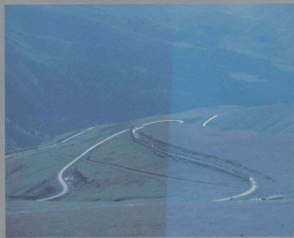
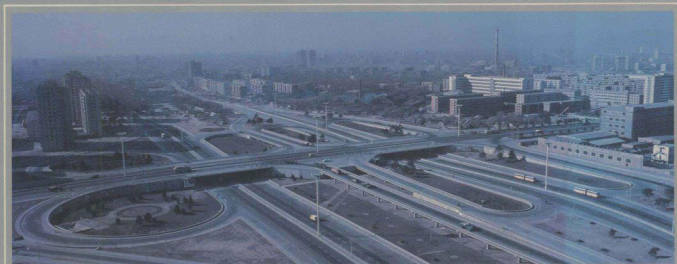


中國 CHINESE HIGHWAY & WATER TRANSPORT 公路水運事業



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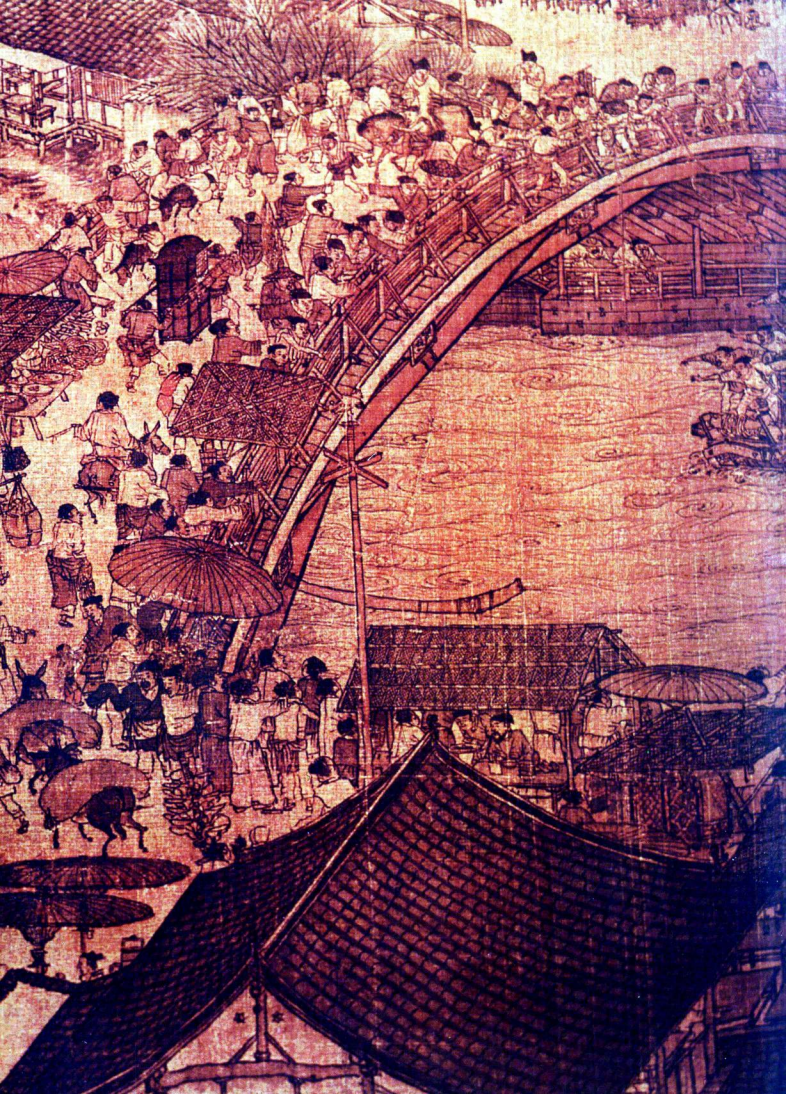
中國 CHINESE HIGHWAY
& WATER TRANSPORT
公路水運事業

北京 BEIJING 1985

◀清明上河圖（局部）張擇端（北宋960—1127）

"Qing Ming River Scene" (a part of the painting)

Painted by Zhang Zeduan of the Northern Song Dynasty (960-1127 A.D.)





