



# Work Plan for Promoting the Development of Multimodal Transport and Optimizing and Adjusting the Transport Structure (2021-2025)

*Policy Briefing and English Translation*  
by Dr Ling Xuan

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## Address

Tayuan Diplomatic Office Building 2-5  
14 Liangmahe South Street, Chaoyang District  
100600, Beijing, PR China  
T +86-(0)10-8527 5589  
F +86-(0)10-8527 5591

E [transition-china@giz.de](mailto:transition-china@giz.de)  
I [www.mobility.transition-china.org](http://www.mobility.transition-china.org)

## Project

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## Author

Dr Ling Xuan (GIZ)

E [transition-china@giz.de](mailto:transition-china@giz.de)  
I [www.mobility.transition-china.org](http://www.mobility.transition-china.org)

## Layout

Hu Xin (GIZ)

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## Summary and background

On 7 January 2022, the five-year ***Work Plan for Promoting the Development of Multimodal Transport and Optimizing and Adjusting the Transport Structure (2021-2025)*** (hereafter as “the Work Plan”) was issued by the *State Council of the People’s Republic of China*.

According to the goals set out in the Work Plan, by 2025, the level of development of China’s multimodal transport<sup>1</sup> will be significantly improved. A transport composition, in which railways and waterways dominate the medium- and long-distance transport of bulk cargo and containers, will be basically established, with national rail and waterway freight volumes increasing by about 10% and 12% respectively compared with 2020. Container rail-water multimodal transport volumes will be increasing annually by more than 15% on average.

Multimodal transport is a key to more efficient, clean, and low-carbon transport that could provide significant

support to achieving China’s goals to achieve carbon dioxide emission peaking before 2030 and carbon neutrality before 2060 (“dual carbon” goals).

The promotion of multimodal transport in China began in 2014, when the State Council issued the ***Logistics Mid- to Long-Term Development Plan 2014-2020***<sup>[1]</sup>, which made multimodal transport projects one of its focal points. Followed by the ***Notice on Promoting Multimodal Transport Demonstration Projects***<sup>[2]</sup> and the ***Action Plan on Constructing Logistics Channels 2016-2020***<sup>[3]</sup>, these policies have set the goals and key tasks of multimodal transport development in China. In 2017, a milestone policy, the ***Notice on Further Encouraging the Development of Multimodal Transport***<sup>[4]</sup>, provided a top-level design for multimodal transport development and for strengthening the related industries in China. In 2018, a

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<sup>1</sup> Multimodal transport is the combination of more than one mode of transport to facilitate the movement of goods.

series of plans were released, including the **Three-Year Action Plan for Advancing Transport Restructuring (2018-2020)**<sup>[5]</sup> and the **National Logistics Hub Layout and Construction Plan**<sup>[6]</sup>, to strengthen the effective connection between different modes of transport and accelerate the construction of multimodal hubs. A total of 127 cities have been scheduled as national logistics hub cities. Between 2019 and 2020, top-level policies such as the **Outline for Building China's**

**Strength in Transport**<sup>[7]</sup> stressed the importance of developing rail-water, road-rail, road-water, and air-road multimodality. On 2 November 2021, the **14<sup>th</sup> Five-Year Plan for Integrated Transport Services Development**<sup>[8]</sup> was issued by the Ministry of Transport of the People's Republic of China (MoT), which has provided a top-level design on how the passenger and freight services will develop to serve for China's overall development to 2025.

