



Home > Information Disclosure > State Council Documents > Industry, Transportation > Others > print collection message |

Quotation marks:	000014349/2021-00140	Topic	Industry, Transportation \ Other
Issuing Organ:	State council	Classification:	
Title:	Notice of the State Council on the issuance of the 14th Five-Year Plan for the Development of a Modern Integrated Transportation System		
Text Number:	Guo Fa [2021] No. 27	Date of writing:	December 2021, 12
		Release Date:	December 2022, 01

The State Council issued a report on the issuance of the 14th Five-Year Plan for modern comprehensive transportation

Notice of the development plan of the transport system

Guo Fa [2021] No. 27

The people's governments of all provinces, autonomous regions and municipalities directly under the Central Government, ministries and commissions under the State Council, and agencies directly under the State Council:

The "14th Five-Year Plan for the Development of Modern Comprehensive Transportation System" is hereby issued to you, please seriously implement it.

State council
December 2021, 12

(This article has been deleted)

"14th Five-Year Plan" modern comprehensive transportation system development plan

Transportation is a basic, pioneering and strategic industry in the national economy, an important service industry and an important part of the modern economic system, and an important support for building a new development pattern, serving people's better life and promoting common prosperity. In order to accelerate the construction of a powerful transportation country and build a modern comprehensive transportation system, this plan is formulated in accordance with the Outline of the 2035th Five-Year Plan for National Economic and Social Development of the People's Republic of China and the Long-Range Goals for <>, the Outline for the Construction of a Powerful Transportation Country, and the Outline of the National Comprehensive Three-Dimensional Transportation Network Plan.

Chapter I: Development Environment

During the "Thirteenth Five-Year Plan" period, China's comprehensive transportation system has made historic achievements, which can basically meet the requirements of economic and social development, and the people's sense of gain and satisfaction has been significantly improved, providing a basic guarantee for achieving a comprehensive victory in poverty alleviation and achieving the first centennial goal, and playing an important role in coping with the new crown pneumonia epidemic, strengthening transportation security, and promoting the resumption of work and

production. In the past five years, China's transportation infrastructure network has become increasingly perfect, the total mileage of the comprehensive transportation network has exceeded 600 million kilometers, the "ten vertical and ten horizontal" comprehensive transportation corridor has basically penetrated, the operating mileage of high-speed railways has doubled, the coverage rate of cities with a population of more than one million has exceeded 95%, the coverage of expressways in cities with a population of more than 20,98 has exceeded 92%, the civil transport airport has covered about 147% of prefecture-level cities, the rail transit of super-large megacities has accelerated the formation of networks, the Hong Kong-Zhuhai-Macao Bridge, Beijing Daxing International Airport, Super-large transportation projects such as Shanghai Yangshan Port Automated Terminal and Beijing-Zhangjiang High-speed Railway were completed and put into operation. The strategic support capacity has been continuously enhanced, the number of China-Europe trains has grown rapidly, the construction of the Beijing-Tianjin-Hebei integrated transportation network and the comprehensive three-dimensional transportation corridor of the Yangtze River Economic Belt has been accelerated, 3 backbone channels for transportation poverty alleviation have been basically completed, more than 3.20 million kilometers of rural roads have been built or reconstructed, more than 919,21 new villages have been opened to buses, all townships and villages with conditions have access to hardened roads and buses, express delivery outlets basically cover all townships and towns, and established villages have achieved direct postal services. The quality of transportation services continued to improve, the proportion of high-quality travel of passengers continued to increase, the normal rate of flights increased significantly, the average annual growth of container iron-water combined transport exceeded 8%, and the volume of express delivery business quadrupled, ranking first in the world. New technologies and new formats are booming, a full series of Fuxing EMUs with completely independent intellectual property rights have been put into operation, C4 passenger aircraft has successfully flown for flight, ARJ7 regional passenger aircraft have been operated on a large scale, complete sets of technical levels such as cross-sea bridges and tunnels, deep-water waterways, and automated terminals have ranked among the forefront of the world, the level of ship construction has continued to improve, new formats such as online ride-hailing, shared bicycles, and online freight platforms have developed rapidly and governance capabilities have been continuously enhanced. The reform of "decentralization, management and service" continued to deepen, key reform tasks in the fields of railways, airspace, oil and gas pipeline networks and other fields were solidly advanced, toll stations at expressways and provincial boundaries were completely abolished, and remarkable results were achieved in reducing costs and increasing efficiency in transportation and logistics. The construction of green transportation and safe transportation has been steadily advanced, new energy vehicles account for more than half of the global total, the carbon dioxide emission intensity of operating trucks and operating ships has decreased by about 1.75% and 69.0% respectively, the safety level of civil aviation and railway has maintained a leading position in the world, and the number of major accidents and deaths in road transport has decreased by about 0.5% and 0.5% respectively.

At the same time, the problem of unbalanced and insufficient comprehensive transportation development in China is still prominent. The layout of the comprehensive transportation network is not balanced, the structure is not reasonable, the connection is not smooth enough, and there are obvious shortcomings in the intercity and urban (suburban) railways in key urban agglomerations and metropolitan areas. The proportion of multimodal cargo transport and passenger intermodal transport is low, and the supply of customized, personalized and specialized transportation service products does not match the rapidly growing demand. The depth and breadth of application of intelligent transportation technology need to be expanded, and the independent innovation ability of some key core products and technologies is not strong. The transportation safety situation is still grim, and the industrial chain supply chain guarantee capacity is insufficient. The task of green and low-carbon development is arduous, and the promotion and application of clean energy still needs to be accelerated. The institutional mechanism of comprehensive transportation management needs to be improved, and the institutional obstacles restricting the free flow of factors still exist.

During the "14th Five-Year Plan" period, the situation facing China's comprehensive transportation development is more complex and changeable. Internationally, today's world is experiencing major changes unprecedented in a century, a new round of scientific and technological revolution and industrial transformation is developing in depth, the new crown pneumonia epidemic has impacted the global industrial chain supply chain and international logistics system, and economic globalization has encountered adverse currents. From a domestic point of view, China has embarked on a new journey of comprehensively building a modern socialist country, with profound changes in regional economic layout, land development and protection pattern, population structure distribution, consumer demand characteristics, factor supply mode, etc., putting forward new requirements for the development of a comprehensive transportation system, and the transportation industry has entered a critical period of improving the facility network and accurately making up

for shortcomings, promoting the opportunity period of integrated integration and improving service quality and efficiency, and deepening reform and innovation, and transforming the development mode. It is necessary to adapt to the requirements of land space development and protection, new-type urbanization construction, and comprehensive promotion of rural revitalization, optimize the development layout, strengthen the connection and integration, and improve the regional urban and rural comprehensive transportation network according to local conditions; It is necessary to adhere to innovation as the core, enhance development momentum, and promote new technology empowerment to improve the quality and efficiency of transportation development; It is necessary to enhance the resilience of the comprehensive transportation system, adjust the development model, run the concept of green development and low-carbon development requirements through the whole process of development, and improve its own operational safety level and ability to guarantee national strategic security; It is necessary to focus on satisfying the people's yearning for a better life and promoting common prosperity, transform the development path, promote equal emphasis on construction, management, maintenance and transportation, balanced coordination of facilities and services, and deep integration of transportation and economic and social development, so as to promote the high-quality development of transportation with all-round transformation.

Chapter II: General Requirements

Section 1: Guiding Ideology

Guided by Xi Jinping Thought on Socialism with Chinese Characteristics for a New Era, fully implement the spirit of the 19th Party Congress and the 19th Plenary Session, base on the new development stage, complete, accurate and comprehensive implementation of the new development concept, build a new development pattern, adhere to the people-centered development thinking, take promoting high-quality development as the theme, deepen supply-side structural reform as the main line, take reform and innovation as the fundamental driving force, meet the people's growing needs for a better life as the fundamental purpose, and accelerate the construction of a transportation power as the goal. Coordinate development and security, improve the network of facilities with optimized structure and integrated connection, expand diversified and high-quality service supply, cultivate innovation-driven, integrated and efficient development momentum, strengthen the development model of green, safe, open and cooperative, build a modern comprehensive transportation system, and provide strategic support for the comprehensive construction of a modern socialist country.

Section 2: Basic Principles

Serve the overall situation and be a good pioneer. Adhere to people's transportation for the people, give full play to the role of transportation as the pioneer of China's modernization, continuously enhance the ability to guarantee the overall economic and social development and major national strategies, effectively support and lead coordinated regional development, rural revitalization and new-type urbanization, and provide transportation services that can better meet the needs of the people.

System promotion, connection and integration. Adhere to the system concept, reasonably determine the scale, technical standards, and construction timing of the transportation infrastructure network, fill the gaps in the road network in the western region, optimize the network structure and function, scientifically and rationally tap the potential of existing facilities, accurately make up for the shortcomings of connectivity, improve the efficiency of transportation resource allocation, and promote the coordinated and integrated development of cross-field, cross-regional and cross-industry.

Innovation-driven, deepening reform. Focus on the in-depth empowerment and application of new technologies, improve the level of digital and intelligent development of transportation, break down the institutional obstacles that restrict the high-quality development of transportation, promote unified, open and orderly competition in the transportation market, and promote transportation to improve efficiency, expand functions and increase kinetic energy.

Green transformation, safe development. Implement the requirements of carbon peaking and carbon neutrality goals, implement the overall national security concept, strengthen the conservation and intensive utilization of resource factors, promote the green and low-carbon transformation of transportation, strengthen operational safety and

emergency response capacity building, improve the level of international connectivity and transportation security, and ensure the security of the industrial chain and supply chain.

Section 3 Development Goals

By 2025, comprehensive transportation will basically achieve integrated and integrated development, make substantial breakthroughs in intelligence and greening, significantly improve comprehensive capabilities, service quality, operational efficiency and overall benefits, and move towards a world-class level in transportation development.

The network of facilities is improved. The utilization rate of the main skeleton capacity of the national comprehensive three-dimensional transportation network has been significantly improved. With the main channel of the "eight vertical and eight horizontal" high-speed railway as the main skeleton, the high-speed railway regional connection line, supplemented by the intercity railway that takes into account the functions of the trunk line, the high-speed railway network with a speed standard of 250 kilometers per hour and above is mainly used to cover more than 50% of cities with a population of more than 95,7, and the bottleneck section of the general speed railway is basically eliminated. The main lines of the national highway network, consisting of 11 capital radial lines, 18 north-south vertical lines, 1 east-west horizontal lines, as well as regional ring lines, parallel lines and liaison lines, have been basically connected, and the quality of ordinary highways has been further improved. A modern airport system with perfect layout and complete functions has basically taken shape. The level of specialization and modernization of ports and terminals has been significantly improved, and important progress has been made in the construction of high-grade inland waterway networks. The efficiency of the transfer and reconfiguration of the comprehensive transportation hub has been further improved. The integrated transportation network of key urban agglomerations and the one-hour commuting network of metropolitan areas have been accelerated, and the national highways along the border are basically connected.

Transportation services are more efficient. The quality of transportation services has been steadily improved, passenger "one-stop" and freight "one-single" services have become more popular, customized, personalized and specialized transportation service products have become more abundant, urban traffic congestion and "parking difficulties" problems have been continuously alleviated, transportation services in rural and border areas have been more guaranteed, and qualified villages have achieved full coverage of express delivery services. The global international transport service network has been further improved, and the development quality of China-Europe trains has steadily improved.

The technology and equipment are more advanced. The fifth-generation mobile communication (5G), Internet of Things, big data, cloud computing, artificial intelligence and other technologies are deeply integrated with transportation, and important progress has been made in the construction of new infrastructure in the transportation field, the digitization rate of transportation infrastructure has been significantly improved, and substantial breakthroughs have been made in data openness and sharing and platform integration and optimization. The promotion and application of independent advanced technology and equipment has been accelerated, and the Beidou system has fully covered key areas of transportation, and the standardization rate of transportation equipment has been greatly improved.

More reliable security. The transportation facilities are durable and reliable, the operation is safe and controllable, the preventive measures are in place, and the integrity rate of safety facilities continues to improve. The cross-departmental and cross-field safety risk prevention and control system and emergency rescue system have been further improved, and the incidence of serious and extraordinarily serious accidents has been further reduced. The transportation safety of major channels and the transportation of food, energy, ore and other materials are more secure, and the security guarantee capability of the international logistics supply chain continues to improve.

The development model is more sustainable. Green production and lifestyle in the field of transportation have gradually taken shape, the proportion of railway and water transport undertaking bulk cargo and medium and long-distance cargo transportation has steadily increased, the proportion of green travel has increased significantly, clean and low-carbon means of transportation have been widely used, energy consumption per unit turnover has been significantly reduced, the proportion of green construction of transportation infrastructure has increased significantly, the utilization efficiency of resource factors has continued to increase, and carbon emission intensity has steadily decreased.

