

山东交通

修路架橋筑港建站
振興經濟造福山東
人民

為公山東交通畫冊題
一九九九年十月十六日

蘇毅然

中顧委委員蘇毅然題詞

Inscription by Su Yiran, member of the Advisory Committee of CCPC.

發展交通
為兩江文明建設
服務

山東省顧委主任梁步庭題詞

Inscription by Liang Buting, chairman of the Advisory Committee of the Provincial Party Committee.

新路環交如綢繆機
船來往似燕穿

題山東交通四十年

李子超

山東省政協主席李子超題詞

Inscription by Li Zhichao, chairman of the Political Consultative Committee of Shandong Province.

回顧光輝歷程
振興山東交通

五展意
一九八九、十二

交通部副部長王展意題詞

Inscription by Wang Zhanyi, vice minister of communications.

文體生活

Life of Recreation and Sports

1. 老干部運動會
2. 職工文藝演出
3. 車場運動會

1. Games for veteran cadres
2. Performance by the staff
3. A game in a yard



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後勤服務

Serve For
Logistics

1. 省交通醫院病房大樓
2. 交通醫院手術室
3. 交通賓館總服務台
4. 山東交通賓館

1. The ward building of a hospital for communications staff
2. The operating room of a hospital for communications staff
3. The main reception desk of the Jiaotong Hotel
4. The Jiaotong Hotel of Shandong Province



1. 李鹏總理1986年視察威海港。
2. 姚依林副總理1986年在東營黃河公路大橋建設工地。
3. 交通部長錢永昌、副部長王展意1988年在104國道泰安段。
4. 交通部副部長王展意、山東省副省長張瑞鳳1989年視察龍口港。
5. 山東省副省長李春亭1988年在青島觀看海上救撈演習。
6. 交通部副部長鄭光迪1989年在沂蒙山區視察公路建設。

1. Premier Li Peng inspects the Port of Lanshan in 1986
2. Vice Premier Yao Yilin at the construction site of the Dongying Yellow River Bridge in 1986
3. Minister Qian Yongchang and Vice Minister Wang Zhanyi of the Ministry of Communications at the Taian section of the 104 state trunk in 1988
4. Wang Zhanyi, vice minister of communications and Zhang Ruifeng, Deputy Governor of Shandong Province inspect the Port of Longkou in 1989

5. Li Chunting, Deputy Governor of Shandong Province watches exercise on rescue and salvage at sea in Qingdao in 1988
6. Zheng Guangdi, vice minister of Communications inspects road construction in Yimeng mountain area in 1989



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蓬勃發展

東方哲人孔丘曾預言：“四十曰強”。

四十歲的中華人民共和國強了！

四十歲的山東交通變了！

新中國成立四十年來，特別是改革開放十年來，黨和政府把交通運輸列為國民經濟發展的戰略重點，使山東省交通面貌發生了前無古人的深刻變化：

——交通基礎設施面貌大大改觀。公路邁着堅強的時代步伐，跨越了五十年代泥土路、六十年代沙石路、七十年代薄油路的歷史階梯，向八十年代高級路的方向闊步。1988年底，山東省公路通車里程已達38759公里，是1949年的12.2倍。沿海港口，由自然港灣和淺水泊位向大中小港口和大中小泊位並舉，重點建設深水泊位的

方向發展。全省現有沿海港口25處，泊位141個，年吞吐能力5400萬噸，分別是1949年的3.1、2.4和63倍。青島、煙台、石臼、威海、龍口、嵐山和石島等7個港口對外開放。汽車客運站點也由站房簡陋、功能單一向美觀實用方向發展。

——公路水路運力有了較大發展。1988年底，山東省擁有各種機動車120.8萬輛、民用汽車32.38萬輛，分別是1949年的384倍和119.5倍。民用船舶已發展到55.2萬噸位，海運企業船隊和遠洋船舶已初具規模。

——運輸生產持續穩定增長，經濟效益按可比口徑不斷提高。1988年完成營業客運2.46億人，144.38億人公里，分別是1949年的300倍和178.5倍。完成貨運3.25



