

The 7th Ministerial Meeting on Transport & Communications
By Mr. WANG Linshu, Advisor of Ministry of Railways, P.R.China
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**Distinguished Chairman H. E. Mr. Binali Yildirim,
Honorable Secretary General H. E. Ambassador Khurshid ANWAR,
Distinguished Delegates,
Ladies and Gentlemen,**

Entrusted by Mr. LIU Zhijun, Minister of Railways of the People's Republic of China, I am very pleased to be present at this Meeting of the ECO Ministers of Transport. Firstly I would like to express my appreciations to the invitation extended by H.E. Mr. Binali Yildirim. On behalf of Minister LIU, I'd like to extend our congratulations to the meeting. Please allow me to take this opportunity to briefly explain the Chinese Railway and the current situation of the development and construction of Euro-Asian railway transport.

In recent years, Chinese Railway has made big progress by the modernization of infrastructure, with its passenger and freight volume increased dramatically to provide solid capacity support to the sound and rapid development of economy and society. By the end of year 2007, the total operating route lengths has reached 78,000 kilometers while the double-track line are 27,100 kilometers and the electrified lines are 25,500 km. Qinghai-Tibet line, which is the highest altitude railway line in the world, opened into operation in July 2006. The heavy-haulage traffic volume delivered by Dalian-Qinhuangdao line has exceeded 300 million tons in year 2007. In April 2007, Chinese Railway successfully implemented its 6th round overall speed-up. By extension length, 6,227 km line can accommodate trains running at 200km/h and above, and 1,019km can accommodate trains running at 250km/h. Nowadays 16 Passenger Dedicated Line has pushed to construction and the homemade EMU which the speed can reach 300 to 350 km/h innovated by China itself has been completed. Beijing-Tianjin high speed Passenger Dedicated Line will put into operation before 29th Olympic Games in this August. In 2007, Chinese Railway delivered 1.36 billion passengers and 3.13 billion tons of goods, totaling a converted turnover of 3,100 billion ton-kilometer. Chinese Railway accomplishes 25% of the total global railway workload with only 6% of global route. Its transportation efficiency ranks top of the world.

Chinese Authority has always attached great importance to the development and improvement of Euro-Asian railway corridors. In 1990, a new international railway corridor, the New Euro-Asian Landbridge was formed through the linking of Chinese Railway and related countries, and has played a positive role in developing the transport field. In 2007, Chinese Railway carried 315,000 TEU of international containers. Among them, the largest volume of containers was carried via China-Kazakhstan border gateway with 191,000 TEU handled. The container train started from ports of Lianyungang, Tianjin and Qingdao has been reached 755 which the percentage of trains started from Port Lianyungang is one second. According to China's railway development plan, by 2010, as part of this corridor, railways in northern Xinjiang province will have

double track. Jing Yi Huo line will be put into operation in the end of year 2008 as well as the China section of China-Kyrgyz-Uzbekistan line has been included into China Railway Plan. With the complement of those lines, ports like Alashankou pass, Huoerguosi and Tuergate will be formed and surely provide better transport condition for Euro-Asian trade.

We sincerely hope to play an important role in promoting Euro-Asian railway transport and strengthening economic and trade relations between countries in Euro-Asian region, through exploring best routing, best tariff and fast speed for railway container transport, working closely with related countries and creating container transport products or brands with explicit competitiveness and organization advantages.

Ladies and Gentlemen,

Euro-Asian continent is the largest in the world, which is a precious geographic condition for effective and reliable railway transport. The development of Euro-Asian railway transport will be of significance in promoting economic and social development of countries in the Euro-Asian region, and function as the ligament or bridge that strengthens economic relationship between these countries. We appeal to further communication, multi-channel and multi-form cooperation and consistent improvement of Euro-Asian railway traffic organizations so as to make positive contribution to the economic development of countries in the Euro-Asian region.

Finally, I'd like to wish every success to this Meeting of the ECO Ministers of Transport.

Thank you for your attention.

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