



China Sustainable Transport Development Report 2025

Global Sustainable Transport Innovation
and Knowledge Center



September 2026



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Chapter 1 Overview

Transport is the artery of the economy and a bond between civilizations. In 1992, the United Nations Conference on Environment and Development, also known as the Earth Summit, adopted Agenda 21, which for the first time confirmed the link between transport and the goals of sustainable development. In 2002, the World Summit on Sustainable Development in Johannesburg, South Africa, adopted the Plan of Implementation, which further set out the role of transport in advancing sustainable development. In 2012, the United Nations Conference on Sustainable Development, known as the Rio+20 Summit, issued The Future We Want, placing transport within the core scope of sustainable development. In 2016, the first United Nations Global Sustainable Transport Conference was held in Turkmenistan, reaching an initial consensus on the sustainable development of transport and its role in supporting the Sustainable Development Goals. These milestones show that sustainable transport has gradually become a key pillar for delivering the Sustainable Development Goals.

China has implemented the United Nations 2030 Agenda for Sustainable Development in depth, contributing Chinese wisdom and strength to sustainable transport worldwide. On October 14, 2021, President Xi Jinping delivered a keynote speech titled "Staying Connected with the World and Abreast with the Times And Making Big Strides on the Path of Sustainable Development" at the opening ceremony of the Second United Nations Global Sustainable Transport Conference. On October 14, 2022, he sent a congratulatory letter on the establishment of Global Sustainable Transport Innovation and Knowledge Center. On September 25, 2023, he sent a congratulatory letter to the Global Sustainable Transport Forum. With profound historical insight and broad strategic vision, President Xi's keynote speech and congratulatory letters set out China's vision and proposals on sustainable transport, addressed major questions of theory and practice in the field, and provided both direction and momentum for sustainable transport worldwide. President Xi put forward the vision of "staying connected with the world and abreast with the times", which sets the course for sustainable transport. It reflects the core idea of building a community with a shared future for humanity, and it captures the Chinese insight that transport is a means of connection, of exchange, and of development. He set out five principles for advancing global transport cooperation: upholding open interplay and enhancing connectivity; upholding

common development and promoting fairness and inclusiveness; upholding an innovation-driven approach and creating more drivers for development; upholding ecological conservation as a priority and pursuing green and low-carbon development; and upholding multilateralism and improving global governance. Together these chart the way forward for global transport cooperation and for meeting shared challenges. His call to build "a sustainable transport system that is safe, convenient, efficient, green, economical, inclusive, and resilient" both distills China's own experience and aligns with the United Nations 2030 Sustainable Development Goals. By making transport "a frontier in China's modernization drive", he set the sector's new mission and strategic role; and his vision of "enjoyable travel for passengers and smooth transport of goods" describes what transport should deliver in the new era.

In 2025, China's transport sector followed the direction charted by President Xi, pressing ahead with global transport cooperation and taking solid steps toward sustainable transport. Over the past year, China upheld open interplay and markedly improved connectivity; upheld common development and made transport more broadly beneficial; upheld an innovation-driven approach and accelerated new growth drivers in transport; upheld ecological conservation as a priority and deepened the green and low-carbon transition; and upheld multilateralism to make global transport governance fairer, steadily improving a sustainable transport system that is safe, convenient, efficient, green, economical, inclusive, and resilient and providing strong support for sustainable transport worldwide. These efforts demonstrate China's firm commitment and sense of responsibility in advancing global transport cooperation and sustainable transport worldwide. China will continue to stay connected with the world and abreast with the times, stay firmly on the path of sustainable transport, and create new opportunities for the world through its own high-quality development.

Feature: 17 Sustainable Development Goals in the 2030 Development Agenda for Sustainable

- Goal 1: End poverty in all its forms everywhere
- Goal 2: End hunger, achieve food security and improved nutrition and promote sustainable agriculture
- Goal 3: Ensure healthy lives and promote well-being for all at all ages
- Goal 4: Ensure inclusive and equitable quality education and promote lifelong opportunities for all
- Goal 5: Achieve gender equality and empower all women and girls
- Goal 6: Ensure availability and sustainable management of water and sanitation for all
- Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all
- Goal 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all
- Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation
- Goal 10: Reduce inequality within and among countries
- Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable
- Goal 12: Ensure sustainable consumption and production patterns
- Goal 13: Take urgent action to combat climate change and its impacts
- Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development
- Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss
- Goal 16: Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels
- Goal 17: Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development



Chapter 2 Building Safer Transport

Safety is the basic precondition for sustainable transport. Putting people and their lives first, and prioritizing safety and prevention, China has tightened control over major hazard sources, adopted proactive defenses against severe weather, applied digital and intelligent technologies to workplace safety, and carried out resilience upgrades on highways. These management, technical, and engineering measures have raised the intrinsic safety of the transport system and shifted safety governance toward prevention. In 2025, railway accident deaths fell 11.5% year on year; workplace accidents in highway and waterway engineering fell 23.0%; and graded waterborne traffic accidents involving Chinese-flagged vessels fell 39.4%. The ten-year rolling rate of major accidents in commercial aviation stood at 0.023 per million flights, and the general aviation accident rate at 0.055 per 10,000 flights. Safety performance continued to improve steadily.

I. Strengthening Proactive Defense Against Severe Weather

Transport networks are dispersed, extensive, and highly open. Some older infrastructure offers limited protection, and as severe weather grows more frequent, the pressure to defend against it keeps rising. China has adopted a proactive approach to severe weather built on response, inspection, and control, shifting from after-the-fact emergency handling to advance risk management. The proactive defense system has been strengthened, with established procedures for typhoons and heavy rainfall and tailored measures for each key area. Monitoring and early warning have been improved. Transport and meteorological authorities deepened cooperation, established routine and intensified consultation mechanisms for severe weather, and now jointly issue daily weather forecasts for major highways nationwide. Depending on the reach of severe weather, operational monitoring has been reinforced for national expressway trunk routes, bridges and tunnels crossing rivers and seas, and major ports, navigation structures, and shipping routes. Warning and response protocols were strictly enforced under the principle that dispatching follows forecasts and warnings, with graded activation and adjustment of defense responses and close oversight of implementation. China responded effectively to 13 typhoons that made landfall on or affected its coast, including Typhoon Matmo, further strengthening its capacity for proactive defense.

Feature: A New Approach to Flood Season Safety on Highways

Facing frequent extreme weather and mounting disaster risk in 2025, the Ministry of Transport issued an action plan for managing highway safety risks during the flood season, together with more than 20 supporting documents. It established a "one plus one plus N" control framework and a set of measures known as one checklist and five checkpoints, and distilled proactive defense measures of response, inspection, and control. By moving safeguards upstream, the focus shifted fundamentally from after-the-fact handling to advance prevention, and from individual road sections to the entire network. Technically, decision-making moved from experience-based judgment to precise, data-driven analysis. Local authorities broke down data barriers, drawing on risk survey data from natural resources and water authorities to map road sections at risk of geological hazards and flash flood inundation. During the 2025 flood season, warning and response measures were applied to more than 40,000 affected road sections, and sections were closed or placed under traffic control more than 3,500 times, significantly reducing losses.



Implement proactive defense and control measures for expressways featuring "response, inspection, and control"

II. Enhancing Safety Management During Peak Periods

During major holidays and other peak periods, travel demand is highly concentrated and vehicles and vessels run at full capacity, making safety assurance both demanding and complex. For the Spring Festival travel rush, the May Day holiday, and the Mid-Autumn Festival and National Day holidays, China assessed major risks in advance, focusing on three key variables: severe weather, heavy passenger flows, and major hazard sources. Daily bulletins covered four areas—severe weather warnings, congested sections, service areas with heavy demand for charging, and major hazard sources—and supported targeted measures including point-to-point dispatching, section-by-section congestion relief, and area-by-area charging support. Tailored to each holiday, supporting programs covered transport services across the Qiongzhou Strait, safety oversight of passenger and sightseeing vessels, and car rental services, keeping operations stable and orderly across the sector.