的山東交通

□ 山東省交通廳廳長 李居昌

億噸，188.7億噸公里，分別是1949年的196倍和286倍。交通工業產品增多，質量提高，主要產品達30多種，已生產出從10噸到60噸掛車系列產品、國家標準集裝箱運輸車和各種檔次的客車12個品種。

同時，交通科技教育、人才培養、精神文明建設也都得到加強。目前，山東省初步形成了縱橫交錯、四通八達、城鄉相接、溝通國內外的交通運輸網絡。我省一級公路、二級公路、高級次高級路面里程，沿海港口密度及吞吐能力、機動車、營業性貨車均居全國省市區前列。實踐證明，優越的社會主義制度是發展交通運輸的根本保證。

四十年來，我省交通運輸事業雖然有了很大發展，

但仍是嚴重制約國民經濟發展的突出薄弱環節。為了改變我省交通落後的狀況，山東省委、省政府把交通運輸作為重點的基礎產業和國民經濟發展的戰略重點，確定了交通運輸發展的指導思想、規劃目標和政策措施，擬用幾個五年計劃的時間，建設公路主骨架，水運主通道和港站總樞紐，將全省的市地中心城市、工業中心、交通樞紐、對外口岸連接起來，逐步形成一個與國民經濟發展相適應，與其他運輸方式相協調，由高速公路和一、二級汽車專用路組成的快速、安全的國道、省道幹線系統。

在黨和各級政府的正確領導下，有無比優越的社會主義制度，具有革命傳統美德的山東人民和交通職工，山東省的交通發展目標一定要實現！也一定能夠實現！



Communications Vigorously Developing

Confucious, the sage in the oriental, predicted, "It will be strong at 40."

The People's Republic of China has become stronger at her age of 40.

The outlook of communications in Shandong province has changed in the past 40 years.

In the past four decades since the founding of New China, especially in the latest decade, the Communist Party of China and the Government have being taken communications as a strategic item in the development of national economy, thus brought unprecedented changes in the sector of communications of Shandong Province.

-The infrastructure of communications has greatly improved. From earthen roads in 1950's to gravel roads in 60's and roads with thin tar in 70's highways are constructed at higher grades in 1980's. By the end of 1988, the length of highways open to traffic in the province reached 38 759 kilometres, 12.2 times that in 1949.

The coastal ports, have, from the natural bays with shallow berths in the past, transformed into big, medium-sized and small ones with berths of all sizes, of which deep berths represent the direction of port construction.

By now the province has 25 coastal ports and terminals, 141 berths with annual handling capacity of 54 million tons, 3.1, 2.4 and 63 times respectively over those in 1949. Qingdao, Yantai, Shijiu, Weihai, Longkou, Lanshan and Shidao ports, seven in all, have been opened to foreign vessels.

The bus stations, shabby and poorly functioned in the past, have been renovated into beautiful buildings easy for rendering more services.

-The capacity of highway and water transportation has increased by a big margin. By the end of 1988, the Province has 1.208 million motor vehicles, 323 800 trucks for civilian use, which are 384 and 119.5 times respectively more than those in 1949. The tonnage of vessels has expanded to 552 000 tons. On the inland water, the wooden boats and sails have been replaced by steel and motor vessels, of which 1000-ton vessels have become the mainstay of the fleet of the maritime transport enterprises. Meanwhile, the ocean-going fleet has begun to take shape.

-Transport has kept a steady growth with constantly increased economic results. In 1988, 246 million passengers were carried, with a circulation of 14.438 billion per-



son kilometres, exceeding those in 1949 by 299 and 178.5 times. In the year, 325 million tons of cargoes were transported, with a turnover of 18.87 billion ton kilometres, which are 196 and 286 times against those in 1949.

The industrial products of the sector of communications have multiplied with improved quality. The main products have been over 30 kinds. A series of trailers, ranging from 10 to 60 tons, standard container trailers and 12 kinds of various coaches have been turned out.

At the same time, scientific and technological training, education and personnel cultivation as well as spiritual civilization have been strengthened.