Governance capacity is more complete. Laws, regulations, standards and norms in the fields of integrated development of various modes of transportation, investment and financing of transportation infrastructure, management, operation and

maintenance have been further improved, the degree of integrated development of comprehensive transportation has been continuously improved, market-oriented reform has continued to deepen, diversified investment and financing systems have been more sound, and new credit-based regulatory mechanisms have been accelerated.

Looking forward to 2035, the modern and high-quality national comprehensive three-dimensional transportation network that is convenient and smooth, cost-effective, safe and reliable, green intensive, intelligent and advanced will be basically completed, and the “national 123 travel traffic circle” (1-hour commuting in urban areas, 2-hour commuting in urban agglomerations, and 3-hour coverage in major cities in China) and “global 123 fast cargo flow circle” (1-day delivery of express goods in China, 2-day delivery in neighboring countries, and 3-day delivery in major cities around the world) will be basically formed, basically building a transportation power.

Box 1 Main indicators of comprehensive transportation development during the <>th Five-Year Plan period				
category	Indicators	In 2020	2025 (<>).	Propert ies
Facility network	1. Railway operating mileage (<>, <> km)	14.6	16.5	Anticipa tion
	Among them: high-speed rail operating mileage	3.8	5	Anticipa tion
	2. Highway mileage (<>, <> km)	519.8	550	Anticipa tion
	Among them: highway completion mileage	16.1	19	Anticipa tion
	3. Mileage of inland high-grade waterways (<>, <> km)	1.61	1.85	Anticipa tion
	4. Number of civil transport airports	241	>270	Anticipa tion
	5. Urban rail transit (<>) operating mileage (km).	6600	10000	Anticipa tion
Convergen ce	6. Railway entry rate of important port areas in coastal ports (%)	59.5	>70	Anticipa tion
	7. Hub airport rail transit access rate (<>) (%)	68	80	Anticipa tion
	8. Average annual growth rate of container iron-water combined transport volume (%)	—	15	Anticipa tion
	9. Express delivery service accessibility rate in formed villages (%)	50	>90	Anticipa tion
Smart green	10. Key areas (<>) Beidou system application rate (%)	≥60	>95	Anticipa tion
	11. Proportion of urban new energy public transport vehicles (<>) (%)	66.2	72	Anticipa tion
	12. Transportation CO<> emission intensity (<>) reduction rate (%)	—	(5)	Anticipa tion
Safe and secure	13. Reduction rate of <>, <> vehicle fatalities in road transport	—	(12)	Binding

	accidents of larger and above grades (%)			
	14. Major accident rate of civil aviation transport flight million hours and above (times/million hours)	0	(<0.11)	Binding
	15. Death rate per billion tonne-kilometers in railway traffic accidents (people/billion ton-kilometers)	0.17	<0.3	Binding

Note: (5) [] is a <-year cumulative number. (<) Refers to the large and medium-volume urban rail transit projects included in the urban rail transit construction plan approved by the state. (<) Refers to the proportion of airports connected to rail transit in international hub airports and regional hub airports. (<) Refers to key operating vehicles, postal express self-owned trunk line transport vehicles, passenger ships and dangerous goods ships that should be equipped with shipboard equipment with satellite positioning functions. (<) Refers to the proportion of new energy public transport vehicles in all ground public transport vehicles. (<) Refers to carbon dioxide emissions calculated per unit of transport turnover.

Chapter III: Building a High-Quality Comprehensive Three-Dimensional Transportation Network

According to the main skeleton layout of the national comprehensive three-dimensional transportation network “6 axes, 7 corridors and 8 channels”, build and improve the comprehensive transportation network with the “ten vertical and ten horizontal” comprehensive transportation channel as the backbone, the comprehensive transportation hub as the fulcrum, and the multi-level network of the rapid network, trunk line network and basic network as the support, accelerate the improvement of the quality and efficiency of the existing network, focus on the central and western regions to accurately make up for the shortcomings of the network, steadily improve the depth of access, smooth the network microcirculation, and outline the “traffic brush stroke” of beautiful China.

Section 1: Improve the comprehensive transportation channel

Optimize the layout of integrated transportation corridors. Build a comprehensive, three-dimensional, large-capacity and rapid traffic main axis, build a multi-mode, multi-channel and convenient transportation corridor, and strengthen the coordination and connection between the main axis and the corridor. Improve the functions of Beijing-Shanghai, Shanghai-Kunming, Guangzhou-Kunming, and land bridges, as well as passages from Beijing to Hong Kong, Macao and Taiwan, Heihe to Hong Kong and Macao, Ejina to Guangzhou, Qingdao to Lhasa, and Xiamen to Kashgar, promote the construction of sections to be penetrated and the expansion and transformation of bottleneck sections, and smooth the passage between coastal and inland areas. Promote the optimal allocation and organic connection of resources of various modes of transportation in the channel.

Strengthen the construction of strategic backbone channels. Promote the construction of passages from Xinjiang to Tibet, expand the traffic capacity of the four main internal corridors of Ganxin, Qingxin, Qinghai-Tibet and Sichuan-Tibet, steadily advance the construction of the Sichuan-Tibet Railway, accelerate the preliminary work of the Hetian-Shigatse section of the New Tibet Railway, start the construction of key sections in a timely manner, orderly advance the preliminary work of the Yunnan-Tibet Railway, closely optimize the layout of the air route network, and build a multi-directional channel layout. Smooth the channels along the river, accelerate the construction of high-speed railways along the river, and optimize the function of the comprehensive transportation channel along the river with high-grade waterways, trunk railways and expressways as the backbone. Upgrade coastal corridors, improve railway channel capacity, promote the expansion and reconstruction of busy sections of expressways, improve the overall efficiency of port waterways, and build large-capacity and high-quality transportation corridors. Through the border passages, upgrade and transform ordinary national and provincial trunk lines, promote the construction of railways along the border in key directions, and improve the level of security. Build a new land-sea channel in the west, give play to the backbone role of railways in land transportation and the gateway role of ports in maritime transportation, strengthen the eastern, central and western channels, form a large-capacity main channel, and connect international transportation channels.

Box 2 Strategic backbone channel construction project
<p>1 Passage out of Xinjiang Build railways from Hotan to Ruoqiang, Yining to Aksu, Ruoqiang to Lop Nur, Jinghe to Alashankou and other railways, and implement the expansion and transformation of the Jinghe through Yining to Khorgos railway. The section from Balikun to Mulei of the Beijing-Xin Expressway was completed, and the construction and reconstruction of the section of National Highway 315 Yitunbulak-Ruoqiang-Minfeng was completed.</p> <p>2 Access to Tibet We will build the Ya'an-Nyingchi section of the Sichuan-Tibet Railway, promote the electrification of the Golmud-Lhasa section of the Qinghai-Tibet Railway, and the preliminary work of the Shigatse-Jilong Railway, and start the construction of key sections of the New Tibet Railway in a timely manner. The Nagqu-Lhasa section of the Beijing-Tibet Expressway and the Lhasa-Shigatse Airport section of the Yaye Expressway were completed, and the 318 Sichuan-Tibet Highway and the Tibet Section of the Yunnan-Tibet New Passage (Bingchacha) were improved , promote national highwaysThe construction of the 219-meter Lin to Meto section was carried out, and the Sichuan-Tibet Railway supporting highway project was implemented.</p> <p>3 Passage along the river Construction of high-speed railway along the river from Chongqing to Shanghai. Implement the project of upgrading the waterway of the middle and upper reaches of the Yangtze River, systematically relieve the bottleneck constraints of the Three Gorges hub, promote the construction of the Three Gorges dam overturning and transshipment facilities and the Jinsha River dam overturning transfer facilities, and deepen the preliminary demonstration of the new Three Gorges water transport channel. Promote the expansion and reconstruction of expressways such as Ningwu Expressway, Shanghai-Chongqing Expressway Wuhan-Huangshi section, Yuyi Expressway Changshou to Liangping section, Xiamen Expressway and Yinkun Expressway Chengdu-Chongqing section.</p> <p>4 Coastal access Construction of Shanghai-Hepu coastal high-speed railway via Ningbo. Promote the reconstruction of coastal national highway 228 according to the standards of grade II and above, and promote the expansion and transformation of the Huocun to Longshan section of the Shenhai Expressway and the section from Fuding to Zhao'an.</p> <p>5 Channel along the edges Orderly promote the construction of railways from Jiuquan to Ejina, and carry out preliminary work on railways from Bomi to Ranwu. Promote the construction and reconstruction of the 219 national highway and national highway 331 along the border and the low-grade road sections, and achieve more than 85% of them reaching the standard of grade 6 and above.</p> <p>◇ New land-sea passage in the west Railways such as the Yellow Barrel to Baise, the second line of Qiangui and the second line of Nanfang were built, and the capacity expansion and transformation of the Longchang-Xuyong section of the Longhuang Railway was implemented. Promote the construction of sections of national expressways such as the Guanyang to Pingle section of the Hubei Expressway. Study the construction of the Pinglu Canal. Promote the construction of Guangxi Beibu Gulf International Gateway Port and Yangpu Regional International Container Hub Port.</p>

Section 2: Building a multi-level integrated comprehensive transportation hub

Build a comprehensive transportation hub cluster. Build international comprehensive transportation hub clusters such as the Beijing–Tianjin–Hebei region, the Yangtze River Delta, the Guangdong–Hong Kong–Macao Greater Bay Area, and the Chengdu–Chongqing Twin Cities Economic Circle, and improve the level of global connectivity and radiation energy levels. Cultivate a number of comprehensive transportation hub clusters that radiate areas and connect the whole country, rationally organize cluster service networks, and improve the coordination efficiency of hub cities within the clusters.

Optimize the urban functions of integrated transportation hubs. Improve the global connectivity level and resource allocation capacity of international comprehensive transportation hubs, and enhance the function of international gateways of some hubs. Optimize the passenger and cargo transfer facilities, collection and distribution network and rapid connection system between passenger terminals and stations at national comprehensive transportation hubs. Enhance the connection and transshipment capacity of regional comprehensive transportation hubs and develop port hubs. Strengthen functional complementarity, facility connectivity and operation coordination between integrated transportation hub cities at different levels.

Improve the integrated passenger transport hub system. Optimize the layout of passenger terminals and urban public transportation hubs, encourage the deployment of the same station, and strengthen the effective connection with the urban transportation system. For comprehensive passenger transport hubs with large potential demand for transfers, land and space for connecting passages should be reserved. Promote the layout of three-dimensional transfer facilities in new comprehensive passenger transport hubs, encourage transfer on the same platform, implement the convenient transformation of existing hub transfer facilities, and promote convenient transfer between major modes of transportation. Integrate the information resources of different modes of transportation connected to the integrated passenger transport hub, and strengthen the docking of data, time, capacity, etc. Promote the integration of comprehensive passenger transport hubs and stations, explore the establishment of a benefit-sharing mechanism for hub development, promote unified planning and comprehensive development of hubs and surrounding areas, and strengthen development timing coordination and service function sharing.

Construction of an integrated freight hub system. Priority is given to the use of existing logistics parks and freight terminals and other facilities, planning and building a comprehensive freight hub with efficient integration of multiple modes of transportation, and guiding the centralized layout of functional facilities such as cold chain logistics, postal express, distribution and distribution. Improve the railway and highway networks of freight hubs, accelerate the construction of multimodal transport facilities, and promote the expansion and transformation of port reloading and transshipment facilities. Implement the postal express hub capacity improvement project, strengthen the construction of facilities such as universal postal services and express delivery processing centers, and strengthen coordination with railways, highways, civil aviation and other hubs. Promote the construction of about 120 national logistics hubs.

Box 3 Key projects for the construction of comprehensive transportation hubs
Improve the global radiation level of Beijing, Tianjin, Shanghai, Guangzhou, Shenzhen, Chengdu, Chongqing and other hub cities. Relying on hub airports such as Shanghai Pudong, Tianjin Binhai, Guangzhou Baiyun and Chengdu Tianfu, as well as railway passenger stations such as Shenzhen Xili and Chongqing East Railway Station, build a number of comprehensive passenger transport hub stations, promote direct connection between comprehensive passenger transport hub stations, implement railway hub optimization projects such as Beijing, Shanghai, Guangzhou and Chongqing, upgrade the energy level of Shanghai International Shipping Center, build Tianjin International Shipping Center, build Guangzhou Eastern Public Railway Intermodal Transport Hub, Chongqing Dry Port Logistics Hub and other comprehensive freight hub stations. Enhance the role of Nanjing, Hangzhou, Shenyang, Dalian, Harbin, Qingdao, Xiamen, Zhengzhou, Wuhan, Haikou, Kunming, Xi'an, Urumqi, Ningbo and other hub cities as international gateways. Improve the planning of Hangzhou, Ningbo, Xiamen, Zhengzhou

and Wuhan hubs, build comprehensive passenger transport hubs such as Nanjing Lukou, Hangzhou Xiaoshan, Xiamen Xiang'an, Kunming Changshui, Xi'an Xianyang, Wuhan West Railway Station, Ningbo West Railway Station and Haikou New Port, and build Dalian and Xiamen International Shipping Centers and Ningbo Zhoushan National Bulk Commodity Storage and Transportation Base.

