

ADB

NEWS

from

PRC

Issue 6, February 2004

亚行简报

ADB lending to the PRC in 2003 reached a record \$1.488 billion.

亚行2003年对华贷款额创历史新高：14.88亿美元

**Asian Development Bank
Resident Mission in the PRC**

7th Floor, Block D,
Beijing China Merchants
International Financial Center
156 Fuxingmennei Ave.,
Beijing 100031
Tel: (8610) 6642 6601
Fax: (8610) 6642 6606
Email: adbprcm@adb.org
Web Site: www.adb.org/prcm/

亚洲开发银行驻中国代表处

地址：北京复兴门内大街156号
北京招商国际金融中心D座7层

电话：(8610) 6642 6601
传真：(8610) 6642 6606
电子信箱：adbprcm@adb.org
网址：www.adb.org/prcm/

In this publication, "\$" refers to US dollars.
此刊中，“\$”表示美元

Roads Promote Pro-Poor Economic Growth

公路建设促进脱贫与经济发展

The experience of the Asian Development Bank (ADB) in the People's Republic of China (PRC) shows that investments in transport infrastructure, particularly roads, help create an environment in which local, regional, and national economies can grow. These investments stimulate economic growth, which creates jobs and generates higher standards of living over the longer term. Many of the rural poor live in areas with poor transport infrastructure. As a result, the poor face inferior transport services, have difficulty taking their goods to the market, and have less access to basic goods and services, including health and education. Lack of market access deprives the poor of their ability to take advantage of job and income earning opportunities. Improved access has a strong income effect, which makes investments in road projects a catalyst in

reducing poverty. Many poor people believe that better roads are the key to improving their lives.

亚行在华业务的经验表明：对基础设施的投资，尤其是对公路建设的投资，有利于创造良好的发展环境，从而促进地方、地区乃至全国的经济增长。这些投资可以在相当长的时间内刺激经济增长，增加就业和提高人民生活水平。在中国农村的贫困人口中，相当一部分人出行不便，不能享受到便利的交通运输服务，不易将产品投放市场，也难以获得基本的商品供应和服务，包括医疗卫生和教育服务。由于进入市场不便，这些贫困人口无法充分获得就业机会并增加收入。而改善交通状况会带来明显的经济效益，因此，在公路项目上的投资能有效地减少贫困。许多贫困人口也认为改善道路通行条件是提高生活水平的关键因素。

PRC's Road System

中国的公路网总体情况

The PRC's road network included about 1.8 million kilometers (km) of roads at the end of 2003. However, it is still underdeveloped in both quality and extent. While 46,000 km of new roads, including 4,600 km of expressways, were opened to traffic in 2003, expressways and Class I highways account for only 3% of the total road network, and Class II highways for 11%. The remaining 86% (Class III highways and below) are medium- to low-grade paved roads and gravel roads. With only about 1,285 km of roads per million

inhabitants and 18.3 km per 100 km² of land, the density of the PRC's road network is low. Many roads are constructed with low technical standards, and have neither the capacity nor the structural strength to carry current traffic volumes. Many roads are congested and the pavement shows signs of roughness and failure.

PRC's road investment needs from 1996 to 2010 are estimated at \$504 billion. Available revenues are estimated at \$302 billion from road user charges, and \$29



Construction of the Hebei Roads Development Project
河北公路项目的建设现场

billion from toll collections, leaving a financing gap of \$173 billion or about \$12 billion per year. Consistent with ADB's policy dialogue, the Government is creating a framework to attract private sector financing for road construction. While the private sector is willing to participate under concession agreements, or in refinancing,

leasing, and securitization, it has been difficult to use build-operate-transfer (BOT) type projects which entail taking the initial risks of construction and traffic demand. The most optimistic estimate is that private sector will finance about 5% of the high-grade and provincial road networks.

