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The Ministry of Transport released the overall situation of the "14th Five-Year" development plan of the maritime system and answered questions

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At 10:00 am on May 27 (Thursday), the Ministry of Transport will hold a regular press conference in May to announce the overall situation of the "14th Five-Year Plan" development plan for the maritime system and answer questions from reporters.



The picture shows the rostrum of the press conference.

[Ministry of Transport spokesperson Sun Wenjian]

Dear friends from the media: Good morning, everyone! Welcome to the regular press conference of the Ministry of Transport in May 2021. Due to the impact of epidemic prevention and control, our press conference has been changed to online. We communicate and exchange related issues through the screen and the cloud. First of all, I would like to thank the reporters and friends for their concern, love and support for the transportation industry. This press conference is mainly to inform everyone about the overall situation of the "14th Five-Year Plan" development plan of the maritime system.

The majority of journalists and friends know that the maritime system is an important part of the comprehensive transportation system and an important law enforcement force on the water in our country. It shoulders a series of important missions and plays a major and active role. According to the

relevant spirit of the Party Central Committee and the State Council and the requirements of the "Outline for Building a Powerful Transportation Country" and "National Comprehensive Three-dimensional Transportation Network Planning Outline", as well as a series of requirements of the "14th Five-Year Plan" comprehensive transportation plan, our Ministry organized the compilation of the "Maritime System" 14th Five "Development Plan". This is an important part of our Ministry's "14th Five-Year Plan" comprehensive transportation development plan, a programmatic document guiding the development of maritime affairs in the next five years, and an action guide for promoting the construction of first-class maritime affairs in an overall manner.

First, in terms of guiding ideology, during the "14th Five-Year Plan" period, the maritime system will focus on promoting high-quality development, and often focus on the two new "revolutionization, standardization, and modernization" and "basic, basic, and basic skills" Construction, steadily promote the transformation of development concept, development mode and development efficiency, and focus on promoting nine major tasks, namely ensuring the safety of water traffic, protecting the clean water environment, helping the high-quality development of the shipping industry, serving the implementation of national strategies, and strengthening the construction of equipment and facilities, enhance the institutional discourse power in international affairs, build an iron army in transportation and maritime affairs, promote the modernization of maritime affairs management, and strengthen the leadership of maritime affairs culture, with "first-class maritime services, first-class navigation guarantee, first-class maritime teams, first-class facilities and equipment, First-class international influence" as the goal, create a new situation in the modernization of maritime affairs, and provide strong support for accelerating the construction of a transportation power and the construction of a national three-dimensional comprehensive transportation network.

Second, in terms of development goals, fully fulfill the duties of "three guarantees and one maintenance", improve the ability to perform duties according to law, serve the society and protect the rights and interests of crew members, and promote the construction of an integrated water transportation security system of "land, sea, air and space". By 2025, that is, At the end of the "14th Five-Year Plan", a dynamic management and control pattern of all elements of "water traffic management" has been initially formed, laying a solid foundation for the establishment of "five first-class" maritime affairs.

Third, in terms of key projects, during the "14th Five-Year Plan" period, the key projects in the maritime field include the following aspects, such as key projects for navigation support, key projects for protecting water environment and cleaning, major projects for equipment and facilities, etc. For example, we will build large-scale ocean-going survey ships, small oil spill recovery ships on the main line of the Yangtze River, system projects such as joint water pollution supervision and service information for ships on the main line of the Yangtze River, and build a number of large patrol ship

wharfs, water three-dimensional supervision and search and rescue skills Training and flight bases, regulatory rescue bases, and more.

Recently, friends from the press have also noticed that the National People's Congress deliberated and promulgated the revised "Maritime Traffic Safety Law", which further strengthened the management of maritime traffic, which is very important for safeguarding the safety of people's lives and property, promoting the construction of the "21st Century Maritime Silk Road", Improving my country's national image is of great significance and will effectively promote the safe and high-quality development of my country's maritime industry. Our Ministry has also jointly issued the "Guiding Opinions on Strengthening the Construction of High-Quality Crew Teams" with multiple departments, fully considering the career development demands of my country's seafarers and the development needs of the high-quality development of the shipping industry, and providing strong guidance for future crew work.

That's all for what I've reported to you today, so let's move on to the Q&A session. Still in accordance with the previous practice, inform the media before asking questions.

[Question from a reporter from Xinhua News Agency]

We have noticed that the Ministry of Transport has recently deployed a special campaign to rectify outstanding issues in the field of transport law enforcement. How is the current progress?

