



*China Urban Sustainable Transport Research Center*



# Key Issues and Action Plan for Public Transport Development in China

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# 1. Current Status and Key Issues

## ❖ Urbanization

### Urbanization

1978: 17.8%

2006: 43.9%

2020: 57%

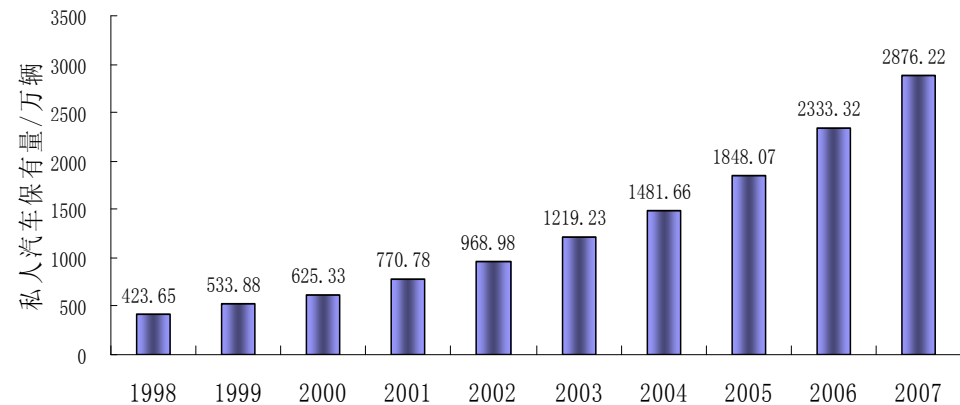
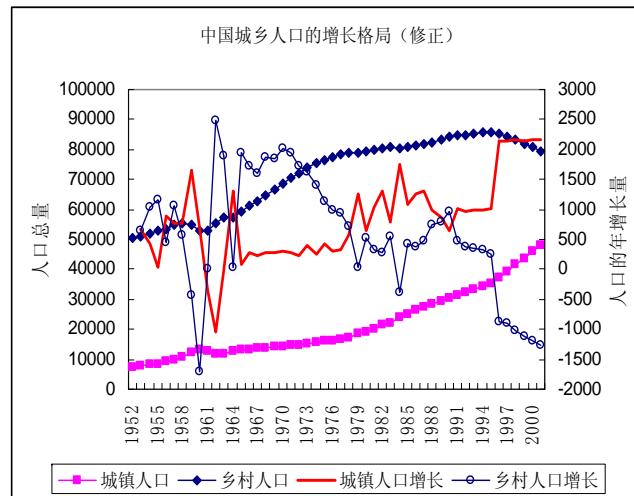
## ❖ Motorization

### Annual Growth rate

2020(100 min)