## POLICIES FOR MULTIMODAL TRANSPORT SINCE 2014

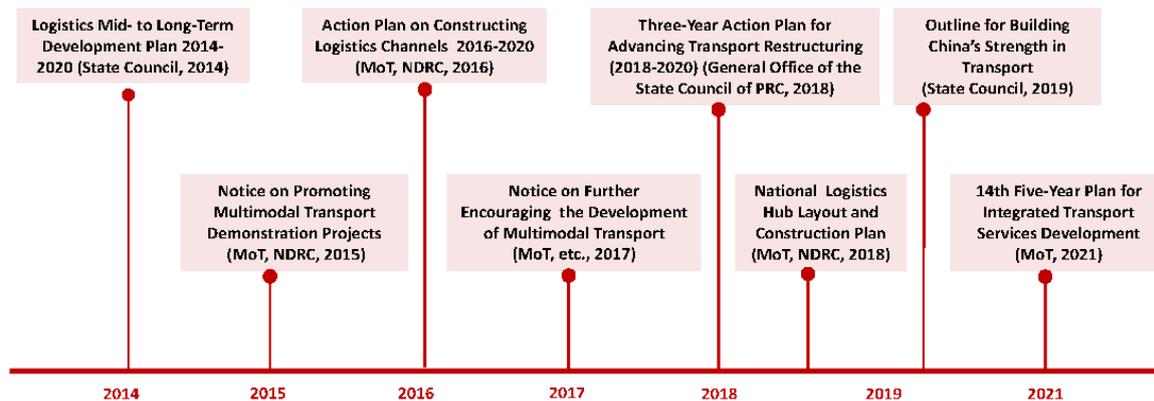


Figure 1 Policies for Multimodal Transport Since 2014

Before the 14<sup>th</sup> Five-Year Plan period, the green characteristics of multimodal transport in China mainly referred to a reduction in air pollution. But, since the announcement of China’s “dual carbon” goals, the optimisation and adjustment of the transport structure by promotion of multimodal transport has become a critical measure to effectively reduce carbon emissions.

The Work Plan is the seamless successor of the ***Three-Year Action Plan for Advancing Transport Restructuring (2018-2020)***, issued in 2018. It outlines specific policies and measures to meet the following six overarching aims:

**1. Enhance multimodal carrying capacities and connectivity.**

The Work Plan calls for the construction of a comprehensive,

multimodal infrastructure system built upon the transport network comprising **6 Axes, 7 Corridors, and 8 Channels**, as set by the [National Comprehensive Three-dimensional Transportation Network Planning Outline](#)<sup>[9]</sup> (see **Figure 2**). It further emphasises accelerating the construction of Multimodal Freight Transport Hubs (hereafter, MFTH), including improving the functionality, multimodality, and the distribution systems of existing ports, railway stations, and freight airports. The Work Plan also requires newly built or relocated logistics parks, industrial and mining enterprises, and grain storage depots with an annual capacity of more than 1.5 million tons of coal, ore, coke, and other bulk goods should, in principle, be connected to railway sidings or pipelines.



Figure 2 Schematic layout of the main skeleton of the national comprehensive three-dimensional transportation network<sup>[9]</sup>

## **2. Innovative multimodal transport organisation models.**

According to the Workplan, multimodal logistics service products will be diversified, express delivery by railway developed, promote one bill of lading mechanism for multimodal transport service, and the specialised multimodal transport of cold chain goods, hazardous chemicals, and domestic express mail is to be promoted. The Work Plan also encourages the promotion of the *Green Urban Freight Pilot Programme* launched in 2017. This programme was jointly launched by China's MoT, Ministry of Public Security (MPS), and Ministry of Commerce (MofCoM) to promote the application of new energy vehicles (NEVs)<sup>2</sup> in urban freight. Thus far, two batches of 46 cities in total<sup>3</sup> were selected and the selection of cities for the third batch began on 5 January 2022<sup>[8]</sup>. In addition, the promotion of multimodal transport pilot programme has also been stressed, with the aim of covering the main areas of the **6 Axes, 7 Corridors, and 8 Channels** network. The Work Plan further requires the enhancement of information sharing among different transport modes and establishing a traceable multimodal

transport system by 2025. These measures build upon the ***Comprehensive Transport Service 14<sup>th</sup> Five-Year Development Plan***<sup>[9][10]</sup>, which has set targets to conduct 100 green urban freight pilots and 120 multimodal transport pilots by 2025.

Under preferential policies, NEV application in urban freight and the construction of Multimodal Freight Transport Hubs (MFTH) have developed rapidly in China in recent years. But the focus has shifted from the promotion of NEV sales/ownership and MFTH construction to NEV utilisation and MFTH service performance. Pilot programme, as stressed in the above ***Comprehensive Transport Service 14<sup>th</sup> Five Year Development Plan***, are considered a viable approach to help the industry gain practical lessons and experience in realising low carbon and sustainable development in the transport sector.

