NACOTA

中国旅美交通协会通讯

NEWS LETTER OF NACOTA

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NACOTA WEB SITE
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中国旅美交通协会
第五届中国交通运输发展研讨会
于２００２年１月
在美国华盛顿特区顺利召开

(德克萨斯南方大学　许磊)

２００２年１月１３日，中国旅美交通协会（ＮＡＣＯＴＡ）第五届中国交通运输发展研讨会在美国首府华盛顿的ＭＡＲＲＩＯＴＴ　ＷＡＲＤＭＡＮ ＰＡＲＫ酒店隆重召开。与去年一样，这次研讨会是和华府华人运输协会（ＷＣＴＡ）联合举办的，来自北美、中国大陆、香港、台湾和欧洲等地区的交通运输界知名专家学者和企业界人士，以及旅美的交通运输界留学生代表近２００余人共聚一堂，一同讨论中国交通运输业的建设和发展问题。在研讨会上，各位专家学者围绕“中国交通运输发展”的主题，分别就四个专题进行了深入的探讨和精彩的演讲。这四个专题包括：台湾交通运输发展经验；中国大陆交通发展现状；交通发展

策略；海外华人在中国交通发展中所能作的贡献。上台进行演讲的专家学者们分别来自台湾ＦＥＮＧ－ＣＨＩＡ大学、美国ＢＷＲ公司、美国ＰＡＲＳＯＮ ＴＲＡＮＳＰＯＲＴＡＴＩＯＮ ＧＲＯＵＰ公司、美国ＩＮＤＥＰＥＮＤＥＮＴ ＣＯＮＳＵＬＴＡＮＴ公司、美国交通部、美国联邦公路协会、清华大学、中国江苏交通研究所、ＴＪＫＭ交通咨询公司、世界银行公路项目融资办公室、纽约城市交通顾问委员会、美国能源基金会和ＡＲＧＯＮＮＥ国家实验室等国内外知名的交通运输研究部门。他们针对这次研讨会的中心议题发表了精辟、成熟和理智的见解，为与会的众多代表们提供了非常有价值的学术参考。值得一提的是，在进行大会最后一个专题－“海外华人在中国交通发展中所能作的贡献”的讨论时，听众们对此表现出极大的兴趣与关注，就中国交通运输业的发展和建设、交通运输学术交流和大学理论教育方法与实践等核心问题，与所有特邀专家学者们进行了问答式的激烈讨论。

为了庆祝第五届中国交通运输发展研讨会的顺利召开，中国旅美交通协会与华府华人交通协会当晚联合举办了盛大晚宴。晚宴后，中国旅美交通协会随即召开了２００２年度理事会。这次理事会上，新老理事会成员进行了换届交接。通过在此之前的投票选举，德克萨斯南方大学终身教授兼交通运输系主任、北方交通大学交通运输学院“长江学者”特聘教授于雷博士当选为中国旅美交通协会的第四任会长，来自ＢＯＯＺ ＡＬＬＥＵ ＆ ＨＡＭＩＬＴＯＮ ＩＮＣ的陶宗伟任副会长，来自ＫＡＮＳＡＳ ＣＩＴＹ的孙伟任秘书长。理事会通过了新一届理事会成员名单：于雷、王全录、孙伟、刘智、张宏、沈琼、陆键、房英武、赵放、陶宗伟和徐蕾（根据姓氏笔划顺序排列）。随后于雷博士主持了这次理事会，针对今年协会的工作重点进行了详细而周密的分工部署。今年协会首先将一如既往的以各种形式加强海外交通运输界与中国交通运输界的交流合作；并在祖国加入ＷＴＯ的历史机遇下结合协会自身定位和不断发展的考虑，以北美交通运输界华人力量为根基，以商业化运作的模式进一步发挥中坚桥梁的力量。另外，协会正在具体筹划今年将在中国北京、南京举办的学术讨论会。相信今年中国旅美交通协会的改革与实践，将会更好的为祖国交通运输业的发展起到积极的推动作用。