III. Improving the Intrinsic Safety of Infrastructure and Equipment

China treats stronger intrinsic safety as the fundamental way to prevent serious and major transport accidents, and has pursued it systematically. For older highways where hydrological and geological conditions have changed significantly or where natural erosion is severe, graded and classified engineering measures were taken under the highway safety and resilience improvement program. In 2025, construction began on all 46 highway safety and resilience projects, covering 6,517 kilometers. A campaign was launched to improve the quality and safety of highway surveying and design, and five sets of safety design guidelines were issued, covering geological surveying, complex slopes, integrated drainage, bridge scour protection, and bank slope stability. Quality control across the whole surveying and design process was reinforced, improving highways' intrinsic safety at the source. A program to refine and upgrade safety facilities was carried out along 22,000 kilometers of trunk highways; life protection works were completed on 80,000 kilometers of rural roads; 7,503 structurally deficient bridges and tunnels were rebuilt (1,316 on trunk highways and 6,187 on rural roads); and disaster mitigation works were carried out along 3,633 kilometers of trunk highways. Structural monitoring systems were installed on 696 long-span bridges crossing rivers, seas, and canyons, and monitoring

and early warning facilities were deployed at 1,751 sections with high or higher disaster risk. Dedicated safety programs covered 140 ship lifts and locks rated at 1,000 tonnes and above on high-grade waterways. Work included identifying and assessing operational safety risks, establishing individual files for each lock, applying enhanced controls during holidays, and defining the conditions for proactive safety defenses. Safety technical requirements were set for commercial buses and trucks, mandating automatic emergency braking systems (AEBS) before delivery to improve vehicles' intrinsic safety. A total of 2,248 old vessels posing major hazards were retired, reducing the average age of inland passenger vessels by two years. A total of 487 high-risk vehicles operating scheduled passenger routes longer than 800 kilometers were withdrawn from service. A second catalog was issued listing construction techniques, equipment, and materials to be phased out of highway and waterway engineering on safety grounds, banning or restricting ten outdated items. Together these measures systematically strengthened the intrinsic safety and disaster resilience of transport infrastructure.

Feature: Implementing the Highway Safety and Resilience Improvement Program

China has actively planned the highway safety and resilience improvement program. It issued the Technical Guidelines for Highway Safety and Resilience Improvement (Trial), strengthening the capacity of highway infrastructure to withstand disasters. This is a new type of reconstruction program, distinct from conventional expansion or maintenance works. Its focus has shifted from raising technical grades or widening lanes to add capacity toward development that is quality-oriented; through precise risk identification and targeted allocation of resources, it combines engineering and management measures to build a multi-layered protection system and strengthen highways' resilience to disasters. It marks three shifts. From passive defense to active adaptation: the focus moves from emergency management to work on systemic resilience, design optimization, and climate adaptation, taking disaster prevention and resilience into a new stage of active adaptation. From single-point defense to system-wide improvement: disaster prevention extends from

treating individual hazard sites to raising the overall resilience of entire highway sections. And from conventional to new infrastructure: big data, cloud computing, the Internet of Things, and artificial intelligence are integrated into projects, high-performance materials, quality products, application software, and intelligent equipment are more widely used, and major projects serve to demonstrate and drive technological advances.



Construction site of the reinforcement and rehabilitation project on the Zhangzhou Bridge along National Highway 324

Feature: Shaanxi's Safety Control System for Qinling Tunnels

Shaanxi introduced a new risk management mechanism for mountain highway tunnels, building a digital system spanning sensing, control, and emergency response. Its distinctive management model puts safety inspection upfront to prevent hazards at source, applies tiered firefighting for rapid containment, and assigns dedicated maintenance to special tunnels for effective treatment. The result is intelligent monitoring, early warning and proactive risk control: average incident response time fell 25% and traffic delays dropped by nearly 40%, delivering clear visibility, accurate assessment, fast response, and effective control.



Safety Control System for Qinling Tunnels

IV. Advancing Digital and Intelligent Safety Oversight

Technology is central to improving transport safety governance, risk identification and early warning, and infrastructure protection. It helps address a complex and shifting transport safety landscape and supports the protection of people's lives and property. China accelerated the installation of meteorological observation facilities on expressways, especially along busy corridors, enabling data sharing and coordinated early warning. High-definition cameras of 720p and ultra-high-definition cameras of 1080p and above were deployed on expressways, along with wider use of AI-based video analysis. The monitoring system for major port hazards was improved, with data from more than 5,000 hazardous storage tanks at port enterprises connected to local regulatory platforms. This advanced a framework linking ministerial, provincial, municipal, and enterprise levels within a single nationwide monitoring network. Intelligent monitoring systems were installed on 790,000 vehicles that are categorized as "tourist charter buses, buses of 3rd class and above for scheduled services, and vehicles dedicated to transporting hazardous chemicals, fireworks and firecrackers, and civilian explosives categories", and on 16,000 passenger and dangerous goods vessels. A new mechanism for classified, graded oversight of these vehicles was introduced through guidelines on assigning safety codes and applying tiered supervision. Local authorities build precise profiles of high-risk transport operators and vehicles, grade the safety risk of vehicles in their jurisdiction every month, and assign a green, yellow, or red code, applying differentiated measures to build precise profiles of high-risk transport operators and vehicles.

Feature: Smart Eyes on Anhui's Ferries Keep Every Crossing Safe

Anqing in Anhui province started with video monitoring and network connectivity at ferry crossings and on ferries. All 39 vessels now have monitoring equipment installed and connected. Class I and Class II crossings have video monitoring connected to the provincial transport department's regulatory platform, and

passenger ferries carrying ten or more people have intelligent video monitoring connected to the national intelligent monitoring system for passenger vessels. Ferry safety oversight is becoming more digital and intelligent.



Smart monitoring system for ferry crossings

Feature: Hubei Advances Tiered Safety Code Management for High-Risk Vehicles

Yichang in Hubei province built a dual-track oversight model combining precise online inspection with on-site verification, applying safety codes and tiered supervision to operators of high-risk vehicles. Online inspection screens in real time against core coding indicators, including vehicle credentials and compliance,

dynamic monitoring coverage, completeness of travel records, speeding and fatigued driving, and overloading. Changes in a vehicle's safety code are tracked continuously, with a warning log and defined deadlines for action. On-site verification checks operators' safety management systems and vehicle condition item by item against the coding standards. Operators with green codes receive incentives for good compliance, those with yellow codes come under closer supervision, and those with red codes are suspended from operation. Outreach visits explained the policy and urged operators to assign staff to monitor codes, check them daily, and address anomalies promptly, and to strengthen safety training for drivers. This has helped shift workplace safety from reactive handling to active prevention.

SAFETY CODE	RISK LEVEL	POINT DEDUCTION RANGE	IMPACT ON DRIVERS
● GREEN CODE	Low	≤points	Reduced inspection frequency; priority assignment for peak Spring Festival transport tasks
● YELLOW CODE	Medium	10 ~ 40points	Closer supervision, safety briefings, and targeted training for drivers
● RED CODE	High	>40points	Suspension from operation pending rectification; mandatory inspection for every trip; manual review of charter/hired-bus services



How safety codes are assigned and tiered supervision applied to high-risk vehicles

Chapter 3 Building More Convenient Transport

Convenience is intrinsic to sustainable transport. Guided by the principle that transport serves the people, China has steadily improved a multi-tiered, diversified, and integrated passenger service system, making travel more convenient and improving the travel experience. In 2025, cross-regional passenger trips reached 66.86 billion, averaging 180 million a day. Records were repeatedly set during the Spring Festival, May Day, and National Day holidays, with a single-day peak of 380 million trips. Fast transport services have become the mainstay of cross-regional travel, with more than 90% of the population now within reach of such services within an hour. High-speed rail is the first choice for medium- and long-distance travel: railways carried 4.6 billion passenger trips over the year, up 6.7%, with high-speed rail accounting for about 80%. Civil aviation carried 770 million passenger trips, up 5.5%, and the number of people traveling by air passed 500 million, the largest such population in the world. Self-driving trips on expressways accounted for more than 70% of cross-regional passenger movement. A mobile China reflects the vitality of a prospering nation. Each day about 100 million people commute by urban rail, 100 million travel by bus, and 100 million take taxis or ride-hailing vehicles enjoying door-to-door trips, reflecting increasingly diverse urban transport services.

