

**THE CONSTRUCTION OF LAND TRANSPORTATION NETWORKS IN NORTHEAST
CHINA IN THE CONTEXT OF NORTHEAST ASIA**

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**I. Progress In Studies and Construction of Land Transportation Networks in
Northeast Asia**

**1.1 The Asian Highway and AH and Asian Land Transport Infrastructure
Development (ALTID)**

The Asian Highway (AH) project is one of the three pillars of the Asian Land Transport Infrastructure Development (ALTID) project, endorsed by ESCAP Commission at its forty-eight session in 1992, comprising the Asian Highway, Trans-Asian Railway (TAR) and facilitation of land transport projects. AH project was initiated in 1959. The Intergovernmental Meeting adopted an Inter-governmental agreement (IGA) on the Asia Highway Network on 18 November 2003. This agreement identifies 55 AH routes among 32 member countries in total approximately 140,000 km. A signing ceremony of the IGA was held during the 60th session of ESCAP Commission at Shanghai, China, in April 2004. There are about 27 country parties including China, Korea and Japan that have approved this agreement. It came into force in July 2005.

1.2 Tumen River Area Development Programme (TRADP)

In 1995, China, Russia, Mongolia, the DPRK and ROK signed an agreement in New York on the establishment of a consultative committee concerning the Tumen River program, with an expiration period of ten years. The UNDP supported TRADP has made fruitful achievements over the past ten years. The UNDP announced that relevant Northeast Asian countries had agreed to extend their agreement on the joint development of the Tumen River area by another ten years.

The five Northeast Asian countries have agreed to expand their regional cooperation to the Greater Tumen Region, which covers Jilin, Liaoning, Heilongjiang provinces

and Inner Mongolia Autonomous Region, in China, the Rajin Economic and Trade Zone in the DPRK, and Primorsky and Khabarovsk territories and Sakhalin of Russia.

The Greater Tumen Region cooperation will focus on transport, energy, investment, trade and tourism. The five countries have agreed to enhance cooperation in this regard and try to attract more private companies to participate.

1.3 North East Asia Grand Design (NEAGD)

In 2003 NIRA released the Northeast Asia Grand Design aimed at developing a Northeast Asia Community. The grand design is meant to be a comprehensive and holistic vision, trans-nationally described, that presents physical images or concepts on strategic development areas, multinational infrastructure, etc., necessary for the sustainable growth of NEA as a whole, maximizing the common interests among related countries. Transport infrastructure, energy, environment, tourism and industry clusters will be the concrete basis for this design.

II. Brief Introduction to Plans Related to the Land Transportation System Construction in Northeast China

2.1 The tenth five-year plan (2001-2005)

2.1.1 The framework of “five vertical and seven horizontal” highways

Link Beijing and all the provincial capital cities and other cities with population over 1 million and more than 93 percent of cities with the population that over half million.

Two of them pass through or located in the northeast

China: Tongjiang—Sanya; Suifenhe—Manzhouli.

2.1.2 Eight vertical and eight horizontal framework of railways

The total length of these 16 key lines will be 34 thousand km.

Beijing—Harbin is one of the key lines.

Beijing—Shenyang express railway for passenger transport.

2.2 The latest improvement to the tenth five-year plan

2.2.1 The National Highway Network Plan

The MOT formulated the National Highway Network Plan in January, 2005. The framework consists of 7 radiated lines from Beijing, 9 vertical lines and 18 horizontal lines. The total length will reach 85 thousand km. Some of them will pass or located in Northeast China:

- Beijing—Harbin.
- Hegang—Dalian, Shenyang—Haikou, Changchun—Shenzhen, Daqing—Guangzhou, Erenhot—Guangzhou.
- Suifenhe—Manzhouli, Hunchun—Wulanhot, Dandong—Xilinhot.



2.2.2 Medium and long-term railway network plan

NDRC and MOR formulated the Medium and long-term railway network plan on 2004. To the year 2020, the total length of railways in China will reach 100 thousand km that will cover almost all the cities with the population of over 200 thousand.

There will be some cross border lines be constructed or improved the existing lines from Xinjiang to central Asia, from Northeast China to Russia, and from Yunnan to Vietnam and Laos.



2.3 Some new trends after the Northeast China Revitalization Plan

2.3.1 the framework plan of highway and water transport in Northeast China

The MOT released the framework plan of highway and water carriage in Northeast China on April, 2005. Outlined the framework of highway network was “five horizontal lines, 8 vertical lines, 2 circles and 10 connected lines”. Among the total 14 thousand km, there are 9450km of express highway.