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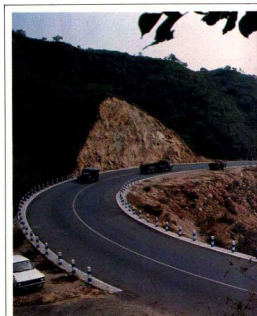
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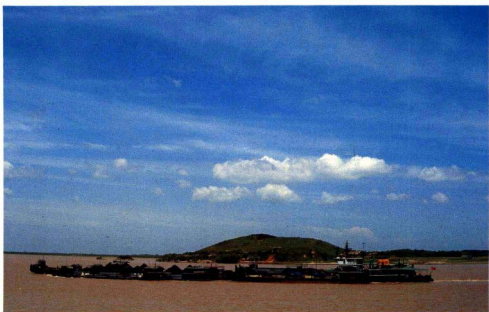
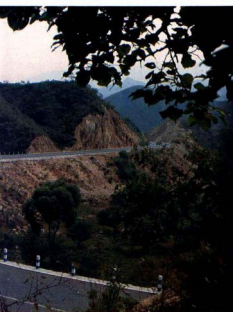
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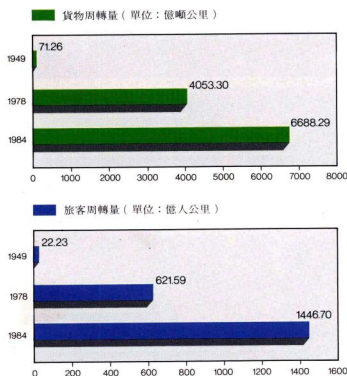
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概況

全國交通部門公路水運統計



中

國交通包括公路、鐵路、水運、航空、管道等五種運輸方式，其中公路和水運由中華人民共和國交通部統一規劃和管理。公路、水運交通事業受到黨和政府的高度重視，已被列為國家建設發展的戰略重點。

我國幅員遼闊，人口眾多，地理環境複雜，東部瀕臨海洋，西部多為高原山區，眾多的河流由東注入大海，具備發展公路、水運交通的優越自然條件。但是，由於社會歷史原因，我國近代的公路汽車運輸和水上輪駁船運輸，不僅出現得較晚，而且發展也十分緩慢。

1949年中華人民共和國成立後，我國在一窮二白的基礎上，建立起嶄新的社會主義公路水運事業。三十五年來，公路水運交通有了很大發展，在溝通城鄉物資文化交流，開發邊遠山區，發展對外經濟合作與交往，推動社會主義事業向前發展等方面發揮了巨大的作用。

公路、水運事業初具規模。目前，全國公路、水運交通部門職工總數近500萬人。主要運輸企業有中國遠洋運輸總公司、上海海運局、廣州海運局、長江輪船總公司、黑龍江航運局、汽車運輸總公司、以及全國29個省、市、自治區的汽車運輸公司和22個省、市、自治區的航運公司。與運輸相配套，全國交通部門擁有2,300多個從事船舶、港機、汽車和築路機械修造的工業企業，4個航務工程局，4個航道局，2個公路工程局，1所公路規劃設計院，1所水運規劃設計院，2所公路勘察設計院和54所高等和中等專業技術院校。此外，還有開展引進技術、合資經營、國際承包和合作、海上救護等業務的專業公司，如：交通進出口服務公司、港灣工程公司、公路橋樑工程公司、海洋工程服務公司和海難救助打撈總公司等。

公路、水運交通技術狀況發生顯著變化。運輸工具和運輸方式日趨先進合理，內河運輸採取了江海直達、幹支直達運輸；公路

運輸已擁有了一批大件運輸和集裝箱運輸車輛。水陸交通運輸開始向高速、大型化發展。目前，內河最大拖輪為 6,000 馬力，最大船隊為 30,000 噸分節駁船隊，海洋運輸配備有先進的船舶，港口裝卸逐步向機械化、自動化方向發展。近幾年，電子計算機技術開始應用於船舶建造、運輸調度、通訊導航、科研教育、工程施工、勘測設計和經營管理等各個方面。我國的公路、水運交通技術力量逐步壯大，技術水平不斷提高，專業技術人員有 20 多萬人，在校大、中專學生有 34,000 多人。並具備自行設計施工現代化公路、橋樑、港口工程的能力。