Improve the national agglomeration and radiation function of Shijiazhuang, Taiyuan, Hefei, Jinan, Changsha, Nanning, Lanzhou and other hub cities. Optimize the layout of major hub stations and collection and distribution facilities, and build a number of comprehensive transportation hub stations around hub airports such as Jinan Yaoqiang, Changsha Huanghua, Nanchang Changbei, Lanzhou Zhongchuan and railway hub stations such as Xiong'an Station.

Section 3: Optimizing the Comprehensive Three-Dimensional Transportation Network

Build a rapid network with high-speed railways, national expressways, civil aviation, etc. as the main body, improve the trunk line network with general speed railways, ordinary national and provincial highways, port waterways, etc. as the main body, and improve the basic network support capacity.

Build a modern railway network. Adhere to the equal emphasis on passengers and cargo, new construction and reconstruction, and the coordinated development of high-speed and general speed, accelerate the construction of general speed railway and the expansion and transformation of existing railways, focus on eliminating trunk line bottlenecks, promote the strengthening of existing railway capacity stretching capacity sections, and accelerate the improvement of the coverage level of the railway network in the central and western regions. Strengthen the construction of development railways and feeder railways in resource-rich areas and areas with relatively dense populations and poverty alleviation areas. Promote the construction of the main channel of high-speed railway, improve the transportation capacity of important passages along the river, coast, Hunan, Beijing-Kunming and other important passages and auxiliary channels of the Beijing-Shanghai high-speed railway, and build regional connecting lines in an orderly manner. Comprehensively use new technologies and means to reform and innovate the operation and management mode and improve the overall operation efficiency of the railway network. Comprehensively consider transportation needs and benefits, rationally plan and construct railway projects, and strictly control the construction of parallel lines of high-speed railways.

Box 4 Key projects for railway network construction
<p>1 General speed railway We will build general speed railways from Liuzhou to Guangzhou, Ruijin to Meizhou, Wenzhou to Ji'an via Wuyishan, Dingxi to Qingyang via Pingliang, Taizicheng to Xilinhot, Xiantao to Jianli via Honghu, Taiyuan to Heshun, Dali to Panzhihua, and Wubei to Zhundong, and coordinate the construction of the eastern and northern ring railways in the capital area. Promote the expansion and transformation of railways from Fufu to Jiagedaqi, Nanjing to Wuhu, Yaqueling to Yichang, Tianjin to Jixian, Wang Qing to Tumen, and Zhongwei to Pingliang.</p> <p>2 High-speed rail Construction of Beijing via Xiong'an New Area to Shangqiu, Baotou to Yinchuan, Xiangyang to Changde, Tianjin to Xinyi, Xi'an to Chongqing, Xi'an to Shiyan, Changsha to Ganzhou, Xiong'an New Area to Xinzhou, Taiyuan to Suide, Yan'an via Yulin to Ordos, Changchun via Liaoyuan to Tonghua, Dunhua to Mudanjiang, Harbin to Tieli, Shanghai to Hangzhou via Zhapu, Ningbo via Taizhou via Wenzhou to Fuzhou, Jiaozuo via Luoyang to Pingdingshan, Fuyang to Huanggang, Yiyang to Loudi, High-speed railways from Tongren to Jishou, Shaoyang to Yongzhou, Nanchang to Jiujiang, Zhanjiang to Hai'an, etc.</p>

Improve the structural functions of the highway network. Improve the quality of the national expressway network, implement the expansion and reconstruction of busy and congested sections of the main lines of national expressways, such as

Beijing-Shanghai, Beijing-Hong Kong-Macao, Beijing-Kunming, Changshen, Shanghai-Kunming, Lianhuo, Baomao, Fuyin, Quannan and Guangkun, and accelerate the construction of parallel lines, liaison lines and sections to be connected. Reasonably guide the orderly development of local expressways. Accelerate the upgrading of low-grade sections of ordinary national and provincial highways, increase the proportion of ordinary national highways of grade II and above in the western region to 70%, achieve effective coverage of important ports, hubs, industrial parks, and tourist attractions, and strengthen the allocation of safety facilities. Improve the high-quality development system of “four good rural roads”, carry out in-depth demonstration and creation, realize that the proportion of townships and towns with roads of level three or above reaches about 85%, promote the access of hardened roads to natural villages (groups) with large population scale, promote the construction of two-lane highways in formed villages and the widening and transformation of rural overly narrow roads in accordance with local conditions, and strengthen the connection between rural roads and trunk highways and main roads in villages. Promote the construction of convenience facilities such as the Ferry Reform Bridge.

Box 5 Key projects for highway network construction
1 Construction of the road section to be penetrated Promote the construction of external expressways in Xiong'an New Area such as Jingxiong, as well as the section from Hongshan to Cili of the Hubei Expressway, the Anhui section of the Dezhou-Shangrao Expressway, the Huangshan to Qiandao Lake section of the Liyang-Ningde Expressway, the Wuwei-Yuexi section of the Shanghai-Wuhan Expressway, the Baiyin Chagan to Ulanhot section of the Jining-Arongqi Expressway, and the Hangzhou-Ningbo Branch of the Hangzhou Bay Area Ring Expressway.
2 Upgrade and reconstruction of bottleneck road sections Promote the section from Suizhong (Hebei Liaojie) to Panjin section of Beijing-Harbin Expressway, Shixian to Hebei-Jin section of Qinglan Expressway, Zhonghe to Maoci section of Lianhuo Expressway, Changfu to Jinyushi section of Shanghai-Kunming Expressway, Weihai to Yantai section of Rongwu Expressway, Jinan to Heze section of Jiguang Expressway, and Yizhang (Xiangyue boundary) of Beijing-Hong Kong-Macao Expressway) section and other busy sections of expressways to expand and renovate. Promote the upgrading and reconstruction of the section from Baiyun Obo to Guyang of National Highway 210, the section from Altay to Burzin on National Highway 217, the section from Guide to Dawu on National Highway 227, and the section from Judian to Weixi on National Highway 353, as well as the relocation of the section of the national and provincial trunk lines through the urban area.

Optimize the network of unimpeded water transport facilities. Build a world-class port cluster in the Beijing-Tianjin-Hebei region, the Yangtze River Delta, and the Guangdong-Hong Kong-Macao Greater Bay Area, support Shandong in building a world-class marine port, promote the integrated development of coastal ports in Northeast China, optimize the layout of port functions, and promote resource integration and sharing. Orderly promote the construction of specialized wharves and entry and exit channels and other public facilities in coastal ports. Appropriately ahead of schedule the construction of facilities for the reception, unloading, storage and transit of grain, energy and mineral resources, and promote the planning and construction of liquefied natural gas terminals along the coastal rivers. Improve the level of specialization and scale of inland ports, and rationally and centrally layout specialized terminals such as containers, coal, iron ore, and commercial automobiles. Strengthen the expansion and upgrading of high-grade inland waterways and the construction of unimpeded access, improve the high-grade inland waterway networks of the Yangtze River, Pearl River, Beijing-Hangzhou Canal and Huaihe River systems, further improve the ability of the high-grade waterway network in the Pearl River Delta to go to sea, and comprehensively strengthen the construction of the high-grade waterway network in the Yangtze River Delta and the Pearl River-Xijiang River that does not meet the standards. Promote the construction of important tributary waterways, waterways in Kuhu District, inland tourist waterways, and convenience wharves.

<p>Box 6 Key projects for the construction of water transport facilities network</p>
<p>1 Coastal port and shipping facilities Promote container terminal projects such as Tianjin North and East Xinjiang, Qingdao Dongjiakou, Nantong Tongzhou Bay, Shanghai Yangshan, Xiamen Xiang'an, Shenzhen Yantian, Guangzhou Nansha, Shantou Guangao, Zhanjiang Baoman, Yangpu Xiaoshotan, Qinzhou Dalanping and other container terminal projects. Promote ore terminal projects such as Tangshan Jingtang District, Huanghua Bulk Port Area, Rizhao Lanshan, Lianyungang Lianyun, Ningbo Zhoushan Qushan, Fangchenggang Qisha and other ore terminals. Promote the crude oil terminal projects of Yingkou Xianrendao, Huanghua Bulk Port Area, Yantai West Port Area, Qingdao Dongjiakou, Lianyungang Xuwei, Ningbo Zhoushan Jintang, Xiamen Gulei and other crude oil terminals. Accelerate the comprehensive development of the north side of Xiaoyangshan. Promote the expansion of coal transportation capacity in Caofeidian Port Area and the transformation and upgrading project of Rizhao Port. Promote the construction of waterways of 20,2 tons and above, including Jinzhou Port, Tangshan Jingtang Port, Caofeidian Port, Rizhao Lanshan, Lianyungang Port, Ningbo Zhoushan Tiaobao Gate, Shenzhen Port West, Guangzhou Port, Yangpu Port, Beibu Gulf Fangcheng Port and Qinzhou.</p> <p>12 Inland port and shipping facilities Actively promote the improvement of the channel from Fuling to Fengdu, study and promote the improvement of the waterway of the Yibin to Chongqing section and the Yichang-Wuhan section of the Yangtze River trunk line, accelerate the treatment of the key section of the Anqing-Nanjing section, further improve the conditions of the 5 3000-meter deep-water channel below Nanjing, accelerate the improvement of the conditions of the Beigang waterway at the mouth of the Yangtze River, and study and promote the second phase of the channel improvement project of the south channel of the Yangtze River estuary, Promote the project of direct waterways connecting rivers and seas such as the eastern extension of the Dalu Line. Promote the improvement of the <>,<>-ton channel of the Xijiang Shipping Trunk Line and the expansion of the lock. Carry out the improvement of the channel in the eastern section of the Beijing-Hangzhou Canal, promote the expansion project of the lock and channel in the northern section of Jiangsu, promote the improvement project of the Hangzhou-Ningbo Canal and the shipping development project of the Changshan River. Promote the construction of the shipping project leading to the river and the Huaihe River, carry out the improvement of the Huaihe trunk line and the Shaying River channel, the reconstruction and expansion of the locks, and promote the Huaihe River channel project. Promote the construction of navigation facilities at hubs such as Youjiang Baise and Hongshuihe Longtan. Promote the navigation of suitable sections of the Yellow River north of the Beijing-Hangzhou Canal. Carry out preliminary research and demonstration of the Xianggui-Gan-Guangdong Canal.</p>

Expand network coverage. Promote the coordinated development of regional airport clusters and build world-class airport clusters such as Beijing-Tianjin-Hebei, Yangtze River Delta, Guangdong-Hong Kong-Macao Greater Bay Area, and Chengdu-Chongqing. The reconstruction and expansion project of the hub airport with limited capacity will be launched in a timely manner to strengthen the comprehensive support capacity of the hub airport. Rationally encrypt the layout of airports, steadily build regional airports and professional cargo hub airports, and improve the comprehensive airport cargo capacity and utilization rate. Orderly promote the planning and construction of general airports, build a regional short-distance transportation network, and explore the integrated development of general aviation with low-altitude tourism, emergency rescue, medical rescue, and police aviation. Optimize the route network, strengthen the

construction of military and civilian aviation control infrastructure, and promote the application of new air traffic control technologies.

Box 7 Key projects of civil transport airport construction
Implement the reconstruction and expansion projects of international hub airports such as Guangzhou, Shenzhen, Kunming, Xi'an, Chongqing, Urumqi and Harbin, and regional hub airports such as Taiyuan, Shenyang, Fuzhou, Hangzhou, Ningbo, Hefei, Jinan, Wuhan, Changsha, Nanchang, Nanning, Lhasa, Lanzhou, Yinchuan and Xining, and build new airports in Hohhot, Xiamen, Dalian and Sanya. Ezhou professional cargo airport was built to improve the international air cargo capacity of airports such as Tianjin and Zhengzhou. Build regional airports such as Jiaxing, Ruijin, Chenzhou, Xiangxi, Lishui, Shaoguan, Langzhong, Weining, Xingtai, Shuozhou, Anyang, Bozhou, Leshan, Fugu, Qianbei (Dejiang), Panzhou, Aral and Hejing.