【Sun Wenjian】

Thank you for your question. It is an important task of our ministry to carry out special rectification actions on outstanding problems in the field of transportation law enforcement. All journalists and friends have noticed that on May 7 and May 20, the Ministry of Transport organized and held national teleconferences to comprehensively deploy special rectification actions and 12328 service improvement work. The transportation departments at all levels are actively accelerating the promotion and implementation, and achieved a good start for the special rectification action.

The specific situation is as follows, I will report.

First, the party group of the Ministry attaches great importance to it, promotes it at a high level, and actively deploys it. The leaders of the Ministry personally led the team and formed four research groups to go to key provinces such as Shandong, Shaanxi, Guangdong, Hebei and Henan to supervise and promote the special rectification of outstanding problems in the field of transportation law enforcement. And hold a video scheduling meeting to accurately schedule the work of each province. Organize a comprehensive survey and clean up of the fines in the transportation system, find out the bottom line, make statistics by category, and eliminate and control the problem of chaotic fines from the source.

The second is that all localities and units actively implement and establish mechanisms. Up to now, 32 provincial-level transportation

authorities have established special rectification action leading groups headed by main leaders, formulated special rectification action plans, and carried out special rectification actions. Let me give two examples, and you can feel the importance and strength of the provinces in this regard. For example, the Guangdong transportation department has proposed to implement a 24-hour "one-stop" case handling at the ultra-control inspection site. Hebei has established a "top leader" supervision system, and so on.

The third is to build accounts in multiple places, seek practical results, and conduct business. Various localities and units dig deep into the pain points and blockages of industry management, hold discussions with truck drivers and other transportation practitioners and enterprises, open doors to ask policies and policies, sort out the list of problems, and establish a whole workbench for the rectification of chronic diseases and outstanding problems account. For example, the transportation department in Shandong initially found 86 problems such as irregular law enforcement, weak service awareness, and lack of emergency response capabilities, and 67 of them were rectified immediately; Shaanxi transportation initially sorted out 30 contradictions and disputes in the field of law enforcement. Our provinces and cities have identified the right point and the direction of efforts, and the next step will be more vigorous in advancing the work. I believe their progress will also be very effective.

At present, the special rectification action has entered the stage of self-examination and self-correction. The Ministry of Transport will grasp the key links, highlight the key points of work, and promptly rectify a number of prominent problems that involve a wide range of areas, have great influence, are deeply felt by the people, and have quick results in style changes, so as to ensure that the special rectification action is pushed forward. Thanks!

[Question from a reporter from China News Network]

You just mentioned that the 12328 transportation service supervision telephone has been optimized and upgraded. Can you briefly introduce the relevant situation?

【Sun Wenjian】

Thank you for your question. 12328 can be said to be like a bridge between truck drivers and transportation departments, which can solve some related problems and pain points very well. I report the relevant situation.

In order to better play the important role of the 12328 phone in listening to the voices of the people, smoothing out public opinions, relieving people's worries, and gathering people's wisdom, at the end of April, our ministry issued relevant notices to make special arrangements for improving the operation and management of 12328. On May 20, another Hold a national telephonic and video conference, and make special deployments. The 12328 call will further play a greater role in the following three aspects:

The first is to unblock the channels for complaints and reports. The competent departments of transportation in all regions must open the

transportation complaint and reporting telephone, optimize and upgrade the 12328 telephone system, improve the mechanism related to the operation and management of the industry, rationally allocate seats, and implement 7*24 hours manual seats and self-service voice services. A very important institutional regulation has been introduced here, which is to strictly implement the first responsibility system. That is to say, whoever answers the call is responsible for handling this issue to the end. Further improve business acceptance and processing efficiency.

The second is to optimize the business process. We have raised the telephone number for complaints and reports from truck drivers and other practitioners and the public to management departments for arbitrary charges, arbitrary fines, law enforcement in violation of regulations, law enforcement for profit, etc., to the provincial transportation department for guidance and supervision. And in accordance with the principle of "responsibility at different levels, territorial management, and seamless connection", the 12328 service center of the prefecture-level city will uniformly accept the reporting business within its jurisdiction, generate a work order and assign it to the relevant business department of the prefecture and city for handling, and simultaneously transfer it to the province 12328 service centers at the provincial level will track each case one by one, and transfer them to the business guidance and management department at the same level in a timely manner, and the provincial business guidance and management unit will be responsible for the supervision and review.

