中国内河航运建设

CHINA INLAND NAVIGATION CONSTRUCTION

1996-2000

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中国内河航运建设

CHINA INLAND NAVIGATION CONSTRUCTION

1996-2000

中华人民共和国交通部

THE MINISTRY OF COMMUNICATIONS OF THE PEOPLE'S REPUBLIC OF CHINA

序

我国幅员辽阔，江河纵横交织，湖泊星罗棋布，具有发展内河航运的优越的自然条件。几千年来，勤劳、智慧的中华民族大兴舟楫之利，为创造灿烂的中华文明作出了巨大贡献。

改革开放以来，党中央、国务院把交通运输确定为国民经济发展的战略重点，并提出加强综合运输体系的建设，内河航运再次受到各级政府及全社会的重视。根据我国社会主义现代化建设“三步走”发展战略，交通部研究制定了交通发展“三主一支持”长远发展规划，即从“八五”开始，用几个五年计划的时间，建设公路主骨架、水运主通道、港站主枢纽及相应的支持保障系统。1995、1998年，交通部两次专门召开内河航运建设会议，制定了内河航运“两横一纵两网”发展规划、建设重点和政策措施，内河航运进入了全面、系统的规划、建设新时期。

“九五”是建国以来内河航运建设投资最多、成效最显著的时期，是实施“两横一纵两网”规划取得重大进展的五年。这期间共整治内河航道4267公里，其中水运主通道建成三级以上航道1398公里，四级航道300公里，达到规划标准的航道6870公里，占规划里程的46%。长江干线全线达到千吨级标准。京杭运河山东段建成通航1000吨级标准的三级航道，江南段建成通航500吨级标准的四级航道，千年古运河重新焕发出生机和活力。西江、湘江、嘉陵江航电结合的尝试，取得了显著的经济效益和社会效益。五年新增内河港口泊位340个，新增港口吞吐能力5931万吨。基础设施的明显改善，大大促进了内河航运的发展，使内河航运的优势逐步得到显现和发挥。

党的十五届五中全会和九届全国人大四次会议明确提出：加强基础设施建设是今后五至十年一项十分重要的任务，交通建设要统筹规划，合理安排，建立健全畅通、安全、便捷的现代化综合运输体系，并强调要加强沿海枢纽港口建设和内河航道治理，发展水路运输。根据上述要求，内河航运“十五”发展的目标和任务是：加快建设“两横一纵两网”骨干航道，整治长江中游碍航浅滩，打通珠江西南出海中线和南线通道，建成珠江三角洲、长江三角洲等级航道网。改善航道里程3350公里，其中，改善内河水运主通道**2500**公里。改造和新建内河泊位200个，新增吞吐能力2500万吨。

实现上述目标，我们要继续贯彻“统筹规划，条块结合，分层负责，联合建设”的方针，充分发挥各个方面的积极性，拓宽投融资渠道，大力实施科教兴交战略，提高发展的科技含量。

编辑出版《中国内河航运建设1996-2000》图册，宣传“九五”建设成就，交流工作经验，可以起到鼓舞和激励广大干部职工斗志的积极作用。我们要再接再厉，开拓进取，为实现“十五”内河航运建设目标继续努力拼搏！

黄镇东

二〇〇一年九月三日

Foreword

By Huang Zhendong, Minister of Communications, P. R. China
September 30, 2001

As China boasts so vast a territory, plenty rivers are flowing west and east or north and south, and lakes are scattering like stars, creating favorable natural conditions for developing inland water shipping. During the past thousands of years, the industrious and talented Chinese nationality has taken full advantage of boats and ships, contributing tremendously to the creation of the splendid Chinese culture.

