

NACOTA

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News Letter
of
NACOTA

NACOTA Web Site:
<http://www.nacota.org>

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By
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Association

Newsletter of NACOTA Vol. 4, No. 2, November 2001

CONTENT

- I. NACOTA News
- II. Notes from NACOTA Members
- III. News from China
- IV. Interesting Website to Explore

I. NACOTA News

NACOTA Annual Conference January 2002

The TRB Annual Conference 2002 is only a month away. Accordingly, the NACOTA Board and Advisory Board are entering the final stage of planning for the NACOTA annual activities, including the annual conference, annual reception, and annual meeting. Mr. **Yu Lei** and the technical committee are working on the program of annual conference. As planned, the annual conference will be jointly sponsored by NACOTA and WCTA. Detailed program is shown in Box below.

NACOTA's First Conference in Shanghai, July 2001

NACOTA's first conference in Shanghai on July 16 and 17, 2001 marked a significant milestone for NACOTA's continuing effort in assisting China's transportation development. The conference was jointly organized by NACOTA, **Tongji University, China Urban Transportation Planning Academic Committee, and China Road Transport Safety Association**, and was attended by more than 100 delegates from China. Most of the participants



were university professors and government officials. NACOTA was represented by 16 delegates. The conference featured 30 presentations covering ITS, safety, environmental issues, transportation investment, policies, and transportation development in Western China, among which 14 were made by NACOTA delegates.

In the evening of July 16, NACOTA held a reception which was made possible through the sponsorship of **Booz-Allen and Hamilton Inc.** The reception gave NACOTA delegates opportunities to exchange ideas and establish connection with transportation professionals from China.

NACOTA's Future Events

During the Conference in Shanghai, NACOTA had reached agreements on two major activities. The first is a seminar on traffic/highway safety and ITS, to be held in May 2002 in Beijing and jointly organized by NACOTA and Beijing Polytechnic University. The second is the Second NACOTA China Conference, to be held in Southeast University in Nanjing. Two technical committees have been established for the preparation of the above two events. Prof. **Zhao Fang** (Florida International University) has agreed to take a lead for the Second NACOTA China Conference and Prof. **Sun Xiaoduan** (University of Louisiana) and **Sun Wei** (Kansas City) have agreed to lead the Beijing Seminar.

Donations Needed for NACOTA Activities

We need financial donation to support NACOTA's upcoming activities, including the 2002 Annual Conference and Reception, Nanjing Conference, and Beijing Seminar. If you are willing to help, please contact Ms **Xu Lei** at leixu@kittelton.com, and Mr. **Yu Lei** at Yu_LX@TSU.EDU.

Joint NACOTA-WCTA 2002 Meeting, Washington, D.C., USA

January 13, 2002, Sunday, 8:00am – 5:00pm

**Marriott Wardman Park Hotel, Balcony C/D,
2660 Woodley Road, NW
Washington DC 20008**

Schedule:

08:00-08:30	Registration
08:30-08:45	Introduction
08:45-10:15	Transport Development: Taiwan Experiences
10:15-10:30	Coffee Break
10:30-12:00	Transport Development in Mainland China
12:00-13:00	Lunch Break
13:00-14:30	Transport Development Strategy
14:30-14:45	Coffee Break
14:45-16:45	The Role of Overseas Chinese Professionals
16:45-17:00	Concluding Remarks
18:00-21:30	Dinner (WCTA)

**Joint NACOTA-WCTA Reception
January 15, 2002, 6:00 -10:00pm
Marriot Central Tower**

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II. Notes from NACOTA Members

TranSmart Technologies Received Outstanding Minority Business Enterprise Award from the US Department of Transportation

{On the request of the Newsletter, the following note was contributed by NACOTA member Dr. Jing (Connie) Li, founder of TranSmart Technology. Congratulations to Connie from the entire NACOTA community for this impressive achievement.}

TranSmart Technologies, Inc., a member of NACOTA, has just received the 2001 Federal Highway Administrator's Outstanding Minority Business Enterprise Award. The U.S. Department of Transportation Secretary Norman Mineta and the Federal Highway Administration Administrator Mary Peters presented the award to Dr. Jing (Connie) Li, P.E., owner and president of TranSmart Technologies, at the award ceremony held in Washington D.C. on October 25th.