截止2003年年底,中国公路总里程约180万公里,2003年新增4.6万公里,其中高速公路4600公里,但无论是从道路质量还是从路网规模上来说,整体水平都不高。按技术等级分,高速公路、一级公路里程仅占公路总里程的3%;二级公路占11%;其余86%(包括三级及三级以下的公路)基本为次高级路面和砾石路面;按人口分配,公路密度为1285公里/每百万人;按面积分配,公路密度为18.3公里/100平方公里,因此,从总体情况看,中国的

公路网通达深度不足,技术标准偏低,在道路通行能力和结构强度方面都不能满足目前交通流量的要求。许多公路堵塞严重,路况较差。

在1996年至2010年期间,中国公路投资需求预计为5040亿美元。可征缴的公路收入包括3020亿美元的养路费和290亿美元的通行费,还有1730亿美元的资金缺口,即每年的资金缺口大约为120亿美元。按照与亚行的政策对话,中国政府正在建立一个融资框架,吸引民营部门投资公路建设。尽管民营部门愿意按特许协议、再融资、租赁和发行债券等方式投资,但是BOT(建设-经营-转让)项目却由于伴有建设的初期风险和交通需求的风险,一直难以推行。因此,民营部门的投资预计至多能够满足高等级公路和省级路网融资需求的5%。

ADB's Road Sector Strategy 亚洲开发银行在公路行业的发展战略

ADB's PRC country strategy and program gives high priority to removing infrastructure constraints and supporting policy and institutional reforms. Given the importance of a flexible and efficient road transport system in a market economy and its contribution to reducing poverty, ADB will continue its lending to the road sector. It will support (i) the National Trunk Highway System; (ii) roads that improve the access of less developed, poor rural areas to regional market centers; and (iii) selected urban transport projects.

Transport services are inadequate in many poor rural areas. The poor have limited mobility beyond their immediate communities because of geographical isolation and the high cost of motorized transport. As a result, people generally view roads as the most important economic infrastructure development. Benefits for poor rural areas include lower transport



Farmers can market their goods more easily with improved roads
农村道路通行条件改善后,极大地方便了农民将货物运抵市场。

costs; better services; lower cost of inputs; expanded agricultural support services resulting in improved farming practices; greater access to off-farm employment opportunities; and better access to health,

education, or social services. Better roads promote the transition from a subsistence farming rural economy to a cash crop economy with a higher and more stable income flow, thereby leading to poverty reduction.

The link between road development and poverty reduction is generally recognized in the literature, and is shown by several completed ADB-financed road and technical assistance projects. In Liaoning Province, the construction of a 109-km expressway and 203 km of local roads contributed to more than doubling of rural incomes in the project area. Experience has shown the importance of developing trunk routes between urban/market centers, along with rural roads, to maximize the benefit of rural development and reduce poverty. Under an ADB pilot project in Guizhou, rural roads and other rural infrastructure, such as electricity, water

supply and irrigation, are being provided to poor villages — in combination with technical training, credit facilities, and on-site nongovernment organization (NGO) services — to develop household economic plans and to promote participatory management of the project. Farmer incomes are on the rise and small businesses are opening along the road. The impact of this infrastructure and software are being systematically measured, monitored, and evaluated.

An ADB-financed study, Socioeconomic Assessments of Road Projects, was designed to assess the impact of road investments on economic growth and poverty reduction in the PRC. The technical assistance output comprised three parts: (i) a literature review — an evaluation of the studies made on the link between roads, economic growth, and poverty reduction; (ii) an econometric analysis to quantify the macroeconomic and poverty reduction impact of road investments; and (iii) a monitoring framework to assess the impact of a specific road investment in detail.

This study used provincial-level data from 1982 to 2001 to assess the impact of different types of road investments on stimulating economic growth and reducing poverty. Analytical work undertaken for the study confirmed that road development — together with investments in agriculture research, education, electricity, and telecommunications — contribute to economic growth and poverty reduction. The study found that investments in high-class roads (i.e., expressways, and Class 1 and 2 roads) and lower class, secondary roads (i.e., Class 3 roads and below) were positively and significantly related to economic growth.

