

主要统计指标解释

铁路营业里程 又称营业长度(包括正式营业和临时营业里程),指办理客货运输业务的铁路正线总长度。凡是全线或部分建成双线及以上的线路,以第一线的实际长度计算;复线、站线、段管线、岔线和特殊用途线以及不计算运费的联络线都不计算营业里程。铁路营业里程是反映铁路运输业基础设施发展水平的重要指标,也是计算客货周转量、运输密度和机车车辆运用效率等指标的基础资料。

铁路正线延展里程 指正线第一线、第二线、第三线和其他正线建筑里程之和,不包括站线、段管线、岔线及特殊用途线的延展里程。它是作为计算铁路线上钢轨、枕木及路基砂石需要量的主要依据。

公路里程 指在一定时期内实际达到《公路工程[WTBZ]技术标准 JTJ01-88》规定的等级公路,并经公路主管部门正式验收交付使用的公路里程数。包括大中城市的郊区公路以及通过小城镇街道部分的公路里程和桥梁、渡口的长度,不包括大中城市的街道、厂矿、林区生产用道和农业生产用道的里程。两条或多条公路共同经由同一路段,只计算一次,不得重复计算里程长度。它是反映公路建设发展规模的重要指标,也是计算运输网密度等指标的基础资料。

内河航道里程 也称内河通航里程,指在一定时期内,能通航运输船舶及排筏的天然河流、湖泊水库、运河及通航渠道的长度。包括全年季节性通航累计三个月以上的航道,不包括仅供零散流放竹、木排的河道。它是反映内河水运网规模、水平和发展情况的主要指标。

输油(气)管道长度 也称输油(气)里程,指油品(或天然气)的实际输送距离,一般按输油(气)管道的单线长度计算。若包括复线和备用线长度则称为输油(气)管道延展长度,是指管道铺设的实际长度。我们通常使用的是不包括复线的“输油(气)管道里程”,它是反映管道运输发展规模和水平的主要指标。

货(客)运量 指在一定时期内,各种运输工具实际运送的货物(旅客)数量。它是反映运输业为国民经济和人民生活服务的数量指标,也是制定和检查运输生产计划、研究运输发展规模和速度的重要指标。货运按吨计算,客运按人计算。货物不论运输距离长短、货物类别,均按实际重量统计。旅客不论行程远近或票价多少,均按一人一次客运量统计;半价票、小孩票也按一人统计。

货物(旅客)周转量 指在一定时期内,由各种运输工具运送的货物(旅客)数量与其相应运输距离的乘积之总和。它是反映运输业生产总成果的重要指标,也是编制和检查运输生产计划,计算运输效率、劳动生产率以及核算运输单位成本的主要基础资料。计算货物周转量通常按发出站与到达站之间的最短距离,也就是计费距离计算。计算公式为:

$$\text{货物(旅客)周转量} = \sum \text{货物(旅客)运输量} \times \text{运输距离}$$

沿海主要港口货物吞吐量 指经水运进出沿海主要港区范围,并经过装卸的货物数量,包括邮件及办理托运手续的行李、包裹以及补给运输船舶的燃、物料和淡水。货物吞吐量按货物流向分为进口、出口吞吐量,按货物交流性质分为外贸货物吞吐量和国内贸易货物吞吐量。货物吞吐量的货类构成及其流向,是衡量港口生产能力大小的重要指标。

邮电业务总量 指以价值量形式表现的邮电通信企业为社会提供各类邮电通信服务的总数量。邮电业务量按专业分类包括函件、包件、汇票、报刊发行、邮政快件、特快专递、邮政储蓄、集邮、公众电报、用户电报、传真、长途电话、出租电路、无线寻呼、移动电话、分组交换数据通信、出租代维等。计算方法为各类产品乘以相应的平均单价(不变价)之和,再加上出租电路和设备、代用户维护电话交换机和线路等的服务收入。它综合反映了一定时期邮电业务发展的总成果,是研究邮电业务量构成和发展趋势的重要指标。计算公式为:

$$\text{邮电业务总量} = \sum (\text{各类邮电业务量} \times \text{不变单价}) + \text{出租代维及其他业务收入}$$

无线寻呼用户 无线寻呼是指电话用户通过无线寻呼中心,在规定范围内向携带小型寻呼机的用户发出声音、数字或文字显示信息。在寻呼台办理登记手续携带小型寻呼机的用户,称为无线寻呼用户。