The U.S. Department of Transportation (DOT) held its Minority Enterprise Development (MED) Week 2001 Awards Ceremony in recognition of the contributions made by members of the small and disadvantaged business community to the transportation industry and our nation's economy. A total of 36 awards were given to Minority Business Enterprises, Women-Owned Business Enterprises, Disadvantaged Business Enterprises, and Minority and Small Business Advocates. This DOT event is sponsored by the Department of Commerce's Minority Business Development Agency and the U.S. Small Business Administration's Office of Government Contracting and Minority Enterprise Development.

TranSmart Technologies, Inc. is a high-tech multidisciplinary engineering consulting firm, which has two major business divisions: transportation consulting and information technology. In transportation consulting, the company provides services on Intelligent Transportation Systems, traffic engineering, highway engineering, transportation planning, and environmental assessment. In information technology, the company develops transportation application software, webpages, databases, and GIS systems.

TranSmart has been involved in Intelligent Transportation Systems (ITS) for more than six years. TranSmart's ITS experience includes ITS strategic planning, system architecture, traffic management center design, traveler information system design and operations, incident management, commercial vehicle traveler information system development, integrated transit system design, and ITS evaluation. TranSmart works for a variety of public and private clients nationwide. Specifically, it is one of the partners for AZTech ITS Model Development Initiative Phase II and phase III.

TranSmart's experiences in transportation engineering and planning includes traffic data collection, traffic signal warrant studies, traffic signal design, needs assessment, operational analysis, highway and parking facility design, corridor analysis, traffic impact studies, traffic safety studies, geometric and traffic control signage inventory, traffic sign and pavement marking design, travel demand forecasting, and environmental assessment.

TranSmart Technologies has been supported NACOTA activities in the past and will continue to support the organization in any efforts.

For more information, please contact Dr. Jing (Connie) Li, TranSmart Technologies, Inc., 2122 Luann Lane, Suite 203, Madison, WI 53711. Phone: (608) 273-4740, Fax: (608) 273-4783, e-mail: connie@trafficonline.com.

Dr. Lu Jian Appointed Expert Group Member for "Urban Mobility Project"

Dr. **Lu Jian**, President of NACOTA, was recently appointed member of the Expert Group for "Urban Mobility Project" jointly sponsored by the Ministry of Public Security and Ministry of Construction. The Project aims to promote urban traffic management across the country, and the main task of the Expert Group is to evaluate the implementation of the Project in individual cities. Dr. Lu holds a prestigious "Yangtze River Scholar" professorship with the School of Transportation, Southeastern University.

Palisades and BERG Associates Join Forces to Help Nation's Transit Agencies Prepare Against Terrorism

{Eva Lerner-Lam, President and Chief Executive Officer of ChinaTransport.Net, Inc., is

also founder of Palisades Group. The following news from Palisades Newsletter was re-printed here with the Eva's permission.}

Tenafly, NJ, October 23, 2001— Palisades Group USA and BERG Associates announced today a new alliance to assist the nation's transit agencies in reviewing and updating their counter-terrorism security policies, plans and procedures. The two firms have combined forces to staff teams of experienced transit and security experts that can be deployed around the nation to provide practical, technical advice on counter-terrorism and operations security to transit properties seeking such assistance.

Palisades, established in 1988, provides management and information technology consulting services to transit agencies. "There is no question about the critical importance to this nation of protecting the security of the traveling public and the dedicated employees who serve them, and we intend to do our utmost to help agencies ensure a high level of confidence in their facilities and vehicles," said Eva Lerner-Lam, founder and president of Palisades. "In this new post-September 11 era, many transit agencies are taking another look at the security systems that they have in place to protect customers and employees from future terrorist threats," she continued, "and Palisades is proud to team with the highly credentialed counter-terrorism security experts at BERG Associates to provide any assistance needed by these agencies."