The study concluded that road investments contributed to poverty reduction. Investments in lower-class roads have a higher marginal return to the growth in

gross domestic product (GDP)—by more than three times—because of their lower capital cost. Each kilometer of first-class road constructed resulted in the increase in incomes of 12 urban poor and 72 rural poor above the \$1 per day

poverty line. The impact of secondary roads in addressing urban poverty is lower than high-class roads (three urban poor being raised above the poverty line per kilometer of road). However, lower-class roads have a greater impact on reducing rural poverty than do first class roads. Each kilometer of second-class roads resulted in increasing the incomes of 22 rural poor above the poverty line, compared with 9 for higher-class roads.

The majority of the PRC's poor live in rural areas. Rural roads are mainly used by villagers living along them, while first-class roads serve a much larger population and carry through traffic. Agriculture GDP per rural resident and off-farm income are the two variables with the strongest correlation to rural poverty reduction. Government investments in roads and education are strongly related to the creation of off-farm employment. The process by which the economic benefits of road improvement are transmitted to the poor depends on social and economic factors that extend beyond the provisions of road infrastructure.

The poverty reduction impact of road investments varies from region to region. The effect of an additional kilometer of road investment on rural poverty appears largest in less-developed western regions (southwest and northwest), regardless of the class of roads. For urban poverty, the



Bus services are improved and travel time reduced because of road projects
公路项目建成后，改善了公共汽车交通服务，缩短了旅行时间。

effect appears the largest in the northeast, southwest, and northwest regions.

The PRC has made, and continues to make, significant investments in expressways. While this was necessary to support economic growth, the marginal returns of such investments appear to be declining. Less attention has been paid to lower-class roads so the marginal return on such investments is higher. Secondary road improvements are a more cost-effective way of reducing poverty than the construction of first-class roads. Redirecting some of the investments from high-class to lower-class roads would increase the contribution of the road sector to economic growth and poverty reduction. Complementary investments in feeder roads are necessary to increase the contribution of expressway investments to economic growth and poverty reduction. Better targeting of road investments, in addition to strengthening the linkage with poverty reduction, will also become increasingly important as the PRC faces increasing fiscal pressures. The Government has recently recognized the importance of developing rural roads. In 2003, the Government approved a RMB75 billion program designed to construct 78,000 km of rural roads.

亚行的中国国别战略与规划优先考虑消除基础设施障碍、支持政策和体制改革。鉴于灵活高效的公路运输系统在市场经济和促进扶贫方面的重要意义，亚行将继续提供贷款，支持公路建设。亚行将支持建设：(1) 国家干线公路；(2) 提高贫困农村地区进入地区中心市场便利的公路；(3) 特定的城市交通项目。

中国许多农村贫困地区的交通条件比较落后。由于地理位置偏僻、运输成本较高，除了在紧邻的地区流动外，贫困人口的流动性相当有限。因此，人们普遍把公路建设视为最重要的基础设施加以开发。对贫困的农村地区来说，公路建设有助于降低运输成本、改善服务、降低工作成本、增加农业服务，进而改良农业生产方法、增加获得非农就业的机会和改善享受医疗、教育和其它社会服务的条件。改善路况还会促使自给型农村经济向经济作物型经济的转化，增加农民收入，稳定收入来源，最终摆脱贫困。

公路建设和扶贫之间的联系已被广泛认知，并在亚行贷款的多个已竣工的道路和技援项目中得以体现。在辽宁省，由于建设了一条 109 公里的高速公路和 203 公里的地方公路，项目所在地区的农村收入增长了一倍多。经验表明：建设连接城市中心的公路干线以及农村公路具有重大意义，可以最大限度实现农村开发和减少贫困。亚行曾在贵州省实施一个试点项目，除了在贫困村镇建设如供电、供水和灌溉这类的农村基础设施外，还建设了农村道路，提供技术培训、信贷便利和非政府组织的现场服务，帮助制订家庭经济计划和支持受益人参与管理项目。结果农民收入有所增加，公路沿线的小型企业相继兴隆起来。该基础设施和软条件所带来的效应目前正在进行系统地监测和评价。