Strengthen the efficient interconnection of oil and gas pipeline networks. Improve the four major oil and gas import channels in the northeast, northwest, southwest and offshore. Accelerate the construction of trunk natural gas pipelines across the country, improve the layout of crude oil and refined oil pipeline networks, and promote the management of hidden dangers of old pipelines in the northeast, northwest and southwest. Promote the interconnection of oil and gas pipeline networks and the construction of branch pipelines, expand the coverage of natural gas pipelines in cities and counties, and radiate to towns and villages along the route that meet the conditions.

Section 4: Strengthen integration and connection

Accelerate the solution of bottlenecks that restrict people's beautiful travel and efficient circulation of goods, and strengthen the organic connection of comprehensive transportation networks. Open up the interprovincial sections of highways to be penetrated, strengthen the effective connection between trunk highways and urban roads, and promote the upgrading of trunk highway transit sections and bottleneck sections in and out of urban areas in dense urban areas. Strengthen the efficient connection between the hub airport and rail transit to make the transfer more convenient. Strengthen the construction of collection and distribution facilities such as port entry areas, entry parks, factory entry areas, and large-scale agricultural product bases, and accelerate the promotion of railway entry into key port areas, large industrial and mining enterprises, logistics parks, and key material reserves. Comprehensively consider the efficient utilization of resources, ecological environmental protection and flood control and shipping safety, and orderly build cross-river and cross-sea channels for sharing channel resources in various modes of transportation. Promote rail transit interconnection between large integrated passenger transport hubs in megacities. Accelerate the interconnection of closely connected, integrated freight hubs via tie lines or dedicated lanes.

Box 8 Key projects connecting integrated transportation networks
1 Port and airport collection and distribution project Improve the collection and distribution system of Shanghai Port, Tangshan Port, Tianjin Port, Ningbo Zhoushan Port, Qingdao Port, Shenzhen Port, Fuzhou Port, Beibu Gulf Port and other ports. Promote the access of Hangzhou Xiaoshan Airport, Xiamen Xiang'an Airport, Changsha Huanghua Airport and Kunming Changshui Airport to rail transit.
2 Unimpeded inter-provincial road section to be penetrated Orderly implementation of the Hebei section of the Keshketeng to Chengde Liaison Line of the Danxi Expressway, the Benxi to Huanren (Liaojijie) section of the Benxi-Ji'an Expressway, and the Lingyuan (Mengliaojie) section of the Chifeng-Suizhong ExpresswayInterprovincial expressways such as the Suizhong section, the Ankang-Laifeng Expressway, the Yuejie-Jianshi section, and the Duyun-Shangri-La Expressway Xichang to Shangri-La section.
3 Transportation connection and renovation project inside and outside the city Promote National

Highway 104, National Highway 107, National Route 205, National Highway 207, National Highway 210, National Highway 220, National Highway 228, National Highway 233, National Highway 309, National Highway 310, National Highway 312, National Highway 319, National Highway 320, National Highway 329, National Highway 343, National Highway 347 and other urban transit sections upgraded.

4 Key projects for crossing rivers and seas Cross-sea channels such as Shenzhong and Huangmaohai have been built. Fuling Jiangbei, Wujiagang to Dianjunshan, Fangyang to Guichi, Jingjiang to Jiangyin, Chongming to Taicang and other dual-use river crossings and Longxu railway reconstruction bridge will be built. Promote the construction of cross-sea bridges such as the Longmen Bridge in Qinzhou City and the Dafeng River Bridge from Qinzhou to Beihai. The construction of the Shiziyang and Lianhuashan passages at the mouth of the Pearl River will be launched in a timely manner. Planning and study of the Shanghai-Ningbo Channel.

Section 5: Strengthening infrastructure conservation

Promote the implementation of full-life cycle maintenance, strengthen normalized preventive maintenance, scientifically implement maintenance operations, strengthen quality inspection and assessment of maintenance projects, strengthen maintenance management supervision and assessment, and improve the service life of infrastructure. Strengthen the maintenance and management of public facilities such as bridges and tunnels, navigable buildings, port anchorages, runway aprons, etc. Intensify the popularization of new conservation technologies, build a long-term performance scientific observation network for transportation infrastructure, encourage automated and information-based inspections, improve the level of scientific decision-making on management and maintenance, and promote mechanization and standardization of maintenance. Strengthen the integrated management of comprehensive railway maintenance and maintenance. Develop and standardize the highway maintenance market, and gradually increase the purchase of maintenance services from the society. Deepen the reform of the rural highway management and maintenance system, and fully implement the rural highway chief system. Improve the responsibility system and working mechanism for bridge maintenance management. Improve the regular maintenance mechanism of waterways, and promote the construction of waterway maintenance bases and supporting facilities and equipment.

Chapter IV: Consolidating the Foundation Support for the Coordinated Development of Urban and Rural Areas

Give full play to the supporting and leading role of transportation in the development and protection of land and space, and enhance the service guarantee capacity for the implementation of major regional strategies, the promotion of coordinated regional development, and the comprehensive promotion of rural revitalization.

Section 1: Major regional strategies for effectively serving the region

Build a multi-node, grid-like and full-coverage Beijing-Tianjin-Hebei integrated comprehensive transportation network, basically build the Beijing-Tianjin-Hebei region on the track, build the external transportation network of Xiong'an New Area with high standards and high quality, strengthen the interconnection of transportation infrastructure between Beijing's sub-center and the central urban area and Langfang North County, and strengthen the traffic guarantee for the Beijing Winter Olympics and Winter Paralympics. Relying on the golden waterway of the Yangtze River, the overall design promotes the construction of a comprehensive transportation system in the Yangtze River Economic Belt, strengthens the high-speed railway and railway freight capacity along the river, makes every effort to open up the inter-provincial sections of highways to be penetrated, and improves the development level of river-sea combined transportation and iron-water combined transportation. Promote infrastructure connectivity in the Guangdong-Hong Kong-Macao Greater Bay Area, optimize the allocation of shipping and aviation resources, strengthen the transport links between Hong Kong and Macao and the Mainland, and support Hong Kong in enhancing its status as an international shipping and international aviation hub. Promote the integrated development of transportation of higher quality in the Yangtze River Delta region, accelerate the efficient connection and organic integration of external

transportation, intercity transportation and metropolitan transportation, coordinate to promote the integrated development of port, shipping and maritime affairs, promote Shanghai, Jiangsu Province, Zhejiang Province and Anhui Province to jointly build a shipping hub that radiates to the world, accelerate the improvement of the function of Jiangsu Tongzhou Bay River-Sea Linkage Demonstration Zone, and build a new outlet for container transportation on the Yangtze River. Build a modern comprehensive transportation system with smooth access within Hainan Island, land island connectivity and global access, build a modern comprehensive transportation hub, and steadily promote the construction of a free trade port. Build a green, safe, convenient and comprehensive transportation network in the Yellow River Basin, and strengthen the construction of cross-regional corridors.

Section 2: Support and lead coordinated regional development

Make up for the shortcomings of the transportation infrastructure network in the western region, improve the coverage of trunk railways, the smoothness of trunk highways and the equalization level of rural roads, build a one-hour transportation network in the Chongqing Twin Cities Economic Circle, and smooth the multi-directional comprehensive transportation channel from Sichuan to Chongqing. Improve the overall efficiency of the transportation infrastructure network in Northeast China, further smooth external channels, and promote the integrated opening of coastal inland borders. Promote the construction of inland opening corridors in the central region, enhance the function of connecting the east to the west and connecting the south to the north, and further consolidate and enhance the status of a comprehensive transportation hub. Build a modern comprehensive transportation system in the eastern region, accelerate the construction of a regional integrated transportation network, improve the capacity of key transportation channels and the radiation level of comprehensive transportation hubs, and realize the optimization and upgrading of transportation. Improve the external channel capacity of underdeveloped areas, old revolutionary areas and border areas, expand the depth of network access, make up for the shortcomings of infrastructure in ecologically degraded areas, and strengthen the construction of transportation infrastructure to ensure the transformation and development of resource-based areas and the industrial transformation and upgrading of old industrial bases.

Section 3: Consolidate the foundation of rural revitalization and transportation

Coordinate the needs of new-type urbanization and rural revitalization and development, and gradually improve the level of urban and rural transportation integration. Consolidate and expand the achievements of hardened roads through qualified townships and organized villages, promote more transportation construction projects into villages and households, and encourage the integrated development of rural roads with industrial parks, tourist scenic spots, and key villages for rural tourism. Promote the integrated development of rural passengers, cargo and mail, continue to promote the construction of township transportation service stations, integrate transportation, postal, express delivery, supply and marketing, e-commerce and other resources, and build a new model of rural transportation development with intensive functions, convenience and efficiency. Consolidate the achievements of connecting buses to organized villages, improve the safety and service level of rural passenger transport operations, strengthen the supervision of rural passenger transport safety, and promote the construction of a long-term and stable development mechanism for rural passenger transport. Promote the integration of rural logistics into the modern circulation system, accelerate the integration of the county rural e-commerce system and express logistics distribution system, build convenient and efficient two-way channels for industrial products to go to the countryside and agricultural products to the village, and build a rural logistics service brand.

Section 4: Strengthen the construction of border transportation facilities

Serve the construction of the system of border towns, focus on highways and airports, vigorously improve the transportation conditions in border areas, and enhance the population agglomeration capacity of border towns. Make overall plans to promote the construction of national and provincial trunk highways and rural highways in border areas, comprehensively improve the main skeleton of national trunk highways, promote the construction of parallel lines along border highways and the upgrading and transformation of low-grade highways, accelerate the construction of border highways, and form a network of border highways with clear levels and reasonable structure as soon as possible. Steadily promote the construction of airports in border areas, build a multi-level aviation network, and expand the

coverage of air transport services. Strengthen the capacity of railway passages behind ports such as Tongjiang, Erlianhot, Alashankou, Khorgos, Ruili and Mohan. Strengthen the construction of postal facilities in Yubian Natural Village to achieve universal coverage of postal services.

Box 9 Construction of transportation infrastructure in border areas
<p>1 Along the border-to-edge road It will build roads from Ji'an to Huanren, Hunchun to Huanhe, Lushui to Tengchong, Milin to Chayu via Chayu, Qinghe to Altay via Fuyun, Bulunkou to Hongqirapu, Balikun to Laoyemiao, Shache to Tashkurgan, Erenhot to Saihantala, Dahongshan to Holezadegai, Yunnan to Napo Pingmeng, Xizhuo to Funing, and other roads along the border. Promote the construction of parallel sections of border roads such as Mazha to Gongzhu, Mengze to Gala, Samada to Zari and Bienba to Gayu, as well as the reconstruction and expansion of low-grade road sections.</p> <p>2 Border airports It will build airports such as Tashkurgan, Pulan, Dingri, Longzi, Suifenhe, Zhaosu and Zhundong (Qitai), relocate and build Yanji Airport, and build about 20 border general airports such as Zada and Yecheng.</p>

Chapter V: Promoting the Modernization of Transportation in Urban Agglomerations and Metropolitan Areas

We will further promote people-centered new-type urbanization, improve the transportation network in a hierarchical and categorical manner, strengthen interconnection and integrated connection, promote the coordinated operation of transportation in urban agglomerations, metropolitan areas and cities, promote the modernization of transportation in urban agglomerations and metropolitan areas, and improve the quality of urbanization development.

Section 1: Building an integrated transportation network for urban agglomerations

Strengthen the construction of intercity transportation in key urban agglomerations. Focusing on urban agglomerations such as Beijing-Tianjin-Hebei, Yangtze River Delta, Guangdong-Hong Kong-Macao Greater Bay Area, Chengdu-Chongqing, and the middle reaches of the Yangtze River, rail transit and expressways will be used as the backbone to improve the function of intercity transportation channels, strengthen the rapid and direct connection of core cities, build a multi-node and networked intercity transportation network, and realize two-hour access between major cities in the urban agglomeration. Promote the construction of intercity railways and urban (suburban) railways in the Beijing-Tianjin-Hebei region, Yangtze River Delta, and Guangdong-Hong Kong-Macao Greater Bay Area, orderly promote the construction of intercity railways and urban (suburban) railways in the Chengdu-Chongqing Twin Cities Economic Circle, strengthen the integrated connection with high-speed railways and general speed railways, and expand effective coverage of cities and towns with a population of more than 2,5.

