

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 Electrified Railways refers to the length of the section of railways in operation in which the power supply lines and other equipment are installed for the running of electrified locomotives. The proportion of the length of electrified railways to the total length of railways in operation is an important indicator to show the modernization of railways.

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.

Freight (Passenger) Traffic refers to the

volume of freight (passenger) transported with various means within a specific period of time. This indicator reflects the service of the transport industry towards the national economy and people's living conditions, as well as an important indicator used in formulating and monitoring transport production plans and research into the scale and pace of transport development. Freight transport is calculated in tons and passenger traffic is calculated in terms of number of persons. Freight transport is calculated in terms of the actual weight of the goods and takes no account of the type of freight and distance of travel. Passenger traffic is calculated by the principle that one person can be counted only once in one trip and takes no account of the travelling distance and ticket price. The passengers who travel with a half price ticket or a child's ticket is also calculated as one person.

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:

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, non-working vehicles and special motor vehicles according to kind of usage; large passenger vehicles, medium passenger vehicles and small passenger

vehicles, heavy trucks, light-heavy trucks and light 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 = $\sum(\text{Transaction of Post and Telecommunication Service} \times \text{Constant Price}) + \text{Income from Leasing, Maintenance and other Services}$

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

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.

Capacity of Mobile Telephone Exchanges refers to the capacity of the maximum services provided to subscribers at onetime basing on a certain model and transacting capacity of the mobile telephone exchanges.