At present, a smooth and through communications network linking villages and towns, connecting the mainland with overseas, has been initially formed. The mileage of the first grade, second grade and other higher grade high-

in Shandong Province

Li Juchang Director of the Communications
Department of Shandong Province



ways, the density of coastal ports and their handling capacity, the number of motor vehicles and business trucks in the Province have stood in the front rank among those in other provinces in the country. All these achievements show that socialist system is the fundamental guarantee in the development of communications.

The communications in Shandong have greatly expanded over the past 40 years. However, it is still a fairly weak link which seriously restrain the development of national economy. To change the relatively backward state of communications, Shandong Provincial Party Committee and Government have taken communications as the basic industry and the strategic item in developing national economy. The guiding principles, objectives, policies and measures for developing communications have been

worked out, i.e. within several "Five-Year" plans, the Province will build a principal highway frame, a principal water passage, and port hubs tying major cities, industrial centres, communications hubs and ports open to foreign vessels, forming step by step a speedy and safe national and provincial truck transport system supported by expressways, first and second grade highways. This system will harmonize other transportation modes and fit for the development of national economy.

Under the leadership of the Party and governments at all levels, and with the socialist system, the staff members working in the field of communications and others with revolutionary traditions in Shandong Province will certainly and inevitably achieve the goal of the development in the sector of communications.

公 路



四十年來，山東省公路基本形成了以省會濟南和沿海港口城市為中心，以國道、省道為骨架，布局合理，城鄉連接，四通八達，晴雨通車的公路網絡。

1988年底山東省公路通車里程38759公里，是1949年的12.2倍，全省縣縣通油路，98.6%的鄉鎮和74.3%的行政村通公路，69.6%的縣（市區）鄉晴雨通車。四十年來，公路橋涵逐步配套，承載能力不斷提高。山東省現有橋樑10960座，是1949年的35.5倍，其中濟南黃河公路大橋是當時亞洲最大的預應力混凝土斜拉橋，東營黃河公路大橋是當時我國最大的鋼結構斜拉橋。近幾年，公路建設的突出特點：一是集中力量，保證重點，加快主要幹線一、二級公路建設。這對緩解公路交通擁擠狀況起到了重要作用。山東省一級公路從零發展到495公

里；二級公路4916公里，十年淨增2421公里，增長97%；高級次高級路面里程21167公里，十年淨增8255公里，增長63.9%。山東省一級公路、二級公路均居全國首位，高級次高級路面里程居全國第二位。二是加強了對貧困地區交通開發建設的扶持。使貧困地區96%的鄉鎮和73%的行政村通公路。為這些地區發展經濟，脫貧致富提供了交通條件。三是加強了對城市出入口道路建設的扶持。各級交通部門本着公路全程全網，城鄉貴通，相互連接的原則，積極支持城市出口道路改建和建設，解決卡脖子問題。使市地和絕大多數縣市區城市進出口道路的技術等級均在二級公路以上，提高了城市道路交通的通過能力和輻射能力。



Highways

In the past 40 years, highways in Shandong Province have constituted a network in a reasonable layout. Framed by the national and provincial roads, the network has, with Jinan, capital of Shandong, and port cities as hubs, linked towns and villages in all directions and open to traffic irrespective of weather.

By the end of 1988, the mileage highway open to traffic in Shandong had reached 38 759 kilometres, 12.2 times that in 1949. All roads connecting county towns are paved with asphalt. The highways have tied 98.6% of townships and 74.3% villages. 69.6% of county towns (city suburbs) and townships have weather roads.

Highway bridges and culverts have gradually formed a complete conveyance system, and constantly improved their bearing capacity. At present, Shandong has 10 960 bridges, 35.5 times that of 1949. the Jinan Yellow River Bridge was then the biggest cable-stayed bridge of pre-

stressed concrete in Asia while the Dongying Yellow River bridge was the largest cable-stayed steel bridge in China at that time.