Orderly promote the construction of intercity transportation in other urban agglomerations. Improve the function of intercity main channels in urban agglomerations such as Shandong Peninsula, Guangdong, Fujian and Zhejiang, Central Plains, Guanzhong Plain, Beibu Bay and other urban agglomerations, and promote the construction of intercity main channels in urban agglomerations such as Harbin-Changchun, central and southern Liaoning, central Shanxi, Qianzhong, central Yunnan, Hubao-Eyu, Lanzhou-Xining, and Ningxia along the north slope of the Huang and Tianshan Mountains. Build a multi-level rapid transportation network that effectively connects large, medium, and small cities and towns, and actively promote the use of surplus capacity of existing railways to operate intercity trains.

Section 2: Building a Metropolitan Commuting Transportation Network

Create a metropolis on the track. Build a multi-level rail transit network in metropolitan areas, promote the integration and connection of trunk railways, intercity railways, urban (suburban) railways, and urban rail transit, and reasonably promote the cross-line operation of rail transit. Actively use trunk railways and intercity railways to provide commuter services, make full use of the surplus capacity of existing railways to operate urban (suburban) trains, increase the number of train stops and the frequency of stops in important passenger flow distribution areas, encourage public transport operations during peak hours, and improve the quality of commuter services. Explore the

extension of rail transit in the central urban areas of key metropolitan areas to surrounding cities (towns) in a reasonable manner.

Improve the multi-level road transportation network. Reasonably encrypt the expressway passage, and plan and build the metropolitan circle line and the urban ring line according to local conditions. Scientific layout and construction of refueling and gas stations, bus stations and parking facilities. Actively promote the extension of urban bus lines to surrounding towns and functional nodes, encourage adjacent cities (towns) in the metropolitan area to operate buses, and carry out the transformation of passenger shuttle lines into public transport.

Box 10 Construction of transportation networks in key urban agglomerations and metropolitan areas
<p>1 Intercity railways in key urban agglomerations Fully tap the intercity functions of potential trunk railways, promote the construction of intercity railways and regional liaison lines between core cities, build intercity railways from Xiong'an New Area to Shijiazhuang, Tianjin to Chengde, Suzhou to Changzhou via Wuxi, Quzhou to Lishui, Shenzhen to Huizhou, Foshan to Dongguan and other intercity railway networks, and basically complete the intercity railway network of Beijing-Tianjin-Hebei, Yangtze River Delta, Guangdong-Hong Kong-Macao Greater Bay Area and other urban agglomerations.</p> <p>2 Urban (suburban) railways in key metropolitan areas Implement a number of urban (suburban) transportation function renovation projects of existing railways, and use the existing Xiaoyong railway to run Shaoxing-Shangyu urban (suburban) trains. Promote the overall upgrading projects such as the Northeast Ring Road in Beijing, and build urban (suburban) railways such as the Shanghai Jiamin Line and its northern extension, Nanjing Line 18, Hangzhou to Deqing, Ningbo to Xiangshan, and Chongqing to Hechuan.</p> <p>3 Highway Loop Promote the construction of expressway ring lines in Wuhan, Changchun, Xi'an and other metropolitan areas, implement reconstruction and expansion projects for some congested sections of expressways, and optimize and adjust the ring expressway routes in the capital area.</p>

Section 3: Building a Modern Urban Transportation System

Improve urban transport infrastructure. Scientifically plan and build an urban comprehensive transportation system, accelerate the development of rapid trunk line transportation, daily distribution transportation, and green slow traffic to achieve smooth connection. Strengthen the construction of microcirculation and branch road networks in large cities, optimize the proportion of rapid, main, secondary and branch roads, accelerate the construction and transformation of urban branch roads and alleys and the transformation of deformed intersections, optimize the supply of parking facilities by classification and zoning, improve the efficiency of parking resource utilization and refined service levels, and strengthen resource sharing and staggered opening. Reasonably increase the density of the road network in small and medium-sized cities, make good use of parking resources, appropriately increase parking facilities, and standardize parking order. Make up for the shortcomings of urban roads and highway passenger station facilities in county towns, county-level cities and extra-large towns, steadily promote the construction of public parking facilities in old residential areas, hospitals, schools, commercial gathering areas and other areas, and appropriately increase the number of flexible and convenient road shuttle bus stations. Build a safe, continuous and comfortable urban slow traffic system, improve the continuity and patency of non-motorized roads and trails, increase non-motor vehicle parking facilities in commercial office areas, public transportation stations, tourist attractions and other places, and improve the conditions of pedestrian crossing facilities.

Create a multi-modal and convenient public transportation system. Deeply implement the public transport priority development strategy and continue to deepen the construction of the national public transport city. Super large megacities will build a rapid transit network with rail transit as the backbone, develop urban rail transit in a scientific and

orderly manner, and promote the integrated development of rail transit, conventional bus and slow transit networks. Large cities have formed an urban public transportation system with ground buses as the main body, and developed rapid transit in important passenger flow corridors. Small and medium-sized cities will improve the efficiency of public transport operation in urban areas and gradually improve station coverage and service level. Promote the linkage control of urban road traffic lights to ensure the priority passage of public transport; Promote the release of real-time public transport operation information on electronic bus stop signs and Internet information platforms, optimize transfer guidance signs, popularize transportation cards, mobile payment and other services, and improve the attractiveness of public transportation.

Chapter VI: Expanding the Supply of Quality Transportation Services

In line with the people's new expectations for a better life, comprehensively consider the different development trends and phased characteristics of passenger transportation and cargo transportation, take into account basic needs and diversified needs, promote the diversified and quality development of transportation services, expand the supply of economical, efficient and safe transportation service products, and gradually realize the smooth flow of people and goods.

Section 1: Improving the Quality of Passenger Travel Services

Accelerate the development of interline passenger transportation. By 2025, the electronic ticket coverage rate of road passenger transport stations and above will reach 99%, and the coverage rate of electronic tickets of interprovincial and intercity passenger lines will reach 80%, and strive to achieve one-stop ticket purchase and one-ticket (card) passage. Optimize the cross-mode security check process and promote mutual recognition of security checks. Strengthen the coordination of operation information, shift schedules, capacity arrangements, etc. between trunk line transportation modes and between urban transportation and trunk line transportation modes, and do a good job in providing "back-up" services for the first and last trains. Promote the construction of urban terminals and implement direct baggage tagging services. Cultivate passenger intermodal transport operators, innovate integrated intermodal transport products, and enrich comprehensive transportation information service products.

Develop high-quality passenger transport services. Optimize the organization of high-speed railway transportation, expand the scope of operation of Fuxing EMU, gradually realize the speed operation of high-speed railway, improve the service quality of general speed railway, and encourage the operation of trains arriving at night. Strengthen supervision, encourage and standardize the development of customized services for road passenger transport. Promote the effective connection of aviation service network trunk and branch, optimize the allocation of flight schedule resources, continue to improve flight uptime, and increase the category of air transport services. Actively cultivate the cruise market, expand tourism products, promote the upgrading of cruise services, promote the development of yacht, cruise ship and RV tourism, optimize and improve self-driving travel service facilities, rely on bus terminals to develop tourism distribution business, and cultivate new modes of transportation consumption.

Improve the level of inclusiveness and equality of passenger transport services. Continue to open public welfare "slow trains", optimize the operation plan, and improve the conditions of station trains. Promote the transformation of rural passenger transport in areas with the conditions to ensure the travel of the masses. Develop basic aviation services in remote areas, improve ferry passage conditions, and facilitate daily travel for people in remote areas. Improve the service level of barrier-free facilities at passenger terminals, promote the use of low-floor buses and barrier-free taxis, standardize the use of mobility scooters for the elderly and disabled, and strengthen service guarantees for difficult and special groups.

Section 2: Building an efficient freight service system

Build an efficient freight service network. Improve the logistics network of bulk goods and containers that is compatible with the industrial layout and consumption pattern, build large-capacity, low-cost and high-efficiency logistics backbone channels, and ensure the seasonal transportation of important agricultural materials such as fertilizers. Orderly develop railway double-decker container transportation, explore the operation of customized railway direct freight trains, and make full use of surplus transportation capacity and facility capacity to develop railway express

freight products such as high-speed rail express. Promote the high-quality development of road freight transport and improve the level of scale and intensification. Strengthen air cargo capacity building, cultivate and expand professional cargo fleet, optimize route and time allocation, and improve airport logistics organization efficiency and service quality. Improve the city's three-level logistics distribution network supported by logistics parks, distribution centers and terminal distribution stations, and strengthen the effective connection with trunk transportation and regional distribution. Improve the three-level logistics service system in counties and villages, and improve the service capacity of integrated production, supply and marketing. Improve port clearance capacity and facilitation level.

Vigorously develop multimodal transport of goods. Promote the construction of iron-water combined transportation systems for bulk cargo and containers, and expand the scale of iron-water combined transport. Focus on the Yangtze River trunk line and the Xijiang shipping trunk line to improve the organizational level of river-sea combined transport. Accelerate the promotion of the "one single system" for multimodal transport, innovate standards and norms for mutual recognition of waybills, promote the exchange of information on international freight documents, explore international railway electronic bills of lading, and gradually popularize electronic waybills for container multimodal transport. Accelerate the sharing of information on multimodal transport and strengthen the convergence of standards and rules for different modes of transport. In-depth promotion of dump-and-hang transportation, innovative truck leasing, trailer sharing, customized services and other models. Promote the sharing and sharing of containers, standardized pallets, turnover boxes (baskets), etc. among different modes of transportation, improve the efficiency of multimodal transport and reloading, and develop unitized logistics. Encourage railway, port and shipping, road transport and other enterprises to become multimodal transport operators.

Develop specialized logistics services. Strengthen the function of the national backbone cold chain logistics base, improve the cold chain logistics service facilities of the integrated freight hub, strengthen the connection of cold chain facilities in different modes of transportation, make up for the shortcomings of centralized equipment and storage facilities, promote the innovation of railway container cold chain service models, strengthen the supervision of hierarchical and classified quality, and improve the quality of cold chain logistics services. Promote the integration of bulk cargo storage and transportation, and promote customized services for key customers. Unify the classification standards for the dangerous characteristics of goods, strengthen the standardization of cargo packaging, transportation operations and means of transportation, and promote the application of intelligent storage and transportation monitoring, risk monitoring and early warning systems. Optimize the logistics organization of the supply chain of key manufacturing industries, and improve the service support capacity of transportation for intelligent manufacturing and flexible manufacturing.

Continue to drive down logistics costs. Reduce the cost of the logistics system, optimize the procedures for applying for licenses and permits, and improve the market-oriented flexible adjustment mechanism for railway freight prices. Reduce the cost of logistics factors and ensure the demand for land for major logistics infrastructure construction. Implement measures to reduce taxes and fees in logistics, standardize and reduce logistics charges such as port shipping, road and railway transportation, and comprehensively clean up and standardize enterprise-related charges.

Section 3 Development of modern postal express services

Improve the quality and efficiency of delivery services. Innovate universal postal services to realize the whole process of mail tracking and query. Carry out express service quality brand creation actions, and develop differentiated products such as air express and high-speed rail express. Promote express delivery into villages, strengthen the sharing of logistics resources for delivery in counties and villages, promote joint sorting, joint transportation, and joint collection and investment, and basically realize the direct receipt and delivery of mail express mail in established villages. Promote express delivery into factories, deeply embed in the value chain of the industrial chain, and develop inbound logistics, line-side logistics and other businesses. Promote express delivery to the sea, accelerate the construction of international postal delivery centers, build postal processing centers in Nanchang, Changsha, Chengdu, Zhengzhou, Nanning, Nanjing, Nanjing, Dalian, Yiwu and other international mail exchange bureaus (exchange stations), build an international express transportation network, and promote the facilitation of international delivery services.

Improve end-of-delivery services. Build a diversified and intelligent terminal service network, and promote the layout construction and resource sharing of urban and rural express delivery service stations, intelligent collection and

investment terminals and terminal service platforms. Promote the construction of postal express service venues and facilities in urban residential communities. Build a comprehensive service station integrating postal, express, e-commerce, commerce and other functions. Promote unmanned vehicles and drone transportation and delivery, and steadily develop contactless delivery services. Support the development of new formats and new models such as instant delivery and warehouse delivery integration.