移动电话用户 是指通过移动电话交换机进入移动电话网、占用移动电话号码的电话用户。用户数量以报告期末在移动电话营业部门实际办理登记手续进入移动电话网的户数进行计算,一部移动电话统计为一户。

电话用户 指接入国家公众固定电话网,并按固定电话业务进行经营管理的电话用户。1997年以前,电话用户分为市内电话用户和农村电话用户。“市内电话用户”是指接入县城及县以上城市的电话网上的电话用户;“农村电话用户”是指接入县邮电局农话台及县以下农村电话交换点,以县城为中心(除市话用户外)联通县、乡(镇)、行政村、村民小组的用户。从1997年起,电话用户数分组调整为以用户所在区域划分为“城市电话用户”和“乡村电话用户”,与过去的按市内电话和农村电话划分方法不同。而电话用户总数、电话机总部数统计范围不变。

城市电话用户 指直辖市、省辖市、地级市、县级市的市区、市郊区及县城(包括县人民政府所在地的县城关区或行政建制相当于县人民政府所在地的镇)范围内接入局用交换机的电话用户数,包括分布在农村地区的独立工矿区、林区、驻军等接入局用交换机的电话用户数。

乡村电话用户 指县城关区以下的集镇和农村接入局用交换机的电话用户数。

住宅电话用户 是指安装在居民住宅或农民家里并按照住宅电话用户登记注册和收费的电话用户。包括私人付费、单位付费和按规定免费安装的住宅电话用户。

局用交换机容量 是指安装在本地电信运营商内用于接续本地固定电话的电话交换机容量,有倍增设备按倍增后的数量计数。包括现用和备用的人工或自动交换机的全部容量。

Explanatory Notes on Main Statistical Indicators

Length of Railways in Operation refers to the total length of the trunk line under passenger and freight transportation(including both full operation and temporary operation). The calculation is based on the actual length of the first line even if this line has a full or partial double track or more tracks,excluding double tracks,station sidings,tracks under the charge of stations,branch lines,special-purpose lines and the non-payable connecting lines. The length of railways in operation is an important indicator to show the development of the infrastructure for the railway transport,and also the essential data to calculate volume of passenger freight transport, traffic density and utilization efficiency of the locomotives and carriages.

Extenuation Length of Trunk Lines refers to the sum of the first,the second,the third lines and other constructed length of the trunk railways,excluding the extenuation length of the station lines,lines under the jurisdiction depots,siding and lines for special purpose. It provides important information for the calculation of the needs for rails,sleepers,sand and stone for the construction of railways.

Length of Highways refers to the length of highways which are built in conformity with the grades specified by the highway engineering standard formulated by the Ministry of Communications,and have been formally checked and accepted by the departments of highways and put into use. The length of highways includes that of the suburb highways at large and medium-sized cities,highways passing through streets at small cities and towns,and also the length of bridges and ferries. It does not include the length of streets in big and medium-sized cities and highways built for the production purpose at factories,mines,forest areas and agricultural areas. If two or more highways go the same section of the way,the length of the section is only calculated for once and no duplication is allowed. The length of highways is an important indicator to show the development of the highway construction and to provide essential information to calculate the transport network density.

Length of Navigable Inland Waterways an indicator reflecting the size and development of inland water network,it refers to the length of the natural rivers,lakes,reservoirs,canals,and ditches open to navigation during a given period,which enables the transport by ships and rafts. It includes the channels open to navigation for over an accumulative 3 months in a year,yet this does not include the river courses which are only used to float odd logs and bamboo rafts.

Length of Oil(Gas) Pipelines used as an indicator to show the development,scale and level of the pipeline transportation,it refers to the actual transport distance of oil (or gas) products,and is in general calculated in the length of single pipe line. If the length of the double pipelines and alternate pipeline are included,it is called the extension length of the oil (gas) pipelines,which indicates the actual length of the pipelines built,excluding double pipelines.

