perform normalized processing as the weight; determine the consistency of the matrix tested, and the weight of each index is obtained after passing the test. By analyzing the elements contained in complex systems and their related relationships, multilevel analysis and processing make the problems hierarchical and organized and then construct an analytic hierarchy process structure model. Hierarchical process analysis can also sort the indicators, which involves single level sorting; that is, when the indicators of the same level and the indicators of the above level are the comparison criteria, the relative importance scale after mutual comparison is made; it also involves the overall ranking of levels, that is, the relative importance scale (also known as ranking weight vector) of all indicators in the same level to the highest-level indicators (overall objectives) [20]. The main steps of the hierarchical analysis process include:

1. Constructing the judgment matrix. According to the
scaling theory (using Saaty 1–9 scaling method, see Table 2 for details), construct the pairwise comparison judgment matrix, i.e., \( A = (a_{ij})_{n \times n} \). See Table 3 for details.

In the judgment matrix, there are the following relationships:

1. For any \( i, j \) satisfy \( a_{ij} > 0 \), where \( i, j = 1, 2, ..., n \)
2. For any \( i, j \) satisfy \( a_{ij} = (1/a_{ji}) \), where \( i, j = 1, 2, ..., n \)
3. For any \( i, j \) satisfy \( a_{ii} = 1 \), where \( i, j = 1, 2, ..., n \)

Sum method or root method shall be applied and normalized. According to \( A_w = \lambda_{\text{max}} w \), maximum mode and modal vectors are obtained. Taking the summation method as an example, the specific calculation steps are as follows:

1. Matrix \( A \) is normalized by column:
   \[ b_{ij} = \frac{a_{ij}}{\sum_{i=1}^{n} a_{ij}} \quad (i, j = 1, 2, ..., n). \]  

2. Add the judgment matrix by row:
   \[ W_i = \sum_{j=1}^{n} b_{ij} \quad (i, j = 1, 2, ..., n). \]  

3. The weight vector can be obtained by normalizing the obtained sum vector:
   \[ W_i = \frac{W_i}{n \sum_{j=1}^{n} W_j} \quad (i = 1, 2, ..., n). \]  

4. The maximum special values of the matrix are calculated:
   \[ \lambda_{\text{max}} = \sum_{i=1}^{n} \frac{[AW_i]}{n(W_i)} \quad (i = 1, 2, ..., n). \]  

Conduct consistency inspection, and complete the following steps:

1. Calculate consistency index:
   \[ C.I. = \frac{\lambda_{\text{max}} - n}{n - 1} \]

2. Find the corresponding mean stochastic consistency index R.I. R.I. is associated with the order of the judgment matrix, as a general rule, the greater the order of the judgment matrix, the greater the chance of random deviation of consistency. See Table 4 for the corresponding relationship.

3. When C.R. < 0.1, think that the judgment matrix \( A \) passes the consistency check; otherwise, there will be no satisfactory consistency; consideration will need to be given to recreating or correcting the judgment matrix \( A \).

### Table 2: Scale method.

<table>
<thead>
<tr>
<th>Value meaning</th>
<th>1–9 scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicator 1 is equally important as indicator J</td>
<td>1</td>
</tr>
<tr>
<td>Indicator 1 is slightly higher than indicator J</td>
<td>3</td>
</tr>
<tr>
<td>Indicator 1 is significantly more important than indicator J</td>
<td>5</td>
</tr>
<tr>
<td>Indicator 1 is very important compared to indicator J</td>
<td>7</td>
</tr>
<tr>
<td>The importance of indicator 1 is between the above two adjacent levels</td>
<td>9</td>
</tr>
<tr>
<td>Indicator J compared to indicator I</td>
<td>2,4,6,8</td>
</tr>
</tbody>
</table>

### Table 3: Judgment matrix.

<table>
<thead>
<tr>
<th>Index</th>
<th>( A_1 )</th>
<th>( A_2 )</th>
<th>( \ldots )</th>
<th>( A_n )</th>
</tr>
</thead>
<tbody>
<tr>
<td>( A_1 )</td>
<td>( a_{11} )</td>
<td>( a_{12} )</td>
<td>( \ldots )</td>
<td>( a_{1n} )</td>
</tr>
<tr>
<td>( A_2 )</td>
<td>( a_{21} )</td>
<td>( a_{22} )</td>
<td>( \ldots )</td>
<td>( a_{2n} )</td>
</tr>
<tr>
<td>( \vdots )</td>
<td>( \vdots )</td>
<td>( \vdots )</td>
<td>( \vdots )</td>
<td>( \vdots )</td>
</tr>
<tr>
<td>( A_n )</td>
<td>( a_{n1} )</td>
<td>( a_{n2} )</td>
<td>( \ldots )</td>
<td>( a_{nn} )</td>
</tr>
</tbody>
</table>