The third is to enrich and expand service methods. Improving the function of 12328 is one of the practical activities of "I do practical things for the masses" in the study and education of party history this year. Our department will develop and launch the national 12328 WeChat mini-program, and further smooth the channels for complaints and reports. The competent departments of transportation in various places will follow the unified deployment to optimize and upgrade the 12328 system, and accelerate the promotion of 12328 from a single telephone service method to the following online methods. What's the meaning? In addition to 12328, everyone can call if you have any questions. In the future, 12328 will further develop WeChat applets, WeChat official accounts, mobile apps, and portal websites. It is convenient for the general public and truck drivers to not only make phone calls, but also respond to your problems very conveniently online.

For example, we have now opened a function in the official WeChat account. I will open this mobile phone to demonstrate this function for everyone, so you can take a look. There may still be time to develop the several online functions I just mentioned. But now in the official WeChat account of the Ministry of Transport, a function has been added. After turning on the mobile phone, click on the official WeChat account of the Ministry of Transport in the information bar at the bottom and you will see a menu. At the bottom of the menu, there is a driver who has something to say. Click on "Driver has something to say" and push it up, and you will see that I want to leave a message. In I want to leave a message, all people who want to complain and the masses who want to complain can leave a message here. The official WeChat

account of the Ministry has been online for five or six days. During these five or six days, many truck drivers have left messages here, reflecting various problems. We will transfer the problems to the relevant departments for handling as soon as possible. It can be said that we will conduct in-depth research on the concerns and opinions and suggestions of drivers and friends as an important basis for formulating and revising relevant policies. When collecting problems, we can't solve the problems by treating the head when the head hurts, and treating the foot when the foot hurts. While solving the problems, we will take the problems reported by the truck drivers and the people as an important basis for future policy formulation. Continuously improve the quality of transportation services, earnestly safeguard the legitimate rights and interests of drivers, and continue to build traffic that satisfies the people.

We also hope that the reporters who participated in the press conference today will spread the relevant information, thank you.

[Question from a reporter from People's Daily Online]

At present, my country is advancing the vaccination work in an orderly manner. With the recent emergence of some confirmed cases in some areas of the country. Vaccines drive rising demand. What are the measures and progress in vaccine transportation?

【Sun Wenjian】

Thank you for your question.

With the extensive development of the new crown vaccination work, the task of transporting vaccine goods has become increasingly arduous. Especially in the recent sporadic outbreaks in some areas, people's demand and willingness to get vaccinated has risen again. In order to do a good job in the organization of vaccine cargo transportation and service guarantee, our Ministry has focused on the following five measures:

The first is to carry out transportation capacity planning and promote the docking of transportation supply and demand. A list of 56 key logistics companies to be contacted was released to promote the close connection between vaccine production companies and logistics companies. Overall, the top 30 pharmaceutical logistics companies in the comprehensive ranking have nearly 8,000 refrigerated and insulated vehicles and nearly 300,000 refrigerated and insulated boxes, which can meet the transportation needs as a whole.

The second is to closely cooperate with departments and strengthen transportation service guarantee. The joint public security, health, civil aviation, drug supervision, China National Railway Group and other departments and units issued a notice to coordinate the supply and demand of vaccine cargo transportation, vehicle traffic guarantee, transportation process supervision, personnel safety education, risk and hidden danger prevention, and information traceability. Co-ordinate arrangements.

The third is to strengthen technical guidelines and standardize related operations such as loading, unloading and transportation. In conjunction with health, customs, drug supervision and other departments, issued the "Technical Guidelines for Road Transport of New Coronavirus Vaccine Goods", urging and guiding all localities and relevant enterprises to strictly implement the technical requirements for the preparation of vaccine cargo transportation, transportation process, emergency response, etc. , Standardize the behavior of various operations.

The fourth is to establish a waybill system and implement free and fast passage of vehicles. Accounts for the transportation order system have been opened for Sinopharm, Kexing and other new crown virus vaccine manufacturers and 32 provincial centers for disease control. For vehicles with transportation orders, free, no parking, and priority traffic policies have been implemented. Up to now, a total of 7,700 dispatch orders have been issued, ensuring the efficient transportation of more than 1.6 million vaccine preparations.

The fifth is to insist on one discussion per case to ensure the smooth transportation of vaccines. We announced the on-duty telephone number 010-65292831 for vaccine cargo transportation guarantee, implemented 7×24 hours on duty, smoothed the transportation coordination channel, coordinated and dealt with each case, and accepted and resolved more than 310 vaccine cargo transportation matters.

Up to now, my country's vaccine cargo transportation can be said to have sufficient capacity and smooth operation. In the next step, we will continue to focus on the key points of work, focus on ensuring smooth flow and transportation capacity, close departmental coordination, strengthen overall planning and scheduling, strengthen on-duty duty, and provide solid transportation service guarantees for vaccine production, supply, and vaccination. Thanks!

