



China Urban Sustainable Transport Research Center



Key Issues and Action Plan for Public Transport Development in China

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China Academy of Transportation Sciences, MOT

1. Current Status and Key Issues

❖ Urbanization

Urbanization

1978: 17.8%

2006: 43.9%

2020: 57%

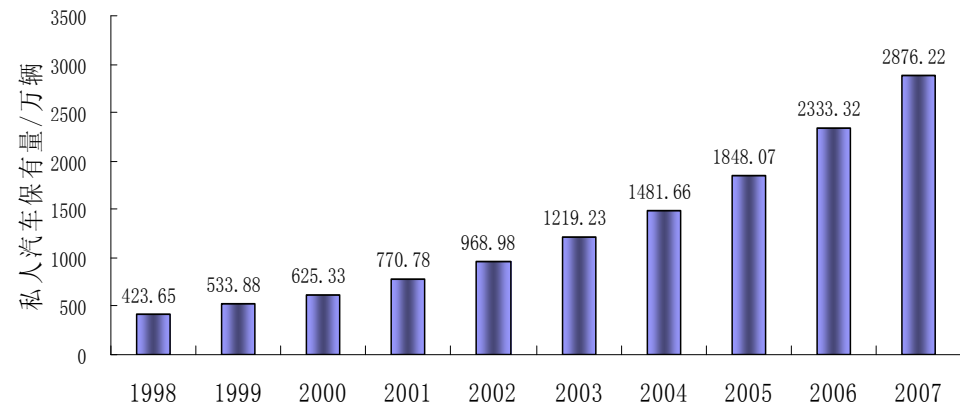
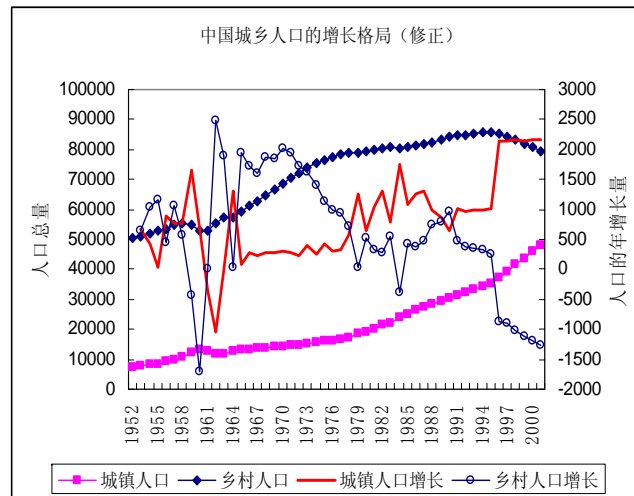
❖ Motorization

Annual Growth rate

2020(100 min)