亚行贷款开展了一项研究：《道路项目社会经济评估》，旨在评价公路投资活动对中国经济增长和扶贫事业的影响。该技术援助成果包括三个部分内容：(1) 文献审核——评价关于道路、经济增长和扶贫事业三者间联系的专题研究文献；(2) 宏观计量经济学分析，量化研究公路投资活动对宏观经济和扶贫事业的影响；(3) 监控体制，详细地评估具体公路投资活动的影响。

本研究活动使用了省级机构在 1982-2001 年间所采集的数据，评估不同类型的公路投资活动在刺激中国经济增长和减轻贫困方面的效果。研究表明：中国的道路建设，连同农业研究、教育、电力和电讯等方面的投资活动，共同促进了经济增长和扶贫事业。研究发现投资建设一类公路（即高速公路、一级和二级公路）和等级较低的二类公路（即三级及三级以下等级的公路）与经济增长确实有着明显的联系，但是，投资建设等级较低的公路对国内生产总值增长却有较高的边际回报率（3 倍以上）。

研究结果表明：公路投资有助于摆脱贫困。投资建设低等级公路，由于其资本成本较低，因此能够为国内生产总值的增长带来 3 倍以上的边际回报率。每建设 1 公里一级公路，能增加 12 名城镇贫困人口的收入，并使 72 名农村贫困人口摆脱日生活费 1 美元的贫困线。建设旨在解决城市贫困问题的低等级公路所产生的影响要比建设高等级公路所产生的影响要低（每建设 1 公里公路使得 3 名城市贫困人口摆脱贫困）。但是，低等级公路对农村扶贫的影响效果却比一级公路的影响效果要大。每建设 1 公里二级公路可以使 22 名农村贫困人口的收入超过贫困线，而建设较高等级的公路却只能使得 9 名农村贫困人口的收入超过贫困线。

中国绝大多数的贫困人口生活在农村地区。低等级公路主要是沿途的村民使用，而一级公路可以为更多的人提供服务，并且可以提高使用道路的机动车数量。尽管农村人均农业国内生产总值和非农收入是同农村扶贫关联度最大的两个变量，而政府投资建设道路和兴办教育与增加非农业劳动就业机会有着很大的相关性。除了提供道路基础设施以外，道路改善的经济效益如何使更多的贫困人口受益还取决于其它的社会经济因素。

公路投资对扶贫的影响随地区不同而有所变化。但是，无论投资建设什么等级的公路，对于农村人口来说，在不发达西部地区（西南和西北地区）投资建设公路取得的扶贫效益最大。就城市贫民来说，在东北、西南和西北地区取得的扶贫影响最大。

中国已经并将继续大规模地投资兴建高速公路。尽管这种做法对支持经济增长很有必要，但其边际收益似乎有所下降。低等级公路尚未得到广泛的关注，因此，低等级公路投资的边际收益率相对较高。相对于建设一类公路来说，建设低等级公路是一种投资更少，收效更大的扶贫方法。促使高等级公路的部分投资流向低等级公路可以增加公路部门对经济增长和扶贫活动的贡献。这一分析的结果表明有必要对支线公路进行补充投资以增加高速公路投资对经济增长和扶贫活动的贡献。由于中国的财政压力越来越大，除了要加强建设活动与扶贫活动的关联性外，进一步提高道路投资的针对性也变得越来越重要。中国政府目前高度重视发展农村道路的重要性。在 2003 年，中国政府批准了人民币 750 亿元财政预算，用于建设 7.8 万公里的农村道路。

ADB's Policy Partnership with the PRC in the Road Sector

亚行与中国的政策伙伴关系

Road Safety. The PRC has one of the highest rates of road accidents in the world. Every 5 minutes, someone dies in a traffic accident. Losses due to road accidents account for 1% to 3% of GDP. The poor are most affected by poor road safety

conditions and accidents. They do not own motor vehicles. They normally have to spend a considerable amount of time walking to gain access to supplies, education and health services, facilities, and workplace for their subsistence needs.