１月１５日傍晚，中国旅美交通协会在华盛顿的ＭＡＲＲＩＯＴＴ ＷＡＲＤＭＡＮ ＰＡＲＫ酒店举办了招待酒会，盛情款待协会会员和社会各界来宾。旅居北美的交通运输华人专家、北美政府交通机构成员，以及来自欧美等地区的中国留学生一共两百余人参加了这次活动。在会上，协会会长于雷博士向大家

汇报了近年来中国旅美交通协会的工作和成绩，与大家讨论了今后协会的发展重心和方向，并向全世界所有关心和支持协会的组织和个人表示了诚挚的谢意。

中国旅美交通协会成立于１９９６年１月，其会员主要包括中国大陆旅居北美的交通运输领域专业人士和留学生，其宗旨是加强中国大陆旅美交通运输专业人士和留学生之间的交流，为北美地区交通运输界和中国交通运输界之间的交流与合作建立一道桥梁，从而为祖国交通运输业的发展献计献策。目前，协会已在北美和祖国范围内发展壮大为由四百余名专家学者和留学生组成的切实影响祖国大陆交通运输发展建设的国际性学术组织。协会在所有成员的共同努力下，已成功的举办了七届年会和五届中国交通运输发展研讨会，对中国交通运输业的发展提出了客观和切实可行的参考意见，组织并代表北美地区交通运输界华人以各种形式向祖国的交通运输业的发展贡献力量。

［作者注：中国旅美交通协会现任会长于雷博士简介－１９８４年毕业于中国北京北方交通大学交通运输系，获得学士学位；１９８８年毕业于日本名古屋技术学院生产与系统工程系，获得硕士学位；１９９４年毕业于加拿大女皇大学土木工程系，获得博士学位；现任美国德克萨斯南方大学交通运输系终身教授兼系主任、中国北京北方交通大学交通运输学院“长江学者”特聘教授。电子邮箱：yu_lx@tsu.edu。］

New Board of NACOTA: Roles and Responsibilities

Dr. Lu Jian has successfully completed his two-year term as the NACOTA president by January 2002. Dr. Yu Lei was elected to be the new president of NACOTA. Moreover, three NACOTA members were newly elected to be the new members of the NACOTA Board. They are:

- Zhao Fang – An associate professor and associate Director of the Lehman Center for Transportation Research at Florida International University in Miami, Florida.
- Zhang Hong (student board member) - A graduate student at the Civil Engineering Department at the University of Louisiana, Lafayette.
- Joan Shen (student board member) - A graduate student from the Department of Civil and Environmental Engineering at the Florida International University.

After discussion in the board meeting, the roles and responsibilities of the Board members are as follows:

- Yu, Lei (President): All Activities; yu_lx@tsu.edu
- Tao, Zongwei (Vice-President): Business Development; tao_zongwei@bah.com
- Sun, Wei (General Secretary): Information Recording and Technical Program Supporting; wei_sun@kcmo.org
- Xu, Lei (Treasurer): Financial Management; lxu@kittelson.com
- Lu, Jian: Business Development; lu@eng.usf.edu
- Zhao, Fang: Technical Programs; fang@eng.fiu.edu
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- Liu, Zhi: Newsletter; zliu@worldbank.org
- Shen, Qiong: Membership and Student Activities; qshen@eng.fiu.edu
- Zhang, Hong: Student Activities; cuteqingqing@hotmail.com

Workshop on Highway Safety and ITS Applications, Beijing, May 14-16, 2002

The workshop will be jointly held by NACOTA and Beijing Polytechnic University along with Highway Safety Association of the Ministry of Public Safety and Beijing Transportation Professional Association at Beijing Polytechnic University. The objectives of the workshop are: (i) to introduce the state-of-the-practice of highway safety programs (including improving highway safety through ITS applications) in the United States and other western countries, and (ii) to promote much needed highway safety programs in China.