Civil Vehicle 13% 1.3

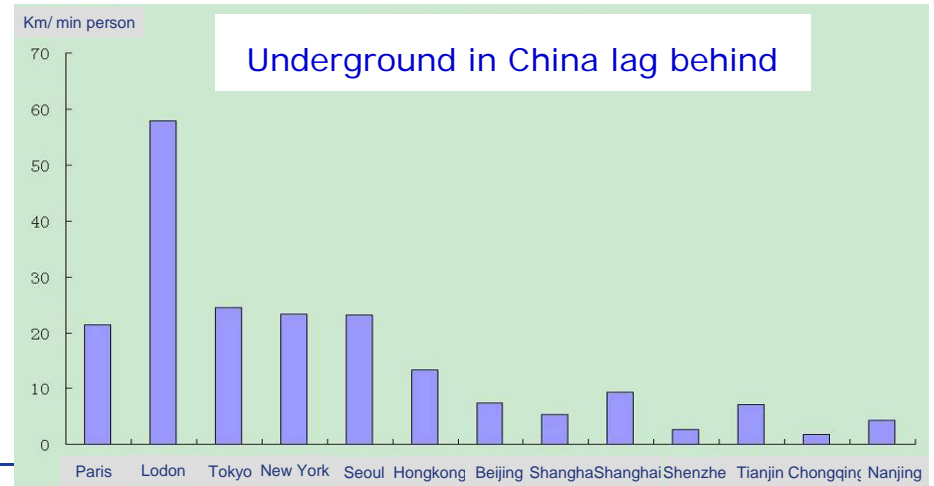
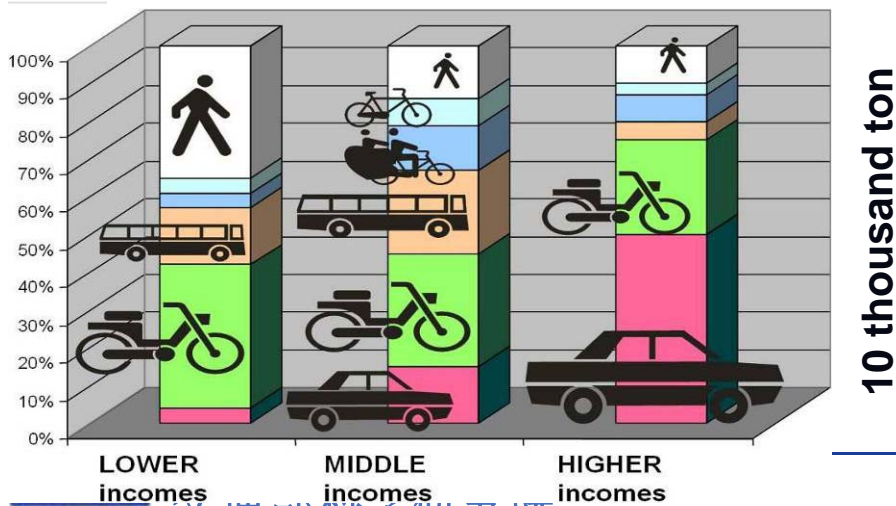
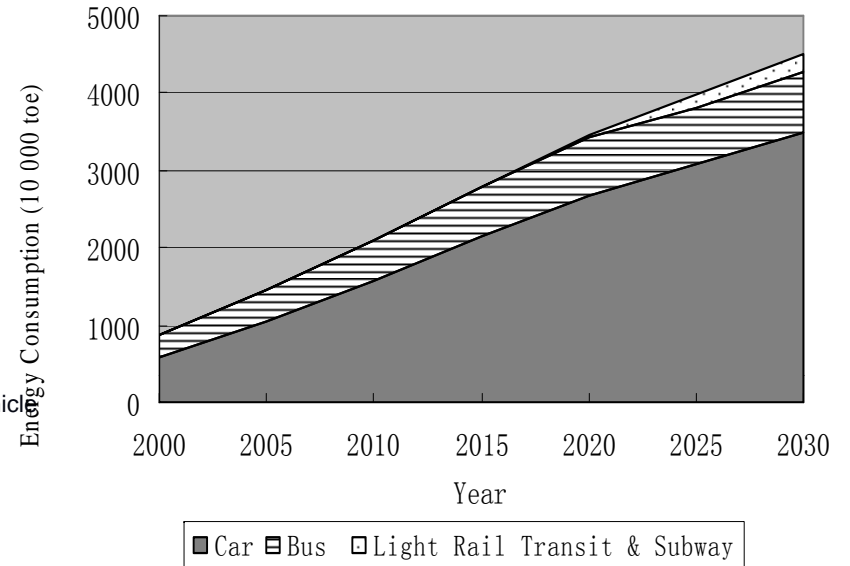
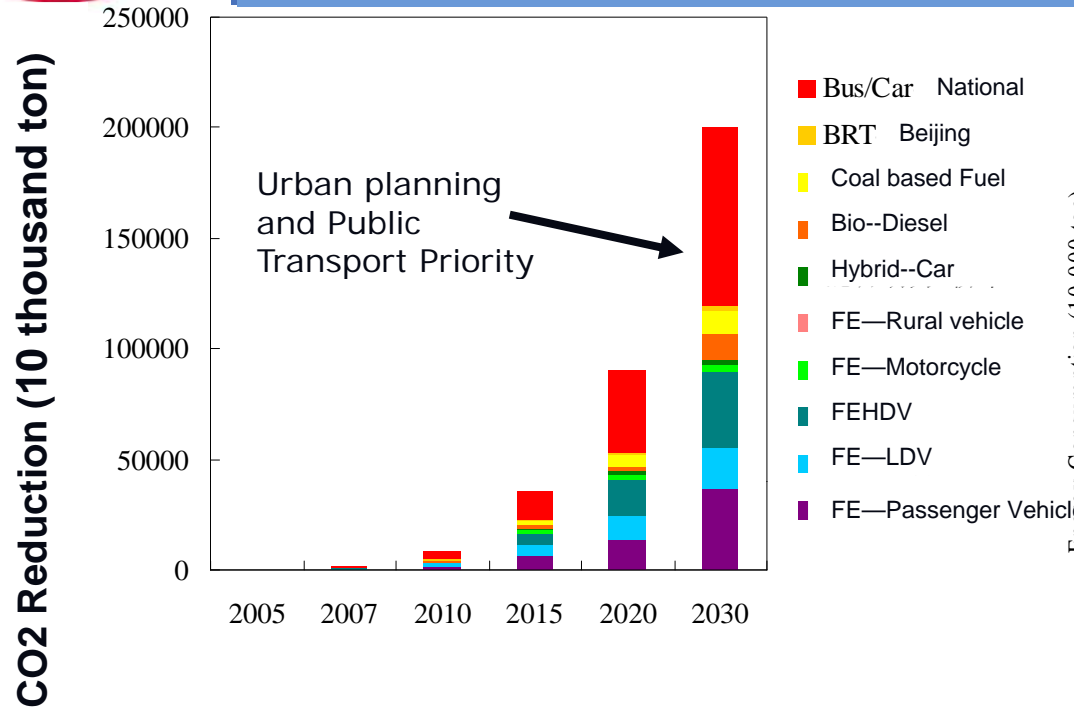
Private car 23% 0.8