## **3. Promote the structural adjustment of transport in key areas.**

The Work Plan calls for promoting the low carbon transition in the Beijing-Tianjin-Hebei Region (Jing-Jin-Ji) and surrounding areas, as well as in the coal production provinces of Shanxi, Shaanxi and Inner-Mongolia, by establishing a batch of green transport

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<sup>2</sup> Battery-electric, (plug-in) hybrid and fuel cell electric vehicles

<sup>3</sup> The first batch of 22 cities was selected in December 2017, including Tianjin, Shijiazhuang, Handan, Hengshui, Ordos, Suzhou, Xiamen, Qingdao, Xuchang, Anyang, Xiangyang, Shiyan, Changsha, Guangzhou, Shenzhen, Chengdu, Luzhou, Tongren, Lanzhou, Yinchuan, Taiyuan, and Datong.

The second batch, of 24 cities, was selected in September 2019. It includes Tangshan, Qinhuangdao, Nanjing, Wuxi, Xuzhou, Nantong, Wenzhou, Taizhou, Wuhu, Linyi, Zhengzhou, Jiyuan, Huangshi, Xianning, Yueyang, Huaihua, Zhuhai, Foshan, Dazhou, Xi'an, Baoji, Ankang, Urumqi, and Shihezi.

hubs. Further support is also to be directed at rail-water and water-sea multimodal transport development in the Yangtze River Delta and the Greater Bay Area (GBA) in China's Guangdong province.

**4. Accelerate the upgrading of the technology and equipment in a greener manner.**

The Work Plan outlines the standardisation of loading/carrying units to improve freight efficiency, such as by promoting the use of standardised pallets (1200mm X 1000mm) in container transport and multimodal transport. Further requirements also include making freight carriers greener such as by mandating the use of new energy or clean energy vehicles, cargo vessels, and airplanes; promoting new energy heavy duty vehicle pilots for either short-haul transportation or fixed route freight transport; as well as making port management more intelligent and further promoting the use of shore power for cargo vessels.

**5. Create a unified and opened market environment.**

The Work Plan requires to deepen management and service reforms to improve government services and to create a thriving multimodal transport market. Charging rules for railway freight transport and ports for ocean freight are to be regulated, and a standardisation system for MFTH

facilities and equipment in line with international standards to be developed.

**6. Complete policy guarantee system.**

The Work Plan calls for more central financing and leveraging of local investments to be planned to promote multimodal transport and structural adjustments. Social capital is to be encouraged to create a multimodal transport industrial fund. The necessary resources for the construction of key national multimodal transport projects should be guaranteed. The Work Plan also emphasises the need to further complete central policies and local measures to support low carbon development in the field.

Transport is the cornerstone of all social activity and the backbone for China's continuous economic growth. Building upon the ***Comprehensive Transport Service 14<sup>th</sup> Five Year Development Plan***<sup>[8]</sup>, this Plan urges further efforts to foster a unified and open market environment, deepen reforms in railway and other key sectors, and regulate fee charging in important transportation links. It also outlines solutions to the "chronic pain" of last mile connection for goods transshipment. Under the provisions of the Plan, a more integrated, efficient, and green freight transport system is expected to be developed by 2025.

## Policy Translation

The following is a translation of the original policy *Work Plan for Promoting the Development of Multimodal Transport and Optimizing and Adjusting the Transport Structure (2021-2025)* into English language. The translation is provided by Dr Ling Xuan of Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH. The table of contents has been added by GIZ to provide to the reader a better overview of the policy contents.

### Link to the original policy:

[http://www.gov.cn/zhengce/content/2022-01/07/content\\_5666914.htm](http://www.gov.cn/zhengce/content/2022-01/07/content_5666914.htm)

### General Office of the State Council on the Issuance of the Work Plan for Promoting the Development of Multimodal Transport and Optimizing and Adjusting the Transport Structure (2021-2025)

No. 54 [2021] issued by the State Council

People's governments of all provinces, autonomous regions, and municipalities directly under the Central Government, ministries and commissions of the State Council and agencies directly under the State Council.

The Work Plan for Promoting the Development of Multimodal Transport and Optimizing and Adjusting the Transport Structure (2021-2025) has been agreed by the State Council and is hereby issued to you, please consider the actual situation, and carefully organise its implementation.