BERG Associates, established in 1998, brings broad experience in the fields of risk assessment, physical security, financial investigations, and counter terrorism to the task of evaluating risks for financial institutions and businesses. "We know from experience that well-designed security systems and procedures are effective deterrents to a broad range of threats. A metal detector, for example, prevents people carrying guns from getting on board an airplane regardless of whether the culprit is a terrorist or a suicidal maniac," said Larry C. Johnson, founder and partner of BERG and a widely quoted security expert who regularly briefs on terrorism in the U.S. State Department's Senior Crisis Management Seminar for foreign governments and who helps design terrorist war games for the U.S. Department of Defense. "We are pleased to team with Palisades to provide the public transit

community with security consulting services that will assist transit agencies with providing secure environments for their customers and employees.

The new alliance was forged with the assistance of another Palisades alliance partner, Magic Professional Resources, Inc. "We believe the Palisades-BERG relationship will truly benefit the transit community by combining the unparalleled transit domain experience of Palisades with the highly-respected security and counter-terrorism expertise of BERG," said Mark G. Stewart, Senior Technical Recruiter at Magic. "In these uncertain times," he continued, "it's reassuring to know that such broad technical competence is ready, willing and able to work to provide the kind of targeted, mission-critical assistance needed by our nation's public transit operators."

III. News from China

{From the Editor: Driven by rapid economic growth, China has been a hotbed for transportation development for the last 10 years. The momentum is so strong that news about transport investment, policy reform, and achievement appear in the national newspapers almost everyday. The following are several pieces, either from member contribution or newspaper clipping, selected for their significance or relevance to our interests.}

MOC's Research Program for China Western Region Transportation

The Ministry of Communications recently announced that the Ministry will invest CHY 200 million a year for the next five years to support studies for the technological development of the Western Region transportation. Most of the 87 research projects approved this year will focus on transport infrastructure. The focus of research projects for the next few years will be expected to shift to transport safety, information, management, and intelligent transport system. (Source: provided by Lu Jian)

ITS Pilot Projects to Be Implemented in Selected Cities

China will soon implement Intelligent Transport System pilot projects in selected cities. Among the nine candidate cities are Beijing, Shanghai, Shenzhen, and Qingdao. It is expected that seven cities will be selected for the pilot project implementation. (Source: provided by Lu Jian)

Blueprint Maps Out Road to Efficiency

(08/15/2001, China Daily, by Wang Ying, emphasis added by NACOTA editor)

The country's traffic and transportation network is expected to be improved greatly and become more efficient during the next five years through a key **State transportation plan**.

Construction of railways, roads, harbors, airports, natural gas pipeline and inland river transportation routes ranks as the top development priorities in the next five years, according to the State Development Planning Commission.

It has issued a special plan for the key areas of development in traffic and transportation under the 10th Five-Year Plan (2001-05).

Central and local governments will lay more emphasis on accelerating traffic efficiency and achieving high quality services in transportation systems, said Xu Yongsheng, director of the commission's Basic Infrastructure Construction Department.

A new round of **speed increases for trains** will be introduced on October 21, according to the Ministry of Railways.

Most of express trains linking Beijing and Kowloon in Hong Kong, and Beijing and Guangzhou, will hit more than 140 kilometres per hour instead of the present 120 kilometres per hour.

This is the fourth nationwide speed increase after similar rises in 1997, 1998 and 2000.

Besides speed, transportation service quality is also expected to be upgraded in the future, Xu said.

The market economy and modern management systems, as well as standard regulations will be introduced to guarantee a smooth, fast, safe and convenient traffic system, Xu said.

To further improve traffic efficiency, many big cities have promoted **subway and light rail construction**, such as Beijing, Shanghai and Guangzhou.