Ever since the inception of the reform and opening up policy, the Central Committee of the Communist Party and the State Council have determined the communications and transportation as the strategic focus of the development of the national economy, and also put forward to strengthen the construction of the comprehensive transportation system. Therefore, great importance has once again been attached to inland water shipping by governments at all levels and the whole society. Based upon the Three-Step development strategy of the construction of our country's socialist modernization, the long term communications development planning known as Three Mains and One Support was formulated by the Ministry of Communications, i.e., to build up the main highway framework, the main waterway channels and the main hubs of port and station as well as the corresponding supporting systems in several Five-Year Plan periods starting from the 8th Five-Year Plan period. The Ministry of Communications dedicatedly convened twice the Conferences on the Inland Navigation Construction, formulating the development plan known as the Two Horizontals, One Vertical and Two Networks, the construction focuses and the policy measures. Thereafter the inland water shipping entered a new phase of comprehensive and systematical planning and construction.

The 9th Five-Year Plan period had turned out to be the period with the greatest amount of investment made and the most remarkable achievements fulfilled for inland water construction since the founding of the new China, and also the five years in which the implementation of the plan known as the Two Horizontals, One Vertical and Two Networks had made great progresses. During the period, the mileage of the inland waterway channels which had been upgraded was 4,267 km, among which the newly built channels of Class Three and above included in the main channels of waterway traffic reached 1,398 km, channels of Class Four 300 km, and the mileage of channels reaching the planned standard was 6,870 km in total, being 46% of the planned mileage. The whole section of the main stream of the Yangtze River had been navigable for vessels of thousand-ton class. For the Grand Canal, in its section in Shandong Province, the channel of Class Three had been built navigable for 1,000 ton class vessels; in its section in the area of the south of the Yangtze River, the channel of Class Four had been built navigable for 500 ton class vessels, - the ancient Canal of a thousand years old had been rejuvenated and revitalized. The practice on the trial basis of the combination of navigation and power generating in the areas of the Xijiang River, Xiangjiang River and Jialingjiang River had achieved remarkable social and economic results. Still in those five years, the newly built inland river terminal berths had been as many as 340, with the additional handling capacity of 59.31 million tons being added. The obvious improvement of infrastructures have greatly boosted the development of inland water shipping, and made the advantages of inland water shipping to be gradually unveiled and exerted to a full play.

It was clearly articulated on the 5th Plenary Session of the Fifteenth Central Committee of the Communist Party and the 4th Session of the Ninth National People's Congress that it will be a very important task to strengthen the construction of infrastructure facilities in the next five to ten years; the communications construction shall be carried out under the unified planning and the rationalized arrangements so as to establish and improve the smooth, safe, fast and facilitated modernized comprehensive transportation system. It was also emphasized to strengthen the construction of coastal hub ports and the improvement of inland navigation channels in order to develop waterborne transportation. In accordance with the requirements listed above, the objectives and tasks for inland water shipping development in the 10th Five-Year Plan period shall be: to accelerate the construction of the backbone channels known as the Two Horizontals, One Vertical and Two Networks; to remove the shoals obstructing navigation in the middle reaches of the Yangtze River; to make the middle and southern channels of the south-west of the Pearl River accessible to sea; and to complete the navigation networks consisting of graded channels in the Pearl River Delta and the Yangtze River Delta. The mileage of the navigation channels to be improved shall be 3,350 km, among which that of the main channels of the inland water shipping shall be 2,500 km. The inland river port berths to be renovated and newly built shall be as many as 200, with the additional handling capacity of 25 million tons to be added.

To achieve the aforementioned objectives, we shall continue to implement the guiding policy of Unified Planning, Line and Network Combination, Layered Responsibilities and Joint Construction, give to full play initiatives of all parties concerned, widen the investment and financing channels, carry out with great efforts the strategy of vitalizing transport by science and education, and have development more accompanied with science and technology.

It will be of active role to inspire and spur the striving spirit of ali staff in the industry by compiling the pictorial China Inland Navigation Construction 1996 - 2000, making the publicity of the achievements of construction in the 9th Five-Year Plan period and exchanging experience of work. We shall continue our efforts with pioneering spirit, and strive to fulfill the objectives of the construction of inland navigation in the 10th Five-Year Plan period.