General Office of the State Council

December 25, 2021

(This document is publicly released)

## **Work Plan for Promoting the Development of Multimodal Transport and Optimizing and Adjusting the Transport Structure (2021-2025)**

To thoroughly implement the decision and deployment of the Party Central Committee and the State Council, vigorously develop multimodal transport, promote the deep integration of various transport modes, further optimise, and adjust the transport structure, enhance comprehensive transport efficiency, reduce social logistics costs, and promote energy conservation, emission reduction and carbon reduction, this programme is formulated.

### **1. General requirements**

**(1) Guiding Principles.** Guided by Xi Jinping Thought on Socialism with Chinese Characteristics for a New Era, deeply implement the spirit of the 19th CPC National Congress and the Plenary Sessions of the 19th Central Committee of the CPC, based on the new development stage, completely, accurately and comprehensively implement the new development concept, promote high-quality development as the theme, deepen the structural reform on the supply side as the principal line, accelerate the construction of a strong transportation nation as the goal, develop multimodal transport as the grasp, improve the level of infrastructure connectivity, promote to speed up the construction of a safe,

convenient, efficient, green, cost-effective, modern and comprehensive transport system, to better serve the construction of a new development mapping, and to make transport contributions on achieving the goal of carbon peak and carbon neutrality.

**(2) Work targets.** By 2025, the level of development of multimodal transport will be significantly improved, and a transport composition in which railways and waterways dominate the medium- and long-distance transport of bulk cargo and containers will be basically formed, with national rail and waterway freight volumes increasing by about 10 per cent and 12 per cent respectively compared with 2020, and container rail-water multimodal transport volumes increasing by more than 15 per cent on average annually. The transport structure of key regions will be significantly optimised, and the proportion of major coastal ports in Beijing, Tianjin, Hebei and surrounding areas, Yangtze River Delta region, Guangdong, Hong Kong, Macao and the Greater Bay Area using railway sidings, waterways, enclosed conveyor belt and new energy vehicles for transporting bulk cargo will strive to reach 80%; the proportion of railway transport for coal and coke transported from large industrial and mining enterprises in the main coal-producing areas of Shanxi, Shaanxi and Inner-Mongolia over medium and long distances (transport distance of 500 km or more) will strive to reach 90%.

## **2. Enhance multimodal carrying capacities and connectivity**

**(3) Improve the main multimodal transport channels.** Strengthen the integrated planning and improve the construction of transport infrastructure, accelerate the construction of a comprehensive three-dimensional transport network focusing on the main artery of "6 axes, 7 corridors and 8 channels", enhance the functions of comprehensive transport channels such as Beijing-Shanghai, Luqiao, Shanghai-Kunming and Guangzhou-Kunming, accelerate the construction of new land and sea channels in the west, the Yangtze River Waterway and the Xijiang River Waterway, etc.

The entities responsible include: The Ministry of Transport (MoT), the National Development and Reform Commission (NDRC), the National Railway Administration (NRA), the Civil Aviation Administration of China (CAAC) and the China National Railways Group Corporation Limited (China Railway). Implementation of this and the other goals listed below (sections 2. – 7., hence not repeated in the sections below) is to be conducted by local governments at all levels.

**(4) Accelerate the construction of freight hub layout.** Accelerate the construction of port logistics hubs, improve the service functions of ports such as

multimodal transportation and convenient customs clearance, and reasonably lay out inland dry ports. Improve the layout of railway logistics bases, optimise the management model, strengthen the connection with comprehensive freight hubs, and promote the extension of railway yards to key ports, airport hubs, industrial clusters, and major production areas for bulk materials. Promote the construction of professional freight hub airports in an orderly manner, strengthen the comprehensive service functions of hub airports such as cargo transshipment, bonded supervision, postal express and cold chain logistics, and encourage the development of rail transportation that is connected to key hub airports. Based on national logistics hubs and comprehensive freight hubs to build international shipping hubs and postal express distribution and dispatch centres.

MoT, NDRC, Ministry of Finance (MoF) and China Railway take the lead, with cooperation of General Administration of Customs (GACC), NRA, CAAC and the State Post Bureau (SPB).