### Table 4: Average random consistency index of order 1 ~ 10.

<table>
<thead>
<tr>
<th>Matrix order</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>R.I.</td>
<td>0</td>
<td>0.52</td>
<td>0.89</td>
<td>1.12</td>
<td>1.26</td>
<td>1.36</td>
<td>1.14</td>
<td>1.46</td>
<td>1.49</td>
<td></td>
</tr>
</tbody>
</table>

### 4. Results and Analysis

#### 4.1. Analysis of the Dynamic Relationships Based on the VAR Model

##### 4.1.1. VAR Model.

The above conclusions are mainly according to the statistical analysis and do not provide insight into the dynamic relationships between electricity enterprises and cross-border logistics, while the model can explain the dynamic model. Correlation of variables in an active system: Because there is a Granger causal relationship between LNKJDS, LNTTL, LNKDL, and LNKDR, the four changes to the company are the changes driven by the VAR model. Using EViews9.0 software, select VAR Type for Bayesian VAR, which is limited by the number of samples, so the lag interval of endogenous variables is set as “1–1” to obtain the corresponding VAR (1) model. From this, the VAR (1) model estimation formula of LNKJDS, LNTTL, LNKDL, and LNKDR can be obtained, as shown in formula.
According to formula (20), it is known that there are cross-border logistics indicators with great impact on the current turnover of cross-border traders, including the most significant impact on the throughput of foreign trade cargo of the country’s ports. In all unit roots, the inverse mode is less than 1; that is, it fell in the unit circle, which shows that this research model meets the requirements of the stabilization condition; then you can continue subsequent studies.
of the impulse response and decomposition of the variance on this basis. This difference can be seen from the comparison in Figure 2.

4.1.2. Variance Decomposition. The pulse response analysis described above shows the effect of the impact of each internal variable on the other internal variables, and the variance decomposition allows further measurement of the degree of interaction between endogenous variables by measuring the contribution of each structure impact to the change. Having done the analysis of the decomposition of the variance, get the histogram of the decomposition of the variance shown in Figure 3 [22].

In combination with the variance analysis table of the VAR (1) model and the variance analysis diagram 3(a), it is known that LNKJDS at the 1st turn only depends on natural fluctuations, gradually weakening from the 2nd turn to about 64%. The level of contribution of the three indicators of cross-border logistics to the dispersion of fluctuations in the growth of the total volume of cross-border transactions with electric enterprises begins to appear from the 2nd
4.2. Fuzzy Comprehensive Evaluation

4.2.1. Determine the Evaluation Object. Cross-border e-commerce ecosystem collaboration is determined as the overall evaluation objective and set as the evaluation object of fuzzy comprehensive rating, that is, \( u = \text{"cross-border e-commerce ecosystem collaboration"} \).

4.2.2. Establish Evaluation Subobjective Set. Combined with the above research results, the four levels affecting cross-border e-commerce ecosystem collaboration are species collaboration, environmental collaboration, supply chain collaboration, and geospatial collaboration, and then the evaluation subgoal set is constructed. Set \( U_1 = \text{"species collaboration"}, U_2 = \text{"environment collaboration"}, U_3 = \text{"supply chain collaboration"}, \) and \( U_4 = \text{"geospatial collaboration"} \) to evaluate the subtarget set \( U = (U_1, U_2, U_3, U_4) \).