Subway constructions are underway at Shenzhen in Guangdong Province and Nanjing in Jiangsu Province. More cities are planning to build subway or lightrail systems in the next few years, including Xi'an, Shenyang, Chengdu, Dalian, Qingdao, Harbin, Zhengzhou, Tianjin, Changchun, Chongqing and Wuhan.

Subway and light rail routes will reach 450 kilometres during the next five years -- about four times the present length.

In order to accelerate the upgrading of its transport system, China will **open up the transport operation market** to both domestic and foreign investors, Xu said.

Foreign investors are encouraged to invest in the construction and running of transport facilities. China will relax controls on the proportion of foreign funds allowed to be used in such construction projects over the next five years. The plan also states that by the end of 2005, the country's total railway length will reach 75,000 kilometres while the total road length will reach 1.6 million kilometres.

During the next five years, China will build 6,000 kilometres of railways and electrify another 5,000 kilometres of existing railways. Another 200,000 kilometres of roads will be constructed, including 10,000 kilometres of **expressways**.

Some 140 **deep-water berths** will be built within five years, including 50 container berths, three oil terminals and three ore terminals. These projects will increase the country's deep water berths to 800 and help expand the cargo handling capacity of ports by 260 million tons.

Dozens of **airports** will be built or renovated, including three international-standard aviation hubs in Beijing, Shanghai and Guangzhou, 13 large airports, three standby airports and 40 lateral airports. By the end of 2005, the country will have 150 airports.

China will increase the length of its **oil and gas pipelines** to 40,000 kilometres.

Zhuhai Government May Face Court

(06/14/2001, China Daily, by Wu Gang)

The local government in Zhuhai may be brought to court as it could be a liable party over the financial problems at Zhuhai airport, which include the discovery that its assets may be less than the registered amount.

The 6-year-old airport, which was the first airport project invested solely by a local government in China, has debts of more than 1.7 billion yuan (US\$206 million), Beijing-based China Business reported.

One of the airport's creditors, the Tianjin Dredging Bureau, said that Zhuhai government, the investor, should also be liable.

The bureau suspected that the airport defrauded over its registered asset.

The bureau said Zhuhai airport has registered assets of 3 billion yuan (US\$360 million), but only 46.13 million yuan (US\$5.56 million) appear on its account, according to China Business.

Guangzhou Maritime Court replied that no conclusion would be drawn before it checked this information with the industrial and commercial authorities where the airport was registered for a business license.

If the finding justifies the accusation, the Zhuhai government will have to share the responsibility, the court told the newspaper.

The airport's General Manager Zhang Zhenyi dismissed the claim as groundless and ridiculous. "How can a company be allowed to start operation if its assets are not in place?", he argued.

The Tianjin Dredging Bureau signed a contract with the Zhuhai airport in 1995 on a project worth about 70 million yuan (US\$8.5 million). The project was finished in 1996 as planned.

Until early 1998, the contractor received only half of the money agreed upon. The Tianjin bureau had to resort to the Guangzhou Maritime Court at the end of 1999.

Zhuhai Intermediate Court and Guangzhou Maritime Court last month froze most of the assets of the airport upon the request of the bureau and three other creditors in Guangdong.

Recent reports said the airport, which was designed to be the largest and best in China, was near to closure.

It had a monthly flow of passengers averaging between 40,000 to 50,000, which is equal to the daily flow at Baiyun airport of Guangzhou.

And it recorded only 570,000 passengers last year, barely reaching 4 per cent of the designed capacity.

However, the airport group president Zhang Zhenyi said the airport was not going into bankruptcy.

It still ranked 38th out of 148 domestic airports in terms of annual traffic, and it has never accepted subsidies from the government during the six years since it went into operation, he said.

The passenger flow fell short of expectation as a result of the restructuring of the national economy, during which the pace of development in the Pearl River Delta region had slowed down, said Zhuhai's Deputy Mayors Yu Rong'ai and Zhou Benhui.

After expressways linking Zhuhai and its surrounding cities are built up, the airport will see an increase of passengers, Wen Wei Po quoted the deputy mayors as saying.