In the past, road safety had not been given the priority it deserves. The 2003 Road Safety Law will help to address this problem. Addressing road safety and traffic problems requires the active involvement of both national and local government

agencies. NGOs and other civil society organizations can help lobby for policy reform and implement awareness-raising campaigns for the use of seat belts and car seats for infants. Reducing the high accident rate is an important element of ADB's policy dialogue. ADB's technical assistance at the provincial and national levels have helped (i) formulate road safety guidelines; (ii) develop a master plan for the systematic improvement of road safety; (iii) implement selected road safety pilot programs; and (iv) build capacity in road safety enforcement. Safety audits are undertaken for every ADB-financed road project.

In 1999, ADB provided the Ministry of Public Security (MPS) with a technical assistance (TA 3341-PRC: Capacity Building in Traffic Safety, Planning and Management) to deepen the understanding of road safety and traffic management problems, enhance the capacity of the 200,000 traffic police, produce training materials, and develop a national road safety program and action plan. After reviewing road safety practices and procedures, a National Road Safety Program (NRSP) was developed. The NRSP discussed the requirements of the road safety legislative framework and recommended (i) establishment of a national road safety council; (ii) road infrastructure improvement; (iii) development of better data systems; (iv) education; (v) emergency services; (vi) traffic management and police enforcement; (vii) driver training; (viii) vehicle testing; and (ix) donor support. In addition to training over 220 mid-level officers from all provinces, a leader's conference in Nanjing was organized in November 2001 for the policymakers and senior government officials to assess the NRSP.



A traffic accident along the road in Ningxia where an ADB-financed expressway will be built
宁夏一公路沿线的交通事故，亚行将在该地区贷款建设一条高速公路。

Vehicle Emissions. Air quality in most PRC cities, and in many rural areas, is poor. The major cause is the burning of coal in power plants, boilers, district heating systems, and factories. However, pollution from vehicles is increasing rapidly, and has drawn attention to particular pollutants. In some cities, vehicles already account for 80% of total carbon emission levels, 50% of nitrogen oxides, and a substantial proportion of lead. The Government has recognized this problem, and the amendments to the Air Pollution Law in 2000 added a chapter on motor vehicle pollution. The sale of leaded gasoline has been phased out. European emission standards are being adopted, and the Government is considering introducing fuel efficiency standards that will be among the highest in the world. An ADB-financed case study in Beijing explored the use of market-based instruments, such as subsidies, vehicle taxes, fuel taxes, emission charges, congestion charges, and tradable area licenses, to help reduce vehicle emissions. ADB is assisting the Government in developing and implementing policies to reduce vehicle emissions on a regional basis, including the PRC, with activities focusing primarily on fuel quality, alternative fuels, regulation of two- and three-wheeled motorized vehicles, vehicle testing, inspection, and transport planning.

Pricing Policies. The Government's policy on road user charges allows cost recovery through tolls for expressways and highways partly funded through loan financing, and which meet the following conditions: (i) high traffic volumes; (ii) a relatively inelastic demand for road transport in relation to the toll level; and (iii) high values attached to time savings for passengers and freight. ADB has undertaken a study to develop a toll traffic diversion model applicable to socioeconomic conditions prevailing in the PRC. This will assist the Government in introducing toll pricing policies that improve cost recovery and transparency, and provide adequate incentives to attract private sector investment. ADB's policy on expressway toll levels requires full cost recovery, including regular review of toll levels to ensure the recovery of operation and maintenance costs and debt service, and generation of an additional return for replacement and improvement investments. However, toll rate levels established for new expressways also take into account the toll affordability for transport users.