Civil Vehicle 13% 1.3

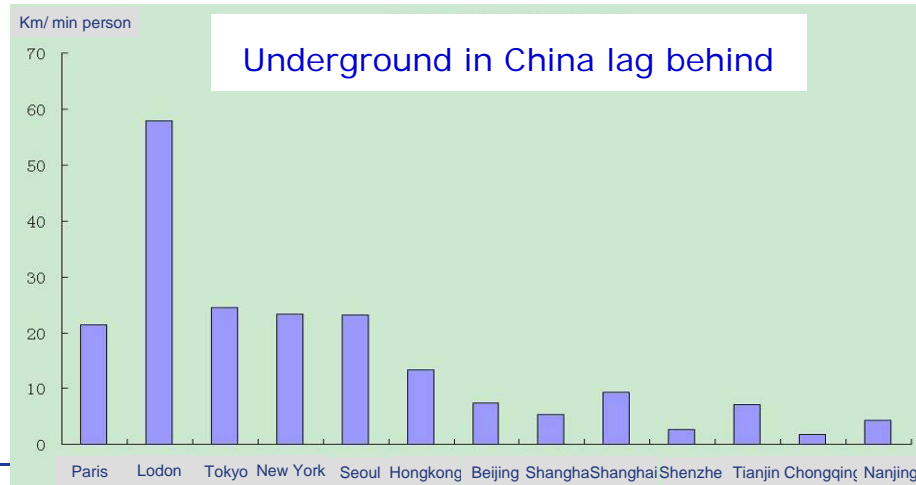
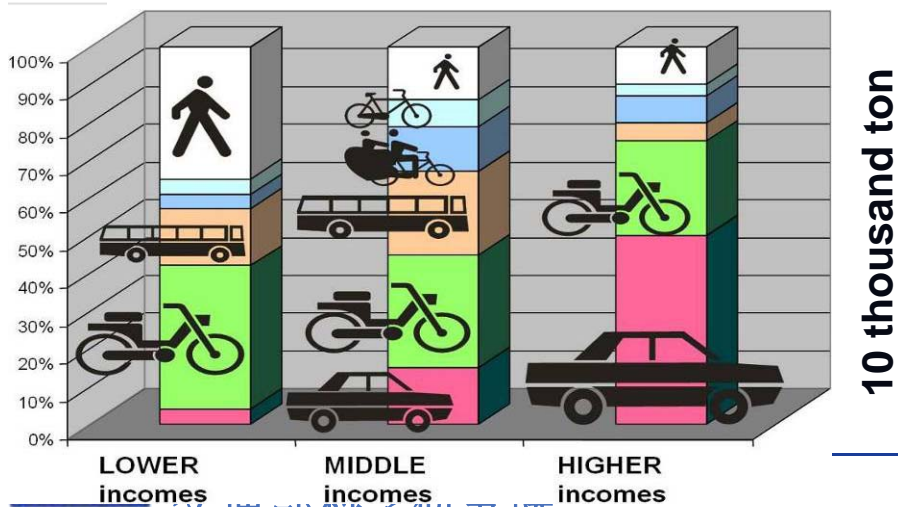
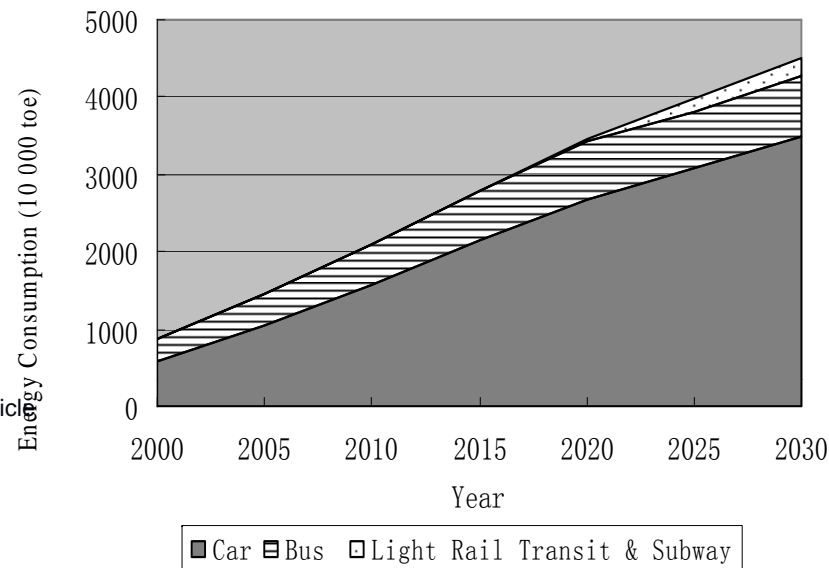
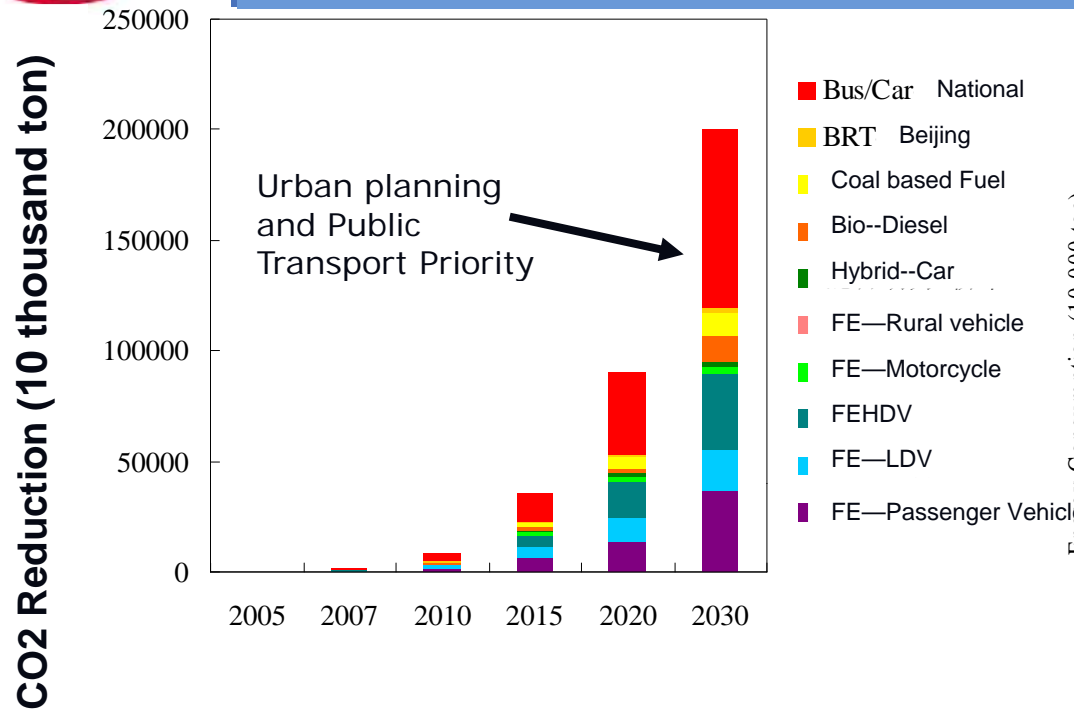
Private car 23% 0.8