I. Building Rail-Based City Clusters

In 2025, urban rail transit in operation approached 11,700 kilometers and intercity and suburban railways exceeded 12,000 kilometers. The Beijing-Tianjin-Hebei region, the Yangtze River Delta, the Guangdong-Hong Kong-Macao Greater Bay Area, and the Chengdu-Chongqing Economic Circle have built modern integrated transport networks that took the lead in the country, accelerating the formation of rail-based city clusters. In the Beijing-Tianjin-Hebei region, every city is now served by high-speed rail, with major cities reachable within 1-1.5 hours. In the Yangtze River Delta, more than 2,400 high-speed trains run daily on metro-style schedules, including over 500 services a day between Shanghai and Nanjing, averaging one every 2.7 minutes during operating hours. In the Guangdong-Hong Kong-Macao Greater Bay Area, a one-hour living circle is taking shape, with Shenzhen and Hong Kong as little as 14 minutes apart. Between Chengdu and Chongqing, more than 100 pairs of high-speed trains run daily, with departures as frequent as every five to ten minutes at peak times.

Feature: Metro-Style Intercity Rail Speeds Integration in the Greater Bay Area

By 2025, railways in the Guangdong-Hong Kong-Macao Greater Bay Area exceeded 3,100 kilometers, including about 1,800 kilometers of high-speed rail, putting major cities within roughly an hour of each other. The Guangzhou-Zhaoqing and Guangzhou-Huizhou intercity lines now operate as a single network, linking the five cities of Guangzhou, Foshan, Dongguan, Huizhou, and Zhaoqing over some 258 kilometers—earning the nickname "the Greater Bay Area's super metro". The lines run on metro-style schedules with tickets available through platforms including Railway 12306, facilitating simply turn up and go, and offering both express and all-stop services according to demand. This has further improved intercity commuting and service quality. Rail transit is shifting from city-to-city connectivity toward metro-style operation and integrated service across metropolitan areas, providing strong support for cross-regional mobility, coordinated industrial development, and the efficient allocation of resources.



Guangzhou South Railway Station

II. Strengthening Combined Transport of Passengers

China has continued to innovate in combined passenger transport services. Through integrated development of comprehensive passenger hubs, it has improved connections between facilities of different modes, harmonized rules, and linked ticketing systems, so that passengers can book once, pay once, and travel on a single ticket or pass. In 2025, construction advanced steadily on 17 comprehensive passenger hubs, including those at Beijing's municipal administrative center, Chongqing East Railway Station, Hangzhou West Railway Station, and Tianfu International Airport, improving integration across passenger transport. Air-rail integration has continued to broaden: eight large and medium-sized airlines are now connected to the national railway's 12306 system, air-rail services cover all hub airports, and 690,000 air-rail tickets were sold directly through airlines and railway authorities, up 50% year on year. The framework for convenient transfers under the "trunk-feeder-all-network" approach has produced clear results, with 148 million transfer passengers over the year, of whom more than 6.26 million domestic through-flight passengers enjoyed high-standard transfer services featuring one payment, one check-in, one security check, and through-checked baggage with end-to-end assurance.

Feature: One Platform, One Code, Seamless Travel

From booking a flight to transferring to the metro, passengers can buy tickets on a single platform and use one QR code through the whole journey. Building on the core platform of 12306, the Railway 12306 Technology Center at the China Academy of Railway Sciences has connected national railway, highway, waterway, civil aviation, and urban rail networks to create R-MaaS, an integrated online platform for combined and multimodal travel. It offers a single-ticket experience across modes, settings, and processes. Focusing on end-to-end journeys, it integrates

trunk railways, regional rail, and urban transport, and has introduced a one-code travel service on R-MaaS. By linking high-speed rail, suburban rail, and urban public transport, passengers can open an account, top up, generate a code, and board by scanning—each with a single tap.



The R-MaaS platform provides convenient travel services for the public

III. Optimizing Customized Travel Services

Adapting to local conditions, China has developed new modes of business such as customized buses, customized intercity coach services, ride-hailing, and bike-sharing. Flexible departure times and pick-up and drop-off points, together with online platforms for matching demand and advance booking, have improved differentiated and personalized services for urban residents. In 2025, customized bus services for commuting, schools, healthcare, and tourism were promoted nationwide, with more than 11,000 routes operated in total. About 3,600 passenger transport operators ran customized coach services with over 70,000 vehicles; electronic ticketing covered more than 99% of Class II and above passenger stations and 100% of customized coach routes; and there are about 10 million taxi and ride-hailing drivers nationwide, with ride-hailing averaging more than 31 million orders a day and shared bicycles and e-bikes about 46 million. They have become an important choice for urban travel.

Feature: Jinan's Buses Bring Warmth to the Whole City

In Jinan, Shandong, services range from responsive buses that solve the last-mile problem to customized buses matched precisely to individual needs, and from a diversified "bus plus" business system to a green travel ecosystem combining buses, rail, and active transport. Bus services now reach into daily life, urban tourism, and industrial development, letting residents board near home and transfer seamlessly, and adding green and efficient momentum to the city's development. Jinan's bus operator launched "neighborhood shuttle" responsive services, which run within a fixed service area but without fixed routes. Under the new concept of responsive service—fixed stops without fixed routes, single-line loops, two-way running, and on-demand response—passengers no longer wait for buses; rather, buses come to them. Within the service area, passengers can book a ride through the Bus 369 APP or by pressing a bell at the stop. The system plans the vehicle's route automatically, responding within three minutes and arriving within five minutes. Waiting times are 23 minutes shorter than on conventional bus services.



"Neighborhood shuttle" responsive bus service

IV. Improving Access to Government Services

China has extended cross-provincial processing of frequently requested government services in transport sector, consolidated multiple certificates into one, expanded the application of electronic licenses, and shifted service delivery from over-the-counter processing to one-stop online and mobile platforms. In 2025, a first list of transport services designated for streamlined one-stop handling was drawn up, applying reformed standards of single notification, one application form, one set of documents, single-window acceptance, and one-stop online processing. Frequently requested services such as out-of-province annual inspection for ordinary freight vehicles and the reissue and renewal of driver qualification certificates are now available across provinces. More than 5 million cases were handled over the year, with average processing times cut by over 60% compared with before the reform. Reform of vessel inspection certificates continued, consolidating multiple certificates into one so that inland vessels can operate on a single certificate. The number of processing steps was cut from seven to one, and the quantity of required documents reduced by 75%. The one-stop online platform for transport administrative services continued to evolve. Electronic licenses such as the road transport permits and the certificate of ship nationality are now widely used, and mobile access covers more than 90% of services. Transport government services can be handled on a phone, on the move, and across provinces, greatly improving people's sense of gains.

Feature: Shandong Deepens Integrated Government Service Reform

Shandong has continued to make government services more integrated, streamlined, and digital. Drawing on the 12328 transport service hotline and the 12345 government service hotline, it built a closed-loop system for collecting, implementing, and evaluating service items around the needs of the public and businesses, and keeps a rolling list of services in the pipeline. Integrated process redesign focused on frequently used transport services such as road construction permits, oversize load approvals, and registration of small passenger vehicle rentals, markedly improving the ease of handling. By breaking down data barriers across 22 sector systems, Shandong built a unified online service platform, simplified cross-departmental approvals, and improved convenient services such as online consultation and appointment booking, so that frequently used services can be completed entirely online. For 13 integrated transport services across the province, the average number of application documents fell from 12 to 6, and average processing time fell from 32 days to 7, sharply reducing procedural costs.



Hotline service center of Shandong

Chapter 4 Building More Efficient Transport

Efficiency is an enduring theme of sustainable transport. China has moved faster to improve an end-to-end, integrated, and competitive freight and logistics service system, and to upgrade infrastructure, transport equipment, organizational models, and logistics services in step with one another. Its capacity to support a modern economy has grown markedly. In 2025, commercial freight volume reached 58.7 billion tonnes, up 3.2% year on year, and freight turnover reached 26.67 trillion tonne-kilometers, up 4.8%. Of this total, railways dispatched 5.277 billion tonnes of freight, up 2.0%; highways carried 43.288 billion tonnes of commercial freight, up 3.4%; waterways carried 10.125 billion tonnes, up 3.2%; ports handled 18.338 billion tonnes of cargo, up 4.2%; and civil aviation carried 10.1721 million tonnes of cargo and mail, up 13.3%. The postal sector handled 216.5 billion delivery items, up 11.8%, of which express delivery accounted for 199 billion, up 13.6%. Average end-to-end express delivery time in key areas nationwide was 51.2 hours, 2.7 hours faster than the previous year, and the 72-hour delivery rate reached 87.0%, up 3.1 percentage points. Transport services became more efficient, keeping the national economy running smoothly.

