

Explanatory Notes on Main Statistical Indicators

Length of Railways in Operation refers to the total length of the trunk line under passenger and freight transportation (including both full operation and temporary operation). The calculation is based on the actual length of the first line even if this line has a full or partial double track or more tracks, excluding double tracks, station sidings, tracks under the charge of stations, branch lines, special purpose lines and the non payable connecting lines. The length of railways in operation is an important indicator to show the development of the infrastructure for the railway transport, and also the essential data to calculate volume of passenger freight transport, traffic density and utilization efficiency of the locomotives and carriages.

Length of Highways refers to the length of highways which are built in conformity with the grades specified by the highway engineering standard formulated by the Ministry of Communications, and have been formally checked and accepted by the departments of highways and put into use. The length of highways includes that of the suburb highways at large and medium sized cities, highways passing through streets at small cities and towns, and also the length of bridges and ferries. It does not include the length of streets in big and medium sized cities and highways built for the production purpose at factories, mines, forest areas and agricultural areas. If two or more highways go the same section of the way, the length of the section is only calculated for once and no duplication is allowed. The length of highways is an important indicator to show the development of the highway construction and to provide essential information to calculate the transport network density.

Length of Navigable Inland Waterways it is an indicator reflecting the size and development of inland water network, it refers to the length of the natural rivers, lakes, reservoirs, canals, and ditches open to navigation during a given period, which enables the transport by ships and rafts. It includes the channels open to navigation for over an accumulative 3 months in a year, yet this does not include the river courses, which are only used to float odd logs and bamboo rafts. This indicator can reflect the scale, level and development situation of the inland waterway network.

Freight (Passenger) Traffic refers to the volume of freight (passenger) transported with various means. Freight transport is calculated in tons and passenger traffic is calculated in the number of persons. Despite the type of freight and traveling distance, the freight transport is calculated in the actual weight of the goods: and despite the traveling distance and ticket price, the passenger traffic is calculated by the principle that one person can be counted only once in one travel. The passengers who travel with a half price ticket or a child ticket is also calculated as one person. The freight (passenger) traffic provides a quantitative measure to show how the transport industry serves the national economy and people, and is also an

important indicator for planning the transport industry and for studying the development scale and speed of the transport industry.

Freight Ton kilometers (Passenger kilometers) refer to the sum of the products of the volume of transported cargo (passengers) multiplying by the transport distance. It is an important indicator to reflect the achievement of transportation industry. Normally, the shortest distance between the departure station and the destination station (i.e., the payable distance) is the basis to calculate the freight ton kilometers. This is an important indicator to show the total results of the transport industry, to prepare and examine the transport plan and to measure the efficiency, the labour productivity and the unit cost of transport. The formula is as follows:

$$\text{Freight ton - kilometers (passenger - kilometers)} = \sum (\text{passenger}) \text{traffic} \times \text{distance of transportation}$$

Static Load of Freight Cars refers to the average cargo weight as loaded by each freight car under the static condition at the departure station. It is used to show the utilization extent of the loading capacity of the freight cars. The formula is:

$$\text{Static load (ton) of freight car} = \frac{\text{tonnage of goods dispatched}}{\text{number of freight cars loaded}}$$

Average Daily Haul of Freight Locomotives refers to the average total ton kilometers accomplished by each freight transport locomotive over day and night during a given period of time. It includes both the weight of the goods carried and the dead weight of the train itself. It is a comprehensive indicator reflecting the locomotive efficiency in terms of both time and the pulling force.

$$\text{Average daily haul of freight transport locomotive (ton - kilometre)} = \frac{\text{Total ton - kilometres of freight}}{\text{Daily number of freight transport locomotive}}$$

Volume of Freight Handled in Major Coastal Ports refers to the volume of cargo passing in and out the harbor area of the major coastal ports and having been loaded and unloaded. The volume includes that of the postal matters, registered luggage and fuels, materials and fresh water as supplies of the ships. The volume of freight handled may be classified by direction of flow as freight for import and freight for export, or by nature of cargo as freight for domestic trade and freight for foreign trade. As an important indicator, the volume of freight handled by type of cargo and by main flow direction reflects the production capacity of ports.

Possession of Civil Motor Vehicles refer to the total numbers of vehicles that are registered and received vehicles license tags according to the Work Standard for Motor Vehicles Registration formulated by transport management office under department of public security at the end of reference period. They are divided into following categories according to the



structure of motor vehicles: passenger vehicles, trucks and others; and private vehicles and vehicles for units use according to ownerships; working vehicles and non working vehicles according to kind of usage; large passenger vehicles, medium passenger vehicles, small passenger vehicles and mini passenger vehicle, heavy trucks, light heavy trucks, light trucks and mini trucks according to sizes of vehicles.

Business Volume of Post and Telecommunications refers to the total amount of post and telecommunication services, expressed in value terms, provided by the post and telecommunications departments for the society. Post and telecommunication services can be classified as letters, parcels, remittance, issue of newspapers and magazines, fast mail service, express mail service, savings deposits, stamps for collection, public and individual telegraph service, facsimiles, long distance telephone service, leasing of telephone lines, urban paging service, mobile telephone service, data transfer and transmission, etc. The accounting approach is to multiply the service products of all types with their average unit price (constant price) to get sum of business value, plus income from other services such as leasing of telephone lines and equipment, maintenance of telephone switchboards and lines on behalf of customers. This indicator reflects the overall results of post and telecommunications service during a given period, and is important to study the composition of business service and the development of post and telecommunications service.

The formula is as follows:

Business volume of post and telecommunications

$$= \sum (\text{Transaction of post and telecommunication services} \\ \times \text{price[constant price]})$$

+ Income from leasing, maintenance and other services

= business volume of postal service

+ business volume of telecommunications service

Mobile Telephone Subscribers refer to the persons who own mobile telephone numbers and are connected with the mobile telephone communication network through the mobile telephone switchboards, including contracted subscribers and pre paid subscribers for intelligent network. One mobile telephone is taken as a subscriber.

Internet Users refer to the number of Chinese citizens who use Internet at least for one hour each week.

Local Telephone Subscribers refer to subscribers that are connected to the local telecommunication service provider through fix line network, including household subscribers, institutional subscribers and public telephones. They are also classified as city subscribers and rural subscribers according to locations. Before 1997, city subscribers referred to those connected to city telephone networks in county towns and cities, while village subscribers referred to those connected to village telephone stations at and below counties. Since 1997, the classification of telephone subscribers was modified on the basis of physical location of the subscribers as urban telephone subscribers and rural telephone subscribers, which is different from the previous classification of categorizing local telephones and rural telephones, while the definition of total subscribers and total number of telephones remain unchanged.

Urban Telephone Subscribers refer to number of telephone subscribers, located at municipalities, cities under the jurisdiction of province, cities at prefecture level, downtown and suburb of city at county level town and county towns (including country towns where county government located, and towns of county level according to the administrative organizational system), that are connected to the public line telephone network, including rural mineral area, forest area, military area.

Rural Telephone Subscribers refer to telephone subscribers, located at counties (towns) and villages outside the range of cities according to administrative jurisdiction.