<div>Box 11 Actions to improve the quality of transportation services</div> <div><div>1. Improve the quality and upgrade of passenger services</div><div>Build a demonstration line of Beijing-Zhangjiang high-speed railway passenger service. Promote the transformation of qualified highway service areas into composite service areas such as transportation, ecology, tourism, and consumption, build a number of characteristic highway service areas according to local conditions, and build demonstration projects for ordinary national and provincial trunk highway service areas. Encourage the construction of multifunctional township comprehensive service stations. Orderly establish demonstration counties for the integration of urban and rural transportation.</div></div> <div><div>2 Development of passenger interline transportation</div><div>In 50 cities, pilot passenger intermodal transportation has been organized, services such as direct baggage tagging and mutual recognition of security checks have been carried out, and air-rail combined transport service models have been innovated, and the service modes of air-rail combined transport and public and railway combined transport have been informed, and the integration of intermodal ticketing, baggage service facilitation, and information resource sharing has been accelerated, and the upgrading of air-rail combined transport products has been accelerated.</div></div> <div><div>3 Multimodal transport speeding up</div><div>Strengthen the multimodal transport function of the national logistics hub, organize the operation of a number of iron-water combined transport trains, and develop truck flights connecting public air. Guide multimodal transport operators and all types of transport enterprises to carry out cross-industry information interconnection and collaborative operation. Promote the construction of Zhoushan river-sea combined transport service center. In-depth implementation of multimodal transport demonstration projects. Explore the operation of double-decker railway container trains.</div></div> <div><div>4 Cultivation of professional freight system</div><div>Optimize the transportation organization of freight trains, gradually expand the scope of train operation, steadily promote the operation of trains into a network, and rely on qualified high-speed rail passenger trains to carry out high-speed rail express business. Improve the transit efficiency of air cargo hubs and build a hub hub-and-spoke cargo route network.</div></div> <div><div>5 Improve the quality of urban and rural freight distribution</div><div>Improve the urban distribution node network, optimize vehicle convenience policies, and promote the interactive sharing of information and organizational mode innovation of the whole chain of urban distribution. Orderly implementation of green freight distribution demonstration projects in about 100 cities.</div></div>

Chapter VII: Accelerating the In-depth Promotion and Application of Intelligent Technology

Adhere to innovation-driven development, promote the deep integration of new technologies such as the Internet, big data, artificial intelligence, and blockchain with the transportation industry, promote the application of advanced technology and equipment, build an intelligent transportation system that is ubiquitous and interconnected, flexible and collaborative, and globally competitive, strengthen scientific and technological self-reliance,

consolidate the foundation for innovation and development, and enhance new momentum for comprehensive transportation development.

Section 1: Promoting intelligent infrastructure upgrading

Improve the digital perception system of facilities. Promote the digital transformation and upgrading of existing facilities, and strengthen the synchronous planning and construction of new facilities and perception networks. Build a facility operation status awareness system, strengthen the digital perception and monitoring coverage of important channels and hubs, and enhance the all-weather and full-cycle operation status monitoring and active early warning capabilities of key road sections and important nodes.

Build an information exchange network for facilities and equipment. Steadily promote the coverage of 5G and other network communication facilities, and improve the coverage, real-time and reliability of information transmission in the transportation field. Carry out 5G-based application scenarios and industrial ecological pilot demonstrations in the field of intelligent transportation. Promote the deployment and application of the Internet of Vehicles, and support the construction of an intelligent management system that integrates and collaborates on "vehicle-road-traffic management". Build a new generation of rail transit mobile communication and aviation communication system, study and promote the compatibility and interoperability of multi-level rail transit signal system, and simultaneously optimize mobile Internet access conditions such as trains and aircraft. Improve the level of postal confidential communication informatization.

Integrate and optimize the integrated transportation information platform. Improve the supervision service function of the comprehensive transportation information platform, and promote the construction of autonomous driving supervision platform in qualified areas. Build a global shipping service network based on blockchain technology. Optimize and integrate the civil aviation data information platform. Improve the capacity integration capability of the logistics information platform, strengthen smart cloud supply chain management and smart logistics big data application, and accurately match supply and demand. Orderly build an urban transportation intelligent management platform and strengthen the refined management of urban transportation.

Box 12 Transportation infrastructure digital network upgrade project	
1 Smart railway	Implement a new generation of railway mobile communication private network project. Select high-speed rail lines to carry out intelligent upgrades. Promote the application of intelligent construction technology in the Sichuan-Tibet Railway. Implement the intelligent upgrading of the railway dispatching command system.
2 Smart highways	Construction of smart highway projects such as Jingxiong and Hangzhou Shao Yong. Deepen the expansion and application of the expressway electronic toll collection system (ETC) in multiple scenarios. Build a smart highway service area. Steadily promote the construction of a smart road network cloud control platform that integrates monitoring, scheduling, control, emergency, service and other functions.
3 Smart port	Promote the intelligent transformation of existing container terminals in ports such as Dalian Port, Tianjin Port, Qingdao Port, Shanghai Port, Ningbo Zhoushan Port, Xiamen Port, Shenzhen Port, Guangzhou Port and other ports. Build a new generation of automated terminals such as Section C of Tianjin North Xinjiang, Shenzhen Haixing, Guangzhou Nansha Phase IV, and Qinzhou. Carry out the pilot of autonomous driving of collection and distribution in the "Yangshan Port Area - Donghai Bridge - Lingang Logistics Park".
4 Smart shipping	Improve the electronic waterway map of high-grade inland waterways, implement the construction project of improving the service capacity of digital waterways of the Yangtze River trunk line and the Xijiang shipping trunk line, pilot the construction and application of intelligent navigation beacons, and

carry out the integration of digital waterway intelligent services in typical sections of the Yangtze River trunk line such as the Three Gorges Dam area.

Construction of the Beijing-Hangzhou Canal digital waterway. Promote the construction of smart waterways such as Fujiang and Xinjiang. Promote the intelligent upgrading of locks and strengthen the joint scheduling of cascade locks. Improve ship-shore and ship-to-ship communication systems, and enhance ship-shore coordination capabilities in the whole process of ship navigation. Development of shipborne terminals for the application of electronic nautical charts and electronic waterway charts.

5 Smart civil aviation Focusing on smart travel, smart logistics, smart operation and smart supervision, implement capacity potential improvement projects, promote the intelligent upgrading of hub airports, and build an intelligent operation and management system for civil aviation.

6 Smart city rail transit Promote the research and development of autonomous train operation control systems, and promote the interconnection between rail transit signal systems and conditional lines of different standards. Build systems such as intelligent crew services, networked intelligent transportation organization and scheduling, smart energy management, and intelligent operation and maintenance. Promote the application of smart security check, mobile payment and other technologies.

7 Integrated transportation information platform Improve the functions of the comprehensive transportation information platform, and promote the integration of local transportation big data centers and comprehensive transportation information platforms. Implement the railway 12306 and 95306 platform optimization and upgrading project. Promote the application of blockchain electronic release platform for imported containers. Build a public information platform for aviation logistics in Zhengzhou and other countries. Research the construction of a comprehensive supervision service platform for unmanned aerial vehicles.

Section 2: Promoting the Application of Advanced Transportation Equipment

Promote the promotion and application of Beidou system. Improve the infrastructure of the transportation Beidou system, improve the Beidou foundation enhancement network, and improve the service level of Beidou short messages. Steadily promote the application of Beidou system in railways, highways, waterways, general aviation, urban public transportation, global maritime shipping, international road transport and other fields, promote the layout and construction of train operation control systems integrating Beidou technology, and carry out the application demonstration of Beidou industrialization in the civil aviation industry.

Promote advanced and applicable transportation equipment. Carry out the R&D and application of CR450 high-speed grade Chinese standard EMU and genealogical Chinese standard subway trains, and promote railway heavy-haul transportation technology and equipment. Improve the research and development capabilities of large liquefied natural gas carriers, polar ships and large cruise ships, and promote the research and development of new equipment such as underwater robots, deep diving equipment, deep sea semi-submersible salvage crane vessels, and large deep sea multi-functional rescue vessels. Promote green intelligent ships, promote the application of individual intelligent ship technologies such as autonomous navigation, and promote the overall technical application of shore-based coordination systems, security systems and remote control systems for intelligent navigation of ships. Strengthen the capacity building of airworthiness certification, promote the demonstration operation of C919 passenger aircraft and the serial development of ARJ21 regional passenger aircraft, and promote the application of Xinzhou 700 regional passenger aircraft, AG600 amphibious aircraft, heavy helicopters, high-prototype large-load UAVs, etc. Promote the development of intelligent warehousing and distribution facilities and equipment.

Improve the level of equipment standardization. Promote the application of lightweight trailers, carry out special treatment of atmospheric pressure liquid dangerous goods tankers, and steadily carry out the treatment of ultra-long flat semi-trailers and ultra-long container semi-trailers. Promote the standardization of inland river ship types, promote river-sea direct ship types, Three Gorges ship types, energy-saving and environmental protection ship types, and develop standard ship types for Yangtze River cruise ship transportation. Promote the research and development of in-vehicle rapid security inspection equipment. Consolidate and enhance the competitiveness of the whole industrial chain in the fields of high-speed rail and shipbuilding, and create Chinese standards and Chinese brands in the fields of rail transit, aerospace and other technical equipment.

Section 3: Innovative Operation and Management Models

Guided by meeting personalized and high-quality travel needs, we will promote the digitalization of the entire service process, support market entities to integrate resources, provide “one-stop” travel services, and create a smooth and connected service chain. Steadily develop travel services such as autonomous driving and vehicle-road coordination, encourage the testing and application of autonomous driving in limited areas such as ports and logistics parks, and promote the development of smart buses, smart parking, and smart security checks. Guide and regulate the healthy development of online ride-hailing, shared bicycles, car time-sharing and online freight platforms, and prevent disorderly expansion. Accelerate the development of new models and formats of “Internet +” efficient logistics. Strengthen high-definition observation of deep-distance sea targets and high-precision spatiotemporal services at sea. Improve transportation government services and supervision capabilities, improve digital and information-based supervision methods, strengthen off-site supervision, credit supervision, and joint supervision, and realize the nationwide network operation of the regulatory system.

Section 4: Consolidating the Foundation for Innovation and Development

Promote self-reliance and self-improvement in transportation technology. Strengthen the research and development of key core technologies in the field of transportation, accelerate the research and development of key components such as bearings, by-wire chassis, basic technology platforms, and software and hardware systems, and promote the realization of independent controllability and industrialization. Strengthen the research and reserve of forward-looking and strategic technologies in the field of transportation, strengthen technology research and development in the fields of intelligent networked vehicles, automatic driving, vehicle-road coordination, ship autonomous navigation, ship-shore coordination, and carry out research and demonstration of high-speed maglev technology. Strengthen the research and development of construction technologies such as lines, long-span bridges, and ultra-long tunnels under complex environmental conditions, as well as the research and development of high-performance engineering materials. Strengthen the research and development of key technologies for high-lift and large-tonnage ship lifts.

Cultivate a transportation technology innovation ecosystem. Promote the deep integration of government, industry, academia and research in the field of transportation. Encourage advantageous enterprises to integrate the resources of the transportation technology industry chain, cultivate the transportation technology industry ecosystem through open data, open platforms and open scenarios, and build a transportation technology industry incubation base. Strengthen the construction of key scientific research platforms in the industry, promote the construction of key laboratories and technological innovation centers, and cultivate national science and technology innovation bases.

Strengthen open data sharing. Strengthen hierarchical and categorical management of transportation data. Further improve mechanisms and exchange channels for the open sharing of transportation data resources, formulate systems and norms for the opening of data resources, and promote the compliance, openness, sharing, and utilization of data resources with mature conditions. Strengthen the security management and control of transportation data, improve the security protection system for hierarchical and categorical data, formulate security standards for the application of intelligent transportation data, standardize activities such as the collection, processing, and use of data sources, and strengthen the protection of important data and personal information.

Chapter VIII: Comprehensively Advancing the Green and Low-Carbon Transformation

Adhere to the concept that green water and green mountains are golden mountains and silver mountains, adhere to ecological priority, comprehensively promote the green and low-carbon transformation of the whole life cycle of transportation planning, design, construction, operation and maintenance, coordinate to promote pollution reduction and carbon reduction, and form a long-term mechanism for green and low-carbon development, so as to make transportation more environmentally friendly and travel more low-carbon.

Section 1: Optimizing and Adjusting the Transportation Structure

We will further promote the adjustment of the transportation structure and gradually build a medium- and long-distance freight system based on railways and ships. Accelerate the construction of special railway lines, and promote the "road-to-rail" and "road-to-water" transportation of bulk cargo and medium- and long-distance goods. Optimize the "door-to-door" logistics service network, encourage the development of intensive distribution modes such as urban and rural logistics joint distribution, unified distribution, centralized distribution, and time-sharing distribution, increase the proportion of green transportation for industrial and mining enterprises, and expand the supply of urban production and living materials public railway combined transportation services.

Section 2: Promote low-carbon facilities and equipment

Plan to build convenient, efficient, moderately advanced charging and swapping networks, focus on promoting the construction of regional charging facilities and equipment such as transportation hub stations, parking facilities, highway service areas, etc., and encourage the rational layout of photovoltaic power generation and energy storage facilities in transportation hub stations and along highways, railways and other lines. Promote the low-carbon and diversified development of transportation energy use, actively promote new energy and clean energy transportation vehicles, steadily promote railway electrification transformation, promote the use of clean energy by inland river ships, and further reduce the energy consumption of transportation. Continue to promote the construction of shore power facilities at ports and terminals and alternative facilities for auxiliary power units for aircraft at airports, promote the transformation of ship power receiving facilities, and continuously improve the utilization rate of shore power.