I. Accelerating the National Integrated Transport Network

China has continued to build a modern, high-quality national integrated transport network. The main framework of this network is now largely complete. By the end of 2025, the network's completion rate had reached 91%, serving areas that account for about 90% of the country's economic output and population. Railway construction sped up markedly: high-speed rail in operation passed 50,000 kilometers, covering 97.2% of cities with a population of 500,000 or more. The highway network improved further, with 199,000 kilometers of expressways open to traffic, reaching 99% of cities with a population of 100,000 or more. The inland waterway network continued to expand, with 18,500 kilometers of national high-grade waterways meeting design standards and 3,061 specialized berths of 10,000 tonnes or above at ports. The civil aviation system grew more complete, with 270 transport airports in total, serving 93% of prefecture-level administrative units and 91.9% of the population. Express delivery kept expanding, with 515,000 postal service outlets nationwide—every township has a post office and every village is reachable by post.

Feature: China's High-Speed Rail in Operation Passes 50,000 Kilometers

China has built the world's largest and most advanced high-speed rail network. By the end of 2025, high-speed rail in operation nationwide exceeded 50,000 kilometers, about 32% more than at the end of 2020. Eight north-south and eight east-west HSR corridors have grown steadily more complete. City clusters within a 500-kilometer radius now form one- to two-hour travel circles with metro-style service; major cities up to 1,000 kilometers apart are within four hours of each other, allowing same-day return trips; and those up to 2,000 kilometers apart are within eight hours, allowing morning departure and evening arrival. High-speed rail carries 80% of China's railway passenger departures and 69% of passenger turnover. An average of 9,346 high-speed trains run each day, carrying 9.36 million passengers; at peak, more than 10,000 trains run in a single day, carrying over 16 million passengers. High-speed rail capacity and service quality have both risen sharply.



Guangzhou-Shenzhen-Hong Kong High-speed railway

II. Promoting Multimodal Transport

Developing multimodal transport is key to cutting logistics costs across the economy and to improving the modern integrated transport system. China attaches great importance to multimodal transport. It has continued to improve multimodal infrastructure and extended dedicated railway lines into port areas, industrial parks, and factory sites. More than 9,000 dedicated railway lines have been built, and over 90% of major coastal ports and major ports along the Yangtze River trunk line now have direct rail access. China has promoted institutional innovation in single-document multimodal transport and taken an active part in setting international transport rules. China helped bring about the adoption of the United Nations Convention on Negotiable Cargo Documents by the 80th session of the United Nations General Assembly, a breakthrough in giving railway waybills the status of documents of title. China has moved faster to open up and share multimodal transport data. China State Railway Group Co., Ltd. led the establishment of the China Multimodal Transport Development Alliance to promote market-based data exchange among different operators. The railway 95306 freight platform has connected with the booking systems of 11 leading shipping companies, deepening cooperation on single-document transport so that a single booking triggers automatic reservations and end-to-end visibility. Shandong, Shanghai, Zhejiang, and other localities have built public information platforms for multimodal transport, achieving initial integration and sharing of rail, highway, and waterway data. In 2025, major ports nationwide handled 13.486 million TEUs of container rail-waterway transport, up 16.4% year on year; railway container volume reached 41.883 million TEUs, up 14.2%; and at key integrated freight hubs, more than 85% of multimodal transfers were completed within an hour. Multimodal transport has made clear progress.

Feature: Jiangsu's End-to-End Single Document Raises the Quality of Rail-Waterway Multimodal Services

Jiangsu has brought together resources from ports, railways, customs, shipping lines, and logistics companies to advance end-to-end single-document container

rail-waterway transport, offering shippers a full-journey logistics service with one booking, one document, and one settlement. Lianyungang Port Group, together with China Railway Container Transport Co., Ltd. and partner shipping lines, pioneered a waterborne railway container model, allowing railway containers to travel from inland nodes directly to the port and onward to international shipping routes. A public service platform for single-document rail-waterway transport has been built, integrating ordering, quotation, settlement, and customer service, and exchanging more than 120 categories of business data covering ocean manifests, railway waybills, and port and customs records. Jiangsu has also explored a dual-hub model combining port and inland facilities, positioning empty containers in advance and running direct block trains and load-on-arrival services. This has cut empty container repositioning costs by about 15%, shortened vessel waiting time per voyage by roughly eight hours, and raised operating efficiency by about 40%. By combining railway waybills, ocean booking notes, and packing lists, the number of document conversions and repeated handling operations has been reduced, cutting overall logistics costs by about 15%.



Lianyungang rail-sea intermodal freight train

III. Strengthening Integrated Freight Hubs

Strengthening integrated freight hubs is an important lever for raising the efficiency of integrated transport. It helps different modes connect efficiently and drives high-quality regional economic development. Focusing on key nodes of the main framework of the national integrated transport network and on gaps in freight hub capacity, China has used fiscal funding to guide investment and supported cities in successive batches to strengthen national integrated freight hubs. In 2025, the ratio of total logistics costs to GDP in the cities concerned was about 1.5 percentage points below the national average. Hubs have been better equipped to serve industrial clusters: those supported directly serve 32 innovative industrial clusters, 39 strategic emerging industry clusters, and 50 advanced manufacturing clusters, with stronger storage and transfer capacity for grain, coal, ore, electronics, and other goods. Key hardware such as warehousing, container yards, and handling facilities has been improved, with more than 200 projects carried out by 2025 adding or upgrading over 10 million m² of such facilities. To extend the reach of hub nodes, more than 200 freight yards with emergency transfer capacity have been laid out nationwide. Better collection and distribution systems at hubs have markedly raised multimodal transport efficiency and given a real boost to industry and the economy in the regions concerned.

Feature: Shandong Innovates to Raise the Effectiveness of Its Integrated Freight Hub

Linyi, Shandong, has built a modern integrated freight hub around the collection and distribution railway serving the China-Russia Logistics Industrial Park, achieving efficient coordination across railway, highway, port, and customs operations and connecting to more than 40 cities at home and abroad. Linyi has pursued joint operation, with transport authorities bringing together local state-owned enterprises and leading private firms to form a project company to build the collection and

distribution railway and develop the industrial park. Planning was integrated: drawing on the existing layout of railway freight yards, dedicated railway lines were extended, hub yard land was expanded, and integrated warehousing bases were built, raising loading and unloading efficiency by 110%. Diversified customs services were brought forward through a bonded customs supervision warehouse, so that import and export declarations, commodity inspection, and other international logistics clearance procedures can be completed locally in Linyi, cutting clearance time by more than 50% on average. Grain is handled through transit storage and transport, and logistics routes run as a single network: dedicated rail grain services cost about 50 yuan less per tonne than road transport, counting both trunk haulage and final drayage. An extended business model combining industry, logistics, and trade has been developed in cooperation with the seven major industrial clusters in eastern Linyi. Hub service capacity has improved markedly and market vitality has been effectively unleashed.



The Linyi Commercial City Railway Logistics Service Center enters operation

IV. Advancing "AI Plus Transport" Applications

Transport is a sector defined by the integrated application of technology, with abundant use cases and vast data resources. It is a priority and pioneering field for applying artificial intelligence. China has pressed ahead with its "AI Plus Transport" initiative, moving faster to develop use cases in the sector. Focusing on ten priority areas including autonomous driving, it has identified 860 use cases for early breakthroughs across railways, highways, waterways, civil aviation, and postal services, advancing the large-scale application of artificial intelligence in transport in a safe and orderly way. Version 1.0 of the national integrated transport information platform has been completed, connecting the ministry with all provinces and integrating more than 460,000 video feeds across transport modes. Work has accelerated on a "1+N+X" system of large models for integrated transport, with 22 AI agents now running in the test environment. Twenty regions have been supported in the digital transformation and upgrading of highway and waterway infrastructure. Work has begun on upgrading 11,900 kilometers of expressways and 4,445 kilometers of ordinary national highways, and 520 smart stations and 11 smart ship locks have been completed. The Smart Shipping 2030 Action Plan was released. Electronic navigation charts have been produced for more than 24,000 kilometers of waterways nationwide, with 13,665 kilometers published. Digitalization of shipping and trade has expanded in both scope and scale, with major Chinese shipping companies issuing more than 360,000 electronic bills of lading in 2025. Sixty automated container and dry bulk terminals have been built in total. China leads the world in the scale of automated terminal deployment, operating efficiency, and technology. Smart civil aviation has advanced quickly. Domestic airports have largely achieved paperless travel, and end-to-end baggage tracking reached 90.3%.