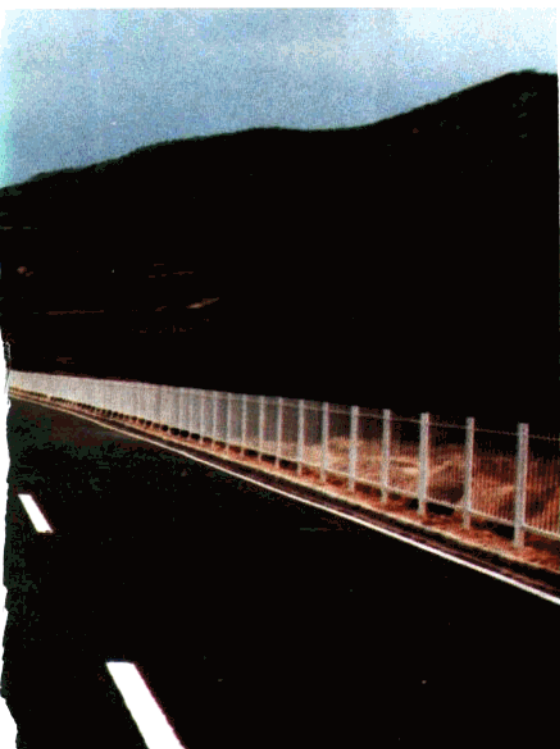
The highway construction in recent years are strikingly characterized by the following:

Firstly, efforts have been focused on speedy construction of the first and second grade highways in trunk routes, which are deemed as key projects. This has played an important role in easing off the traffic congestion on highways.

The first grade highways have been extended from zero to 495 kilometres and the second grade, 4 916 kilometres, of which 2 142 kilometres are built in the past ten years, representing 97% of net increase. The higher and less higher pavements have reached 21 167 kilometres, of which 8 255 kilometres built in the past decade, yielding an increase of 63.9%. The mileage of the first and second grade highways rank the first place in the country, and the higher and less higher pavements stand the second.

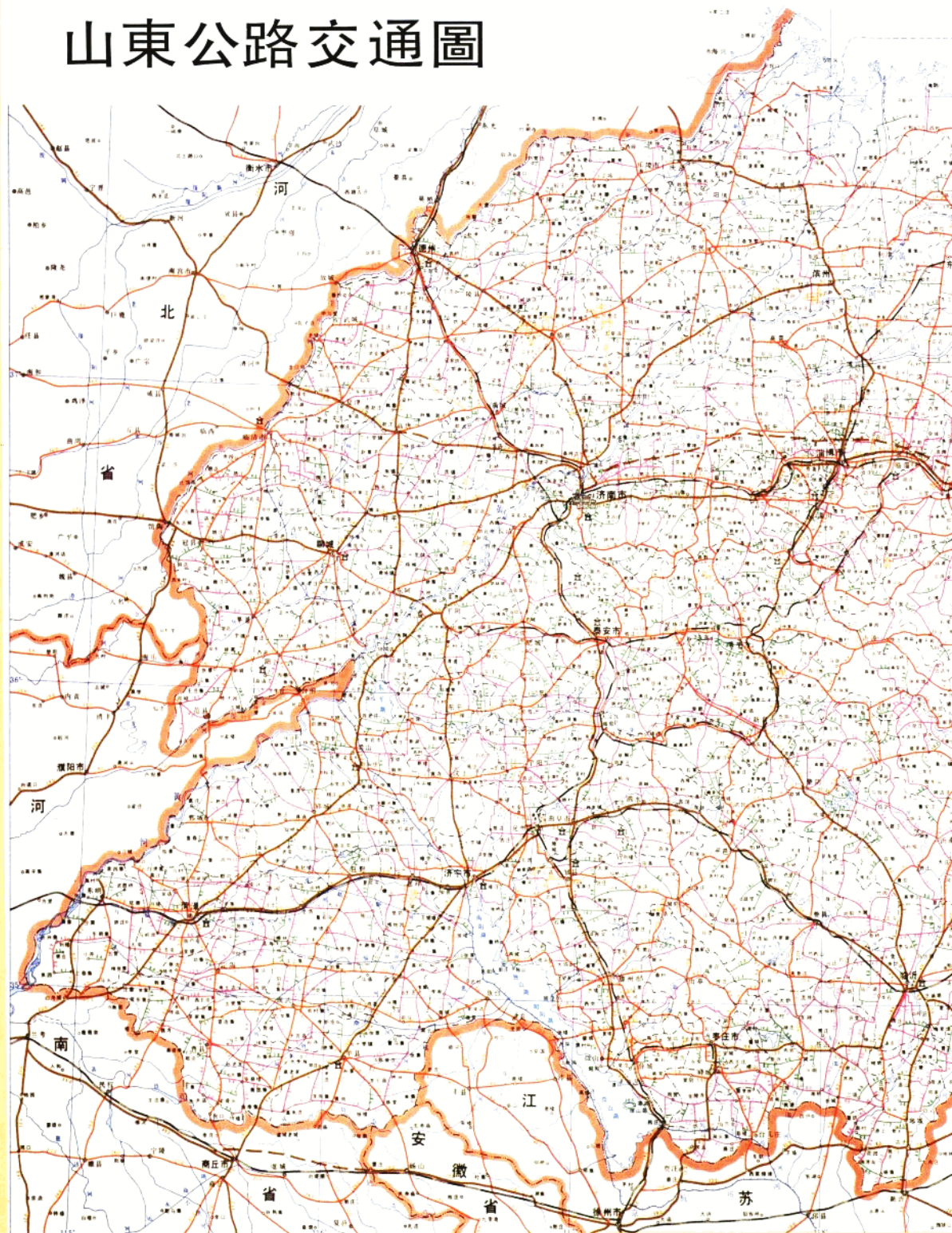
Secondly, exploration of communications in the poor areas have strengthened. 96% of townships and 73% of villages have highway connections. This has provided a good condition of communications for promoting economy and creating wealth in the poor areas.

