

中国道路运输集锦



中国道路运输集锦

海南分册



《中国道路运输集锦》编辑部 编 撰
海南省交通运输厅

振興道路運輸

繁榮國民經濟

李先念

一九九一年七月十日

经济·发展
交通·先行

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序 言

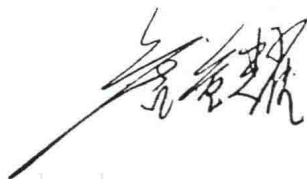
海南岛四面环海,远悬天南,自古以来,交通闭塞。时至二十世纪初,这里才开始修建公路,继而有汽车行驶。以后,虽然也兴建了一些公路交通设施,但养护无力,加上连年战争的破坏,大多废弃。一九五〇年海南解放时,岛上仅存简易公路 1000 多公里,汽车约 200 台。

新中国成立以后,为了发展国民经济,巩固南海国防,党和人民政府十分重视海南的公路交通建设,于五十年代初投入巨资,在人民群众的大力支持下,修复了基本废弃的海(口)榆(林)东线,修通了途经五指山腹地的海榆中线,兴筑了连接 8 县(市)的海榆西线,形成岛上公路交通的主骨架。以后,又修筑起一批连接三条主干道的支线,并发动群众,采取自力更生和民办公助的办法,修建了许多乡镇公路、港口公路、山区公路以及国营农场、厂矿企业专用道路,使岛上公路四通八达,纵横交错,成为海南经济起飞的主要“跑道”。

进入八十年代以来,特别是海南建省办大特区以后,由于不断扩大开放和认真执行中央给予的优惠政策,这里的公路交通建设以前所未有的速度发展。至一九九二年,3.4 万平方公里的宝岛大地拥有公路近 1.3 万公里,公路密度居全国各省前列。高速公路实现了“零的突破”,正在兴建的东线高速公路预计一九九四年底可全线投入使用。公路的养护工作也取得了显著成绩,从一九八八年连续五年被评为全国养路工作先进单位。

随着公路事业的日益兴旺,汽车运输业也出现了空前的繁荣。如今,岛上运输市场全面放开,国营、集体、个体等各种成份的运输企业一起经营,平等竞争,促使道路运输市场充满生机和活力。据一九九三年六月统计,全省机动车拥有量近 11 万辆,相当于解放初期的 500 倍。在城市,出租车日夜穿梭于大街小巷,招手即停,服务周到,很受顾客欢迎;在农村,乘车点星罗棋布,客车、货车几乎随处可见,农民“乘车难”、“运货难”的问题也逐渐成为历史。

为了使公路建设有一个大的发展,适应大特区开发建设的需要,海南省委、省政府决定把公路建设作为基础产业的一项战略重点来抓,并为此作出了具体部署。现在,全省上下都在抓紧机遇,全民动员,招商引资,真抓实干,掀起一股建设公路的热潮,一大批地方道路正在扩建或新建,兴建西线高速公路、中线高速公路等一批高等级公路的前期工作也正在紧张进行之中。可以预见,经过交通职工和社会各界的共同努力,海南省的道路运输事业将向人们展示一幅更美好的蓝图。



PREFACE

Hainan Island, situated in Southernmost China, surrounded by seas, had inconvenient transportation in ancient times. At the beginning of the 20th century, it began to build roads. In spite of the communications equipment established, most of the roads were damaged due to bad maintenance and the destruction of the war in the coming years. When Hainan Island was liberated in 1950, it had only over 1000 km of roads and about 200 automobiles.

Since the founding of the new China, in order to develop the national economy and strengthen national defense in South China Sea, the Party and the People's Government has paid particular attention to highway construction and communications. At the beginning of the 1950s' large amounts of money were invested to rebuild the badly damaged the Eastern Line of Hai Yu Highway and to construct Middle Line of Hai Yu crossing the hinterland of Five Fingers Mountain and the Western Line of Hai Yu linking eight counties and cities. These projects were undertaken with the help of the masses, and formed the main frame of the road networks on the island. Later, a number of branch lines connecting the three main lines were built. With the masses mobilized and self-reliant, the local people ran a state subsidized construction project resulting in many towns, villages, port roads, mountainous roads and special roads for state-run farms, factories and mines, which form a crisscross and extend in all directions. It has become the main flying track for developing Hainan's economy.