公路、水運交通的運輸能力不斷提高。1984 年全國公路貨物周轉量 359 億噸公里，比 1983 年增長 7.2%；水運貨物周轉量 6,329 億噸公里，比 1983 年增長 9.3%。如果包括社會車輛的運量，公路、水運貨運量佔居社會運輸總貨運量的 77.6%。沿海主要港口完成貨物吞吐量達到 2.7 億噸，比 1983 年增長 10.4%。外貿物資絕大多數是通過海上運輸的。近幾年個體和民辦水陸運輸迅速發展，出現了“百舸爭流，百車競發”的局面，運力和運量猛增。據 1984 年不完全統計，全國個體和聯合體擁有汽車已達到 13 萬輛，各種船舶 270 萬隻。

根據預測，到 2000 年，全國水陸交通年貨運量要達到 140 多億噸，年客運量要達到 130 多億人次，才能滿足全國工農業總產值翻兩番的需要。到 2000 年，公路總里程要達到 120 萬公里，其中等級公路里程要翻一番；深水泊位達到 600 個，比 1980 年翻兩番；內河 300 噸級以上航道達到 30,000 公里。逐步把中國水陸交通建成技術比較先進，結構

布局比較合理，互相銜接配套的運輸體系。

為實現 2000 年的長遠規劃，近期內需要加緊一批大中型項目的建設。公路方面，重點提高幹線公路網的通過能力，逐步修通三千公里的省際間“斷頭路”。在經濟發達地區建設幾條高速公路和一級公路。配合經濟開發和能源基地的建設，新建和改建一批公路幹線。還準備修建一千多公里的疏港公路。

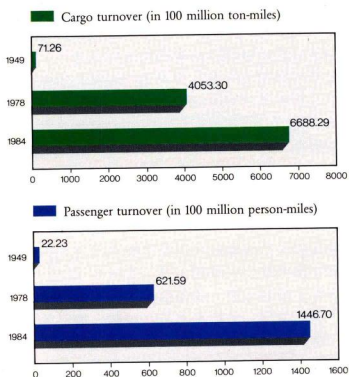
內河航運方面，以長江、西江、黑龍江、京杭運河和淮河為重點，改善主要支流的通航條件。長江航運重點擴建、新建一批煤炭裝船港，新建外貿碼頭泊位及客運設施；同時對主要支流進行疏浚整治，提高航道標準，逐步形成幹支暢通的水系航道網。在西江先建設貴縣至廣州，南寧至貴縣，右江的百色至南寧等航道。改造京杭大運河和淮河原有航道，開闢一些新航段，以提高運輸能力。

港口建設方面，逐步完善北煤南運的水運體系，抓緊建設秦皇島、青島、石臼港和連雲港煤炭裝船港口及相應的主要卸煤港口。沿海港口將建設一批木材專用泊位和集裝箱泊位。圍繞經濟區的開發和 14 個沿海港口城市及海南島的進一步對外開放，有計劃地開闢新港區，改變港口布局。

為了完成近期建設計劃，實現 2000 年“增長雙百億，適應翻兩番”的奮鬥目標，我們將繼續實行對內放寬搞活，對外進一步開放的政策，積極鼓勵和支持民辦水陸運輸的發展。積極吸引、利用外資，在政策上進一步放寬。可以合資、獨資經營，也可以經營其他運輸業務。熱情歡迎港澳同胞、海外僑胞、外國客商到中國來投資興建交通事業，為實現中國水陸交通現代化做出貢獻。

A Bird's Eye View of Chinese Highway and Water Transport

A STATISTICS DIAGRAM OF THE HIGHWAY AND WATER TRANSPORT COMPLETED BY THE DEPARTMENTS OF COMMUNICATIONS IN CHINA



Chinese transport is composed of the five modes of highway, railway, water, air and pipe transport, of which highway and water transport fall under the unified planning and administration of the Ministry of Communications of the People's Republic of China. Highway and water transport, to which the Party and Government attach great importance, are listed high in priority in the national construction and development strategy.

China is vast in territory, heavy in population and complicated in geographical conditions. The seas on its east, the plateaus and mountains in its west and the magnitude of rivers running eastwards into the seas bestow upon it excellent geographical conditions for developing highway and water transport. However, due to social and historical reasons, modern highway and water transport were not only late in emerging, but also slow in making headway.