Country	Britain	France	Germany	USA	Former U.S.S.R.	Japan	China
Year	1720-1840	1800-1900	1785-1865	1860-1900	1920-1950	1925-1955	1981-2003
Period	120 Years	100 Years	80 Years	40 Years	30 Years	30 Years	22 Years



1. Current Status and Key Issues

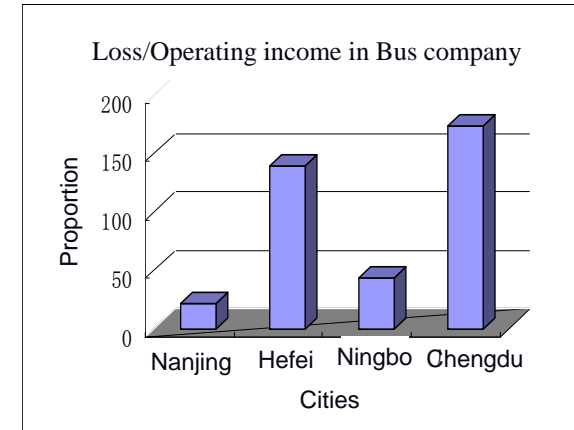




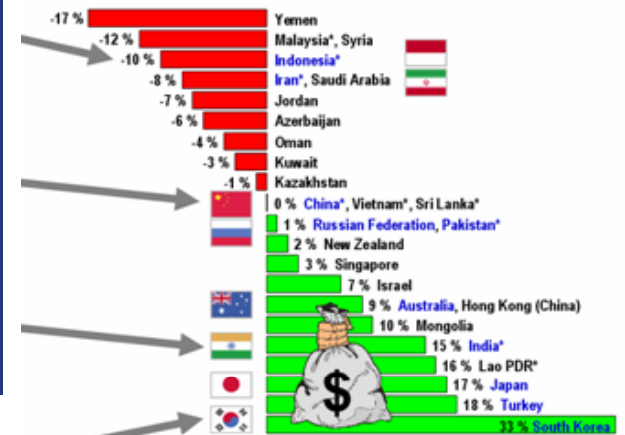
1. Current Status and Key Issues

Financial resources for urban transport in foreign countries

Source	1. Fuel (tax/litre)		2. Vehicle (annual fee)	3. Land Using (pay in advance/m ²)
Revenue distribution	Road (national, provincial, rural)	BRT *** (optional)	Urban road network (including residential areas)	Road in new residential and commercial areas
			BRT	Terminal
Type of Fees/taxes	Fuel tax		Road using tax, parking tax, based on power, weight, value of vehicles	Urban infrastructure supply (within urban boundary)
Who levies the fees/tax	Central government (road funds)		central/local government (vehicle registration office)	Local government (trust & funds)
standard	10 cents/litre, road construction, 10% for cities	3 – 8 cents /litre* *	75 – 200 dollars/year (smallest car: 1400 ccm)	2 - 10 dollars/ m ² By land selling *
Who pays	Vehicle user		Vehicle owner	Land owner