[Daily Economic News reporter's question]

Hello Spokesperson, can you tell us about the economic operation of transportation in April? What are the characteristics? Thanks.

【Sun Wenjian】

Thank you for your question!

In general, the transportation economy continued to run smoothly in April, the investment in transportation fixed assets remained high, and the volume of freight, passenger traffic, and port cargo throughput maintained rapid growth. Compared with the same period in 2019, the main indicators have basically achieved rapid growth, but the passenger volume is still lower than the same period in 2019.

First, the investment in fixed assets in transportation is running at a high level. In April, the investment in transportation fixed assets was 285 billion yuan, a decrease of 5.0% compared with the same period in 2020, mainly

due to the relatively large investment base in April 2020, but it also increased by 13.2% compared with the same period in 2019. Among them, the investment in highways and waterways was 220.4 billion yuan, a decrease of 1.2% over the same period in 2020 and an increase of 21.7% over the same period in 2019.

Second, commercial passenger traffic continues to recover. In April, 800 million passenger trips were completed for commercial purposes, an increase of 39.9% over the same period in 2020. Dear friends from the press, the growth rate is 39.9%. It can be said that the strength and speed of the recovery of passenger traffic is still relatively large and relatively fast. Compared with the same period in 2019, it has dropped by 44.3%, that is, the growth rate of nearly 40% has returned to the present, and it has dropped by 44.3% compared with the same period in 2019. It can be said that this is also from this data. The impact of the epidemic on our country can be seen. The 36 central cities across the country completed 4.9 billion passenger trips on public transport, an increase of 71.3% over the same period in 2020. Let's take a look at the recovery of urban public transport at 71.3%. The recovery of urban public transport is still faster, and it can be said to be greater. It was down 15.1% from the same period in 2019. It can be seen from this data that the passenger volume of urban public transport is already close to the same period in 2019.

Third, commercial freight volume continued to grow. In April, the commercial freight volume was 4.5 billion tons, an increase of 16.9% over the same period in 2020 and an increase of 14.5% over the same period in 2019.

Fourth, the cargo throughput of the port continued to grow. In April, the port cargo throughput was 1.32 billion tons, an increase of 10.9% over the same period in 2020 and an increase of 15.5% over the same period in 2019. The container throughput was 23.71 million TEUs, an increase of 14.8% over the same period in 2020 and an increase of 8% over the same period in 2019. Thanks!

[Questions from CCTV reporters]

We have noticed that the official WeChat account of the Ministry of Transport recently released the "Statistical Bulletin on the Development of the Transportation Industry in 2020". Can you introduce the highlights and changes in it? Thanks.

【Sun Wenjian】

Thank you for your question! Thank you for your attention to the statistical bulletin on the development of the transportation industry in 2020.

In general, the transportation industry will recover steadily and improve in quality in 2020. I mainly introduce the relevant situation from three aspects.

First, the main indicators continued to recover, showing a "V"-shaped trend of first falling and then rising throughout the year. Investment in

transportation fixed assets was the first to recover. Since May 2020, the cumulative growth rate of investment has turned from negative to positive. Last May was a watershed, and the investment that started in May began to go up. Basically fill the gap caused by the epidemic. The annual investment was 3.5 trillion yuan, an increase of 7.1% over the previous year, and the growth rate was the highest level in the past three years. Port cargo throughput achieved rapid growth. The cargo throughput of the national ports throughout the year increased by 4.3% over the previous year. The scale of freight has basically returned to the level of the epidemic. The whole year recovered to 99.5% of the previous year. Express delivery has grown against the trend, with 83.36 billion pieces of express delivery completed, an increase of 31.2% over the previous year. The scale of passenger transport has recovered steadily. Recovered to 54.9% of the previous year. Complete urban passenger traffic recovery to 68.2% of the previous year. At this point, I would like to share some relevant information with the reporters. In fact, these traffic data, especially the data of freight volume and port cargo throughput, can be said to be the barometer of our country's economic development. Look at the data here, that is, the transportation volume of goods has recovered to 99.5% of the previous year. From this data, it can be seen that the overall development of my country's economy. The throughput of port cargo can be developed, which can show our country's achievements in stabilizing foreign trade. On the whole, the cargo throughput of our ports increased by 4.3 percentage points compared with the previous year. Let's say that our journalist friends who run traffic crossings can see the trend of my country's economic development by looking at a series of data and indexes of our traffic. Here, we can see many, many ways and discover many, many laws.

