

The GAC of the Central People's Government issued a decision on highway and waterway work for this year.

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The GAC of the Central People's Government issued the "Decision on Highway Work in 1950," which stipulates the tasks, engineering plans, highway grades, engineering standards, and principles and methods for the organization and leadership of road construction, maintenance, and highway operations for the year.

The decision first points out: "The task of highway work in 1950 is to continue supporting the War of Liberation, striving for a complete victory nationwide, and restoring production. Besides construction urgently needed to support the war effort, the general approach is to focus on repairing existing highways according to necessity and possibility, and to organize and repair existing transportation vehicles and factories to improve their transportation and productivity."

Regarding the division and management responsibilities of national and provincial highways, the decision states: "Highways of national significance in military and economic terms are national highways, directly managed by the Highway Bureau of the Ministry of Communications"; "Regional highways of one or several provinces are provincial highways, managed by the transportation departments of the major administrative regions under the supervision of the provincial transportation departments." The routes and engineering standards of the national highway network are determined by the Ministry of Transport in consultation with relevant departments and implemented after approval by the State Council. This year, the following national highways are scheduled for repair: Xi'an-Lanzhou-Tacheng, Lanzhou-Huajialing-Shuangshipu-Chengdu, Chengdu-Luzhou-Qujing-Kunming-Wanding, Wuchang-Hengyang-Guiyang-Qujing, Wuchang-Nanchang-Minhou-Xiamen, and Beijing-Tianjin-Tanggu, totaling six routes with lengths of 10 and 121 kilometers respectively. The construction of provincial highways is planned by each major administrative region and province, submitted to the Ministry of Transport for approval, and implemented afterward. In principle, the construction funds for provincial highways this year will not be borne by the central government.

Engineering standards regarding highway width, curves, bridge and culvert load-bearing capacity, bridge width, and road surface slope are all determined by the Ministry of Transport and submitted to the Financial and Economic Committee of the GAC for approval and promulgation. Before any national or provincial highway construction project is undertaken, surveying and design must be completed, and the drawings, construction procedures, budget, and material budget must be submitted to the higher authorities for approval before construction can commence. Upon completion, a project summary and final accounts of expenses and materials must be submitted.

Regarding the mobilization of laborers for road repair, the decision stipulates that, under necessary and feasible conditions, with the approval of the provincial people's government, laborers may be appropriately mobilized to repair highways, but this must not interfere with agricultural seasons and must be based on a proper plan. Regarding

road maintenance, the decision stipulates that dedicated personnel will be assigned to be responsible for national and provincial highways, and that residents along the routes of general highways should be educated and mobilized to participate in road maintenance. The decision also stipulates the principles of road user maintenance, with the competent authority uniformly collecting vehicle road maintenance fees; vehicles can travel nationwide after obtaining a toll-collecting license.

The method for collecting road maintenance fees will be drafted by the Ministry of Transport, submitted to the GAC for approval, and promulgated for implementation.

Regarding the organization and leadership of highway operations, the Ministry of Communications will establish a Highway Administration and a Transportation Corporation to be responsible for highway construction, management, and transportation. Large administrative regions and provinces will establish bureaus or departments as needed to handle highway matters. Special districts and counties will be responsible for completing their respective highway plans and tasks. Furthermore, the Ministry of Communications will draft detailed methods, systems, and regulations for vehicle management and land reservation along highways, which will be implemented after approval by the State Council.

The 1950 Navigation Work Decision

[Xinhua News Agency, Beijing, December 12] The GAC of the Central People's Government promulgated the "Decision on Navigation Work in 1950," which stipulates the main tasks of navigation transportation for the year, plans for various navigation construction and aids to navigation, navigation management, organization and leadership of navigation operations, and principles and methods for training navigation technicians.

The decision first stated: "The task of navigation work in 1950 is to continue supporting the War of Liberation, liberating all of China, and serving the restoration of production."