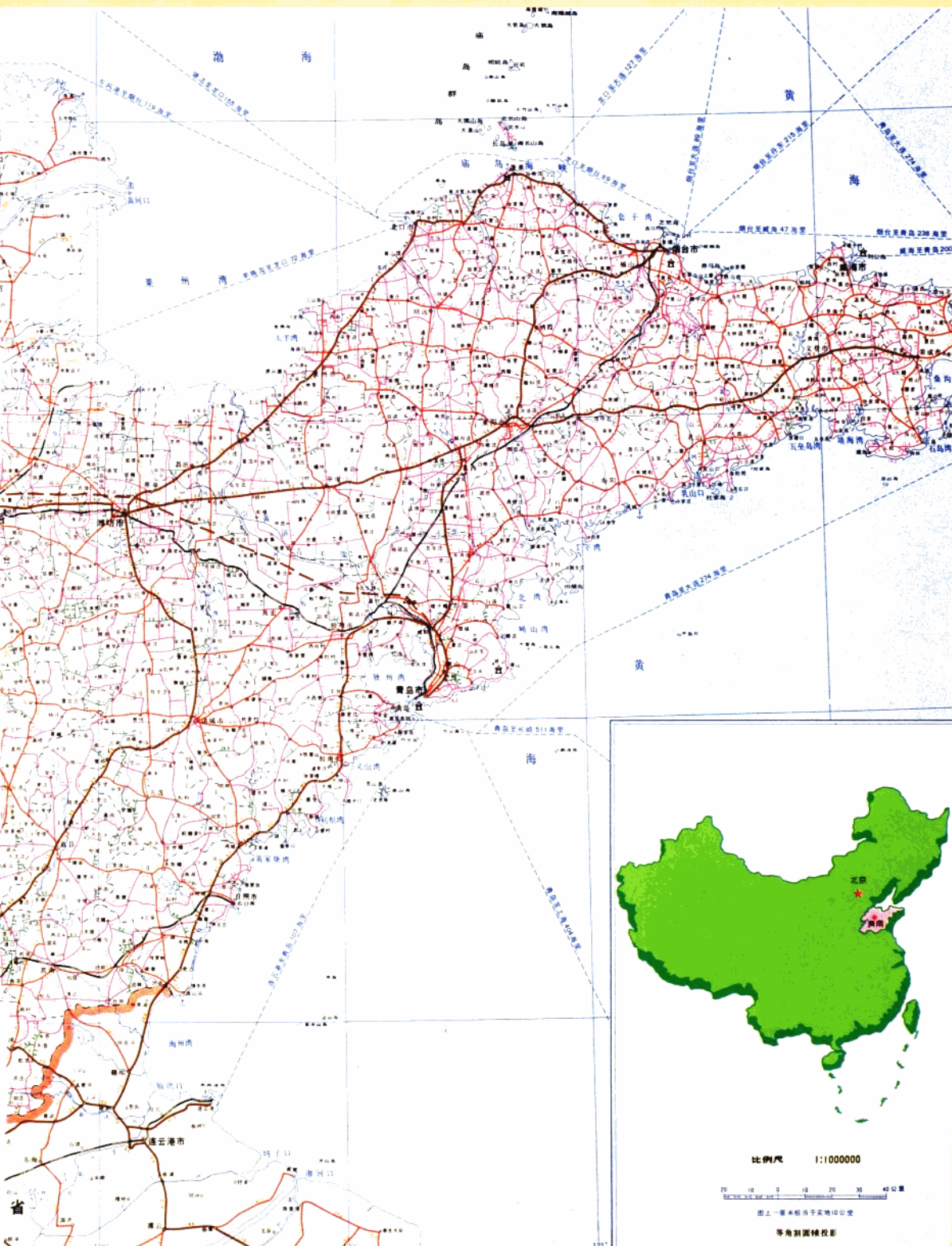
Thirdly, more support is given to the construction of access roads of the cities. In accordance with the principle of building a smooth highway network linking cities and villages, the departments of communications at all levels have given more support to the renovation and new construction so as to smooth the bottlenecks. The second grade roads or even higher grade roads linking the cities and the majority of township entrance are available, thus the capacity of passage and radiation is greatly enhanced.