Freight(Passenger) Traffic refers to the volume of freight (passenger)transported with various means. Freight transport is calculated in tons and passenger traffic is calculated in the number of persons. Despite the type of freight and travelling distance,the freight transport is calculated in the actual weight of the goods;and despite the travelling distance and ticket price,the passenger traffic is calculated by the principle that one person can be counted only once in one travel. The passenger who travel with a half price ticket or a child ticket is also calculated as one person. The freight(passenger)traffic provides a quantitative measure to show how the transport industry serves the national economy and people,and is also an important indicator for planning the transport industry and for studying the development scale and speed of the transport industry.

Freight Ton-kilometers (Passenger-kilometers) refer to the sum of the products of the volume of transported cargo (passengers)multiplying by the transport distance,usually using ton-kilometer and passenger-kilometer as units for measurement. Normally,the shortest distance between the departure station and the destination station(i. e.,the payable distance)is the basis to calculate the freight ton-kilometers. This is an important indicator to show the total results of the transport industry,to prepare and examine the transport plan and to measure the efficiency,the labour productivity and the unit cost of transport. The formula is as follows:

$$\text{Freight Ton-kilometers(Passenger-kilometers)} = \sum \text{Freight(Passenger)Traffic} \times \text{Distance of Transportation}$$

Volume of Freight Handled in Major Coastal Ports refers to the volume of cargo passing in and out the harbor area of the

major coastal ports and having been loaded and unloaded. The volume includes that of the postal matters, registered luggage and fuels, materials and fresh water as supplies of the ships. The volume of freight handled may be classified by direction of flow as freight for import and freight for export, or by nature of cargo as freight for domestic trade and freight for foreign trade. As an important indicator, the volume of freight handled by type of cargo and by main flow direction reflects the production capacity of ports.

Business Volume of Post and Telecommunications refers to the total amount of post and telecommunications services, expressed in value terms, provided by the post and telecommunications departments for the society. Post and telecommunication services can be classified as letters, parcels, remittance, issue of newspapers and magazines, fast mail service, express mail service, savings deposits, stamps for collection, public and individual telegraph service, facsimiles, long-distance telephone service, leasing of telephone lines, urban paging service, mobile telephone service, data transfer and transmission, etc. The accounting approach is to multiply the service products of all types with their average unit price (constant price) to get sum of business value, plus income from other services such as leasing of telephone lines and equipment, maintenance of telephone switchboards and lines on behalf of customers. This indicator reflects the overall results of post and telecommunications service during a given period, and is important to study the composition of business service and the development of post and telecommunications service. The formula is as follows:

$$\text{Business Volume of Post and Telecommunications} = \sum (\text{Transaction of Post and Telecommunication Service} \times \text{Constant Price}) + \text{Income from Leasing, Maintenance and other Services.}$$

Mobile Telephone Subscribers refer to the persons who own mobile telephone numbers and are connected with the mobile telephone communication network through the mobile telephone switchboards. The number of subscribers is calculated by the subscribers who have completed registration at mobile communication business centers and entered into the mobile telephone network. One mobile telephone is taken as a subscriber.

Fixed Telephone Subscribers refer to subscribers that are connected to the public line telephone network provided with telephone services. Before 1997, telephone subscribers were classified as city subscribers and village subscribers. City subscribers referred to those connected to city telephone networks in county towns and cities, while village subscribers referred to those connected to village telephone stations at and below counties. Since 1997, the classification of telephone subscribers was modified on the basis of physical location of the subscribers as urban telephone subscribers and rural telephone subscribers, which is different from the previous classification of categorizing local telephones and rural telephones, while the definition of total subscribers and total number of telephones remain unchanged.

Urban Telephone Subscribers refer to subscribers telephone subscribers, located at municipalities, cities under the jurisdiction of province, cities at prefectural level, downtown and suburb of city at county level town and county towns (including country towns where county government located, and towns of county level according to the administrative organizational system), that are connected to the public line telephone network, including rural mineral area, forest area, military area.

Rural Telephone Subscribers refer to telephone subscribers, located at towns under county town and country, that are connected to the public line telephone network.

Household Telephone Subscribers refer to telephone sets installed in the dwelling units of urban or rural residents, and registered as residence subscribers for payment, including 3 types of payment for the service: private payment, public payment and free service.

Capacity of Office Telephone Exchanges refers to the capacity (measured in gate) of telephone exchanges installed in the offices of local telecommunication service providers for communication between fixed telephones. It includes the capacity of both manual and automatic exchanges in use and for stand-by purpose. Equipment with expansion function is to be counted by the expanded capacity.