The three-day workshop will consist of two-and-a-half days of lectures and a half-day of technical tour. The attendants will be domestic traffic engineers and highway safety personnel. The main topics will include the following:

- The nature and dimensions of highway safety problems
- Highway safety management systems
- Highway crash data collection and analysis
- Diagnosis of highway crash problems
- Development of effective countermeasures
- ITS and highway safety
- Incorporating safety into transportation plans

Prof. Liu Xiaoming, Vice-President of Beijing Polytechnic University, and NACOTA President, Prof. Yu Lei of Texas Southern University and Northern Jiaotong University, will serve as co-chairs of the workshop. Technical committee members include: Dr. Xiaoduan Sun, University of Louisiana; Dr. Rong Jian, Beijing Polytechnic University; Dr. John Lu, University of South Florida; Dr. Fang Zhao, Florida International University; Dr. Zhongren Peng, , University of Wisconsin – Milwaukee; Dr. Zongwei Tao, Booz Allen & Halmiton, Inc; Dr. Connie Jing Li, TranSmart Technologies, Inc.; Mr. Wei Sun, City Government of Kansas; and Mr. Jun Wang, Appalachian Regional Commission.

The Second NACOTA China Conference, Nanjing, August 5-6, 2002

Following the great success of the first NACOTA Shanghai Conference, NACOTA and the Transportation College of Southeast University, Nanjing, China will co-sponsor the second NACOTA China conference at Southeast University, August 5-6, 2002. The conference will offer a rare opportunity for the transportation professionals in both China and overseas to exchange information and ideas, and for the overseas Chinese transportation professionals to contribute to the development of the transportation industry in China.

This conference will address an array of issues in the transportation field that are relevant to the Chinese transportation industry. Presentations will cover the following topics:

- Strategies for sustainable development

- Integrated land use and transportation planning
- Urban public transportation planning, operations, and management
- Travel demand modeling and system planning
- Highway operations and safety
- Intelligent transportation system
- Pavement management systems
- Intermodal systems
- Transportation development policy for western China
- Transportation environmental issues
- Olympic transportation issues

Prof. Wei Wang of Southeast University and Prof. Yu Lei of Texas Southern University and Northern Jiaotong University will serve as the Co-Chairs of the Conference. Prof. John Lu of University of South Florida will serve as the Executive Chair of the Conference. Conference Technical Committee (NACOTA) consists of Dr. Fang Zhao (Chair), Florida International University; Dr. Xiaoduan Sun, University of Louisana; Dr. Zhongren Peng, University of Wisconsin – Milwaukee; Dr. Zongwei Tao, Booz Allen & Halmiton, Inc.; and Dr. Connie Li, TranSmart Technologies, Inc.

II. 中国交通新闻

News from China

交通部通报入世承诺

（新华社信息西安 1 月 7 日专电 记者王宝利）

日前，在西安召开的我国加入世贸组织后交通行业面临的形势和任务专题会议上，交通部副部长张春贤通报了入世后我国公路水路交通行业的对外承诺事项。

道路运输和仓储行业方面，道路货运从入世时起，允许外商设立合营企业从事道路货物运输、汽车维修服务和仓储服务，外资比例不得超过４９％；入世后 1 年内，允许外资控股；入世后 3 年内允许外商独资经营；合营和独资企业可享受国民待遇。

水路运输方面，对外商从事挂靠我国港口的班轮和非班轮运输无限制：允许外商设立合营船公司，经营悬挂中国国旗的船舶，外资比例不得超过４９％；合营企业可享受国民待遇。允许外商设立合营企业，人事船舶代理服务，外资比例不得超过４９％；允许外商设立外资控股的合营企业从事货物装卸和集装箱场站服务；合营企业可享受国民待遇。外商船舶在我国港口可在合理和不歧视的条件下使用以下港口服务：引航、拖带、食品、燃料和淡水供应、垃圾收集和污水处理、驻港船长服务、助航设备服务、船舶营运必需的岸基服务、紧急维修服务、锚地、泊位和锚泊服务等。