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

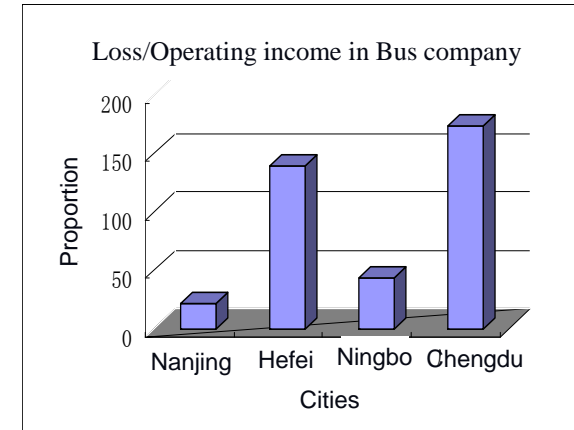




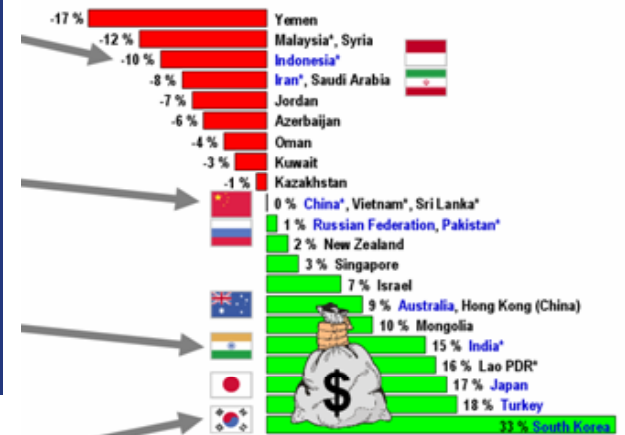
# 1. Current Status and Key Issues

## Financial resources for urban transport in foreign countries

Source	1. Fuel (tax/litre)		2. Vehicle (annual fee)	3. Land Using (pay in advance/m <sup>2</sup> )
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 <sup>2</sup> 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:

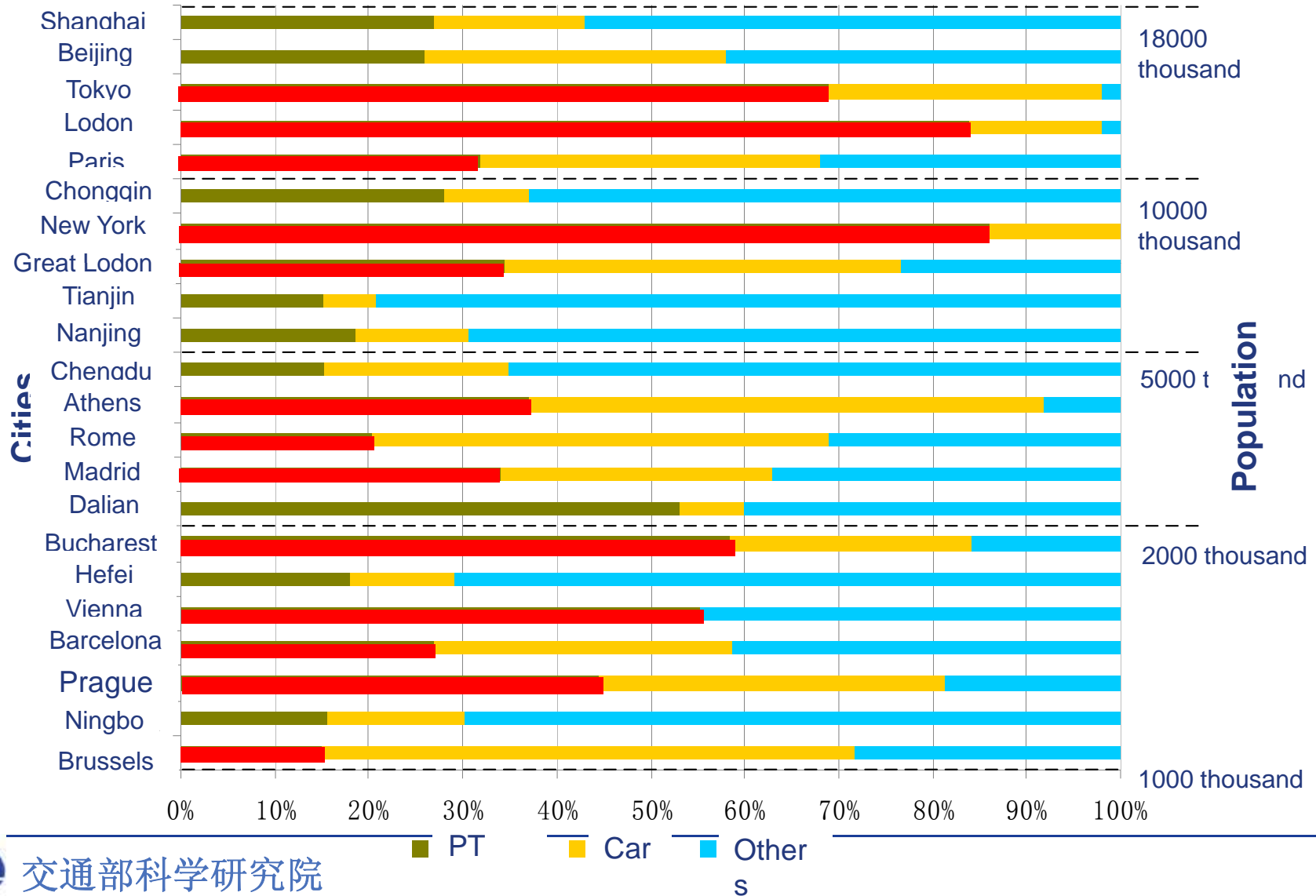
- Indonesia spends 10 % of its state revenues on subsidising fuel.
- India receives 15 % of its state revenues from fuel taxation.