Since the 1980s' when it became a province and a Special Economic Zone, it has made unprecedented progress in highway construction thanks to the deepening reform and the preferential policy. Up to 1992, the treasured Island with an area of 34000 km² has 13000 km highways. This density ranks the first among all provinces in the country. It realizes its breaking through in expressway. It's expected that the Eastern Line Expressway which is under construction will be open to traffic by the end of 1994. It has also made remarkable achievements in road maintenance, and has been rated as an Advanced Unit For the National Road Maintenance for the last five years.

With the constant development of highways, automobile transportation has made unprecedented gains. Today, the transportation market is completely open. As a result, state-run, collective-run and individual-run transportation enterprises have appeared. Because of equal competition, the highway transportation market is full of vitality and energy. According to the statistics of June, 1993, the province owns about 110,000 motor vehicles, 500 times as many as it had at the time of liberation. In the city, taxis run through the streets day and night, with considerate service such as stopping at the waving of one's hands at any spot, which is popular with passengers. In the countryside, bus stations are spreading. You can see buses and freight cars almost everywhere. The days when it was difficult for peasants to take buses or to carry goods are gone.

In order to greatly develop the highway system, and to meet the needs of the Large Special Economic Zone, the Party Committee and the Government of Hainan Province are determined to regard highway construction as an important point of basic industry and make a detailed plan for it. At present, the province is making the best use of every opportunity to invite trade and investment and has set off a heated upsurge of building highways by mobilizing all the people. Thus a large number of local highways are being expanded or newly built. The early period of work of the Western Line Expressway, and the Middle Line Expressway is under way. It is predicted that highway transportation in Hainan Island will show us a bright future due to the common efforts of the people in the Communications Department and all other circles.

Lhan Yiyao

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海南省公路局

THE HIGHWAY BUREAU
OF HAINAN PROVINCE

地址:海口市大同路 25 号 邮编:570001

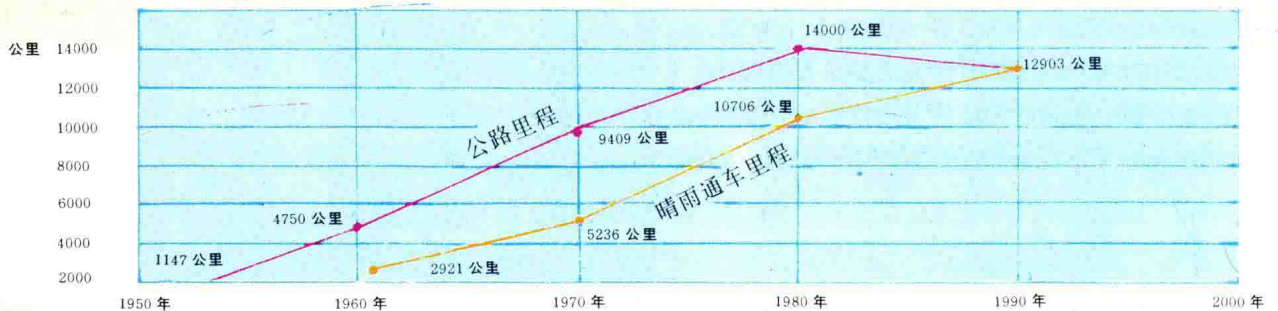
海南公路分布图

圖例:

- 公路 ———— 鐵路 ————
- 東綫高速公路
- 府城至黃竹段 ————
- 第一期工程 ————
- 第二期工程 - - - - -



海南公路发展图



海南省公路

海南岛是我国的第二大岛,资源丰富,自然风光秀丽迷人。自古以来,四面环海,交通闭塞。解放前,全岛仅有崎岖不平的简易公路 1045 公里,交通较为落后。解放后,特别是海南建省办经济特区以来,中央、省和各级政府对公路建设事业十分重视,从财力、人力、物力给予很大的支持,公路事业发展迅速,新改建大、中、小桥梁 188 座,新建公路 56 条,目前,全省现有桥梁 1621 座,永久性桥梁占 99.1%,全省公路通车里程 12937 公里,99.7% 的乡镇和 99.3% 管区通了公路,公路密度每平方公里达 38.6%,为全国平均数 4 倍,公路养护里程年平均好路率达 96.6%,连续 5 年跻身全国先进行列。全省公路构成以“三纵四横”为骨架,联结各港口、开发区、旅游区、市镇、乡村、形成四通八达的公路网。为海南经济腾飞打下坚实基础。海榆东线(半幅)高速公路的建成标志着海南公路建设事业,进入新的发展时期。

谢培鹏

Highway in Hainan Province

Hainan Island is the second largest island in our country, with its abundant resources and attractive landscape. From the ancient times on, it is surrounded by the sea in all directions and was very hard to get to. Its communications was backward before liberation, with merely 1045 km uneven and simply - constructed road in the island. But, after the liberation, especially the foundation of Hainan Province and Special Economic Zone, central and provincial government at all levels pay close attention to the highway construction and support them by finance, people and material. The highway develops quickly with 188 newly - built big, middle or small size bridges and 56 highways. Now, there are 1621 bridges in the province with permanent bridges accounting for 99.1%, the total mileage is 12937 km with 99.7% towns and villages and 99.3% districts open to the traffic; the highway density reaches 38.6% per km² which is the same as four times of the national average highway density. The annual average highway maintenance ratio is up to 96.6% so that they stand in the line of the National Advanced Unit. The highway in the province has formed a highway net work radiating in all directions, on the basis of the frame like three vertical lines crossing four horizontal lines, which links up every harbor, development district, tourist spot, urban and rural areas. It has set up a firm foundation for the economic leap in Hainan. The accomplishment of the Haiyu Eastern Line (i. e. half part of it) highway symbolizes that the highway construction in Hainan has come into a new stage of development.

Xie peipeng



“八五”计划和十年规划

海南“八五”公路建设发展计划是：路网骨架高速化，干线公路高等级，乡镇通油路，村寨通公路。一九九一年至一九九五年全省公路建设项目 26 个，总投资 140279 万元。其中 23 个项目为新建项目。

2000 年实现全省通车里程达到 19000 公里，新增公路 6063 公里，其中汽车专用公路 873 公里，高速公路 903 公里，二级以上公路 1300 公里，公路密度达 0.56 公里/平方公里。总目标是以高速公路为动脉，高等级公路联系东西形成“三纵四横”主通道，并以高等级公路沟通市、县，辐射开发区和旅游区，形成乡、镇通油路，村寨通公路的岛内公路网络





The Eighth Five - Year Plan and Ten - Year Programme

The highway construction development program in the Eighth - Five - Year - Plan is as following: the frame of network road should be built into expressway; the arterial highway should be of high grade; the highway in town should be asphalted; village should be open to traffic. From 1991 to 1995, there will be 26 highway construction projects in the province with the total investment of 14.0279 billion yuan, in which 23 out of those projects are new projects.

In 2000, the total mileage reaches 19000 km with 6063 km newly - built highway, in which there are 873 km special way for automobile; 903 km expressway and 1300 km above - two - grade highway with highway density up to 0.56 km per km². The general aim is to make the expressway as artery to form the arterial way of three vertical lines and four horizontal lines by the high - grade highway to connect the east with the west; to make the high - grade highway link up the cities and counties and make it radiate the development and tourist districts; to form the highway network of the bitumen road leading to the towns and villages and the network of common road leading to village and stockade.