**(5) Improve the collection and distribution system of ports, logistics parks, and other areas.** Accelerate the promotion of railways to connect with major ports. In principle, when preparing port planning or transport planning for major ports, railway connection to the port should be planned; when building new or expanding container and bulk dry cargo

operation areas, they should synchronise the construction of inbound railways, allocate sufficient arrival and departure lines and loading and unloading lines, and realise the railway deep into the terminal yards. Accelerate the expansion and renovation of port collection and distribution roads. Newly built or relocated logistics parks, industrial and mining enterprises and grain storage depots with an annual capacity of more than 1.5 million tons of coal, ore, coke and other bulk goods should, in principle, be connected to railway sidings or pipelines. Tapping the potential of existing railway lines and promoting common use of the lines.

The entities responsible include: MoT, NDRC, the Ministry of Ecology and the Environment (MEE), NRA and the China Railway.

### **3. Innovative multimodal transport organization models**

**(6) Enrich multimodal transport service products.** Increase the use of 35-ton open-top containers and explore the establishment of a multimodal transport system for domestic trade with 45-foot inland standard containers as the carrier. Promote the "ship-side direct pick-up" and "arrival direct loading" modes in eligible ports on a pilot basis. Vigorously develop railway express transport and promote the development of specialised multimodal transport for cold chain, dangerous chemicals, domestic postal express.

Encourage key city clusters to build green freight distribution demonstration zones. Fully exploit the resources of urban railway stations and lines and innovate "external collection and internal distribution" and other modes of road-rail intermodal transport of production and living materials. Support port cities to develop water-road intermodal transport of household goods in conjunction with the renovation of old docks in urban areas.

MoT and China Railway take the lead, in coordination with NDRC, Ministry of Commerce (MoFCoM), MEE, the GACC, NRA, CAAC, and SPB.

**(7) Cultivate market players for multimodal transport.** Carry out multimodal transportation demonstration projects, and by 2025, the routes operated by enterprises of demonstration projects will basically cover the main artery of the national comprehensive three-dimensional transportation network. Encourage port shipping, railway freight, air post, freight service enterprises and service platform enterprises to accelerate their transformation into multimodal transport operators.

MoT and NDRC take the lead, with the cooperation of NRA, CAAC, SPB and China Railway.

**(8) Promote regulation and rule setting for transport services.** Focusing on the convergence between railways and maritime transport, promote the

establishment of a coordination and mutual recognition mechanism for rules that are compatible with multimodal transport. Study and formulate a list of mutually recognised catalogues for different modes of transport, such as cargo names and classification of dangerous goods, and establish and improve a system of rules for cargo loading and handing over, safety management, payment and settlement. In-depth promotion of multimodal transport "one bill of lading mechanism" and promote the electrification of the bill. Explore and promote the materialization of international railway transport bills and multimodal transport bills, and steadily expand their application in the "Belt and Road" transport trade.

MoT and China Railway take the lead, in coordination with MoFCoM, the Ministry of Justice (MoJ), NRA, CAAC and SPB.

**(9) Enhance information share.** Strengthen the docking and data sharing of information systems of different enterprises from railways, ports, shipping companies and civil aviation, and open-up timetable information on freight train arrival and departure, cargo loading and unloading, and ship docking and departure. Accelerate the application of the Beidou system, and basically realise a trackable and traceable freight process by 2025.

MoT and China Railway take the lead, with the cooperation of the State-owned Assets Supervision and Administration

Commission of the State Council (SASAC), NRA, CAAC and SPB.

#### **4. Promote the structural adjustment of transport in key areas**

**(10) Promote the transfer of bulk materials freight from road to rail and road to water.** In key areas of transport restructuring, strengthen the integration of port resources, encourage industrial and mining enterprises, grain enterprises and other enterprises to convert goods from bulk to container, and mainly use railways and waterways for medium and long-distance transport, and give priority to enclosed conveyor belt corridors or new energy vehicles and vessels for short-distance transport. Explore and promote the mode of rail-water intermodal transport of bulk solid waste. Strengthen the control for overloading violation of road freight vehicles.

MoT and China Railway take the lead, with the cooperation of NDRC, the Ministry of Industry and Information Technology (MIIT), the Ministry of Public Security (MPS), MoFCoM, the Ministry of Natural Resources (MNR), MEE, the State Administration of Market Regulation (SAMR) and NRA.