前 言

我国内河航运建设是交通部制定的“建设公路主骨架、水运主通道、港站主枢纽及相应的支持保障系统，适应国民经济和社会发展的需要”长远发展规划的重要组成部分。“两横一纵两网”（长江、西江、京杭运河和长江、珠江三角洲航道网）是内河水运主通道的建设重点。在规划、建设内河水运主通道时，从适应国民经济发展和生产力布局对内河航运提出的要求出发，优先考虑能源及外贸物资运输的需要，认真贯彻水资源综合利用的方针，充分发挥河流的航运、水利、发电、环境及生态保护等综合效益，在全面发展综合运输体系的前提下，充分发挥内河航运的优势。

改革开放以来，随着国民经济的发展，内河航运建设受到各级政府的重视。到八十年代末，建成了以长江干线武汉、黄石、九江、芜湖四港外贸码头为代表的现代港口设施，改、扩、新建了浦口、裕溪口、汉口、枝城煤港和南京仪征油港，开始进行了长江宜宾至重庆段航道整治，并对一些内河碍航闸坝进行治理。从九十年代初起，内河航运建设进入了加速发展时期，西江、京杭运河、汉江、湘江及松花江等较大规模的航道整治相继进行，一批港口工程、航运（航电）枢纽及相关航运配套设施工程在我国几大水系也相继实施。

“九五”期间，对“两横一纵两网”进行了系统的、科学的建设。在统筹规划的指导下，各级政府分层负责，多方筹集资金，采用新技术、新工艺、新设备，精心组织设计、施工，加强工程质量监督和建设管理。完成长江口深水航道治理一期工程、长江中游界牌河段综合治理、西江肇庆至虎跳门段航道整治、京杭运河山东段和江南段改造工程、松花江三姓浅滩整治，长江、珠江出海航道网正在形成；建成了湘江大源渡、西江贵港航电枢纽，综合利用、航电结合、联合建设、滚动开发的嘉陵江渠化工程已进入实施阶段并取得初步实效；长江三峡工程通航设施建设正在进行；一批主枢纽港的码头相继投入使用；支持保障系统的建设也取得了较大进展。五年完成内河航运建设投资231亿元。

经过“九五”建设，内河航运建设取得了令人欣喜的成就。长江口深水航道治理一期工程完成，航道水深由7.0米增至8.5米，2000年5月，吃水9米的大型集装箱船试航成功；长江界牌河段综合治理工程完成，河势得到控制，并为今后长江中下游航道系统治理积累了经验；西江肇庆至虎跳门168公里航道已达通航3000吨级海轮航道标准，特别是东平水道的整治，促进了沿江三水、佛山、南海等市港口的扩建和新建；京杭运河苏南段、浙江段荣获“文明样板航道”称号，山东济宁至台儿庄164公里航道经整治达三级标准，运河的整治还促进了沿岸环境保护工作的开展，古老的京杭运河焕发了青春；湘江大源渡、西江贵港航电枢纽的建成，为“以电促航”进一步树立了成功的典范；嘉陵江航电结合、梯级渠化工程建立的以股份制为纽带、联合开发、联合建设的模式为内河航运建设多元化投资探索出一条新路子。重庆港客运站被授予“文明客运站”；

桂林－阳朔航线成为“文明航线”；松花江三姓浅滩航道整治、京杭运河江南段航道改造工程、岷江乐山大件码头等项目被评为2001年度部优质工程。内河航运的建设促进了流域经济的发展，也为交通行业精神文明建设提供了一定的物质基础。

五年来，我们贯彻“统筹规划，条块结合，分层负责，联合建设”基本方针，充分调动了各方面的积极性，通过实施“科教兴交”战略，使内河航运的技术水平和技术构成有较大的提高，内河航运的优势及其对国民经济可持续发展战略的作用开始逐步得到体现。这些都为今后内河航运现代化建设奠定了基础。