船舶检验方面，从入世时起，允许外商设立合营检验机构，外资比例不得超过４９％；入世后 2 年内，允许外资控股；入世后 4 年内，允许外商独资经营，合营和独资企业可享受国民待遇。

公路、水运基础设施建设行业方面，允许外商设立外资控股的合营企业；加入世贸组织后 3 年内，允许设立外商独资企业，但只允许承揽下列工程项目：全部由外国投资、赠款或外国投资和赠款建设的工程；我国利用国际金融组织贷款并采取国际招标的工程；外商投资占５０％以上（含５０％）的中外合资、合作建设的工程，以及外商投资占５０％以下但国内企业在技术上难以单独完成的中外合资建设的工程；国内建筑企业难以单独完成的国内投资建设的工程，经省级建设行政主管部门批准，允许与国内建筑业企业联合总承包或分包。入世后３年内，合营和独资企业可享受国民待遇。（完）

10 个亿，解决西部建设科技难题

(04/05/2002)（中国交通信息网）

交通基础设施建设是西部大开发的重要内容。西部地区地形地貌较东部复杂，有大量的高山深谷、戈壁沙漠、盐碱冻土；西部的气象条件也很复杂，潮湿暖流区、干旱区和高寒冻土区都能在西部找到。恶劣的气候条件，频繁的自然灾害，复杂的地形地貌，使得西部高等级公路建设面临许多科技难题，科技力量的薄弱，科研资金的短缺，使得西部交通建设滞后于东部地区。为确保西部交通基础设施建设顺利进行，“十五”期间，交通部每年筹集 2 亿元专项资金，共 10 个亿用于开展西部交通建设科技项目研究，一并解决多年积压和新遇到的科技难题。

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用好钱，招标面向全社会

(04/05/2002)（中国交通信息网）

管好用好这笔资金，真正发挥科技作为第一生产力在西部交通建设的拉动作用，是整个西部交通科研工作的核心。为此，交通部提出了引入竞争机制，创建开放的平台，吸引全社会关注西部交通建设的科研力量投身到这项工作中来的总体工作思路，通过项目公开招投标确定工程承担单位。这和过去科研项目一般只由本系统科研机构完成有了很大的不同。

2001 年，交通部根据《中华人民共和国招标投标法》、科技部《科技项目招投标管理暂行办法》制定了《西部交通建设科技项目招投标管理暂行办法》，从制度上明确了公开、公平、公正和诚实信用的原则。

2002 年 1 月 23 日交通部在交通部政府网站和《中国交通报》上发布了公告，对“连拱隧道建设关键技术的研究”等 9 个项目进行公开招标。在规定时间内，收到全国 49 家单位的 129 份报名表，有 46 家单位购买了 124 份招标文件，投标单位很多来自中央级科研设计单位以及东部发达省份的交通科研设计单位。

我国高速公路总里程达到 1.9 万公里居世界第二

（新华网北京 12 月 16 日电　记者林红梅）

今年我国高速公路新增通车里程 3000 多公里，从而使我国高速公路通车里程达到 1.9 万公里，创下位居世界第二的新纪录。

据了解，今年我国高速公路新增通车里程也刷新了去年通车 2872 公里的历史最高记录，成为经济建设中一个夺目的亮点。今年，在连云港至霍尔果斯国道主干线上，洛阳至三门峡至灵宝段、商丘至开封段高速公路已经投入使用；在(北)京珠(海)国道主干线上，湖南段 100 多公里、湖北段 220 多公里高速公路已经完工；在(北)京福(州)国道主干线上，合肥至徐州段已经建成；近日刚刚全线贯通、全长 1015 公里的西南高速公路出海通道，则把贫困的大西南与世界拉得更近。

自 1988 年开始建设高速公路以来，我国高速公路建设向世界前列高速发展。至 1998 年底，全国高速公路通车总里程达到 6258 公里，跃居世界第八；1999 年年底，突破 1 万公里，位居世界第四；2000 年年底，达到 1.6 万公里，居世界第三。