**(11) Promote the green and low-carbon transformation of transportation in Beijing, Tianjin, Hebei and surrounding areas, and the main coal-producing areas of Shanxi, Shaanxi and Inner-Mongolia.** Accelerate the construction of

railway sidings and enclosed conveyor belt corridors in the region and increase the proportion of green transportation for bulk cargo at coastal ports. Promote Haoji, Daqin, Tangbao, Wari and Shuohuang railways to guarantee the transport demand at their maximum operation capacity. Cultivate several green transport brand enterprises in coal mines, logistics parks and areas such as iron and steel, thermal power, coal chemical industry and building materials, and build a number of green transport hubs.

MoT and China Railway take the lead, in coordination with NRDC, MNR, MEE and NRA.

**(12) Accelerate the development of rail-water intermodal transport and river-sea intermodal transport in the Yangtze River Delta region and the Guangdong-Hong Kong-Macao Greater Bay Area.**

Accelerate the construction of sea-to-water transfer terminals such as the north side of Xiaoyang Mountain, promote the upgrading of supporting terminals, anchorages, and other facilities, and significantly reduce the proportion of road freight. Encourage port enterprises to strengthen cooperation with railway and shipping enterprises and coordinate the layout of container return depots. Promote the construction of the Ningbo-Jinhua double-decker high container transport demonstration corridor according to local conditions, and speed up the construction of multimodal transport projects such as

the second phase of the Hutong Railway and the loading and unloading line project in Waigaoqiao Port Area, the Pudong Railway expansion and renovation project, the Beilun 2<sup>nd</sup> railway siding retrofitting project and the Meishan Port Area railway siding, the Nansha Port Area railway siding, the Pingyan 2<sup>nd</sup> Railway line and the Suxi Container Handling Station of the Jinyong Railway. Promote enterprises to make full use of project resources, accelerate the development of rail-water intermodal transport and direct river-sea transport, and form a number of high-quality river-sea-river multimodal transport routes.

MoT and China Railway take the lead, in coordination with NDRC and NRB.

**5. Accelerate the upgrading of the technology and equipment in a greener manner**

**(13) Promote the application of standardised carrier units.** Promote the establishment of cross-regional and cross-transport mode container circulation and sharing mechanism and systems to reduce the proportion of empty containers for transfer. Explore the expansion of service functions such as the pick-up and drop of sea containers in large railway yards and multimodal freight hubs and provide container keeping services equivalent to those in ports. Actively promote the application of standardised pallets (1200mm x 1000mm) in container transport and multimodal transport. Accelerate the

cultivation of specialised leasing markets for containers, semi-trailers, and pallets.

MoT and China Railway take the lead, in coordination with MIIT, MoFCoM and SAMR.

**(14) Strengthen the research & development, and application of technology and equipment.** Accelerate the research & development for logistics technology and equipment such as railway express, air-rail (road) intermodal standard containers (pallet). Research on road tipping trucks, quayside container gantry crane and other facilities and equipment adapted to the development of inland containers. Encourage research & development to promote special transport vehicles and vessels for cold chain, hazardous chemicals, etc. Promote the research & development and industrial application of new modular carriers, rapid transshipment and intelligent port inspection and other equipment.

China Railway and MIIT take the lead, with the cooperation of MoT, GACC, MoST, NRA, CAAC and SPB.

**(15) Promote green technology and equipment.** Actively promote the application of new energy and clean energy vehicles, ships, and aircrafts, and promote the planning and construction of charging and refilling facilities in highway service stations and transport hubs. Demonstrate the application of new energy heavy-duty trucks in scenarios such as short-haul and

fixed route transports in port areas and logistics yards. Accelerate the green and intelligent transformation of ports and logistics hubs, Coordinate the retrofit of ships to fit for shore power and further promote the use of shore power when berthing in port.

The entities responsible include: MoT, MIIT, NDRC, the Ministry of Housing and Urban-Rural Development MoHURD, MEE, the National Energy Administration (NEA), and China Railway.

## **6. Create a unified and opened market environment**

**(16) Deepen reforms in key areas.** Deepen "management and service" reforms to government service, and to accelerate the construction of a new credit-based regulatory mechanism and promote the safe and orderly opening of data on multimodal transport administration. Deepen the reform of the railway market, promote the diversification of railway transport market players, study and promote the transfer of equity and cross-shareholding in railway, port, and shipping enterprises, regulate the operation of road freight platform enterprises, and establish a unified, open, and competitive transport service market.