为了总结成绩，交流经验，交通部水运司组织有关单位，成立编辑机构，编辑《中国内河航运建设1996-2000》，以展现“九五”期建成的内河航运建设项目，反映水资源综合利用的成效，显示内河航运的优势，激励内河航运建设者更加发愤图强，科学求实，为全面完成“十五”建设任务而努力奋斗。

Preface

The inland water shipping infrastructure construction is an integral part of the Long Term Development Plan for the Construction of Main Highway Framework, Main Waterway Channels, Main Hubs of Port and Station and the Corresponding Supporting Systems to Meet the Demand of National Economic and Social Development, which was adopted by the Ministry of Communications of P.R. China. In the plan, emphasis was placed on the Two Horizontals, One Vertical and Two Networks in the construction of main inland water channels, i.e. the Yangtze River, Xijiang River, the Grand Canal, the Yangtze River Delta network and the Pearl River Delta network. In the planning and construction phases for the main inland water channels, in order to meet the demand for the inland water shipping imposed by the national economic development and the productive force layout, the demand by energy and foreign trade cargo transport was considered with priority. With the policy of comprehensive utilization of water resources being seriously implemented, the comprehensive effect of the rivers in terms of navigation, water conservation, hydropower generation, environmental and ecological protection, etc. was achieved. And the advantages of inland water shipping were brought into full play while developing the comprehensive transport system.

Since the adoption of the reform and opening up policy and with the development of the national economy, the governments at all levels have attached great importance to the construction of inland water shipping infrastructure. By the end of 1980s, modern port infrastructures had been built along the Yangtze trunk waterway, represented by the foreign trade terminals built in Wuhan, Huangshi, Jiujiang and Wuhu ports. Pukou, Yuxikou, Hankou, Zhicheng coal ports and Nanjing Yizheng oil port had been either renovated, expanded or newly constructed, the regulation works between Yibin and Chongqing along the Yangtze River was started and some of the locks and dams on the rivers obstructing the navigation had been regulated. From early 1990s, the inland navigation construction has entered into the era of faster development. The relatively bigger regulation projects on Xijiang River, the Grand Canal, Hanjiang River, Xiangjiang River and Songhuajiang River, etc. have been consecutively carried out. A series of porjects of port engineering facilities, shipping (navigation and power generation) hub facilities and other relevant shipping facilities have been completed in the main inland water systems in China.

During the period of the 9th Five-Year Plan, the Two Horizontals, One Vertical and Two Networks were constructed on the systematic and scientific basis. Under the guidance of unified planning, governments at all levels shouldered their layered responsibilities, mobilized funds from all feasible channels, applied new technology, new process and facilities, well organized the design and engineering work, strengthened the engineering quality supervision and construction administration thus completing a series of regulation projects, i.e. the first phase of engineering work for the Yangtze River estuary deep-water channel regulation project, the comprehensive regulation project for Jiepai section in the middle of the Yangtze River, the regulation project for the section between Zhaoqing and Hutiaomen on Xijiang River, the renovation projects for the south of the Yangtze River section and Shandong section of the Grand Canal and the regulation project for Sanxing Shoal on Songhuajiang River. The navigation channel network leading to the sea in the Yangtze River and the Pearl River is forming. Meanwhile, the navigation and power generation hubs were respectively completed in Dayuandu on Xiangjiang River and Guigang on Xijiang River. The Jialingjiang River step canalisation engineering project, which is characterised as being comprehensive in the water resource utilisation and with both navigation and power generation functions, in the form of joint construction and rolling development, has entered into the implementation phase and the preliminary effect has been achieved. The navigation facilities of the Three Gorges Project were under construction. A series of terminals in the main hub ports were consecutively put into operation. The construction of supporting systems had also made great progress. Within these five years, the investment of 23.1 billion RMB were made in the inland water shipping infrastructure construction.