The second is to speed up the improvement of the facility network. The proportion of high-efficiency transportation infrastructure continues to increase. When it comes to efficient transportation facilities, everyone will definitely pay attention to high-speed rail, expressways, and civil aviation. What is the data situation in these aspects? As of the end of 2020, the operating mileage of high-speed rail across the country is 38,000 kilometers. The highway mileage is 161,000 kilometers. It can be said that the ranking of high-speed rail and expressway in the world is firmly ranked first in the world. The number of 10,000-ton and above berths in ports across the country has reached 2,592, an increase of 72 compared with the end of the previous year, and the berths of 10,000-ton ports have increased by 72 this year, which also shows the strong economic development of our country power. The number of airports and cities serving regular flights has increased to 240 and 237 respectively. From this series of data, journalists can see a series of developments in our highly efficient transportation infrastructure. Ordinary trunk network structure is constantly optimized. We have a fast transportation network and a mainline transportation network. But what about our rural road network? The scale of the rural road network is constantly expanding. It can be said that in terms of transportation, the quality of rural roads directly determines the last mile of our transportation, our accessibility. In this regard, as of the end of 2020, the mileage of rural roads has reached 4.3823 million kilometers, which can be said to account for 84.3% of the total

mileage of the entire road. It can be said that the "super project" of rural roads is more worthy of the name.

Third, the transportation structure has been continuously optimized. The proportion of convenient and efficient travel continues to increase. In the whole year, 2.203 billion passenger trips by railway and 418 million passenger trips by civil aviation were completed, and the proportion of commercial passenger traffic in the whole society continued to increase. Complete urban rail transit passenger volume of 17.59 billion person-times, accounting for 20.2% of urban passenger volume, an increase of 1.5 percentage points. The adjustment of the freight structure continued to deepen. The total amount of railway cargo delivered throughout the year was 4.552 billion tons, accounting for 9.8% of the total social freight volume, an increase of 0.3 percentage points over the previous year. The completed waterway freight volume was 7.616 billion tons, accounting for 16.4% of the total social freight volume, an increase of 0.2 percentage points. The completed road freight volume was 34.264 billion tons, accounting for 73.8% of the total social freight volume, a decrease of 0.5 percentage points. Multimodal transport is also accelerating. In 2018, 6.87 million TEUs of container rail-water intermodal transport were completed in ports nationwide, an increase of 29.6% over the previous year, accounting for 2.6% of port container throughput, an increase of 0.6 percentage points. Thanks!

[Question from a reporter from China Communications News]

Recently, the National People's Congress promulgated the revised Maritime Traffic Safety Law. Can you tell us about the relevant situation?

【Sun Wenjian】

Thank you for your question! The newly revised "Maritime Traffic Safety Law" will come into effect on September 1 this year.

The "Maritime Safety Law" is the basic law in the field of maritime transportation in my country, which establishes the basic system of maritime traffic safety management. This revision is the first comprehensive revision since it was promulgated in 1983. From a series of aspects, such as strengthening the management of ship crews, implementing the safety guarantee system, strengthening the safety supervision of shipping, improving the search and rescue emergency and accident investigation and handling mechanism, and standardizing fair and civilized law enforcement, etc., The system and content of maritime traffic safety management have been comprehensively enriched and adjusted. The revised Maritime Traffic Safety Law has 10 chapters and 122 articles, 8 new legal systems, and 6 legal systems have been enriched and perfected. It can be said to be of great significance to speeding up the construction of a strong country in transportation, ensuring the safety of people's lives and property, and enhancing the image of the country.

For example, since the outbreak of the new crown pneumonia epidemic, the prevention and control of the ship's epidemic situation has attracted the attention of all parties. The revised Maritime Traffic Safety Law clearly stipulates that when it is found that the ship's personnel are suffering from

or suspected to be suffering from an infectious disease that seriously threatens the health of others, the captain should immediately activate the corresponding emergency plan, and take necessary isolation for the relevant personnel within the scope of duties. measures, and report to the relevant higher authorities in a timely manner.

The revised Maritime Traffic Safety Law also adds a maritime traffic resource planning system to coordinate the planning and management of maritime traffic resources, promote the effective development and utilization of maritime traffic resources, and facilitate the construction of maritime "highways" and make "golden waterways" Run out of "acceleration".

The life of law lies in its implementation. In order to do a good job in the publicity and implementation of the new "Maritime Safety Law", our Ministry has just issued a notice on studying and implementing the new "Maritime Safety Law", and made a series of arrangements and deployments for the industry's publicity and implementation work.