5 horizontal lines:

- Hegang—Jiamusi—Mudanjiang—Dunhua—Tonghua—Dandong—Dalian
- Tongjiang—Harbin—Changchun—Siping—Shenyang—Jinzhou—Shanhaiguan
- Jiayin—Yichun—Suihua—Harbin—Jilin—Meihekou—Shenyang—Dalian
- Heihe—Mingshui—Daqing—Songyuan—Shuangliao—Fuxin—Chaoyang—Chengde
- Nengjiang—Qiqihar—Baicheng—Tongliao—Zhangwu—Shenyang—Benxi—Dandong

8 vertical lines:

- Hegang—Yichun—Beian—Nengjiang—Jiagedaqi
- Jixi—Linkou—Fangzheng—Tonghe—Tieli—Suilin—Hailun—Baiquan
- Suifenhe—Mudanjiang—Harbin—Daqing—Qiqihar—Arongqi
- Hunchun—Dunhua—Jilin—Changchun—Songyuan—Baicheng—Wulanhot
- Fusong—Huinan—Changchun—Shuangliao
- Jian—Tonghua—Meihekou—Liaoyuan—Siping—Shuangliao—Tongliao
- Tonghua—Fushun—Shenyang—Xinmin—Fuxin
- Dandong—Haicheng—Panjin—Jinzhou—Chaoyang—Chifeng



2.3.2 the railway plan in Northeast China

The Northeast revitalization office is working with MOR for the railway plan in Northeast China, and to implement the projects, which were planned in the medium and long-term railway network plan mentioned above.

The latest progresses of the land transportation projects in Northeast China

There were 8 projects planned by the medium and long-term railway network plan in Northeast China started construction this year, which include the express line for passenger transportation from Harbin to Dalian, the East-line of Northeast China, etc.

3.1 Harbin-Dalian Express railway for passenger transportation

The East-line of Northeast China:

Mudanjiang—Tumen—Tonghua—Dandong—Zhuanghe—Dalian,
along the China-Russia border and China-North Korea border. After the 3 sections (helong-baihe, Xintonghua-guanshui, Qianyang-zhuanghe, total length is 411km and will cost about 6.86 billion) completed, this line will connect the 13 existing lines and form a corridor along the border area.



3.2 The trans-Bohai Bay ferry project

The project started in 2004 and will be completed in 2006.

The ferry will connect Yantai and Dalian directly, the length of 86 sea miles will be the longest one in China.

3.3 Tumen River Area Development Program

In 1991, United Nations Development Program (UNDP) started to advocate the development and cooperation in Tumen River area, drawing great attention from numerous countries in the world and it has successively held several inter-governmental coordinative conferences on Tumen River Area Development Program since 1995.

In 2003, the Chinese government proposed the strategic move of accelerating the revitalization of Northeast China and other old industrial bases, which aroused the great enthusiasm of quite a few countries for participation in the development and

cooperation in Tumen River area, thus elevating the area to the Northeast Asia Regional Cooperation at large.

In the past 10 years, China has invested more than 4 billions RMB on the infrastructure in Tumenjiang River area. Hunchun has grown to a big city with more than 150 thousand people from a small city with the population of 20 thousand in 20 years.

The projects that are finished on the Chinese side of this area are listed below:

- Hunchun—卡梅绍娃亚(Russia) international railway has linked to Chinese domestic network.
- The several highways from Hunchun city to the border area (China-Korea and China-Russia)have opened
- The several express highways that connect Hunchun with Changchun, Jilin, and connect Yanji with Tumen have been finished
- Yanji airport has been extended and improved greatly

4. Forecast on the land transportation network in Northeast Asia

4.1 The existing plans of land transportation development in Northeast China are mainly targeted to meet the domestic demand. That's the main reason that the connection and cooperation with neighbor countries has not been given priority.

4.2 Currently, there is not only a shortage of highway and railway network supply in Northeast Asia, but there is insufficient use of the existing network as well.

4.3 Improving the interior network in Northeast Asia is at least as important as building new lines, such as the new Eurasia bridge lines.

4.4 Up to now, there have been several railway lines connecting China with North Korea and Russia in Northeast China. The next issue should be to explore a way that to make these lines work cost-effectively.