Fuel Tax Contribution to Total State Revenues in 2004 at Asian Countries



Reading Samples:

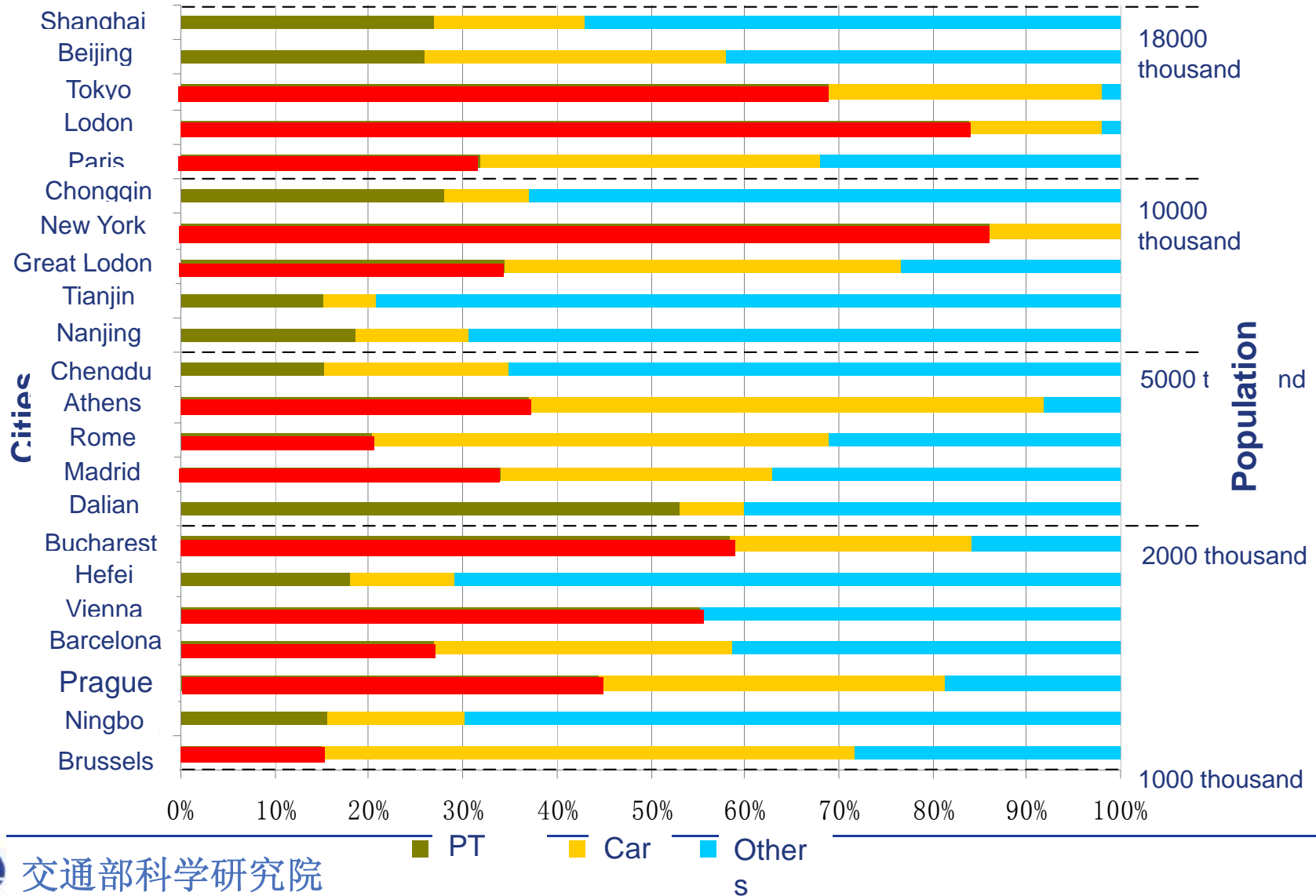
- Indonesia spends 10 % of its state revenues on subsidising fuel.
- India receives 15 % of its state revenues from fuel taxation.