Highway Structural Design. While the quality of ADB-financed road projects in the PRC has generally been good, a few instances of bridge failure, tunnel collapses during construction, and pavement cracking have occurred. Recognizing the importance of sound engineering practices, the Ministry of Communications revised, with ADB assistance, its highway engineering standards. In addition to the review of technical standards, ADB helped produce a structural design manual for national roads. These new engineering standards are designed to improve construction quality, protect the environment, and enhance road safety.

道路安全：中国是全世界道路事故高发区之一。每5分钟就有1人死于交通事故，道路事故造成的损失约占国内生产总值的1-3%。公路安全条件不良和交通事故对贫困人口的影响最严重。贫困人口没有机动车辆，他们通常需要花费大量时间通过步行获取生存必需的消耗品、服务和设施。上班、上学和就医同样也都采用非机动的交通方式。

在过去，公路安全一直未得到应有的重视。2003年颁布实施的《道路交通安全法》将有助于解决这一问题。解决公路安全和交通问题需要国家和地方政府等多方面的积极参与。非政府组织和其它民间团体组织亦需加大宣传力度，支持政策改革并提高公众交通安全意识，提高人们使用安全带和在车内配备小孩座的意识。民营部门的参与可以引入先进的管理理念并注入资金。减少交通事故高发率是亚行政策对话中的一项重要内容。亚行的国家和省级技术援助活动已协助：(1)制定道路安全指南；(2)制定系统改善公路安全的总体规划；(3)实施特定的公路安全试点项目；(4)培训公安队伍的执法能力。亚行贷款的每个道路项目都要进行安全审计。

1999年，亚行向中国公安部提供了技术援助(TA3341：交通安全、规划和管理能力建设)。该技术援助项目旨在深化对道路安全和交通管理问题的认识、提高20多万名交警的能力、印制培训材料和制订《全国道路安全规划及行动计划》。在考察中国

道路安全行业的通行做法和程序后，制订出了《全国道路安全规划》，论述了道路安全立法框架的各项要求，并就如下问题提出了建议：(1)建立全国道路安全委员会；(2)改善道路基础设施；(3)完善数据系统；(4)加强宣传教育；(5)提供救援服务；(6)强化交通管理和警察执法工作；(7)驾驶员培训；(8)车辆检测；(9)投资机构的支持。除了培训各省区的220余名中级警官外，亚行和公安部还于2001年11月份在南京联合组织了一次高层领导会议，以便决策层领导和政府高级官员评估《全国道路安全规划》。

尾气排放：中国许多城市和农村地区的空气质量较差。主要由于发电厂、锅炉、小区供暖系统以及工厂大量使用燃煤所致。但是，由于机动车排放所致的污染也越来越严重，这已引起了人们的广泛关注。有些城市的车辆尾气排放量已经占了碳化合物总排放量的80%，氮氧化物排放量的50%，铅污染总排放量的很大比例也来自车辆尾气排放。中国政府已经认识到这个问题，并在2000年的《大气污染防治法修订案》中增加了一章关于机动车辆尾气排放的条文。目前含铅汽油正逐步停止销售。欧洲排放标准正在逐步采纳，而且中国政府正在考虑采用世界上最严格的燃油效率标准。亚行贷款在北京进行了一个案例研究，探讨了如何采用市场手段来降低机动车排污量，如实行补贴、征收车辆税、燃油税、排放费、交通拥堵费，以及地区排

污许可证交易等。亚行正协助包括中国在内的各国政府制定和实施降低车辆排污的区域政策，把重点放在燃料质量、替代燃料、两轮和三轮机动车管理、车辆检测、检查和交通规划等方面。

定价政策：对部分利用贷款资金建设、满足下述条件的高速公路和一般公路，中国政府采用征收通行费的政策，以回收成本：(1)交通流量大；(2)提高通行费率对需求的影响相对较小；(3)节省客货运输时间能伴生较高的价值。亚行已着手研究开发适合于中国现行社会经济条件的收费交通分流模型，协助中国政府采用收费定价政策，以加速成本回收，增加透明度和充分刺激民营部门投资。亚行对高速公路收费标准的政策要求保障成本的足额回收，包括通过定期审查收费费率，以确保能收回运营、养护成本和还贷资金，并获得用于更新和改良投资所需的盈利。但是，在确定新高速公路收费标准时也要考虑道路使用者的承受能力。