**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

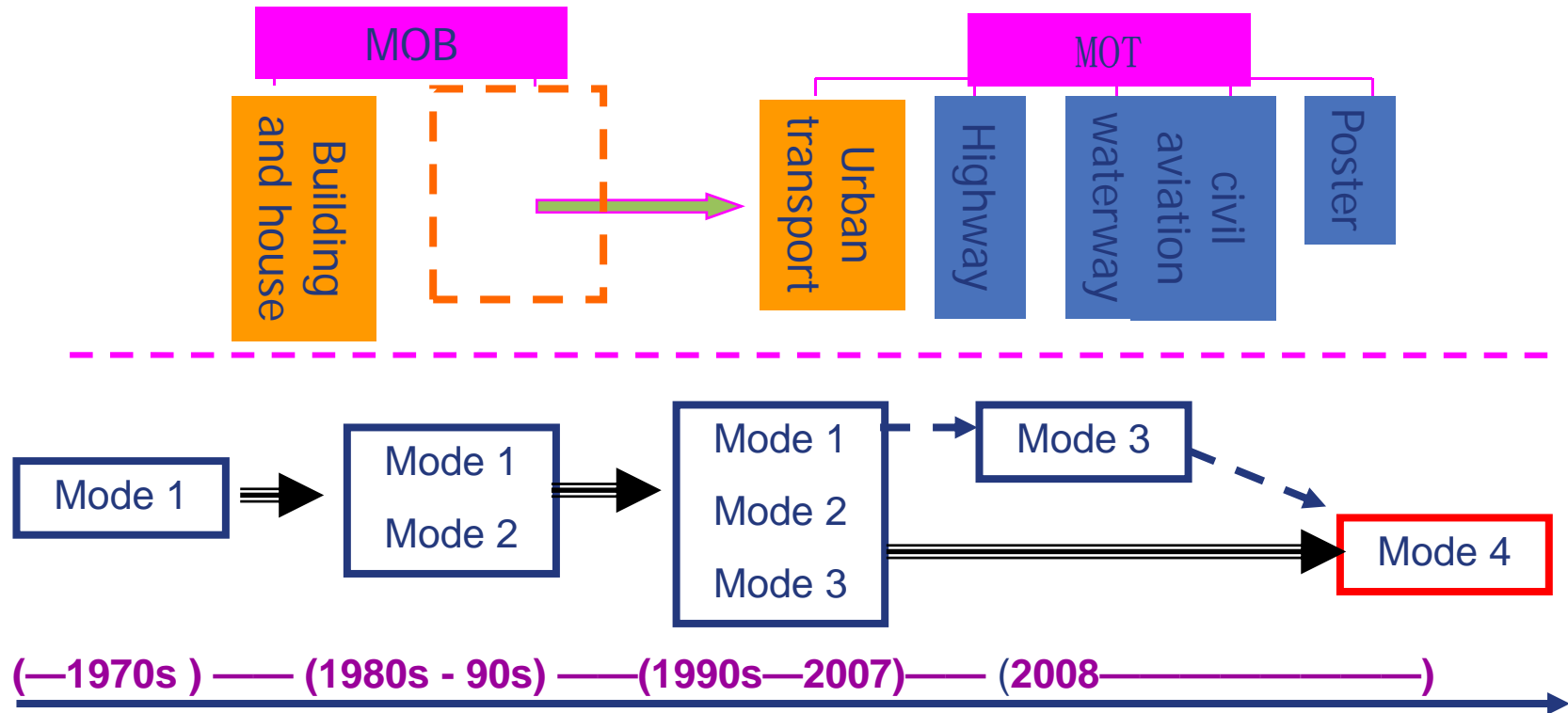
#### Key Points:

- 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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