The entities responsible include: NDRC, MoT, SAMR, NRA, CAAC, SPB and China Railway.

**(17) Regulate fees in key areas and links.** Improve the mechanism for flexible adjustment of railway tariffs and encourage

railway transport enterprises to sign "volume and price mutual guarantee" agreements with large industrial and mining enterprises. Standardise local railways, railway sidings and charging rules, clarify the rules for line use, management and maintenance, transport services and other charges, and further reduce the cost of use. Regulate the charges for port loading and unloading, yard outside the port, inspection and quarantine, shipping companies and shipping agents at seaports.

The entities responsible include: NDRC, MoT, and China Railway.

**(18) Accelerate the improvement of laws, regulations, and standard systems.**

Promote the speedy establishment of a legal and regulatory system that is compatible with multimodal transport, and further clarify the legal relationship between all parties. Accelerate the revision of standards for multimodal transport hub facilities and equipment technology, make up for the shortcomings of domestic standards and strengthen the convergence with international rules. Actively participate in the research and development of international multimodal transport-related standards and rules to better reflect China's concepts and ideas. Study the inclusion of multimodal transport volumes in the transport statistics system to provide a reference basis for scientifically promoting the development of multimodal transport.

The entities responsible include: MoT, MoJ, MoFCoM, SAMR, National Bureau of

Statistics (NBS), NRA, CAAC, SPB, and China Railway.

**7. Complete policy guarantee system**

**(19) Increase financial investment support.** Coordinate the use of vehicle purchase tax funds, investment within the central budget and other channels to increase support for the development of multimodal transport and transport structure adjustment. Encourage social capital to take the lead in setting up multimodal transport industry funds and operate and manage them in a market-oriented manner. Encourage localities to further increase the investment of funds, subject to their financial situation.

The entities responsible include: MoF, NDRC, MoT, NRA, CAAC, SPB and China Railway.

**(20) Strengthen resource guarantees for key projects.** Increase support for land use for national logistics hubs, multimodal freight hubs, consolidation and distribution bases, railway sidings, enclosed conveyor belt corridors and other projects, prioritise the arrangement for land use quotas of new constructions, improve the diversity of land compounding and revitalise idle transportation land resources. To enhance the coordination and promotion of onshore/port related projects, ensure prioritised development for key ports, port connection railway siding and road. Establish the "Green Channel", an express channel for environmental impact assessment, to speed up the review and

approval of environmental impact in accordance with laws and regulations.

Ministry of Natural Resources (MNR) takes the lead, with cooperation of MEE, MoHURD and MoT.

**(21) Improve green development policies for transport industry.** Develop policies for low carbon development of multimodal transport and the restructuring of transport mix and to encourage local authorities to develop measures for multimodal transport application, improve freight efficiency, and offer privileged right of way for new energy/clean energy vehicles and vessels. Particularly In sensitive/key control areas, encourage the innovative promotion of green and low-carbon transport organization models to guard the natural ecological safety boundary.

The entities responsible include: NDRC, MPS, MoF, MEE, MoHURD and MoT.