Feature: AI Reshapes the Road Network Management Model

To improve road network efficiency and reduce accident rates and operating costs, the road network center of the Ministry of Transport has integrated artificial intelligence deeply into monitoring and dispatch, early warning, and emergency response, and has developed a cluster of AI agents for road network operations, turning vast volumes of operational data into precise control and proactive service. A sub-agent for national expressway network analysis combines large models, a road network knowledge base, and specialized analytical models, independently correlating data on traffic flow, congestion, weather, and road profiles. It closes the loop from natural-language queries to analysis and strategy generation, helping managers quickly grasp operating conditions, identify risks, and formulate response recommendations. This has strengthened traffic management during holiday peaks, on congested sections, and where service area charging points are busy. A sub-agent for highway early warning and emergency response has developed in-house models for fine-grained short-term weather forecasting and warning along linear highway corridors, intelligent decision support for command and dispatch, and automated assessment of earthquake damage. It delivers two-hour fine-grained nowcasts nationwide at 1-kilometer resolution, updated every five to six minutes, and has cut the time needed to release warning notices, situation reports, and risk lists from hours to minutes, closing the last mile in disaster prevention and mitigation. A sub-agent for flood-season highway risk analysis draws together data from disaster surveys, hazard inspections, historical damage records, and weather forecasts to assess the likelihood of disasters on road sections over the coming seven days, providing graded and categorized alerts and a single map view of highway risks for decision-making. A video analysis sub-agent continuously and automatically patrols 380,000 video feeds across the road network, detecting and grading adverse weather such as rain, snow, and fog and issuing warnings. The

agent cluster is being opened up and shared with grassroots units, reshaping road network management across the board.



Road Network Agent Cluster

Feature: Anhui Builds Use Cases for Unmanned Delivery and Logistics

In recent years Anhui's Wuhu has continued to expand unmanned applications in the sector, building a new ecosystem for smart delivery services. Wuhu piloted a vehicle-road-cloud integrated model for smart logistics and unmanned delivery, becoming the first city in Anhui to grant unmanned vehicles right of way across the whole city. Coverage extends to more than 90% of pickup stations in the main

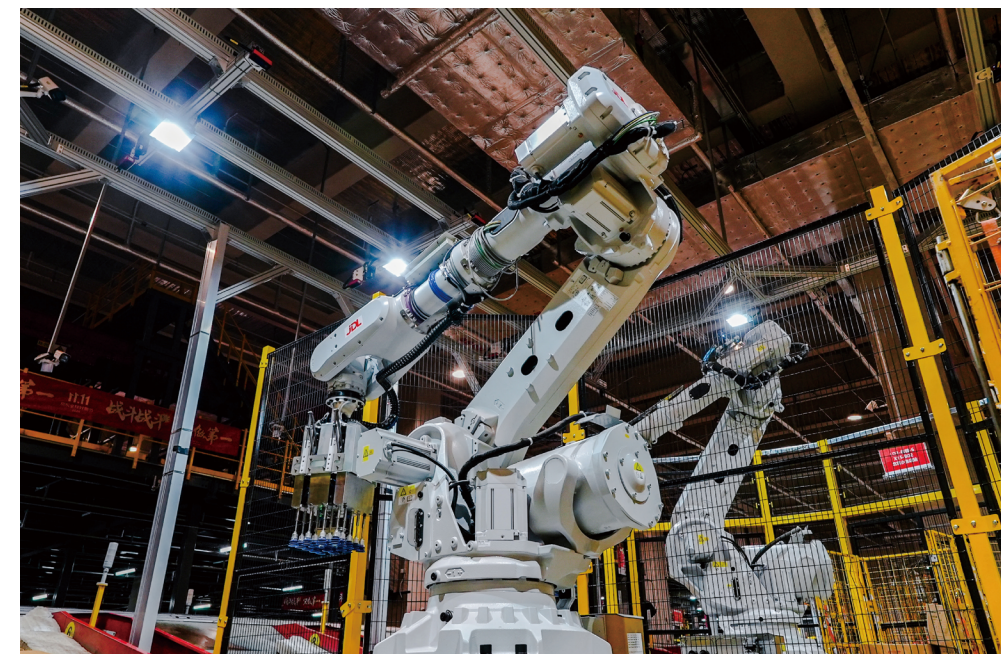
urban area, with average daily deliveries exceeding 30,000 parcels. Labor costs are down 50%, transport costs down 50%, delivery cost per parcel down 25%, and delivery time 12% shorter. The city is also exploring a "four-unmanned" model combining drones, unmanned vehicles, unmanned pickup stations, and zero-carbon operation. At Wuhu Aviation Town, a cluster for drones and general aviation aircraft, an integrated service center has been built with drone landing pads, charging points for unmanned vehicles, and solar power generation, cutting delivery cost per parcel by 14%. Wuhu has opened up use cases in the low-altitude economy, launching a cross-river drone postal route that enables precise all-weather delivery. It covers several anchorages on the Wuhu section of the Yangtze River, delivering parcels to vessels without crews having to come ashore. Delivery time has fallen from several hours by conventional means to a matter of minutes, providing combined daily-needs and express delivery services to nearby vessels and more than a thousand crew members.



Unmanned last-mile delivery vehicle

Feature: Innovative Use of Smart Robots in Logistics

JD Logistics has pushed the large-scale deployment of its Wolf Pack robots. As the core of terminal execution, these products translate intelligent decisions precisely into efficient operations in last-mile delivery and other settings, covering the full logistics chain of storage, handling, and sorting and forming a complete loop from cloud intelligence to terminal execution. They are now deployed in more than 20 provinces in China, helping logistics and supply chains raise efficiency, cut inventory costs, and improve the service experience.



JD Logistics' Yilang robotic arm system

V. Promoting the Sound Development of Online Freight Platforms

Promoting the sound and well-regulated development of online freight platforms matters for improving the allocation of freight resources and cutting logistics costs. China has given equal weight to innovation and sound regulation, improving the rules governing online freight platforms, regulating their business conduct, and safeguarding the lawful rights and interests of truck drivers, so as to better advance high-quality development of road freight. In 2025, there were 3,192 online freight platform companies nationwide, bringing together about 10.456 million freight vehicles and 9.45 million drivers. Over the year they handled 180 million consignments, 3.56 billion tonnes of freight, and 393.15 billion yuan in freight transactions. Compared with conventional arrangements, online freight platforms have cut the average wait for a load at typical freight companies from one to three days down to six to eight hours, lowering logistics transaction costs by 6 to 8%. This has improved matching between vehicles and cargo and helped cut costs while raising the quality and efficiency of transport and logistics.

Feature: Online Freight Helps Manufacturers Cut Costs and Raise Efficiency

After a cable manufacturer in Guizhou connected to the Yunmanman online freight platform, it began posting transport requirements through the APP, with orders accepted within three minutes, sharply reducing empty running by trucks. Drawing on big data and satellite positioning, the platform verifies driver credentials at multiple points and monitors freight movements, safe driving, and cargo condition in real time throughout, meeting customers' need for full visibility and control over shipments. Products are now dispatched as soon as they come off the line, and the warehousing and logistics department needs only one staff member, a marked gain in management efficiency. Through the platform, the company has

cut transport costs by about 10% in total, with online orders accounting for 90% of annual shipments and warehousing costs sharply reduced. Successful bids have risen nearly threefold from the previous year and revenue has continued to grow, strengthening the company's overall competitiveness.



Online freight heavy truck convoy

Chapter 5 Building Greener Transport

Green is the defining hue of sustainable transport. According to United Nations figures, transport accounts for about 15% of global carbon emissions. Advancing the green and low-carbon transition in transport is therefore essential to global energy conservation, carbon reduction, and the response to climate change. Guided by its carbon peaking and carbon neutrality goals, China has taken a coordinated approach across railways, highways, waterways, civil aviation, postal services, and urban transport. It has promoted new energy vehicles and vessels, strengthened comprehensive prevention and control of transport pollution, encouraged green travel, advanced integrated transport and energy development, and pursued eco-environmental protection and restoration along transport infrastructure, moving faster to build a green, low-carbon transport system.