公路结构设计：总体而言，尽管亚行贷款的中国公路项目的建设质量较好，但也发生过几起诸如桥梁断裂、隧道塌方和路面破损的事件。考虑到采用完善的施工工艺日益重要，在亚行的协助下，交通部对公路工程标准进行了修订。除了审定技术标准外，亚行还协助编制了国家级公路结构设计手册。这些新的工程标准旨在改善建筑质量、保护环境和强化公路安全。

ADB-Supported Road Projects in the PRC

亚行在华贷款公路项目

By the end of 2003, ADB had provided \$4.8 billion to finance 27 road projects in the PRC (see map). These projects involved the construction of about 3,500 km of expressways and construction and improvement of over 5,800 km of

provincial, county, and village access roads. ADB's future program from 2004-2006 includes 10 road projects, for which ADB expects to provide about \$2.3 billion in financing. The initial focus of ADB's road sector was in the northeast in the

Beijing-Qinghuangdao-Shenyang-Changchun-Harbin transport corridor. ADB has now shifted its focus to the poor interior provinces, particularly in the southwest (Sichuan, Chongqing, Guizhou, Yunnan and Guangxi), northwest (Gansu, Ningxia

and Shaanxi), and central regions (Hunan and Shanxi).

See tables of ADB-supported loan and technical assistance projects in road sector at http://www.adb.org/PRCM/PRC_Partnership_Roads.pdf

截止2003年末,亚行已向中国提供了约48亿美元的贷款,其中包括27个公路建设项目(见图)。这些项目共新建高速公路约3500公里、建设和改造5800多公里的省道、县道和乡道。亚行2004 - 2006年的贷款规划中包括10个公路项目,融资规模大约为23亿美元。亚行对华公路行业的投资重点最早是在中国东北地区的北京 - 秦皇岛 - 沈阳 - 长春 - 哈尔滨的交通运输干线。亚行目前已把投资重点转向贫困的内陆省份,特别是中国的西南地区(四川、重庆、贵州、云南和甘肃)、西北地区(甘肃、宁夏和陕西)和华中地区(湖南和山西)

如欲浏览《亚行对华公路行业的贷款与技援项目一览表》,请登录下述网址:http://www.adb.org/PRCM/PRC_Partnership_Roads.pdf



Seminars and Events in the PRC

研讨会及交流活动



• On 29 August, the PRC Resident Mission (PRCM) arranged a community outreach activity with NGOs. The participants

came from agencies working on environment protection, health, civil society, and legal services.

- 2003年8月29日,亚行驻中国代表处组织了与非政府组织的交流活动,参会人员分别来自环保、医疗卫生及法律服务等领域的非政府组织和机构。
- On 17-19 September, the 12th GMS Ministerial Conference took place in Dali, Yunnan Province. It was opened by ADB Vice-President (Operations 1) Jin Liqun.



• 2003年9月17 - 19日,大湄公河次区域经济合作第十二届部长会议在云南省大理召开。大会由亚行副行长金立群宣布开幕。

- In September, Zhang Jun, an intern from the University of Birmingham in the United Kingdom completed his 3-month internship program at PRCM on a comparison of income distribution between the PRC and other transition economies in Eastern European countries.



- 2003年9月，英国伯明翰大学实习生章俊在亚行驻中国代表处完成了为期3个月的实习项目，实习内容为中国与东欧其它转型经济国家的收入分配比较。

- Vice-President Joseph Eichenberger attended the 4th Western China International Economy and Trade Fair on 25 September in Chengdu, Sichuan Province, and visited Cheng-Nan Expressway Project and Chengdu No. 6 Water Supply Plant (BOT) Project in Sichuan and the project site of the recently approved Ningxia Road Development Project in Ningxia Hui Autonomous Region. Thereafter, he and Li Yong, Vice Minister of Finance, signed ADB's Poverty Partnership Agreement with the PRC in Beijing.