威海——文登汽车专用路 The Weihai-Wendeng motorway

山東公路交通圖





公路綫路

Lines of highway

1. 104國道曲阜段一級路
2. 濰坊——煙台公路
3. 長島環島路
4. 龍口——黃縣一級路
5. 萊州——新泰公路

- 1 A first class highway-the Qufu Section of the 104 state trunk
- 2 The Weifang-Yantai highway
- 3 The ring road on the Chabgdao Island
- 4 The Longkou-Huangxian first class highway
- 5 The Laiwu-Xintai highway

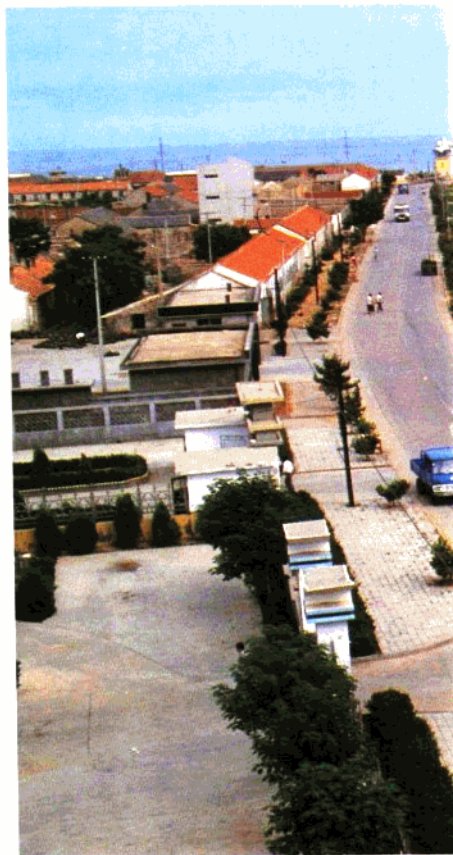


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公路綫路

Lines of highway

1. 青州盤山公路
2. 東營——章河一級路
3. 泰山旅遊路
4. 公路直通孟良崗
5. 博山隧道

1. The winding mountain highway in Qingzhou
2. Dongying-zhanghe Highway, Class One
3. The tourist road on Taishan Mountain
4. A highway leading directly to Mengliangou
5. The Boshan Tunnel