I. Promoting New Energy Vehicles and Vessels

China has pressed ahead with large-scale equipment renewal in transport, making the power and energy systems of aging buses, trucks, and vessels cleaner, lower in carbon, and more efficient. In 2025, a large-scale equipment renewal drive retired urban buses ten years old and above and put 68,200 new energy buses and battery packs/sets into service. Aging commercial trucks were retired and replaced and new energy commercial trucks promoted: 391,400 aging commercial trucks were scrapped and replaced, new energy heavy trucks reached a market penetration rate of more than 17%, and annual sales reached 198,000 units, up 173% year on year. New energy vehicles in use nationwide reached 43.97 million, with market penetration above 50%, and output reached 16.524 million units, up 25.1%. Aging commercial vessels were scrapped and replaced, with support for new energy and clean energy vessels and the supporting infrastructure. Over the year 8,920 aging commercial vessels were scrapped and replaced. Uptake of new energy and clean energy vessels accelerated, with more than 1,300 vessels now powered by batteries, methanol, LNG, or other alternatives. High-energy-consuming, high-emission locomotives are being upgraded and replaced, with more than 450 replaced by new energy locomotives. Electric vehicles now account for more than 34% of

vehicles operating on airport aprons, and at airports handling 5 million or more passengers a year, both the installation and utilization rates of equipment substituting for auxiliary power units (APUs) approach 100%.

Feature: Shandong Drives Adoption of New Energy Heavy Trucks

Qingdao in Shandong has used new energy heavy trucks as an entry point to build a green freight system covering both port operations and trunk haulage. In port operations, Qingdao Port has deployed 200 new energy heavy trucks with a single-charge range of 280 kilometers, meeting the demands of high-frequency work such as container drayage and bulk cargo movement within the port. Operating costs are 45% lower than for diesel trucks and average annual maintenance costs 60% lower. New energy heavy trucks work alongside intelligent guided vehicles (IGVs), autonomous vehicles, and quay cranes, supporting near-zero-carbon smart logistics in the Qianwan port area and creating a closed green transport loop of electric heavy trucks, autonomous driving, and rail-waterway transport. In trunk haulage, Qingdao issued a Three-Year Action Plan for Improving Quality and Efficiency in the Modern Logistics Industry, granting priority access on expressways and allowing new energy freight vehicles into the core urban area during peak hours. New energy heavy trucks with a 450-kilometer range have been brought into service for trunk haulage, and through the Tieyunda multimodal transport platform these trucks connect with China-Europe Railway Express services, forming a low-carbon road-and-rail solution. Qingdao has now opened 12 international rail freight routes, with new energy heavy trucks handling more than 25% of collection and distribution work, cutting carbon intensity in trunk haulage by 22% from 2020 levels.



Battery-electric heavy trucks delivered in Qingdao

II. Comprehensive Prevention and Control of Transport Pollution

China has pressed ahead resolutely with comprehensive prevention and control of transport pollution, contributing to a Beautiful China and to global climate governance. Railway electrification has continued to advance, with the national railway electrification rate rising to 76.7% and electrified railways exceeding 126,000 kilometers. Fuel consumption limits for road transport vehicles are being enforced, twelve batches of compliant vehicle models have been published, and an inspection and maintenance regime for vehicle emissions has been implemented to reduce pollutant emissions. Pollution control in key waters has advanced. Inland ports in the Yangtze River Economic Belt received 26,000 tonnes of ship-generated garbage, 1,267,000 tonnes of domestic sewage, and 101,000 tonnes of chemical tank washing water. Work continued to deepen the pilot zones for monitoring and regulating ship air pollutant emissions. Pollution control at airports has been strengthened, with carbon dioxide emissions of 0.83 kilograms per tonne-kilometer for commercial aviation and 0.25 kilograms per

passenger at airports. Green management of express delivery packaging has advanced further: 86.8% of packaging is standardized, 10.3% is biodegradable, more than 1 billion cartons have been recovered and reused, and smart packing algorithms have cut material use by nearly 20%.

Feature: Shanghai Makes Pollution Control Routine

Shanghai has strictly implemented its eco-environmental protection responsibilities and pressed ahead with the campaign to prevent and control pollution. It has accelerated the switch of non-road mobile machinery to new energy and pushed the retirement and replacement of such machinery at airports and ports. New energy and clean energy account for more than 60% of non-road mobile machinery at Shanghai International Port (Group) Co., Ltd., and new energy vehicles for more than 25% at Pudong and Hongqiao airports. Routine environmental enforcement inspections have been strengthened. In 2025, municipal and district transport enforcement authorities conducted 10,225 vessel inspections for pollution prevention, identifying and rectifying 207 problems and opening 185 cases against violations. They carried out 7,427 marine fuel sampling inspections, all of which passed, and 3,244 port inspections for pollution prevention, opening 37 cases against violations. Noise control has continued to deepen. On rail transit, about 1.3 kilometers of noise barriers were added on selected sections over the year and about 2 kilometers replaced; 62 kilometers of rail grinding and milling was completed; and 236 trainsets underwent overhaul, with nearly 190,000 vibration-damping fasteners replaced. On roads, 14 traffic noise sites were treated in 2025 under a long-term noise control mechanism.



Full-enclosure noise barriers on the section of the Shanghai-Jiading and Jiading-Minhang link lines that passes close to residential areas and schools

Feature: Advancing Green Management of Logistics Supply Chains

JD Logistics has driven end-to-end green transformation, embedding green and low-carbon principles deeply into every core link of its logistics supply chain. In warehousing, 18 warehouses have received green warehousing certification; rooftop photovoltaic capacity has reached 210.44 megawatts, generating 99,846 megawatt-hours of solar power used over the year. In packaging, algorithms drive fine-grained management. Continued optimization of smart packing algorithms cut void space in parcels by 7% in 2025. Shipping in original manufacturer packaging has eliminated more than 1 billion secondary packages a year, and reusable packaging materials were cycled 89.36 million times over the year. In transport, fine-grained management and intelligent scheduling have continued to cut fuel use

in road transport. More than 14,000 company-owned new energy vehicles are in service. The shift from road to rail and from air to rail has been promoted further, with more than 700 railway routes under cooperation agreements. Sustainable aviation fuel has been trialled, and greenhouse gas emissions per million yuan of revenue fell 10.67% year on year.



JD Logistics' new energy trucks

III. Building a Green Travel System

To encourage green travel, China has implemented the strategy of giving priority to urban public transport and continued to optimize public transport networks, upgrade services, and pursue technological innovation, building a green travel service system. Nationwide, urban bus and trolley routes reached 80,200, with a combined route length of 1.7756 million kilometers, and new energy vehicles accounted for more than 87% of the bus fleet. Urban rail transit operated 341 lines covering 11,651 kilometers, and more than 75% of rail stations in major cities have a bus stop within a 50-meter radius of an entrance. Ride-hailing vehicles exceeded 3 million, with new energy vehicles accounting for more than 93%. More than 9 million shared bicycles have been deployed, covering over 460 cities, with about 23 million orders a day. In 97 cities meeting the relevant standards, the average share of green travel reached 75.5%. Green, healthy, and low-carbon travel has become an important choice for the public.

Feature: Carbon Emissions from Beijing's Commercial Vehicles Fall by 30 Percent

Beijing's transport sector has focused on improving its travel, transport, and energy structures, continuing to chart a green and low-carbon transition suited to the city's transport characteristics. In 2025, total energy consumption in the city's transport sector was held to about 2.5 million tonnes of standard coal equivalent, and carbon emissions from commercial vehicles were expected to be held to about 2.9 million tonnes, down 21% and 30% respectively from 2020. Over the past five years Beijing has kept to a public-transport-first strategy, moving faster to build an integrated transport system with rail transit as the backbone, surface buses as the mainstay, and multiple travel modes as a supplement. Multi-network integration has produced clear results. By the end of 2025, Beijing's urban rail transit and suburban railways together formed a 1,274-kilometer rail network, with 182 kilometers of new metro

lines added over the past five years. Surface bus routes have been continuously optimized, and the combined benefits of rail and bus services keep improving. In 2025, the share of green travel in Beijing's central urban area reached 76.5%, up 2.5 percentage points from 2020.