Regarding the various engineering constructions and navigation aids plans for navigation, the decision stipulated: 1. Dredging of major harbours and inland waterways, improving major ports such as Yingkou, Tianjin, Qingdao, Shanghai, and Fuzhou. Dredging of the Dongliu Shoal on the Yangtze River, the Sanxing Shoal on the Songjiang River, and the Yingtian Sandbar on the Xiangjiang River. Necessary dredging of silted sections of the Grand Canal and the Suzhou Creek. 2. Construction of lighthouses and markers, first restoring navigation aids at ports in the Bohai Bay and along the Yangtze River, and the lighthouses at Caofeidian, Chengshantou, and Houji Island, as well as the beacons along the Yangtze River, and improving the management system for lighthouses and markers. 3. Port, wharf, and warehouse maintenance and repair. 4. Salvage of sunken ships and repair of old ships are the main tasks for this year. 5. Construction of the Tanggu New Port project will continue. 6. Shipyards will focus on streamlining internal management systems and improving work efficiency.

Regarding navigation management, the following provisions are made: 1. To overcome inconsistencies and strengthen the management system for all ports and shipping routes, the Ministry of Transportation, in conjunction with relevant departments, shall draft unified regulations and rules, which shall be submitted to the Financial and Economic Committee of the GAC for approval before implementation. 2. Inland waterway navigation inspection procedures shall be simplified. Local inspection authorities shall, in conjunction with relevant departments, organize joint inspection stations at important berths to conduct joint inspections. Vessels shall not be intercepted or forced to stop during navigation to avoid unnecessary losses and dangers. Local organizations and groups shall not issue free tickets or set freight rates arbitrarily. 3. Vessel inspection standards shall be established to ensure navigation safety. Public and private shipping companies must obtain approval from local navigation authorities when building or purchasing new vessels; vessels over 200 tons must obtain approval from the General Maritime Administration. 4. Pilots shall be trained and educated to improve their technical skills, and the pilotage system shall be improved. V. Unified Management of State-Owned Shipping: All state-owned vessels and Yangtze River vessels of 500 tons or more operated by public and non-transportation departments nationwide, except those approved

by the State Council's Financial and Economic Committee, shall be uniformly managed by the State-Owned Shipping Company. This will initially be implemented on the Beiyang and Yangtze River routes; other routes may be temporarily entrusted to the provincial and regional governments for management. VI. Management of Freight Rates: Current shipping freight rates are too high; the State-Owned Shipping Company should study specific methods to reduce them.

Regarding the organization and leadership of shipping operations, it is decided that: I. A General Administration of Navigation and a State-Owned Shipping Company shall be established under the Ministry of Communications to lead shipping construction and management. II. In major coastal ports and along the Yangtze River, there are prefecture-level maritime administration bureaus. The distribution and jurisdiction of these bureaus are as follows: Tianjin Maritime Administration Bureau, with subordinate bureaus in Yantai, Weihaiwei, Qinhuangdao, Qingdao, and Lianyungang; Yingkou Maritime Administration Bureau, with subordinate bureaus in Dalian and Andong; Shanghai Maritime Administration Bureau, with subordinate bureaus in Ningbo, Fuzhou, and Xiamen; Guangzhou Maritime Administration Bureau, with subordinate bureaus in Shantou, Haikou, Yulin Port, and Guangzhou Bay; Taiwan Maritime Administration Bureau; Yangtze River Maritime Administration Bureau, with subordinate bureaus in Hankou, Nanjing, Chongqing, Wuhu, Jiujiang, and Shashi. All of these bureaus operate under the direct leadership of the Maritime Administration Bureau of the Ministry of Transport. III. To unify shipping operations, a state-owned shipping company was established in Shanghai (merging the former China Merchants Steam Navigation Company's operations) to uniformly manage state-owned shipping services.

To train maritime technicians, it was decided to establish a specialized maritime school, and a general examination and screening of senior crew members will be conducted this year.