The first is to organize learning, education and training throughout the system. All relevant units organize their own units and systems to carry out education and training to ensure that the learning and training of front-line law enforcement personnel is fully covered and there is no omission. The second is to carry out in-depth law popularization activities. Combining with theme activities such as International Seamen's Day and China Navigation Day, the regulations on maritime traffic safety are widely publicized. The third is to pay close attention to the establishment, reform and abolition of supporting laws and regulations. The fourth is to solidly promote the fair and civilized law enforcement of maritime regulations. Combined with the requirements of the special rectification of outstanding problems in the field of transportation law enforcement, resolutely control and eliminate the persistent problems of law enforcement such as arbitrary fines, excessive fees, and willful inspections, adhere to law enforcement for the people, and let the general public feel the "warmth" of maritime law enforcement. Thanks!

[Red Star News reporter's question]

You mentioned just now that the "Guiding Opinions on Strengthening the Construction of High-Quality Crew Teams" was released recently. Can you give us a detailed introduction to the relevant situation? Thanks.

【Sun Wenjian】

Thank you for your attention to issues like Crew. In fact, all the journalists who attended today's press conference know that our country is already the second largest economy in the world. GDP has exceeded 100 trillion. In this 100 trillion data, our total import and export of goods has exceeded 30 trillion. The majority of journalists should feel that with such a large economy and such a large volume of imports and exports, 90% of the freight volume is transported by sea. What else can be explained here?

Our country is already a big maritime country and a big shipping country. In the entire transportation chain, it can be said that the crew played a

vital role in it. The quality of the crew, the level of the crew, and the quantity of the crew can be said to play a very important role in the future development of my country's import and export. Up to now, my country has a total of 1.76 million registered seafarers, including 610,000 international sailing ships, 230,000 coastal sailing crews, and 920,000 inland waterway ship crews. There are a huge team of more than 1.7 million in the guarantee of the development situation and momentum of my country's economic import and export.

However, with the development of the economy and society, our seafarers are facing new opportunities and challenges. On the one hand, our demand is very large. On the other hand, there was another problem with the supply of our crew. Therefore, in terms of demand, the demand for global seafarers, especially high-end seafarers, continues to grow. Especially affected by the epidemic, the global seafarer supply is obviously insufficient in a short period of time, and the contradiction between supply and demand is relatively prominent. On the other hand, there are problems with our supply. At present, there are a series of problems such as the decline of professional attractiveness, weak sense of belonging, and shortcomings in professional quality of Chinese seafarers, especially the low willingness of young people to join the seafarer team, which leads to the weakening of the sustainable development ability of my country's seafarer team. In order to ensure the high-quality development of my country's shipping industry, it is imperative to build a high-quality crew team.

The "Guiding Opinions" focuses on the high-quality crew team, grasps the key links of talent attraction, training, utilization and driving development, and puts forward 6 aspects and 19 specific tasks: First, broaden the channels for crew training. Incorporating navigation-related majors into the professional category of talent shortage, navigation personnel have entered the professional category of talent shortage. A series of policies such as supporting retired soldiers to join the crew, school-enterprise joint training of retired soldiers to work as crew members, and promoting enterprises that arrange training and employment of retired soldiers to enjoy financial and tax incentives according to regulations. The second is to improve the professionalism of the crew. We deepen the integration of production and education, encourage school-enterprise cooperation, and implement order-based training for crew members. What does order-based training mean? That is to say, what kind of seafarers the enterprise needs, our schools and colleges will train the kind of seafarers, and strive to build a brand of maritime education and training. The third is to strengthen the main responsibility of enterprises. Promoting the privatization of the company's crew and further promoting the privatization of the crew company can improve the crew's sense of belonging and centripetal force in this regard. Shipping companies should improve the normal wage growth mechanism and explore equity incentives. And it is necessary to establish a "Sister-in-law's House" to help the families of seafarers who have practical difficulties. We should not only care about the training of the crew and the personal well-being of the crew, but also care about their families and the resolution of a series of related difficulties for Haisao, so as to further promote the high-quality development of the crew. The fourth is to optimize crew services. Relying on science and technology to

facilitate the crew's handling of affairs, build a platform for the career development of the crew, and at the same time strengthen international cooperation, so that more Chinese crew members can go out. The fifth is to improve the protection system for the rights and interests of seafarers, and implement relevant preferential tax policies for seafarers, which is also of great concern to seafarers. The sixth is to increase the cultivation of nautical culture. Support the creation of literature, film and television, etc., organize a series of activities such as summer camps for sailing colleges, internship ships, etc., carry out crew labor competitions and skill competitions, and continuously enhance the sense of honor of the crew's profession.