Operated new energy vehicles in Beijing

IV. Promoting Integrated Transport and Energy Development

To meet its carbon peaking and carbon neutrality goals, China has advanced integrated transport and energy development, tapping the potential of transport infrastructure for clean energy generation. In regions with good resources, high demand, and the capacity to absorb the output, it has used highway corridors, airports, and ports to build distributed renewable energy facilities integrated with nearby energy use, creating a secure and reliable green fuel system for transport. This has also driven related industries such as new energy vehicles, photovoltaic modules, energy storage batteries, and smart charging equipment, creating new

competitive industries and sources of economic growth. Integrated photovoltaic, storage, and charging facilities are being rolled out faster at expressway service areas, with more than 500 service areas building distributed photovoltaic installations. Charging and battery-swapping capacity along highways continues to grow: in 2025, 20,000 new electric vehicle charging points were added at expressway service areas and rest areas nationwide, bringing the total to 71,500. Green energy use at ports has made breakthroughs. Shanghai Port achieved bulk bunkering of domestically produced green methanol, and Tianjin, Dalian, Yangpu, and Qingdao ports successfully piloted green methanol bunkering. Vessels in the 11 provinces and municipalities of the Yangtze River Economic Belt used 230 million kilowatt-hours of shore power. Photovoltaic generation projects at airports have delivered results, with annual output exceeding 60 million kilowatt-hours. More than 1,000 green distribution centers and over 12,500 green postal outlets have been built.

Feature: Tianjin Pioneers a Transport-Plus-Energy Model for Photovoltaic Development

Drawing on idle land along its expressways, Tianjin has advanced the integration of transport with the renewable energy industry. Using a self-consumption-first model with surplus power fed to the grid, it has laid out distributed photovoltaic projects to make the fullest use of idle land along expressways, generating additional revenue and cost savings for operators while cutting carbon and improving the environment. In siting and layout, the projects have followed principles of safety first, adaptation to local conditions, and efficient use, giving priority to areas with ample sunlight that do not affect traffic on the network, and avoiding hazards to road safety. In putting idle assets to work, the projects have taken a multi-site, all-round approach to idle land along expressways, achieving large-scale development across the whole network. Construction covers service areas, toll stations, road embankments, interchange loops, idle plazas at provincial boundaries, and other settings, with distributed photovoltaics installed and connected to the grid by category,

activating dormant assets along the expressway network. In overall performance, the projects have run stably since entering operation, delivering both economic and environmental returns. By the end of 2025, 99 sites had been completed and connected to the grid, with total installed capacity of 64 megawatts and annual output of 78 million kilowatt-hours. Power goes first to service areas, toll stations, and facilities along the roads, with surplus fed into the State Grid. This adds more than 20 million yuan a year in revenue for the expressway group and saves about 4 million yuan a year in expressway electricity costs, substantially lowering network operating costs and improving the operator's returns. The projects also cut carbon dioxide emissions by about 25,000 tonnes a year, equivalent to saving 9,600 tonnes of standard coal, effectively reducing carbon emissions from transport and supporting the region's green and low-carbon transition.



Tianjin-Shijiazhuang Expressway photovoltaic project

Feature: Innovation in Shore Power Development at Ports Along the Yangtze River Trunk Line

The Changjiang Navigation Administration worked with the State Grid to resolve difficulties in ship-to-shore compatibility and power use supervision for shore power along the Yangtze. It introduced institutional mechanisms for cross-regional coordination, smart supervision, and industry development, and built a smart shore power service and supervision system covering the Yangtze River Economic Belt, making shore power use routine for vessels at berth. Since 2021, cumulative shore power use has reached 560 million kilowatt-hours, cutting carbon dioxide emissions by 422,000 tonnes and saving 840 million yuan in energy costs, forming a body of Yangtze River experience in putting ecology first and pursuing green development.



Shore power at the wharves on the Hubei section of the Yangtze River

V. Eco-Environmental Protection and Restoration Along Transport Infrastructure

China has consistently put ecology first and pursued green development, integrating ecological protection throughout the planning, design, and construction of transport projects. Through major projects such as the Xinjiang-Xizang Railway and the Zhanjiang-Haikou High-Speed Railway, major linear works have been deeply integrated with ecological protection requirements. The greening rate of national railways reached 88.7%. Combined highway and railway river crossings have been promoted, making intensive and economical use of corridor and alignment resources. Ecological conservation zones have been piloted in major projects such as the Yangtze River trunk waterway and the Pinglu Canal, advancing waterway construction and environmental protection together. Over the year about 6.26 million m³ of sand dredged during waterway maintenance was brought ashore for use. Transport has been integrated more deeply with forestry and grassland work. Construction and management of desert-crossing highways has been strengthened and the approach of using roads to control desertification actively promoted. Resource guarantees for transport infrastructure construction have been improved, enhancing functions such as forest and grassland ecological protection and restoration and the protection of roads.

Feature: A Canal That Gives Way to Nature—The Pinglu Canal's Green Record

As the first canal linking a river to the sea built since the founding of the People's Republic of China, the Pinglu Canal has placed ecological protection on an equal footing with construction, safeguarding the canal's ecological security and setting a new model for coordinating major engineering works with environmental protection. A dedicated 480-meter fish passage was built around the habits of local fish species, the first in China designed for migratory species such as the Hepu Chinese

mitten crab and the Japanese eel, restoring a migration route that had been cut off for more than half a century. In 2025, seven monitoring points along the passage recorded species including the barbel chub, the topmouth culter, and the common carp. Silt curtains were placed around the mangroves, with staff assigned to monitor silt deposits on mangrove leaves and pest and disease conditions weekly using aerial photography and on-site surveys. Automatic 24-hour turbidity monitors were installed at every drainage outlet of the storage yards associated with the mangroves; any discharge exceeding limits triggers an immediate alert and a halt to drainage. Of the more than 300 million m³ of earth and rock excavated for the canal, 97% has been put to comprehensive use. Stripped topsoil has created over a thousand mu (about 165 acres) of fertile farmland, and the remaining sand and gravel, after environmentally sound washing and screening, has become green building materials used in building the canal's locks.



Wildlife crossing bridge on the Pinglu Canal

Chapter 6 Building More Economical Transport

Economical operation is an inherent requirement of sustainable transport. Transport connects production with consumption and the domestic with the international, running through production, distribution, circulation, and consumption alike. China has kept to high-quality development, working to cut costs while raising the quality and efficiency of transport and logistics, to expand effective investment in transport, to integrate transport with tourism and other related industries, and to develop emerging industries such as the low-altitude economy, moving faster to improve its modern integrated transport system.

I. Cutting Logistics Costs While Improving Quality and Efficiency

To bring down logistics costs across the economy and improve economic efficiency, China has pressed ahead with its initiative to cut costs and raise the quality and efficiency of transport and logistics. Efforts have focused on optimizing the transport mix, shifting medium- and long-distance movement of bulk goods and containers from road to rail and from road to water. In 2025, national railway and waterway freight turnover rose 2.8% and 6.0% respectively. At major coastal ports nationwide, 90.7% of bulk cargo was moved by port-access railways, waterways, enclosed belt conveyors, or new energy vehicles. In the main coal-producing areas of Shanxi, Shaanxi, and Inner Mongolia, railways carried 90% of the coal and coking coal moved over medium and long distances by large industrial and mining enterprises. Three batches of model cases, 50 in all, were compiled on cutting logistics costs and raising quality and efficiency, promoting data sharing, mutual recognition of rules, and unified standards, and guiding transport and logistics companies in upgrading their operations. Over the year, measures in the transport sector helped cut logistics costs by about 200 billion yuan, and the ratio of total logistics costs to GDP fell to 13.9%, below 14% for the first time.

Feature: Cutting Costs in Container Rail-Waterway Transport

Jiangsu has improved the efficiency of rail-waterway container block trains and promoted the shift from road to rail and rail-waterway transport, achieving cross-modal integration, cross-regional coordination, and cross-sector collaboration. Take the Yancheng North-Shanghai service: this rail-waterway block train runs as a space-charter, direct service, and has been included in the scheduled train timetable by China Railway Shanghai Group Co., Ltd., operating daily. Routing was optimized through the Shanghai-Suzhou-Nantong railway freight line, cutting transit time from 34 hours via transfer at Nanjing Station to 14 hours, a saving of more than half. The Yuanbei Station-Port of Shanghai service provides a seamless rail-and-sea link, improving logistics timeliness for companies in the Huai'an area by 40% and cutting one-way logistics costs by 30%.