- 1 省公路局领导何焕昭谈海南公路发展规划
- 2 省公路局局长谢培鹏谈海南公路发展规划
- 3 原交通部副部长王展意, 省交通运输厅厅长陈求熙和原省公

- 路局局长黄均检查公路工作
- 4 省公路局领导班子研究海南发展规划
- 5 常务副省长汪啸风在公路施工现场办公



公路桥梁建设

全省目前现有公路桥梁 1621 座,永久性桥梁占 99.1%。海南建省后,新改建大、中、小桥梁 188 座,新建公路 56 条,全长 353 公里,省公路系统现有各种筑路机械 1540 台,固定资产总值 9600 万元,分别是建省前的 1.5 倍和 2.8 倍。各类专业技术人员 544 人,其中具有高级职称 11 人,中级职称 63 人,初级职称 470 人。

省公路局直属的海南公路工程公司,拥有固定资产近 1 亿元,各类进口机械 281 台,主要承建大、中型桥梁和高等级公路工程。一九九二年,国家建设部授予该公司“中国建筑施工综合实力百强企业”称号。

The Highway and Bridge Construction

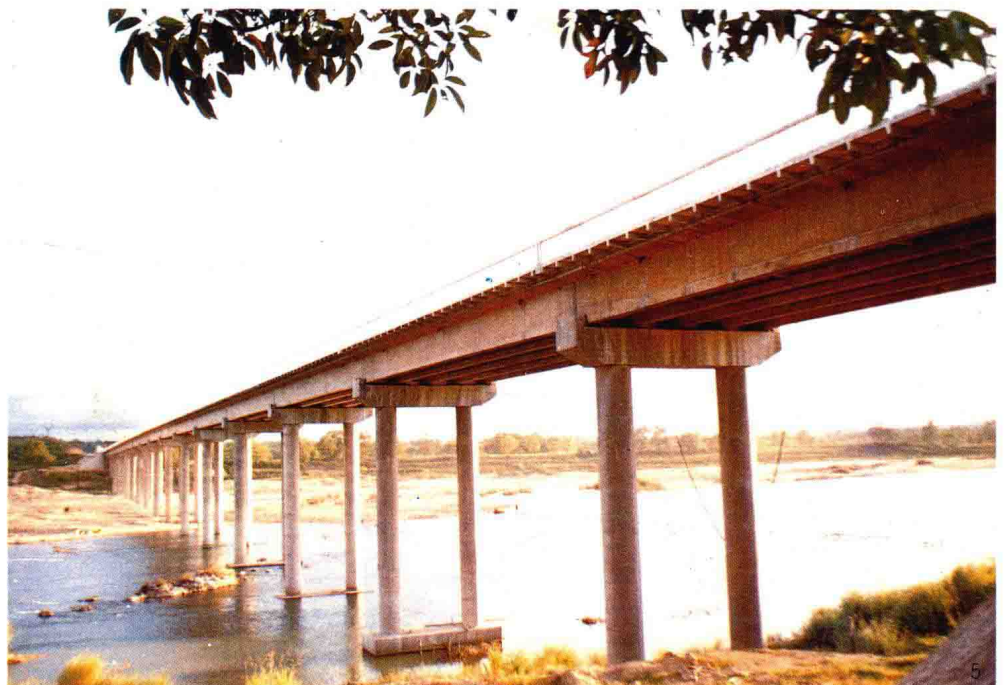
There are 1621 bridges for highway with permanent bridges accounting for 99.1% in the province. After the foundation of Hainan Province, there are 188 big, middle or small size newly-built bridges and 56 newly-built highways totaling about 353 km. There are 1540 all kinds of equipments for road construction and 96 million yuan fixed assets which are 1.5 and 2.8 times of that before the foundation of the province. There are 544 staff of various kind of specialized technicians including 11 staff with the senior title of technical post, 63 staff with the moderate title of technical post and 470 staff with the initial



- 1.2 金江大桥
大桥落成典礼
- 3 南渡江大桥
- 4.5 叉河大桥



title of technical post. The Hainan Highway Engineering Corporation under the Highway Bureau of the Province, now possesses the fixed assets about 100 million yuan and 281 imported equipment of various kind. It undertakes the construction of big or middle - sized bridge and high - grade highway. It was recognized in 1922 by Ministry of Construction as one of the One Hundred Enterprises of the Country with Comprehensive Strength In Construction Engineering.





