

Research Report on Urban Rail Transit Industry in China, 2014-2018

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Abstracts

In China, urban rail transit mainly includes subway and light rail. The first urban rail in China was built in Nanjing in the 1930s and dismantled after the establishment of the People's Republic of China (PRC). The first urban rail of PRC was constructed in Beijing in the 1960s with the first line finished in 1969. The construction of urban rail transit speeds up in China in the 21st century. The number of urban rail lines in operation increased from 5 to 19 from 2002 to the end of 2013. Shanghai was ranked first with the operation mileage exceeding 530 kilometers while the mileage in Zhengzhou and Harbin was less than 30 kilometers. By the end of 2013, the total mileage of urban rail transit in operation exceeded 2,500 kilometers in China.

As Chinese economy develops rapidly, deepening urbanization and increasing urban population lead to large demand for urban transportation, which brings huge pressure for the urban comprehensive transportation system. For instance, the reserve of civil vehicles in Shanghai was 2.351 million by the end of 2012. It increased by 378% compared with that in 2000 while the mileage per thousand people increased by 100%. The construction of roads was far lag behind the increase in number of vehicles. Therefore, as road traffic is in short of supply, it is important to promote the construction of rail transit so as to effectively improve the capacity of comprehensive urban transportation system.

According to the experience of developed countries, rail transit is an effective method to alleviate traffic jam in cities and improve the inhabited environment for citizens. On one hand, the development of rail transit improves the extent of cities. While rail transit brings more people to the surrounding areas of cities, the living and commercial service facilities there are improved. On the other hand, urban rail transit makes it more convenient for urban citizens to reach the outer suburbs, and vice versa.

As an important infrastructure, urban rail transit requires large-scale investment. According to the statistics, CNY 100 million of investment in the industry brings CNY 260 million of increase in GDP and thousands of jobs, which boost the economy. Moreover, the indirect effect on economic and social development is difficult to measure. For instance, urban rail transit occupies less land by making full use of the underground space and reduces environment pollution.

By the end of 2013, Chinese government approved the construction plans in 36 cities. The number of cities with urban rail transit is expected to be 50 in 2020 with the total network scale of 7,000 kilometers. Major large cities will be covered.

The total investment in rail transit industry is predicted to be CNY 2 trillion in China in 2013-2020. Many opportunities for enterprises of infrastructure, equipment and operation exist in the industry.

Through this report, the readers can acquire the following information:

Development Status of Urban Rail Transit in China

Factors Influencing Development of Urban Rail Transit Industry in China

Development Status of Infrastructure, Equipment Manufacture and Operation Fields in China Urban Rail Transit Industry

Investment Opportunities in China Urban Rail Transit Industry

Development Prospect of Urban Rail Transit Industry

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Manufacturers of Rail Transit Equipment

Construction Enterprises in Rail Transit Projects

Rail Transit Operation Enterprises

Investors/Research Institutes Concerned about China Rail Transit Industry

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