- 2003年9月25日，亚行副行长约瑟夫·艾肯博格出席了在四川省成都举办的第4届华西国际经济贸易博览会，考察了四川的成南高速公路项目、成都第六水厂（BOT）项目和新近批准的宁夏公路建设项目。随后，他又在北京与中国财政部副部长李勇签署了《亚行与中国扶贫合作协议》。
- Bruce Murray, ADB Country Director in the PRC received the 2003 Friendship Award from the Government of the People's Republic of China. On 29 September 2003, Vice Premier Wu Yi presented the award at the Great Hall of the People.



- 亚行驻中国代表处首席代表布鲁斯·莫利荣获2003年度中国政府友谊奖。2003年9月29日，中国国务院副总理吴仪在人民大会堂为获奖者颁奖。

- Six members of the Board Directors visited the PRC from 18 to 28 October to meet with government officials, diplomats and representatives from donors, chambers of commerce, and NGOs. In Beijing, the Board delegation met Zeng Peiyan, Vice Premier. Jin Renqing, the Minister of Finance was also at the meeting. The delegation met with Xiao Jie, Vice Minister of the Ministry of Finance; Jiang Weixin, Vice Chairman of the National Development and Reform Commission (NDRC); Zhu Guangyao, Vice Minister of the State Environmental Protection Administration; and Weng Mengyong, Vice Minister of Communications. They visited ADB-financed projects in Guizhou, Sichuan, and Shaanxi provinces.



- 2003年10月18 - 28日，亚行董事团6名董事到访中国，与中国政府高层官员、外交人员、捐资机构代表、商会代表和非政府组织代表分别举行会谈。在北京，亚行董事团会见了国务院副总理曾培炎。财政部部长金人庆出席了此次会见。另外，该团分别与财政部副部长肖捷、国家发展与改革委员会副主任姜伟新、国家环境保护总局副局长祝光耀和交通部副部长翁孟勇等举行了会谈。他们还考察了贵州、四川和陕西等省的亚行贷款项目。

- On 30 October, Vice-President Joseph Eichenberger attended the 2nd Meeting of Phase 3 of the China Council for International Cooperation on Environment and Development in Beijing.

- 10月30日，亚行副行长约瑟夫·艾肯博格出席了在北京召开的环境与发展国际合作大会中国委员会第三期第二次会议。
- ADB plans to increase its support to the PRC and lend up to \$1.5 billion annually over the next 3 years, according to the Country Strategy and Program for 2004-2006, endorsed on 4 November 2003 by ADB's Board of Directors.

- On 13-18 November, ADB Vice-President John Lintjer (Finance and Administration) visited the PRC. He and Zhao Xiaoyu, Director General of the International Department of the Ministry of Finance gave opening remarks at the MOF-organized symposium on the study of the issuance of local currency bonds by multilateral development banks. He later chaired a session of the Fifth Asian Forum of the Institute of International Finance. He also met the Vice Governor of People's Bank of China and MOF officials and visited the ADB-financed Dalian Water Supply Project.



- 2003年11月13-18日，亚行副行长约翰·林杰访问中国。他和财政部国际司司长赵晓宇在财政部组织的多边开发银行发行本币债券研究座谈会上致开幕词，并在国际财政学院第五届亚洲论坛中一次会议上任主席。他还与中国人民银行副行长和财政部官员会谈，并考察了亚行贷款的大连供水项目。

- On 2 November, Vice-President Joseph Eichenberger (Second left) and members of the ADB delegation attended the Bo'ao Forum in Hainan Province.



- 2003年11月2日，亚行副行长约瑟夫·艾肯博格（左二）与亚行代表团成员出席在海南省召开的博鳌亚洲论坛年会。