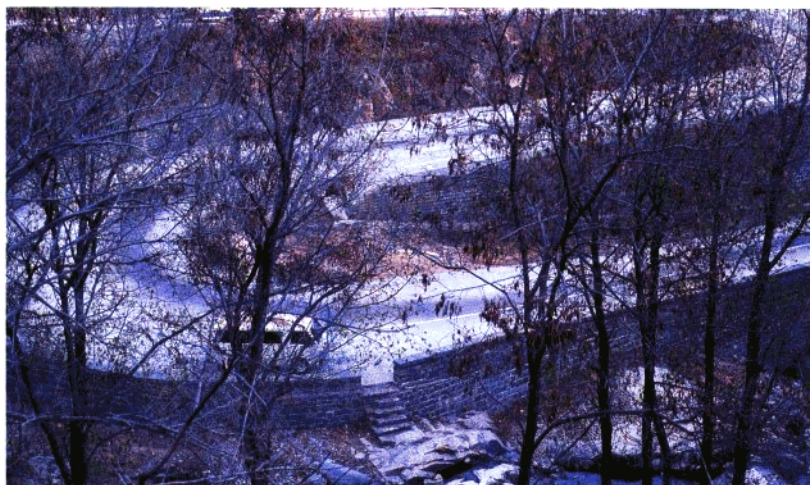


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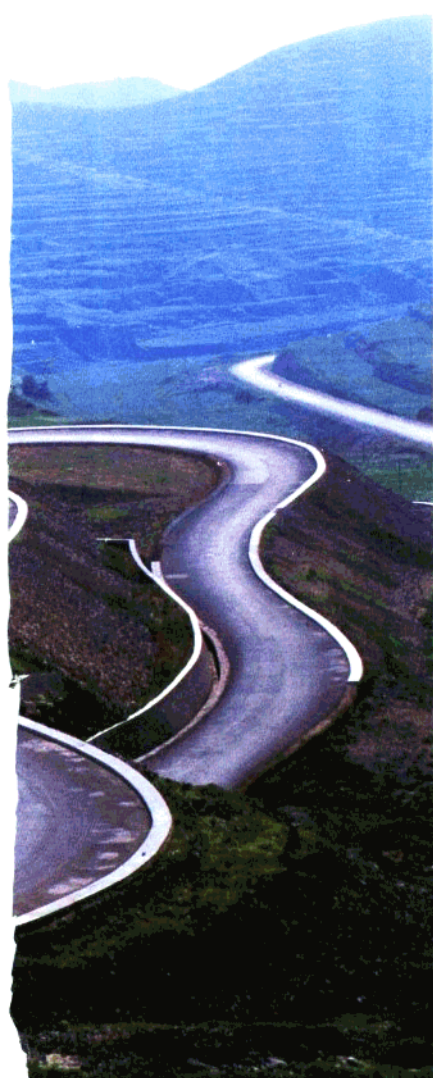
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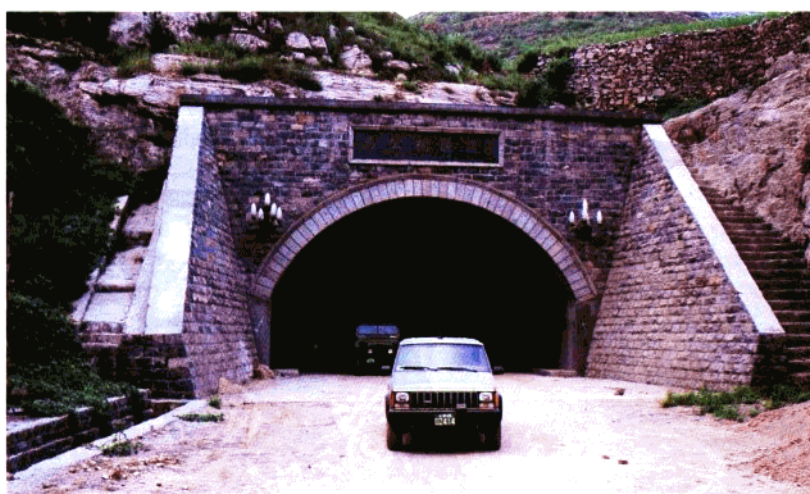
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