Domestic freight turnover

To date, China's domestic freight turnover per unit of GDP has always exceeded America and other developed countries. This demonstrates that China's freight transport capabilities are insufficient, and that freight is excessively transported. In 2010, China's domestic freight turnover reached 9.5839 trillion ton-kilometres.

China's white paper on 'long-term energy-saving in China's transportation system' splits its projections for the growth of China's domestic freight traffic turnover into three phases. The first phase is from 2010-2015, when growth of China's freight traffic turnover retains leading global position but slows down to some extent. Growth of both industrialisation and urbanisation accelerates, causing secondary industry in China to continue with its peak growth rates, but as the style of economic development in China starts to see some changes, there is a decline in the growth rate of the high energy consuming, high freight volume natural resource production industry. The second phase is from 2015-2030, when the growth rate of domestic freight traffic turnover begins to decline andthe decline rate gradually slows down. By 2020, China will have essentially achieved industrialisation, thus from 2015-2020 many goods will see low growth rates, and the majority of goods will see no growth. In 2030, China will be completely industrialised and domestic freight traffic turnover will stay fixed at a relatively low level.

Trajectory 1

In this scenario, China seamlessly manages to readjust its industry structure and succeeds in breaking away from a high energy consumption growth model. Tertiary industry sees rapid development, and there is a substantial drop in China's domestic freight turnover per unit of GDP, with an increase in the usage of railways and waterways. China's overall domestic freight turnover sees a small increase and in 2050 total domestic freight turnover is 16 trillion ton-kilometres.

Trajectory 2

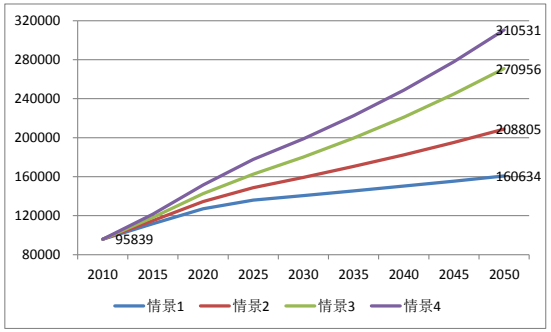
In this scenario, China steadily implements industry structure adjustments and there is a clear decline in China's domestic freight turnover per unit of GDP. Road transport adopts a less dominant position. There is notable growth in total domestic freight turnover, and in 2050 total domestic freight turnover is 20 trillion ton-kilometres.

Trajectory 3

In this scenario, adjustments to China's industry structure are slow-moving, and heavy industry still plays a key role in China's economy. China's domestic freight turnover per unit of GDP declines somewhat. The total domestic freight turnover sees continued growth and in 2050 China's domestic freight turnover reaches 27 trillion ton-kilometres.

Trajectory 4

In this scenario, adjustments to China's industry structure face endless difficulties, industry makes up a large proportion of GDP, and domestic freight turnover per unit of GDP remains high. There is rapid growth to total domestic freight turnover and in 2050 it reaches 31 trillion ton-kilometres.



Scenarios of Domestic Freight Turnover Assumption (A hundred million ton-kilometers per year)