Since the founding of the People's Republic of China in 1949, brand new socialist highway and water transport systems have been established on scratch. The 35 and more years after 1949 has seen a great progress in highway and water transport, which have played a gigantic role in facilitating the flow of materials and culture between city and country, developing the outlying districts, expanding economic co-operation and exchanges with other countries and promoting the advance of the socialist construction.

Chinese highway and water transport have attained a considerable size in a preliminary way. Chinese highway and water transport departments are staffed by nearly 5 million people. Among the principal transport enterprises are China Ocean Shipping Company, Shanghai Maritime Transport Bureau, Guangzhou Maritime Transport Bureau, the Changjiang Shipping Company, the Heilongjiang Shipping Bureau, China Highway Transport Company as well as the 29 highway transport companies and 22 shipping companies

run by the various provinces, municipalities under the Central Government and autonomous regions. To complete the system, there have been erected by the departments of communications over 2,300 industrial enterprises for the purpose of repairing, building or manufacturing ships, harbour equipment, vehicles and highway construction machinery, 4 harbour engineering bureaux, 4 waterway bureaux, 1 highway planning and designing institute, 1 water transport planning and designing institute, 2 highway surveying and designing institutes and 54 colleges and schools for professional training. Apart from the above-mentioned, there are companies specialized in importing technology, seeking foreign contracts and co-operation or conducting search, rescue and salvage at sea, such as China Communications Import and Export Service Company, China Harbours Engineering Company, China Ocean Engineering Services and China Salvage Company.

The technical status of Chinese highway and water transport has undergone a marked betterment. Transport means is getting more up-to-date, and transport methods more rational. In inland water transport, river-sea through transport and mainstream-tributary through transport are adopted; in highway transport, specialized vehicles for carrying over-sized items and containers are provided. Highway and water transport are both heading for high speed and large size in the course of development. At present, the most powerful tugs sailing on Chinese inland waters are of 6,000 HP; and the largest pusher-barge trains, 30,000 tons. Chinese ocean fleet is equipped with sophisticated ships; harbour handling operations are beginning to enter the stage of mechanization and automation. In recent years, electronic computers began to be applied to ship building, transport control, communication, navigation, scientific research, education, engineering, survey, design, management and administration. The technical forces of the highway and water transport

departments are being gradually enlarged and strengthened, and their technical competence, constantly increased. There are now in China over 200,000 technical personnel in highway and shipping industries, and 34,000 students studying at relevant colleges and schools for professional training. Now it is well within our capacity to design and build modern highways, bridges and harbours on our own.

Chinese highway and water transport have gained an incessant growth in capacity. In 1984, the cargo turnover accomplished by highway transport came up to 35.9 billion ton-km while that materialized through water transport, 632.9 billion ton-km, surpassing those in 1983 respectively by 7.2 and 9.3%; and the cargo volume completed by both of them, including that achieved by local vehicles, shared 77.6% of the aggregate cargo volume of the whole country. In 1984, over 270 million tons of cargo was handled in the principal Chinese coastal ports and harbours, exceeding that in 1983 by 10.4%. Most imports and exports were transported by sea. In recent years, there was a speedy growth in privately-and collectively – run highway and water transport, which presented a prosperous view of “hundreds of ships sailing on a river and hundreds of vehicles driving on a highway”, and led to a sharp increase in transport capacity and cargo volume. According to the inexhaustive statistics, privately-and collectively – owned vehicles reached 130,000 in number, and ships of all kinds, 2.7 million in 1984.

It is estimated that, by the year of 2000, when the national output value of industry and agriculture of China will quadruple that in 1980, to adjust transport to the then needs, the cargo volume to be achieved by highway and water transport will have to reach over 14 billion tons, the passenger volume over 13 billion person-times, the total highway mileage 1.2 million km, of which the middle grade highway mile-

age will double that in 1980, deep-water berths, 600, quadrupling that in 1980, and the mileage of inland waterways navigable for ships of 300 tons and above, 30,000 km. The highway and water transport systems in China are to be turned gradually into ones characteristic of advanced technology, rational structure and layout and inter-connected and mutually complementary networks.