In short, in the next step, our Ministry will coordinate the resources of the government, the market, and society, promote the formulation of relevant supporting policies, and solidly promote the construction of high-quality seafarers. Thanks!

[Question from a reporter from Southern Metropolis Daily]

We have learned that the official website of the Ministry of Transport recently announced the 2020 maritime search and rescue rewards. Can you tell us about the situation and how the search and rescue work has been in recent years? Thanks.

【Sun Wenjian】

Thank you for your attention to the situation of maritime search and rescue. In fact, things on the water, the majority of journalists and friends pay less attention. In fact, when it comes to search and rescue at sea, we can feel the picture most. When we encounter any difficulties on land or encounter any accidents, many people can rescue them regardless of professionalism or not. But there are very busy passages on the sea, with many ships coming in and out. Here, accidents of one kind or another are inevitable. When this accident occurs, it requires professional rescue forces to rescue. It can be said that such a public welfare matter as search and rescue at sea has been put on a very important agenda. I will inform you about the relevant situation.

It can be said that in the past year, the China Maritime Search and Rescue Center gave full play to the advantages of the national maritime search and rescue and major marine oil spill emergency response inter-ministerial joint meeting system, and made every effort to do a good job in emergency response. A total of 1,758 rescue operations were organized and coordinated throughout the year, and 1,110 Chinese and foreign ships in distress and 10,834 Chinese and foreign people in distress were successfully rescued, with a search and rescue success rate of 95.8%.

In order to encourage social search and rescue forces to participate in maritime search and rescue operations, recently, China Maritime Search and Rescue Center organized experts to review the application materials for 2020 search and rescue awards recommended by 35 provincial maritime search and rescue agencies. The website has made a public announcement, and in the next

step, our ministry will successively distribute reward funds of 5.83 million yuan to eligible social forces in accordance with regulations.

It can be said that the search and rescue work at sea is a public welfare undertaking and an important part of the government's emergency management work. Social rescue forces are an important supplement to my country's maritime search and rescue forces, which play a very important role in maritime search and rescue operations, and contribute to maintaining maritime traffic safety and ensuring the safety of people's lives and property.

For example, the maximum amount of reward funds this time is 100,000 yuan, and it is the Shitang Maritime Safety Civilian Rescue Station in Wenling City. The name of this station may not be familiar to journalists, but for the station owner, I will tell you his name. I believe everyone will be very familiar with it. The stationmaster is Guo Wenbiao, and these fishermen in the surrounding waters are respectfully called "Ping An Water Ghost". It can be said that with him around, the surrounding fishermen feel more at ease about their own safety when they go out to sea. In 2020, the rescue station with him as the station master participated in the emergency response of more than 30 dangerous situations, rescued 182 people in distress and 39 ships in distress, and made outstanding contributions to saving lives and property and maintaining the safety of the waters under its jurisdiction.

According to statistics, in the ten years from 2011 to 2020, the China Maritime Search and Rescue Center organized a total of 19,914 search and rescue operations, dispatched 92,367 ships, rescued more than 150,000 people, and recovered more than 73 billion yuan in property losses. The number of ships rescued in danger reached 62,032, accounting for more than 67.2% of the total number of search and rescue ships. Since 2007, the China Maritime Search and Rescue Center has rewarded social forces who participated in maritime search and rescue operations in the previous year. From 2007 to the end of 2019, the cumulative amount of rewards issued exceeded 100 million yuan, which greatly mobilized social forces to participate in search and rescue operations enthusiasm. Thanks.

[Interface news reporter question]

Hello, the spokesperson, the development of rural logistics is of great significance to rural revitalization. We have noticed that the Ministry of Communications is launching the selection of rural logistics service brands. Could you please introduce the details?

【Sun Wenjian】

Thank you for your question.

Promoting the healthy development of rural logistics can be said to be of great significance to building efficient and convenient circulation of agricultural products and rural production and living materials, and supporting rural revitalization. Our department attaches great importance to rural logistics work, focusing on the integrated development of transportation and postal express delivery, and using the promotion of rural logistics

service brands as a carrier to expand the rural logistics service network and improve the level of rural logistics services. In fact, last month at the regular press conference, I informed my reporter friends that by 2025, that is, at the end of the "14th Five-Year Plan", we will realize the logistics and express delivery of eligible villages. It can be said that this is a very important measure. .