Section 3: Strengthen pollution prevention and control in key areas

Implement the system of air pollutant emission control zones for ships. Promote the effective connection between port receiving facilities for ship pollutants and urban public transshipment disposal facilities, and improve the electronic joint bill supervision system. Improve the long-term mechanism for pollution prevention and control of ships and ports in the Yangtze River Economic Belt. Carry out comprehensive treatment of sewage and dust in port areas, promote the recycling of production and domestic sewage and rain sewage, and improve the windproof and dust suppression facilities in dry bulk cargo terminal yards. Carry out traffic and transportation noise pollution control, properly deal with the impact of large-scale airport noise, and actively eliminate existing noise pollution.

Section 4: Comprehensively improve the efficiency of resource utilization

Promote the coordinated development of transportation and other infrastructure to create a complex infrastructure corridor. Raise and utilize resources such as the location, bridge, land, and shoreline of comprehensive transportation channels to improve the comprehensive utilization rate of land space. Promote scientific line selection and site selection, promote land-saving technologies, strengthen soil erosion prevention and ecological protection design, give priority to avoiding land spaces with important ecological functions or sensitive and fragile ecological environments, and try to avoid areas where noise-sensitive buildings are concentrated. Promote the reduction, standardization and recycling of express packaging. Promote the utilization of waste facilities and materials.

Section 5: Improve carbon emission control policies

Implement green and low-carbon transformation actions in transportation. Research and formulate statistical methods and accounting rules for carbon emissions in the field of transportation, strengthen basic statistical accounting of carbon emissions, establish a platform for monitoring carbon emissions in transportation, and promote the construction of near-zero carbon transportation demonstration zones. Establish a green and low-carbon transportation incentive and constraint mechanism, and categorize and improve measures such as traffic management and parking management.

Box 13 Green and low-carbon development actions for transportation
<p>1. Construction of charging and swapping facilities network Improve the layout of urban and rural public charging and swapping networks, actively build intercity charging networks and supporting facilities for fast charging stations in highway service areas, and realize that the coverage rate of fast charging stations in expressway service areas in national ecological civilization pilot areas and key areas for air pollution prevention and control is not less than 80%, and not less than 60% in other areas. Vigorously promote the integration of parking lots and charging facilities, and realize the interconnection of parking and charging data and information.</p> <p>2 Promotion of new energy and clean energy transportation equipment Promote the electrification of urban public service vehicles and vehicles in ports and airports, and add or update ground buses, urban logistics and distribution, postal express, leasing, official services, and The proportion of electric vehicles in sanitation and other vehicles is not less than 80%. The construction of LNG filling stations will be carried out on the Yangtze River trunk line, Beijing-Hangzhou canal and Xijiang shipping trunk line.</p> <p>3 Pollution control of vehicles and ships with excessive emissions Establish and improve the closed-loop management mechanism of automobile emissions. Accelerate the elimination of old vehicles with high energy consumption and high emissions, comprehensively improve the energy efficiency of ship design and operation, and encourage the purchase of low-energy and low-emission transportation equipment.</p> <p>4 Green transportation infrastructure construction Promote the green transformation of existing transportation facilities, and accelerate the construction and use of shore power facilities and airport electric facilities and equipment for port ships. Promote the comprehensive improvement project of modern green shipping in the Beijing-Hangzhou Canal.</p> <p>5 Construction of near-zero carbon transportation demonstration zone Select areas with mature ecological function areas, industrial and mining areas, towns, port areas, airports, highway service areas, transportation hub stations and other areas, build near-zero carbon transportation demonstration areas, give priority to the development of public transportation, advocate green travel, and promote new energy transportation tools.</p>

Chapter IX: Improving Security Emergency Support Capabilities

Adhere to the overall national security concept, implement the national security strategy, maintain and shape national security, run security development through all fields and links of comprehensive transportation, firmly hold the bottom line of safety, consolidate the foundation of security development, improve emergency response support capabilities, and build a solid national security barrier.

Section 1: Improving the ability of transportation networks to resist risks

Strengthen the safety risk assessment and hierarchical and categorical control of transportation infrastructure, strengthen the identification of major risk sources and the dynamic monitoring and analysis, prediction and early warning of the whole process, build meteorological monitoring and early warning systems in important passages, hubs and shipping areas, and improve the ability of transportation infrastructure to adapt to climate change. Steadily increase the ratio of multi-path connections in key areas such as disaster-prone areas, major industries, and energy bases, improve emergency traffic evacuation, rescue and evacuation channel systems, and enhance the resilience of transportation networks. Strengthen the network security protection of critical information infrastructure and important information systems in the transportation field, and promote the independent and controllable information system facilities and equipment.

Section 2: Maintaining the intrinsic safety of facilities and equipment

Establish and improve the infrastructure asset management system, strictly control the source quality of facilities and equipment products, reasonably arrange the construction cycle, and promote high-quality construction and fine management. Strengthen the construction of traffic safety facilities, and promote the synchronous design, construction and operation of safety supporting facilities and key target prevention facilities with the main project. Strengthen the early warning and protection monitoring of high-speed railway combining civil air defense, physical defense and technical defense, and strengthen the construction of railway disaster prevention and risk resistance facilities. Standardize the installation of urban road traffic safety facilities and traffic management facilities. Focus on waterfront cliffs, hidden danger intersections, traffic sign markings, etc., and strengthen the investigation and rectification of hidden dangers on rural roads, bridges and tunnels, and supporting safety facilities. Improve the safety supporting facilities for water transport projects and bridge anti-ship collision facilities.

Section 3: Strengthen the management of production safety

Improve working mechanisms such as hierarchical management and control of enterprise safety risks, investigation and management of hidden dangers, and technical investigation of accidents and major dangers, strengthen statistical analysis of production safety accidents, and strengthen supervision, inspection and law enforcement. Comprehensively use scientific and technological means to carry out dynamic risk monitoring, early warning, analysis and judgment. Implement the main responsibility of enterprise safety production, and strengthen the responsibility of safety production supervision and management. Strengthen the improvement of the safety environment along the railway line, consolidate the management of the whole chain of civil aviation operation safety, strengthen the safety management of urban rail transit operation protection zones, and strengthen the safety supervision and emergency management of delivery channels. Strengthen the safety of the operation of facilities and equipment, improve the supervision mechanism for the production and modification of trucks, and prevent illegally modified freight vehicles from leaving the factory. Strengthen the supervision of the source of cargo loading, and prohibit oversized and overloaded vehicles from leaving the yard (station) to drive on the road. Improve the transportation network of hazardous chemicals, optimize transportation traffic control measures, and strengthen the traffic management of ports, tunnels, locks and dams and other key locations. Optimize the working environment of professional drivers, couriers, crew members, etc., and strengthen the quality management of motor vehicle driver training.

Section 4: Strengthen security emergency safeguards

Improve the comprehensive transportation emergency management system and mechanism, improve the emergency coordination mechanism and emergency plan system, and strengthen the construction of transportation dispatch and emergency command platforms. Promote the construction of regional highway emergency equipment and material reserve centers. Strengthen the capacity building of water traffic safety supervision, navigation support and rescue and salvage, improve the emergency equipment warehouse for coastal and inland river oil spills, and build an integrated land, sea, air, and space water transportation safety and security system. Build an urban rail transit emergency drill center. Build an aviation emergency service network with backbone aviation logistics enterprises as the main body. Establish a maritime regulatory command system. On the basis of carrying out the investigation of hidden dangers such

as underground spaces, low-lying areas, key sections, important points, and key facilities of urban transportation infrastructure, establish and improve risk accounts and disaster hidden danger lists, make up for shortcomings such as facilities and equipment, emergency rescue materials, etc., continue to improve emergency response plans, improve emergency response mechanisms, and improve the ability to respond to extreme weather. Strengthen the construction of professional emergency response teams and volunteer teams, and enrich the national emergency transportation reserve force. Improve non-traditional security emergency command systems and emergency transportation organizations such as responding to major epidemics, preventing and responding to terrorist attacks, and ensuring information security.

Box 14 Key projects to improve comprehensive transportation safety emergency response capabilities
1 Critical infrastructure security protection Implement safety detection and risk elimination and reinforcement actions for facilities such as old railways, old hub stations, shipping hubs, and large navigable buildings, and continue to promote special actions for the reconstruction of dangerous old bridges. Build a structural health monitoring system for transportation infrastructure, implement critical information infrastructure protection construction and transformation projects, and build a cybersecurity risk monitoring and situational awareness platform. Carry out monitoring of the operation of major transportation infrastructure on the Qinghai-Tibet Plateau.
2 Emergency support capacity building Build an integrated command and dispatch platform for emergency transportation based on big data. Build a traffic safety emergency satellite system project and optimize the function of comprehensive navigation services. Focusing on law enforcement vessels, professional rescue vessels, and ocean-going shipping vessels, passenger ro-ro ships and passenger ferries of state-owned shipping enterprises, we will steadily promote the use of life jackets and lifeboats (rafts) with Beidou satellite emergency position indication function. Organize and carry out comprehensive and special emergency drills. Construction of the "Green Shield" project for the safety supervision of postal delivery channels (phase II) and the postal confidential communication project. Promote the application of advanced safety emergency equipment in the field of transportation.
3 Improve water rescue capabilities Strengthen the capacity building of water cruise search and rescue salvage, ocean-going deep-sea polar rescue, and pollution prevention emergency response, improve the layout of emergency rescue bases in coastal and South China Sea areas, and build comprehensive water emergency rescue bases for the Yangtze River trunk line and the Xijiang shipping trunk line.

Chapter X: Promoting High-level Opening Up and Cooperation

Adhere to open cooperation, promote interconnection, strengthen the "hard connection" of infrastructure and the "soft connection" of systems and rules, ensure the security of the international logistics supply chain, improve the efficiency and level of domestic large-scale circulation, and shape new advantages in participating in international cooperation and competition.

Section 1: Promoting Infrastructure Interconnection

Build an all-round, multi-level and composite "Belt and Road" infrastructure network, actively promote infrastructure interconnection with neighboring countries, and promote the construction of port railways, port highways and boundary river waterways. Strengthen the construction of large land transport corridors facing Russia, Mongolia, Southeast Asia, South Asia, Central Asia and other key directions, and support Tibet in building an important channel open to South Asia. Further improve the maritime strategic corridor, plan to build the Asia-Europe

land-sea trade corridor and the northeast land-sea trade corridor, and make up for the shortcomings of infrastructure along the route.

Section 2 Further smooth international transportation

Give full play to the demonstration effect of China-Singapore connectivity projects, strengthen consultation and cooperation with neighboring countries, continue to promote the quality and efficiency of rail-sea combined transportation in the new land-sea corridor in the west, and promote the development of cross-border shuttle buses. Optimize the layout of the international shipping route network, improve the efficiency of land-sea combined transport between China and South Korea, promote the healthy development of the China-Europe land-sea express line, and expand the brand influence of "Silk Road Shipping". Stabilize the surrounding air transport markets such as Southeast Asia and Northeast Asia, orderly expand the intercontinental route network in Europe, North America, Oceania and other countries, and build an "air silk road". Steadily expand the scope of implementation of international road transport facilitation agreements. Optimize international intermodal transport organization and transit services, and improve overseas transshipment service networks.

Section 3 Promote the high-quality development of China-Europe trains

Upgrade and transform the China-Europe railway port and the rear "stuck neck" section, and accelerate the upgrading of technical equipment and information construction. Accelerate the construction of China-Europe train assembly centers, promote the unified waybill of China-Europe trains and the mixed transportation of domestic and foreign trade goods, improve the efficiency of cargo source assembly and train operation, and expand the scope of railway freight trains with drawings. Improve the assessment and evaluation system of China-Europe trains, improve the industry self-discipline mechanism, consolidate and maintain the brand image, and strengthen risk prevention and control. Promote the convergence and unification of international railway transport rules, explore the establishment of new rules for the development of trade and finance, and promote the establishment of an intergovernmental cooperation mechanism for China-Europe trains.