1、2 海口市秀英高架桥通车典礼
3 南渡江第二大桥
4 南渡江大桥



高速公路

海南环岛东线(半幅)高速公路是经国务院批准的国家重点工程项目。它北起琼山县府城镇,经定安、琼海、万宁和陵水等县,南至三亚市,全长 266.88 公里。

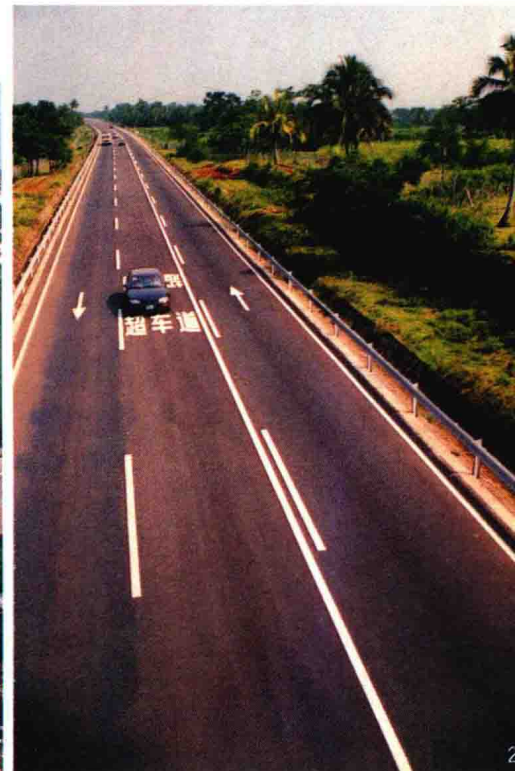
府城至黄竹段 65 公里首期工程,经省公路局一、二、三工程处广大职工艰苦努力,于去年底竣工通车,第二期工程黄竹至陵水段 129 公里目前正在紧张施工,预计明年初建成通车,第三期陵水至三亚市 57 公里,准备明年招标开工。今年八月由省公路局、省建设银行信托投资公司、中国银行海口信托咨询公司、中国工商银行海南信托投资公司发起成立海南高速公路股份有限公司,负责该路的建设、管理和经营沿途开发等业务。

The Expressway

The Eastern Line Expressway around the island (i. e. half part) is the key engineering project permitted by the State Council. It starts in the north from Fucheng town in Qionghai County, through such counties as Dingan, Qionghai, Wanling and Lingshui etc. and reaches Sanya City in the south, which totals 266, 88 km.

After the hard work of the numerous labourers belonging to the First, the Second and Third Engineer Department of Provincial Highway Bureau, the first stage of the project from Fucheng to Huangzhu of 65 km was finished and open to traffic by the end of last year. The second stage of this project from Huangzhu to Lingshui about 129km is under construction and is expected to be open to the traffic at the beginning of next year. The third stage of the project from Lingshui to Sanya City about 57 km is going to start after bids next year. The Hainan Expressway Limited Liability Company was started and established by Provincial Highway Bureau, Provincial Trust and Investment Company of Bank of Construction, Haikou Trust and Counselling Company of Bank of China and Hainan Trust and Investment Company of Bank of Industry and Commerce. It is in charge of the highway construction and administration, also, in charge of the management and development business along the highway.

- 1 府城立交桥
- 2 高速公路路面





1 三亚市出口路
2 新建通往洋浦开发区公路
3 土方施工场面
4 局工程二处沥青拌和厂
5 局工程一处水泥拌和厂
6 沥青摊铺场面