The realization of the long-term targets set for the year of 2000 calls for speeding up the construction of a number of big and medium projects in the few years to come. In highway construction, stress is to be laid on increasing the traffic capacity of the existing trunk highway networks by building 3,000 km of highways to connect the "deed-ends" between the provincial highway networks. It is schemed to build several motorways and first-grade highways in the economically developed areas, and, to satisfy the needs of economic development and the construction of energy resources bases, to build a number of new trunk highways and upgrade some existing highways. It is also planned to build over 1,000 km of highways for freight distribution away from the ports and harbours.

In inland water transport, priority is to be given to improving the navigation conditions of the main tributaries of the Changjiang River, the Xijiang River, the Heilongjiang River, the Beijing-Hangzhou Canal and the Huai He. With regard to the Changjiang River, emphasis is to be placed on the expansion and the construction of coal loading terminals and on the erection of foreign trade terminals and passenger transport facilities, while attention is to be given to the upgrade of the waterways of the tributaries by way of dredging so as to bring into shape, step by step, an unimpeded waterway system. As for the Xijiang River, the first thing to do is to construct the waterways from Guixian to Guangzhou, Nanning to Guixian and Baise to Nanning. In respect of the Beijing-

Hangzhou Canal and the Huai He, the existing waterways will be improved, and new waterways, opened, in order to increase their traffic capacities.

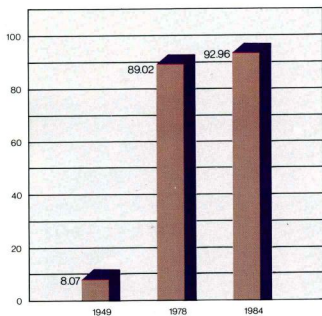
In harbour construction, the water transport system for shipping coal from the North to the South will be by degrees perfected by intensifying the construction of the coal loading terminals at the harbours of Qinhuangdao, Qingdao, Shijiu and Lianyungang, and the construction of the coal unloading terminals at the related harbours. Timber berths and container berths will be put up at coastal harbours. To meet the needs of developing special economic zones and further opening the 14 coastal harbour cities to abroad, the existing harbours in these cities will be expanded in area and rationalized in layout according to the elaborately mapped out plans.

To materialize the short-term construction plan and the long-term target of increasing the cargo volume and passenger volume of highway and water transport in 1980 respectively by 10 billion tons and 10 billion person-times in 2000 to meet the needs of quadrupling by then the national output value of industry and agriculture of 1983, there will be a continuance in implementing the policy of relaxing restrictions, vitalizing national economy and opening the door of China to abroad by giving spirited encouragement and support to the growth of the highway and water transport conducted by the privately and collectively — owned enterprises, actively seeking for, and making use of, foreign capitals, and further relaxing the restrictions of the former policy. Conducting transport with shared Chinese and foreign capitals or with sole foreign capitals is and will be grantable. It is warmly welcome that compatriots in Hongkong and Macao, overseas Chinese and foreign enterprisers invest in transport industry in China and make contributions to the modernization of Chinese highway and water transport.

1 中國公路
CHINESE HIGHWAYS

全國公路總里程統計

單位：萬公里



舊

中國的公路建設十分落後。從1906年動工修建廣西友誼關至龍州公路起，到1949年底，在近半個世紀裏，共修建公路13萬公里，其中能通汽車的公路僅8萬公里。這些公路路基低窪，路面狹窄，缺橋少涵，彎急坡陡，多數晴通雨阻。公路不僅數量少，標準低，質量差，而且多數集中在東南沿海地區，佔全國土地面積三分之二的山區和邊疆少數民族地區幾乎沒有公路，人畜力車、肩挑背扛仍然是當時主要的運輸方式。

新中國成立後，公路建設發展很快。1984年底，全國通車里程達到92.96萬公里，為1949年的11.5倍，平均每年新增里程2.5萬公里。全國90%以上的農村鄉鎮通了公路，除西藏墨脫縣以外，全國的縣都有客貨運輸服務設施。初步形成聯接各大中城市、能源基地、港站樞紐、國防要塞的全國公路網。

公路數量不斷增加，質量也有很大改善。五十年代初，新建公路普遍是泥結碎石路面，進入六十年代後，公路開始向中高級黑色路面發展。到1983年底，四級以上公路達到56.28萬公里，佔總里程的61.5%。1979～1983年間，北京至密雲，瀋陽至撫順，南京