With the construction completed in the 9th Five-Year Plan period, great achievements have been made in the field of inland water shipping infrastructure construction. With the completion of the first phase work of the Yangtze River estuary deep-water channel regulation project, the water depth of the channel increased to 8.5m from the previous

7.0m. In May 2000, a large container ship with 9-meter draught successfully made its pilot navigation through the channel. The regulated Jiepai section on the Yangtze River has resulted in the better control of the River and the experiences accumulated in the process of the project will pave the way for the systematic regulation of the sections in middle and lower reaches of the River in future. The regulated 168 km channel section between Zhaoqing and Hutiaomen on Xijiang River can now accommodate 3000-ton sea vessels and especially the regulation of Dongping waterway has promoted the expansion or new construction of ports of Sanshui, Foshan and Nanhai municipalities. The south Jiangsu section and Zhejiang section of the Grand Canal have been awarded the title as Civilized Model Channel. The 164 km section of the Grand Canal between Jining and Taierzhuang in Shandong Province has reached Class Three standard after the regulation. The regulation of the Grand Canal has also promoted the environmental protection work along the Canal, and the ancient Canal is revitalized. The completion of the Guigang hub on Xijiang River and Dayuandu hub on Xiangjiang River have further set a good example of Promoting Shipping with Power Generation. The model, which is using the share holding system as the bond, and adopts the form of joint development and joint construction, established by the Jialingjiang River step canalization project, with the characteristics of the combination of navigation and power generation functions, has paved a new way for the diversified investment mobilization. The passenger terminal of Chongqing Port has been awarded the title as Civilized Passenger Terminal while Guilin-Yangshuo navigation channel has been awarded the title as Civilized Channel. The regulation project of Sanxing Shoal on Songhuajiang River, the regulation project for south of the Yangtze River section of the Grand Canal, the project of Leshan large consignment terminal on Minjiang River, etc. have been assessed as Excellent Engineering Project in 2001 by the Ministry of Communications. The achievements made in the field of inland water shipping infrastructure construction have promoted the economic development of the areas along the rivers and which has in turn promoted the virtuous civilization construction in the transport sector.

For five years, the basic policy of Unified Planning, Line and Network Combination, Layered Responsibility and Joint Construction has been implemented thus bringing initiatives from all sectors into full play. By implementing the strategy of Vitalizing the Transport with Science and Education, the technical level and technical structure of the inland water shipping infrastructure has been greatly improved and the role played by the advantages of the inland water shipping to the sustainable development strategy of national economy has started to be gradually demonstrated. All these have paved way for the modernization construction of the inland water shipping in the future.

For the purpose of summing up the achievements and exchanging experiences, the Water Transport Department of the Ministry of Communications organized the compilation of the pictorial, China Inland Navigation Construction 1996-2000 to display the projects on inland water infrastructure construction during the 9th Five-Year Plan period, reflect the effect of comprehensive utilization of water resources, demonstrate the advantages of the inland water shipping and encourage the inland water shipping infrastructure constructors to work harder to fulfill the construction tasks of the 10th Five-Year Plan with the scientific and practical spirit.

江泽民总书记视察长江

General Secretary Jiang Zemin's inspection tour on the Yangtze River

李鹏委员长视察长江时为长江港航监督局题词

Li Peng, Chairman of the Standing Committee of the NPC, is making inscriptions
for the Chang Jiang Harbor Superintendency Bureau during his inspection tour on the Yangtze River

朱镕基总理视察湖北清江

Premier Zhu Rongji's inspection tour in Qingjiang, Hubei Province

李瑞环主席视察安徽芜湖港外贸码头

Li Ruihuan, Chairman of the CPPCC,
makes an inspection tour in the foreign trade terminal of Wuhu Port, Anhui Province

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