今后一个时期我国高速公路建设仍将保持高速发展。我国第一个以高速公路为主的国道主干线网″两纵两横三条重要路段″将于 2002 年建成。目前，北京至沈阳线、北京至上海线已建成通车，黑龙江同江至海南三亚线、北京至珠海线和连云港至霍尔果斯线、上海至成都线、西南地区出海主通道正处在紧张的建设之中。到 2008 年奥运会在北京举办时，″五纵七横″快速国道主干线网将铺就在中国大地上。(完)

China to establish quick-treatment mechanism for traffic accidents

(03/07/2002) (Xinhua)

Sources from the Ministry of Public Security and the Ministry of Health revealed that China plans to set up a quick-response service, to offer prompt and proper treatment to those injured in traffic accidents.

Before the end of June this year, China will practice a new method by which all information about traffic accidents will be shared among the country's current emergency services, namely the "110" for public security, "122" for traffic accidents and "120" for first-aid services. This should dramatically improve the co- ordination of information transmission, on-the-spot first-aid services and transportation of the wounded, officials with the ministries said.

The quick-response mechanism for traffic accidents will succeed when public security departments, first-aid centers and hospitals appointed by administrative departments of public health are able to co-ordinate and jointly launch prompt and effective operations as soon as they receive traffic accident calls.

The anticipated mechanism gives top priority to saving and treating the injured and outlines clear rules for punishment of those who delay the treatment.

The new mechanism also stresses education and disseminating emergency-first aid knowledge in the society, enhancing people's ability to give early treatment to the injured, and protecting the legal rights and interests of medical institutions, according to officials with the ministries.

China has had an increasing number of traffic accidents in recent years, but the current immature emergency-treatment system fails to offer prompt treatment to some injured people.

High tech systems ease gridlock

(03/05/2002) (China Daily)

Officials and experts have stepped up the introduction of advanced technology and devices to help improve China's transport management and efficiency.

Big cities and major highways across the country will introduce intelligent transport systems (ITS) within the next five years, officials from the Ministry of Science and Technology said at a Britain-China ITS forum held on Monday in Beijing.

The various ITS systems employ computerized information, electronic and communications technologies to rationalize transportation.

The system has been rapidly developed in Britain and other industrialized countries.

China and Britain started co-operation in the 1980s to help the nation develop ITS-based road management.

"The advanced system is also expected to help arrange parking services and solve the 'Chinese-style problem' of bicycles and motor vehicles competing for road space as in Beijing," said Cai Wenqin, an official with the ministry's Department of High-Tech Development and Industrialization.

China's regional governments have attached great importance to ITS development. Beijing will build 122 ITS-based centres for reporting traffic accidents and parking systems around the commercial heart of Wangfujing Street, according to Cai.

The capital is also working out schemes to create a favourable transport environment for the 2008 Olympic Games, sources from the Beijing Public Transport Bureau said.

Guangzhou, capital of South China's Guangdong Province, will invest 12 billion yuan (US$1.45 billion) in the next few years, using ITS to help ease traffic congestion.

China began to officially use ITS in transportation in the mid-1990s. The country has developed such ITS products as traffic management, traffic information service, supervision on traffic rules violations and electronic toll collection systems.

Traffic jams and accidents have become increasingly serious in China with the fast urbanization progress and the rising number of motor vehicles.

Relevant statistics indicated the country witnessed more than 660,000 road traffic accidents of various degrees during the first 10 months of last year, killing more than 70,000 people.□

Bus monopoly to end in Shenzhen

(03/04/2002) (China Daily)

International bidding will be introduced to Shenzhen's public transportation industry this year, said Zheng Weinan, chairman of the Shenzhen Bus Company.

Officials from the municipal bureau of communications said it's time to invite non-governmental investment to this booming industry in Shenzhen in South China's Guangdong Province.

Part of the State-owned stock of the bus company will be sold to foreign, private or other State-owned enterprises, Zheng said when quoting plans by the municipal government.

It is reported that the public bidding plan is being drafted now.

Another public transportation company will be established in Shenzhen by the end of the year to help improve the service.

