

Research Report of Chinese Urban Rail Transport Industry, 2009

<https://marketpublishers.com/r/RD984DF530EEN.html>

Date: April 2009

Pages: 60

Price: US\$ 1,334.00 (Single User License)

ID: RD984DF530EEN

Abstracts

By the end of 2008, more than ten cities have the rail transport with the total lengths exceeding 6 hundred kilometers. Chinese government had approved the rail transport plans in 17 cities, which were planning to construct 65 rail transport lines by 2015 with the total lengths of 1,856 kilometers and the total investments exceeding 675.5 Yuan (96.5 billion USD).

At present, Chinese urban rail transport is in its fast growth period. From 1995 to 2009, more than 20 rail transport lines in ten cities were in operation over ten years and the operation mileages were 790 kilometers.

Recently, with the speed-up of Chinese urbanization process, the increasing population in China and the expansion of the urban areas, the construction process of Chinese urban rail transport is also accelerated.

According to the statistics, the total lengths of the urban rail transport network plans in 15 economically developed countries, including Beijing, Shanghai, Tianjin, Guangzhou, Shenzhen, Wuhan, Nanjing, Chongqing, Changchun, Harbin, Shenyang, Hangzhou, Xi'an, Chengdu and Suzhou etc, have reached to 1,700 kilometers with the total investments exceeding 600 billion Yuan (85.7 billion USD). The urban rail transport line plans in these 15 cities had been approved during 2003 to 2006.

Apart from the above mentioned 15 cities, another more ten cities, including Ningbo, Wuxi, Changsha, Zhenzhou, Dalian, Dongguan, Guiyang, Hefei, Kunming, Nanning and Fuzhou etc, are preparing to construct the urban rail transport with the preliminarily estimated lengths of 1,000 to 1,500 kilometers.

In recent years, the construction speed of Chinese urban rail transport was very fast and many lines were started to construct. From the development situation of the urban rail transport, the cities with the urban rail transport were increased from one to ten and the operation mileages were increased from 43 kilometers to 790 kilometers from 1995 to 2009 in China. Shanghai and Beijing put forward the promises of constructing 40 to 50 kilometers rail transport annually in recent years. The three largest cities Beijing, Shanghai and Guangzhou broke with the convention to construct 4 to 6 lines at the same year with the annual investment growth speed over 10 billion Yuan.

There were deep social and economic backgrounds for the above mentioned circumstances. With the fast economic development in China, there appeared the traffic jams in the various large cities; the traffic accidents were increased; the environments were seriously polluted; the appearance time was prolonged; the backward transportations in the cities had affected the fast development. The city transportations, especially the transportations in the megalopolises, had been the initial problems. Under such circumstances, the various cities chose to develop the urban rail transport as their solutions.

There is huge potential for Chinese urban rail transport industry, which has attracted many foreign funded enterprises' attentions. Siemens Ltd, Bombardier Inc, ALSTOM and Alcatel, Westhomes Electric Co., Ltd and Mitsubishi Corporation have joined in Chinese urban rail transport market gradually. As far as the actual situation is concerned, Chinese urban rail transport investors prefer to cooperate with the foreign funded enterprises, especially the American and European enterprises. By contrast, the American and European technologies occupy the advantages regardless of the locomotives or the constructions. American and European enterprises usually win in the bidding process.

The urban rail transport, as the important part in modern cities, is the indispensable infrastructure of the city development, which is not only the important sign to weigh the modernization level, but also the crucial guarantee for the sustainable development. Under the circumstances of international financial crisis, many Chinese regional governments have taken the urban rail transport constructions as the major forces of expanding domestic demands and propelling the economic growth. In next 2 to 3 years, there are many investment opportunities in Chinese urban rail transport industry as well as the urban rail construction enterprises, the equipment manufacturers and the construction machinery manufacturers.

This report analyzes the construction industry, the equipment manufacture,

development history and present situation of Chinese urban rail transport industry respectively and also predicts the development trends and investment opportunities of Chinese urban rail transport industry in the future.

More following information can be obtained in this report:

- Present Development Situation of Chinese Urban Rail Transport Industry
- Development Environments of Chinese Urban Rail Transport Industry
- Development Plans of Chinese Urban Rail Transport Industry
- Factors affecting the Development of Chinese Urban Rail Transport Industry
- Major Operators of Chinese Urban Rail Transport Industry
- Distributions of Multinational Urban Rail Transport Enterprises in China
- Investment Amounts and Sources of Chinese Urban Rail Transport Industry
- Analysis on Chinese Urban Rail Transport Equipment Market
- Prediction on the Investments in Chinese Urban Rail Transport Industry

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