Section 4: Deepening Exchanges and Cooperation in Multiple Fields

Actively integrate with international rules and standards, coordinate and promote the docking of standards such as transportation vehicles, loading units, reloading and transferring equipment, operation procedures, safety rules, service specifications, information and data. Support enterprises to participate in transportation infrastructure construction and international transportation market cooperation along the "Belt and Road", and promote a new model of international capacity cooperation in the integrated development and construction of transportation, industrial parks and cities. Establish the China International Sustainable Transport Innovation and Knowledge Center. Strengthen exchanges and cooperation in the fields of deep-sea navigation support, search and rescue salvage, automatic driving, and scientific and technological talents, build a world-class ship inspection organization, and actively participate in the global governance of emission reduction in the international aviation and maritime industries.

Section 5: Ensuring the Security of the International Logistics Supply Chain

Strive to form a transportation network coordinated by land, sea and air, strengthen supply and demand docking and transportation capacity coordination, and improve the national logistics supply chain guarantee capacity. We will pragmatically promote cooperation with ASEAN countries and countries along important shipping corridors, strengthen international maritime cooperation, cooperate with countries along the Maritime Silk Road to promote the construction and operation of overseas ports, build a modern ocean-going shipping fleet, and maintain the safety and smooth flow of important international shipping routes. Enhance international air cargo capacity, improve the efficiency of allocation of key resources such as air traffic rights and time, support airlines to build international cargo route networks, build globally competitive air logistics enterprises, and improve air logistics global response capabilities. Cultivate and expand internationally competitive logistics enterprises, and steadily promote the construction of overseas distribution centers and terminal delivery and distribution networks. Improve the level of

international logistics supply chain information services, and do a good job in logistics information docking with foreign trade enterprises.

<div>Box 15 Actions to improve the competitiveness of international transport</div> <div><div>1 Promote international connectivity Carry out the expansion and transformation of railway port stations such as Manzhouli, Erlianhot, Alashankou and Khorgos, build railways from Dali to Ruili and Yuxi to Mohan, and promote Jiamusi to Tongjiang (Fuyuan).and other railway capacity expansion transformation. We will build expressways from Wucha to Kangsu and from Bole to Alashankou, and implement the construction and transformation of port highways such as Hongshanzui and Ulastai. Promote the construction of international river waterways on the borders of Heilongjiang, Yalu and Tumen Rivers. Promote cooperation in the construction and operation of overseas ports such as Piraeus Port in Greece, Khalifa Port in the United Arab Emirates, and Kuala Tanjung Port in Indonesia.</div><div>2 To be an excellent China-Europe train brand Build demonstration projects of China-Europe train assembly centers in Chengdu, Chongqing, Zhengzhou, Xi'an, Urumqi and other countries, integrate the train operation platform, strengthen the unified brand of China-Europe trains, and create star transportation products. Promote the expansion and transformation of China-Europe train transportation channels and ports, and promote the construction of overseas strategic transfer stations. Promote the IACA/International Cargo Waybill, improve the China International Freight Forwarders Association bill of lading, and gradually expand the scope of application. Revise the evaluation index for the high-quality development of China-Europe trains.</div><div>3 Expand international services for the new land-sea corridor in the west Build a new land-sea corridor train transportation brand in the west, and formulate a high-quality development index system for trains. Promote the construction of the logistics and operation organization center of the new land-sea corridor in western Chongqing, the commercial logistics center in Chengdu, the base and service center of the Guangxi China-ASEAN Multimodal Transport Alliance, and lay out and build logistics hubs and ports along the route. We will improve and strengthen Beibu Gulf Port and Yangpu Port, and strengthen comprehensive services such as international ship registration, bonded fuel supply, and shipping finance. Promote the materialization of international railway waybills and the "one single system" for sea-rail combined transport.</div><div>4 Improve the independent and controllable ability of the international logistics supply chain Support domestic airlines to increase the introduction and transformation of full-freighter aircraft, expand the scale of freighter fleets, and develop full-freighter transportation. Optimize the allocation of flight slots at air cargo hub airports. Cultivate a group of globally competitive logistics supply chain leading enterprises, guide enterprises to optimize the layout of domestic and foreign logistics nodes, gradually build a safe and reliable network of international logistics facilities, and achieve coordinated development with enterprises such as manufacturing and international trade.</div></div>

Chapter 11: Strengthening Capacity Building for Modern Governance

Unswervingly promote reform, focus on the deep-seated contradictions that restrict the high-quality development of comprehensive transportation, optimize and improve the management system, operation mechanism, laws, regulations and

standard system, build a high-level talent team, promote the modernization of governance capabilities, and continue to enhance the momentum and vitality of comprehensive transportation development.

Section 1: Deepening Reform in Key Areas

Further clarify the relationship between the government and enterprises in the railway industry, promote the market-oriented reform of competitive links in the railway industry, promote the independent construction and operation of intercity railways and urban (suburban) railways by qualified localities, promote the shareholding system transformation of national railway enterprises and the listing of high-quality assets, and improve the rules for railway expense settlement and income distribution. Promote the reform of the highway toll collection system and maintenance system, and promote differentiated toll collection on expressways. Continue to promote the reform of the air traffic control system, improve the joint operation mechanism of military and civilian air traffic management, implement the classified and refined management of airspace resources, optimize the national route network, and deepen the reform of low-altitude airspace management. Realize the separation of postal universal service business and competitive business. Study and improve the management system and mechanism of Xijiang shipping trunk line and boundary river navigation. Deepen the reform of comprehensive administrative law enforcement in transportation. Build an all-factor water traffic management system, and optimize and improve maritime supervision mechanisms and models.

Section 2: Promote the formation of a unified and open market

Establish and improve the integrated development mechanism of transportation in urban agglomerations. Implement a fair competition review system, and standardize subsidy policies for China-Europe trains, port and airlines, and civil aviation international routes. Establish new credit-based regulatory mechanisms, strengthen credit information sharing and disclosure, risk monitoring, and security management, advancing prior credit pledges, mid-event credit evaluations, hierarchical and categorical supervision, post-event rewards and punishments, and credit restoration. Explore the establishment of a fault-tolerant system for the innovative development of transportation. Standardize the price management of new transportation formats and models, improve the price formation mechanism of cruise taxis, and deepen the market-oriented reform of road passenger transport prices.

Section 3: Innovating Investment and Financing Systems and Mechanisms

Fully implement the reform plan for the division of fiscal powers and expenditure responsibilities between the central and local governments in the field of transportation, optimize the debt structure, and prevent and resolve hidden debt risks of local governments. Improve long-term funding channels that match the funding needs and deadlines of the project. Stabilize and improve the special fund policy for transportation, continue to support the maintenance of transportation infrastructure through channels such as refined oil tax reform, transfer payment and other channels, and optimize and improve the capital policy to support the development of postal and water transportation. Improve the special bond system for toll roads. Support eligible project implementers to carry out market-oriented financing through the issuance of corporate bonds and other means, steadily promote the pilot of real estate investment trusts (REITs) in the infrastructure sector, standardize the development of public-private partnership models, support development finance, policy finance, and private capital to participate in transportation infrastructure construction in accordance with laws and regulations, and encourage private capital to establish industrial investment funds such as multimodal transport. Relying on the national online approval and supervision platform for investment projects, strengthen supervision during and after the event.

Section 4: Improve laws, regulations, standards, and norms

Accelerate the construction of a system of laws, regulations and standards adapted to the modern comprehensive transportation system. Study and revise relevant laws and regulations on highways, railways, civil aviation and comprehensive transportation, and promote the effective connection of various systems. Build a comprehensive standard system and statistical system for high-quality development of transportation, improve technical standards such as integrated transportation hubs, passenger intermodal transportation, multimodal cargo transport, intelligent

transportation, green transportation, traffic safety emergency, barrier-free transportation, new formats and new models, and strengthen the connection of various standards. Promote the integration of dangerous goods multimodal transport service rules and mutual recognition of test results. Strengthen the construction of quality and technical infrastructure such as measurement, standards, certification and accreditation, inspection and testing, and strengthen quality supervision and management.

Section 5: Strengthen the contingent of qualified personnel and the construction of civilized transportation

Build a new type of think tank alliance in transportation, optimize the leading talent discovery mechanism and project team selection mechanism, deepen the reform of scientific research fund management, improve the talent evaluation system, vigorously train and use strategic scientists, and create a large-scale young scientific and technological talent team. Strengthen the training of innovative, application-oriented and skilled talents, expand the team of high-skilled talents, and train a large number of outstanding engineers. Strengthen the construction of soft power in transportation culture, promote the construction of high-quality transportation cultural projects, deepen the construction of transportation cultural projects, and improve the civilized literacy of transportation participants. Strengthen the capacity building of transportation all-media communication, and enhance the communication, guidance, influence and credibility of transportation government affairs media. Further tighten discipline, improve work style, improve the ability and level of transportation law enforcement teams, and strictly standardize fair and civilized law enforcement. Innovate new mechanisms and methods for publicity and education on the rule of law, implement the responsibility system for popularizing the law, and cultivate a culture of transportation rule of law.

Chapter XII: Strengthening Safeguards for Plan Implementation

Adhere to the party's overall leadership over transportation development, strengthen organizational coordination, key element support, supervision and guidance, give play to the leading role of pilot demonstration, and ensure the effective, orderly and effective implementation of the plan.

Section 1: Strengthening the Party's Comprehensive Leadership

Persist in arming the minds of party members and cadres with Xi Jinping Thought on Socialism with Chinese Characteristics for a New Era, conscientiously implement the decisions and arrangements of the Party Central Committee and the State Council, strengthen the "four consciousness", strengthen the "four self-confidence", and achieve "two safeguards". Give full play to the party's role as the core of leadership in controlling the overall situation and coordinating all parties, and strengthen the party's leadership over all fields, aspects and links of transportation development. Strengthen the construction of grassroots party organizations in the transportation industry, guide the majority of party members to play a vanguard and exemplary role, and build grassroots party organizations into a strong fighting fortress for the development of a strong transportation country.

Section 2: Strengthening Organization and Coordination

All relevant departments should enhance their ideological understanding, improve supporting policies and measures in accordance with their responsibilities and division of labor, strengthen departmental coordination, strengthen linkage between the upper and lower levels, do a good job in linking this plan with the outline of the national economic and social development plan and the comprehensive planning of land space and river basin, do a good job in the connection and implementation of railway, highway, water transport, civil aviation, postal and other special plans with this plan, and solidly promote the construction of major engineering projects. Local people's governments at all levels should closely integrate the actual development conditions, refine the main goals and key tasks determined in this plan, and do a good job in the connection and implementation of local comprehensive transportation development plans and this plan.

Section 3: Advance pilot demonstrations

Focusing on first-class facilities, first-class technology, first-class management and first-class services, we will orderly promote the pilot demonstration of the construction of a powerful transportation country in terms of the optimal allocation of resources in cross-regional comprehensive transportation corridors, new infrastructure in the field of transportation, international comprehensive transportation hub clusters, urban agglomerations and urban-rural transportation integration, high-quality development of "four good rural roads", integrated development of transportation and tourism, standardization of facilities and equipment service management, reform of investment and financing system and model innovation, construction of international logistics supply chain, and green and low-carbon transportation development. Establish and improve the mechanism for summarizing the results of the pilot and systematically promoting it, and rely on funds such as the car purchase tax to increase support for the pilot demonstration project.

Section 4: Strengthening Safeguards for Elements

Strengthen capital policy guarantees, arrange government investment to actively support the construction of transportation infrastructure, and include eligible projects in the scope of local government bond support. Increase investment in conservation funds, fully guide diversified capital to participate in transportation development, and form a sustainable capital investment mechanism that places equal emphasis on construction and maintenance. Explore diversified support policies such as comprehensive development of hub land. Improve the mechanism for the coordinated promotion of major cross-departmental and cross-regional projects. Make good use of the cross-regional supplementary cultivated land coordination mechanism, strengthen the guarantee of resource elements such as land use, sea use, and energy use for key projects, and do a good job in the reservation and supply of resource elements.

Section 5: Do a good job of supervision and guidance

Establish and complete evaluation systems for major plans, major policies, and major projects in the field of transportation, and carry out social stability risk assessments for major decision-making as required. Strengthen post-event supervision and dynamic monitoring and analysis of planning implementation, carry out mid-term assessment and post-construction project evaluation in a timely manner, supervise and guide the implementation of the plan, and dynamically adjust it when necessary to ensure that the plan is implemented and effective.

Scan the phone to
open the current
page



[unscramble](#)

The State Council issued the 14th Five-Year Plan for the Development of a Modern Comprehensive Transportation System

Be a pioneer of China's modernization: a detailed explanation of the "14th Five-Year Plan" for the development of a modern comprehensive transportation system



[Chinese government website](#) | [About this website](#) | [Website Statement](#) | [Contact Us](#) | [Website error correction](#)

Organizer: General Office of the State Council Operation

and maintenance unit: Operation Center of Chinese

Government Network

Copyright: Chinese government website Chinese

Government affairs



State Department client



State Council client applet