No substantial fund resource for urban transport at national level



1. Current Status and Key Issues

Public transport in China is far behind compared with other countries



2. Action Plan

National Public Transport Action Plan

Goals: Leading public urban transport towards efficient, safe, and environmental friendly sustainable development

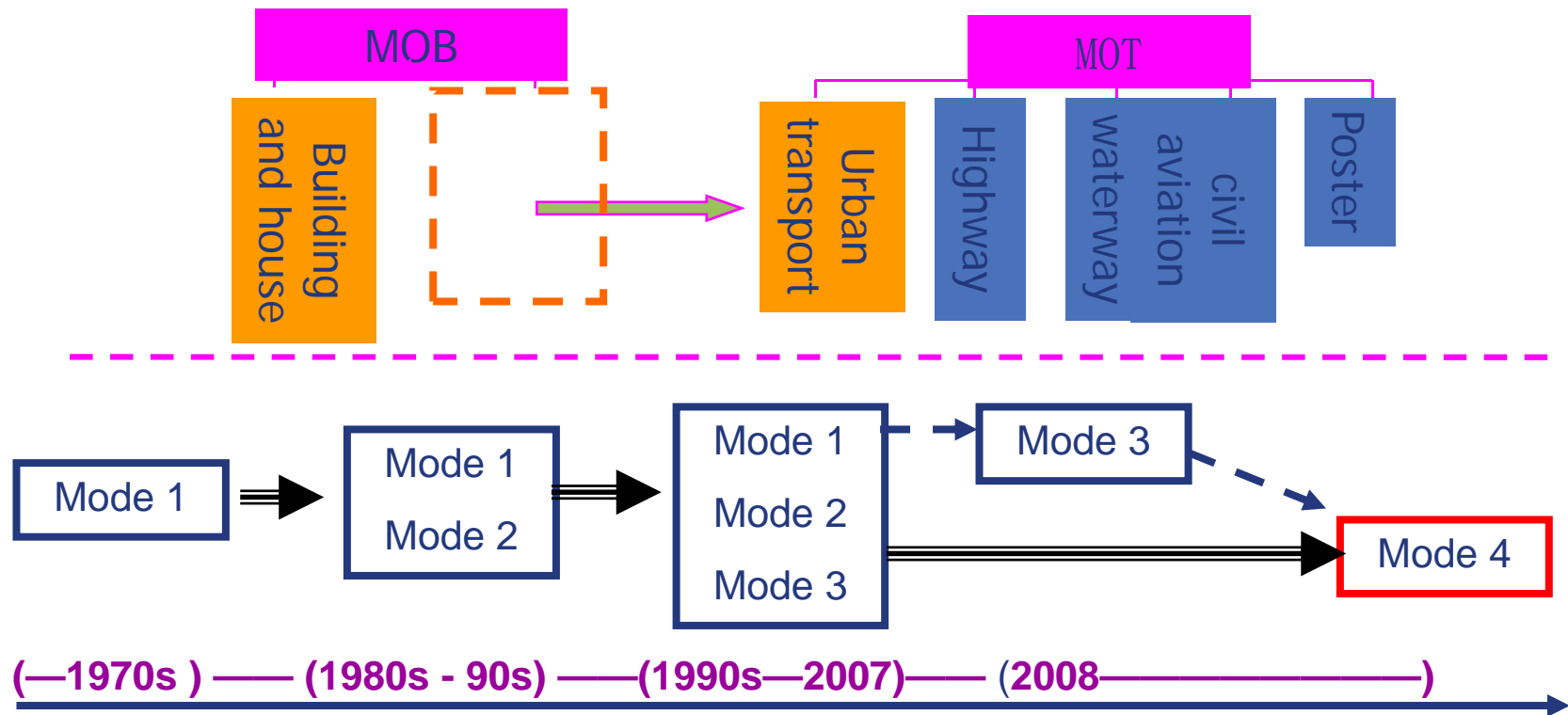
Key Points:

- Transport Institutional Reform at all levels
- Public transport regulation
- Policy outline for public transport priority
 - a) Public goods
 - b) Investment and financing
 - c) Road space
 - d) Planning
 - e) Land use



2. Action Plan

Transport Institutional Reform at all levels



- **Mode 1:** The responsibility of urban transport was separate by transport, construction and civil departments of city governments.
- **Mode 2 :** Beginning with integrated road management in both urban and rural areas
- **Mode 3:** Initiating the “one authority responsible for one city” ; Chengdu reform is the best cases in 2005
- **Planned Mode 4:** Modified the city transport authority according to the new MOT structure



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***Thank you very much
for your attention!***



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