The airport has been looking for various ways to make money, including developing it into a training centre and, as foreign expert suggested, a global transpark for freight transport.

Around 6,000 Cathay Pacific training flights were made at the airport last year, and Dragonair and other major air carriers are also considering using its training facilities, said group president Zhang.

Public Encouraged to Participate in Pricing Process

(08/10/2001, China Daily, by Gong Zhengzheng)

Public hearings will be held to decide how to collect fees from transportation which will use Beijing's Fifth Ring Road.

The announcement was made on Tuesday by Beijing Capital Road Development Co, operator of the Fifth Ring Road.

It came after the State Development Planning Commission began carrying out regulations relating to hearings in the government's pricing

process of products and services "vital to the public's daily life" on August 1.

Chen Huai, deputy director of the Market Economy Research Institute of the State Council-affiliated Development Research Centre, said it was a good way for the matter to "solicit opinions from concerning parties and coordinate their interest" by holding public hearings.

Jiang Yanping, an official from the development company, said representatives of consumers, legal experts and other related parties attending the hearings are expected to make a reasonable decision on how to collect fees.

The ring road's first section will be open to traffic at the end of September.

A Beijing taxi driver, Zhang Jianjiang, said: "The announcement is very encouraging news, compared with the previous actions of governments and enterprises, and I hope the fees to be charged on us will be equitable."

The Chinese Government is committed to enhancing the transparency in its pricing process of products and services, vital to the public's daily life, by setting up an integrated hearing system.

Han Yongwen, deputy director of the economic policy co-ordination division under the commission, said the government hopes the system will cover products and services provided by such industries involved in water, electricity and gas supply, civil aviation, telecommunications and public transport.

Han said the regulations were interim measures before the establishment of an integrated price hearing system, adding that the commission would release a specific programme soon.

"The hearing system will give the public a say in the pricing process to make prices more reasonable," Han said.

The public and, even, enterprises were excluded from the pricing process, with prices determined entirely by the governments at various levels under the old planned economy.

Enterprises were first allowed to engage in the pricing process in the 1980s but the final decision was still made by governments, according to their evaluations of the enterprises' operation and market development.

This system led to many public complaints about the prices of products and the services of many industries, including civil aviation, public transport and telecommunications.

IV. Interesting Website to Explore

Palisades Group USA and E-Trans to Cooperate on Coordination of Transport Sector Websites

(Source: ChinaTransport.Net Newsletter October 2001, Vol. 1 No. 1)

Palisades Group (USA) and E-Trans (China) have agreed to jointly market the provision of timely information about transportation in China through their respective websites, www.chinatransport.net and www.iicc.com.cn.

Palisades Group USA, a private company in the USA founded in 1988, provides standards-based technology integration services to public agencies and private transport companies and E-Trans, a private enterprise in China established in 2000, provides Internet-based networking and information services for China's governmental entities, businesses and individuals engaged in transport-related activities. Each company operates global networking websites for governments, businesses and transport professionals doing business in and with China. Palisades operates www.chinatransport.net using the English language, while E-Trans operates www.iicc.com.cn, using the Chinese language. Coordinating the structures and linkages between the two websites is intended to bring the international transport community to E-Trans and the domestic Chinese transport market to Palisades.

"You'll see some unique linkages between the two websites in short order," said **Eva Lerner-Lam**, founder and President of Palisades. "Our objective is to maximize the accessibility of relevant, timely information for transport professionals around the world who are working in--or want to work in--China."

"We need a strong international partner like Palisades to help us reach the global marketplace," said Yuan Yu, Deputy General Manager of E-Trans. "We can provide timely, reliable information about domestic transport laws, regulations and opportunities, as well as internet-based freight logistics services and ITS products, and Palisades can help us to reach

China's potential international business partners."

NACOTA Membership

Anyone who would like to join the NACOTA membership, please contact **Xu Lei**, at leixu@kittelson.com.

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