4.2.3. Construction of Evaluation Index System. By subdividing and analyzing the influencing factors of the subtarget set, that is, each subtarget \( U_i \) is affected by each index \( u_{ij}, u_{i2}, \ldots, u_{is} \), so as to construct the index set \( u_{ij} \), set \( u_{ij} = (u_{i1}, u_{i2}, \ldots, u_{is}) \), where \( i = 1, 2, \ldots, s \). Combined with the analytic hierarchy process, the evaluation object is set as the first level index, the evaluation subobjective set is set as the second level index, and the index set is set as the third level index, so as to construct the three-level evaluation index system of cross-border e-commerce ecosystem coordination, as shown in Table 5. At the level of species synergy, the influencing factors are determined as four three-level evaluation indexes: the influence of core species, the influence of key species, the influence of supporting species, and the influence of parasitic species. At the level of environmental synergy, four three-level evaluation indicators are determined: the impact of political environment, the impact of economic environment, the impact of social environment, and the impact of technological environment. At the level of supply chain collaboration, three three-level indicators are determined: supplier collaboration between suppliers, supplier collaboration with trading platform, and trading platform collaboration with consumers. At the geospatial level, four three-level indicators are determined: spatial synergy of exporting countries, international spatial synergy, spatial synergy of importing countries, and reverse spatial synergy.

<table>
<thead>
<tr>
<th>Level 1 indicators</th>
<th>Secondary indicators</th>
<th>Level 3 indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-border e-commerce ecosystem</td>
<td>Species synergy (( U_1 ))</td>
<td>Impact of core species (( U_{11} ))</td>
</tr>
<tr>
<td>collaboration (( U ))</td>
<td>Environmental collaboration (( U_2 ))</td>
<td>Impact of supporting species (( U_{12} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Effects of parasitic species (( U_{13} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Influence of political environment (( U_{14} ))</td>
</tr>
<tr>
<td>Supply chain collaboration (( U_3 ))</td>
<td></td>
<td>Impact of economic environment (( U_{22} ))</td>
</tr>
<tr>
<td>Geospatial collaboration (( U_4 ))</td>
<td></td>
<td>Impact of social environment (( U_{23} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Impact of technology environment (( U_{24} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Supplier collaboration between suppliers (( U_{31} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Collaboration between supplier and trading platform (( U_{32} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Collaboration between trading platform and consumers (( U_{33} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exporting country space collaboration (( U_{34} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>International space collaboration (( U_{42} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Input country space collaboration (( U_{43} ))</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reverse spatial collaboration (( U_{44} ))</td>
</tr>
</tbody>
</table>

4.2.4. System for Determining Evaluation Index Weight. From the cross-border e-commerce Eagle bear exchange members, three experts were selected to form an expert opinion group. Table 6, Table 7, and Table 8 are obtained...
Take the average of the evaluation results of the expert opinion group and get Table 9.

### 5. Conclusion

The crossover business of the power sector is currently underway in the early stage of development, and although much attention is being paid to it, the available research results are still limited and there is a lack of systematic, mature research results and rational, mature theoretical research support. Electric dealers and logistics are in symbiosis with each other, interact with each other, and facilitate each other, and these relationships equally exist in cross-border e-commerce activities. Synergistic research in the field of cross-border e-commerce, especially cross-border traders and cross-border, is of great importance and already imminent. In this context, combing the development trends of cross-border merchants and cross-border logistics, relying on relevant research results at home and abroad, using the value chain, synergy theory, and ecosystem theory as a research city, evaluating the current state of cross-border e-commerce ecosystem synergy, from which the key elements that affect the synergy of cross-border e-commerce are extracted, and studying the problems of synergy between cross-border merchants and cross-border logistics, the following conclusion can be drawn: from the point of view of the ecosystem of cross-border e-commerce, one of the central issues is the synergy of cross-border logistics of merchants. Using the theory of the structural equation model, a model of the joint theory of cross-border logistics of the electric enterprise is proposed. Based on the theoretical model, the corresponding research assumptions are proposed. As a result of multiple test trials, the cross-border electric enterprise logistics joint scale was determined, and the cross-border electric enterprise logistics joint structure equation model was built to develop the cross-border electric enterprise logistics joint verification questionnaire for the blue book. In combination with the data obtained from the questionnaire, using the statistical analysis software SPSS, AMOS, it was found that the data and the structural equation model are of high suitability and can be applied to analyze the results of the study. The final verification results show that cross-border e-commerce collaboration with other species has a significant positive impact on cross-border e-commerce logistics collaboration, while cross-border e-commerce collaboration with other species has no significant positive impact on cross-border logistics chain collaboration. However, synergy between the cross-border electricity industry and other species does not have a significant positive impact on the synergy of crossover supply chains.

### Data Availability

The labeled dataset used to support the findings of this study is available from the corresponding author upon request.

### Conflicts of Interest

The authors declare no competing interests.

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### References