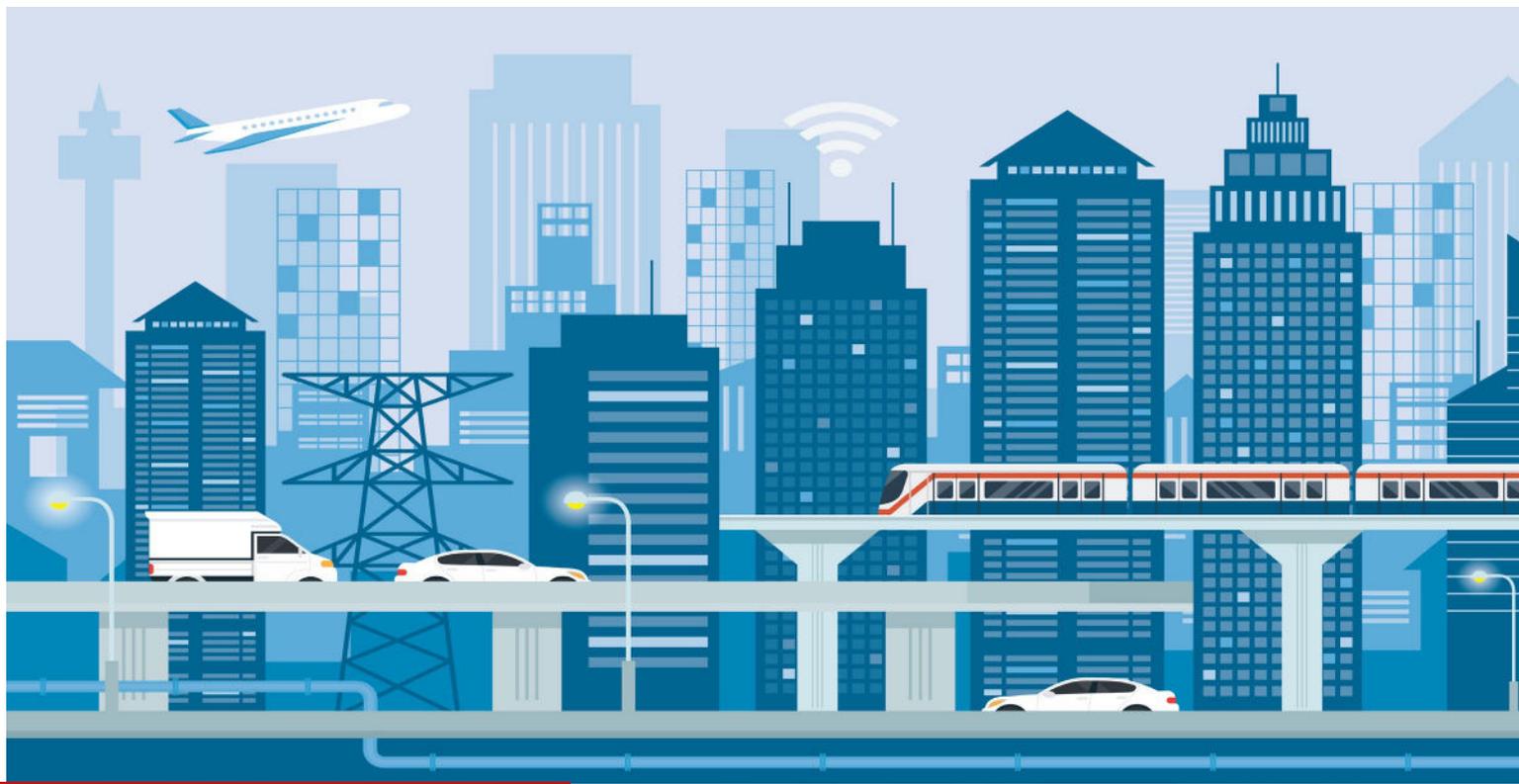
**(22) Ensure the implementation of corresponding works.** Improve the coordination and promotion mechanism of transport structure adjustment, strengthen comprehensive coordination and supervision and guidance, and enhance dynamic tracking and analysis and evaluation. All local governments and relevant departments and units should make the development of multimodal transport and adjustment of transport structure a key issue in the 14<sup>th</sup> Five-Year Plan in the field of transport, and urge ports, industrial and mining enterprises, and railway enterprises to fully take their

responsibilities and promote the work in a strong and orderly manner. In the process of promotion, the balance between development and safety should be considered, to guaranty the safety of transporting key materials such as coal and natural gas, improve the environment for road freight and postal couriers, further standardise the comprehensive administrative enforcement of transport, to ensure the connectivity of the "12328" hotline and other transport service supervision channels, and to pave the way for policy promotion and public opinion collection.

MoT, NDRC and China Railway take the lead, with the cooperation of all other relevant entities.

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Deutsche Gesellschaft für  
Internationale Zusammenarbeit (GIZ) GmbH

Sitz der Gesellschaft  
Bonn und Eschborn

Friedrich-Ebert-Allee 32 + 36  
53113 Bonn, Deutschland  
T +49 228 44 60-0  
F +49 228 44 60-17 66

Dag-Hammarskjöld-Weg 1-5  
65760 Eschborn, Deutschland  
T +49 61 96 79-0  
F +49 61 96 79-11 15

E [info@giz.de](mailto:info@giz.de)  
I [www.giz.de](http://www.giz.de)