In the past year, our ministry, together with the State Post Bureau, organized the promotion of the first batch of rural logistics service brands across the country, and selected 25 rural logistics service brands centering on the same network of passengers and goods, e-commerce express delivery, and postal integration. Summarize the experience and practices of the project, and promote it through industry media, government WeChat, etc., and guide all localities to increase the integration of rural logistics resources such as transportation, postal services, express delivery, e-commerce, supply and marketing, and agriculture, and improve the coverage of rural logistics service networks. At the same time, it promotes a series of coordinated development between rural logistics enterprises and upstream and downstream enterprises in the supply chain, and strives to improve the level of rural logistics services. Because rural logistics is a two-way cycle for rural areas. Not only can the rural logistics express deliver the things that the farmer brother needs, but also the things he wants to sell. It can be said that logistics and express delivery in rural areas are of great significance to the development of rural areas. In this, among the 25 rural service brands we selected, we have Hebei Shexian County Information Platform plus Passenger and Cargo Network. Each model is different. As long as this purpose can be achieved, different presentation forms can be adopted. In Dongning City, Heilongjiang, the "integration of delivery and postal services + rural e-commerce" has been achieved, and in Keqiao District, Shaoxing, Zhejiang Province, the "integrated development of postal delivery, supply and marketing" has been realized. The three companies of transportation, postal services, and supply and marketing will work together to complete this mission.

For example, in Fujian, a total of 201 township comprehensive transportation service stations have been built so far, and the county-level logistics nodes can achieve 100% full coverage. The township and village nodes exceeded 91% and 70% respectively, which can be said to have smoothed the two-way cycle of "net goods going to the village" and "local goods entering the city". Wuping County, Longyan City has a population of more than 400,000. There are 306 registered e-commerce companies in the county, more than 360 online stores, and nearly 2,300 direct employees. Last year, the county's e-commerce transaction volume reached 5.2 billion yuan, and the results are still very obvious.

In the next step, we will continue to summarize the experience of the second batch of rural logistics service brand projects, and carry out publicity and promotion in various ways, leading various regions to innovate service models, and continuously improve the level of rural logistics services.

Due to time constraints, we have one last question. Do you still have any questions?

[Questions from poster journalists]

Hello, Spokesperson, we have noticed that after the earthquake in Qinghai, Yunnan, some transportation infrastructure was damaged, but the rescue work was also done in a timely manner. Can you briefly introduce the emergency response work of transportation in this earthquake?

【Sun Wenjian】

Thank you for your question. People all over the country are very concerned about the earthquake in Yunnan and Qinghai. After the earthquake, the Ministry of Transport conscientiously implemented the instructions of the Party Central Committee and the State Council. The main leaders of the Ministry made deployments and arrangements many times to guide the transportation departments of Yunnan and Qinghai to do their best in earthquake rescue and relief work.

First, timely start the transportation level II emergency response. At 9 o'clock on the 22nd, our Ministry launched a second-level emergency response, and established a leading group for emergency work. The leading group meetings were held continuously from the 22nd to the 24th to study and deploy post-disaster emergency response work.

Second, guide and do a good job in post-disaster emergency rescue and disaster relief work. Among them, the first is to guide the transportation departments of Yunnan and Qinghai to do their best to ensure the smoothness of roads and the transportation of personnel and materials. The second is to scientifically assess the impact of earthquake disasters on infrastructure such as highways, bridges, culverts, and tunnels, and to do a good job in rushing and securing traffic. At the same time, ensure the safety of emergency rescue personnel and prevent secondary disasters. The third is to guide local governments to strengthen the preparation and dispatch of emergency transportation capacity, and ensure the production and living transportation of disaster relief personnel, materials and people in disaster areas. The fourth is to plan and carry out post-disaster reconstruction preparations, allocate disaster relief and reconstruction funds in a timely manner, achieve an orderly connection between emergency response, post-disaster reconstruction, and high-quality development, and strongly support and support post-earthquake infrastructure restoration and reconstruction and emergency response. Among them, on May 24, the Ministry of Finance, together with our Ministry, issued 15 million yuan of car purchase tax funds to Yunnan and Qinghai provinces, which will be used for emergency repairs and guarantees for road disasters. The fifth is to strengthen the on-duty emergency duty, to ensure the smooth flow of government orders, and to grasp the front-line information in a timely and accurate manner.

Third, send a working group and relevant expert groups to coordinate and do a good job in related work. On-site working teams dispatched by the Ministry of Transport arrived at the epicenters of Yangbi County and Maduo

County on the evening of the 22nd and immediately went into emergency rescue and relief work, and cooperated with the local earthquake relief headquarters to do a good job of rushing to clear roads and guarantee material transportation.

Thanks.

This concludes today's press conference. thank you all!

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