The municipal government also plans to stop subsidizing the bus companies step by step, the Guangzhou-based Nanfang City Daily reported.

Zheng said he hoped the local government can learn from the Hong Kong Special Administrative Region government after abolishing the financial subsidy.

The official advised the government to support losing bus lines through favourable policies in taxation and land usage.

Official statistics indicate the public transportation passenger volume of Shenzhen has increased by more than 10 per cent since 1997, and the figure per day is 2.5 million.□

Transportation

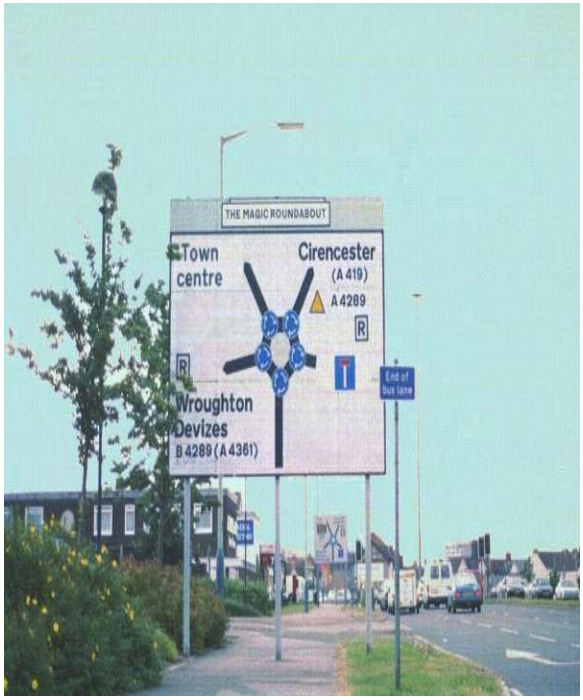
III. NACOTA Membership

Anyone who would like to become the NACOTA membership, please contact **Shen Qiong** at qshen@eng.fiu.edu and **Xu Lei**, at leixu@kittelson.com.

IV. Fun Stuff

Imagine that you're driving through Great Britain and you're already a bit annoyed about the fact that you have to drive on the left hand side of the road. (You only have your driving license for three weeks.)

Suddenly you see the next traffic sign appear:

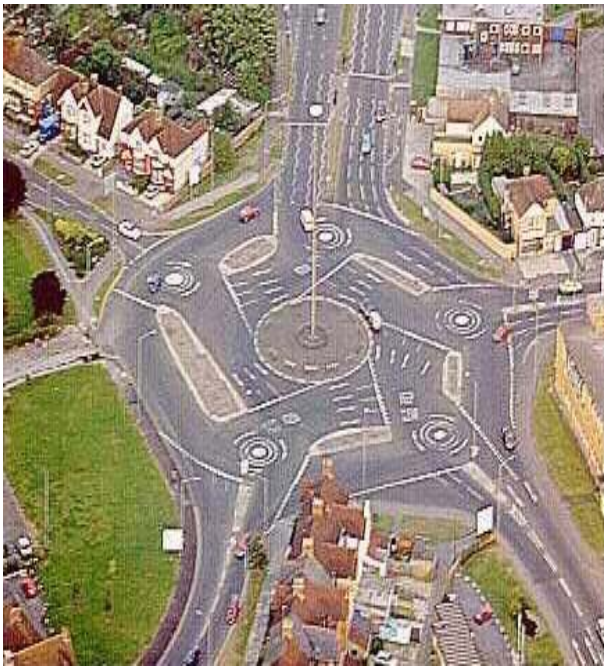


You start wondering what is going to happen now? They didn't show you this sign during your driving lessons……..

A few hundred meters further you're suddenly in the next situation!!!

The magic roundabout !

See also the next picture....



Apparently there are 3 or 4 of these monsters in England.

This one is in Swindon, between London and Cardiff.

In the centre the turning direction is opposite to the normal direction for left hand driven cars. (or equal to the situation at Europe's mainland)