Yancheng North - Shanghai Port rail-sea intermodal freight train

II. Expanding Effective Investment in Transport

China allocated more than 400 billion yuan in special central government funds and issued ultra-long-term special treasury bonds and local government special bonds to support transport projects, effectively mobilizing local and private investment. Financial credit was actively sought and financial institutions guided to support expanded effective investment in transport. New policy-based financial instruments offering low interest rates and long terms were introduced, with about 100 billion yuan going to transport infrastructure projects. The new mechanism for public-private partnerships (PPP) was put into practice: in 2025, 83 transport projects were launched with total investment of about 846 billion yuan, and five transport infrastructure REITs were issued, raising more than 10 billion yuan.

III. Integrating Transport and Tourism to Unlock Consumption

Transport is an important setting for experiential consumption and holds considerable potential for boosting spending on services. China has continued to integrate transport with tourism, cultivating new consumption settings such as tourist trains, tourism highways, evening cruises, and car rental, with positive results. Distinctive tourist trains such as the Heart-to-Heart Beijing-Xizang Express were launched. Nationwide, railways ran 2,485 tourist trains, up 33.6% year on year. Localities have been encouraged to make use of resources along tourism highways, developing integrated offerings that pair highways with study tours, camping, and health and wellness travel, and promoting high-quality development of tourism highways. Water-based tourism consumption has been actively cultivated, with the development of no-destination cruises at sea and improved infrastructure at cruise ports and yacht marinas. Routes and products have been further enriched and service quality raised. Cruise passenger volume rose 25.7% year on year, and newly registered yachts have grown by more than 40% a year on average over the past three years. In 28 provinces, 174 evening cruise routes were opened, with more than 2,000 vessels in service and over 30 million visitors received. High-quality development of small and micro passenger vehicle rental has been promoted. Service networks of key companies now cover more than 70% of airports and 50% of high-speed rail stations, and support has been given to expanding free one-way rental returns and other convenience

measures. During key periods such as the National Day and Mid-Autumn Festival holidays, car rental orders nationwide rose 18% year on year, with an average of 650,000 vehicles rented out per day, combining public benefit with stronger consumption.

Feature: New Energy Buses Enliven the West Lake Night Economy

Touring West Lake by day and riding the bus by night is becoming a new trend among visitors to Hangzhou. In the summer of 2025, the Hangzhou Public Transport Group in Zhejiang launched its West Lake Night Tour Sightseeing Bus, comprising two routes—the West Lake Eco Sightseeing Bus and the Urban Roller Coaster Pro—using a bus-plus-culture-and-tourism service model to further enliven the city's economy. The Urban Roller Coaster Pro route picks the most undulating stretches around West Lake to offer a roller-coaster-style sightseeing ride. Fantastical lighting effects are created inside the vehicle, along with a tunnel-arch feature and a scenic bar area, with specialty drinks, designer wristbands, and souvenirs to make the ride more entertaining and interactive. The West Lake Eco Sightseeing Bus focuses on ecological and natural healing, with a route linking hidden natural spots along the western side of West Lake. The exterior features a painting-in-motion design, while inside there are walls of ecological specimens and moss-covered display boards for designer products, together with a natural fragrance system, creating a natural history museum on the move. Both routes use 10-meter-class green new energy tourist buses, which run quietly and smoothly, further enhancing the immersive quality of the eco-sightseeing experience. Distinctive one-way stops are provided along the routes. Each vehicle carries an onboard safety attendant to guide passengers, and scenic-view seat belts, rest and viewing areas, and safety warning signs are provided to ensure a safe and comfortable ride.



The West Lake Eco Sightseeing Bus



The Urban Roller Coaster Pro bus

Feature: Shanxi Builds the Yellow River, Great Wall, and Taihang Number One Tourism Highway Network

Over seven years of dedicated roadbuilding, Shanxi has completed 13,000 kilometers of high-quality tourism highways along the Yellow River, the Great Wall, and the Taihang Mountains, known as the three Number One tourism highways. Alongside them it has built walking and cycling corridors, viewing platforms, rest stops, and signage, weaving a province-wide tourism highway network that connects cities to attractions, attractions to one another, and cities to the countryside, allowing visitors to arrive quickly, travel slowly, and experience deeply. This has helped make Shanxi a cultural tourism hit.



A tourism-integrated road network for arriving quickly and traveling slowly

IV. Cultivating New Low-Altitude Economy Scenarios

China is developing the low-altitude economy safely, in an orderly way, and according to local conditions, steadily advancing low-altitude infrastructure. By the end of 2025, 46 low-altitude flight service stations had been built, along with 17 civil unmanned aviation test zones and three test bases. Drones are being adopted faster across settings including highway inspection, parcel delivery, transport of medical supplies, movement of specialty agricultural produce, and emergency rescue. In 2025, civil drones logged 45.3 million flight hours in total, up 69.89% year on year.

Feature: Liaoning Explores Low-Altitude Transport Routes for Cherries

Delisi township in Dalian, Liaoning, produces about 30,000 tonnes of cherries a year, worth some 1.3 billion yuan. But the growing areas are mountainous, and poor access to some orchards makes outbound transport costly—the township spends nearly 30 million yuan a year on cherry transport. Dalian has worked with services such as China Post's Express Fresh to fly cherries, strawberries, and other fresh produce by drone to a local civil aviation collection and sorting center, overcoming the constraints of terrain and road conditions. Airport security screening has been moved forward in the process, so that goods are screened once, sealed and dispatched once, and handled once, and can be transferred directly to the apron for palletized loading. Logistics efficiency has improved by more than 50% and transport losses reduced. Since low-altitude drone transport began, produce reaches customers in the same city within hours of being picked. During the 2025 cherry season, more than 200 low-altitude transport flights carried over 6,000 kilograms of cherries and other produce, and growers' earnings rose markedly from the previous year.



Wafangdian cherries from Dalian take off with the low-altitude economy

Feature: Hubei Uses Drones for Integrated Expressway Construction and Maintenance Inspection

Hubei has integrated drones deeply into the full cycle of expressway construction and maintenance, building a low-altitude inspection system for the road network that combines air and ground operations with intelligent coordination. One hundred intelligent drone nests have been deployed across the province's expressway network, all connected to a low-altitude intelligent control platform. They have logged more than 12,000 flights covering 55,800 kilometers with zero accidents, placing Hubei among the leaders nationwide in both scale of application and safety performance. The Hubei section of the G4 Beijing-Hong Kong-Macao Expressway serves as a demonstration case for this integrated construction-and-maintenance model across the full project cycle. During construction, nests were placed at critical works, with automated inspection along fixed flight paths combined with lidar scanning, making construction progress visible, quality risks traceable, and safety risks subject to dynamic control. At handover from construction to maintenance, the nests and inspection data transfer wholesale into the operations system—invested once, used for both construction and maintenance. During operation, drone-mounted lidar builds three-dimensional models of slopes, and differencing across multiple survey rounds captures deformation at millimeter scale, enabling early detection and warning of landslide risks. AI vision automatically identifies and precisely locates cracks, corrosion, and missing bolts on bridge towers, cables, piers, and other places hard for people to reach. Ground-based AI inspection vehicles simultaneously identify pavement defects such as cracks, potholes, and rutting with accuracy above 92%. Air and ground work together to form a three-dimensional monitoring network—bridges and slopes from the air, pavement from the ground. Drones have replaced manual climbing inspections of high-risk bridge, tunnel, and slope sites with unmanned, digital operations. Defect detection has moved from visual inspection to intelligent sensing, and management from after-the-fact response

to prevention, markedly improving inspection efficiency, intrinsic safety, and the returns on maintenance spending.



Automated drone inspection of an expressway bridge

Feature: The Guangzhou Model for Urban Low-Altitude Logistics

Guangzhou has explored a replicable path for urban low-altitude logistics through a model combining institutional support with a viable commercial loop. Acting as the municipal coordinating platform, Guangzhou Low Altitude Economic Industry Development Co., Ltd. works to secure stable airspace for regular operations and to establish a fast-track approval channel for flight plans. In parallel, it opened up right of way for unmanned vehicles across the Panyu University Town area and

established a whitelist of road sections. A low-altitude logistics hub covering the whole of University Town was established, equipped with landing pads, transfer lockers, and other infrastructure, turning airspace, right of way, and infrastructure into reusable public goods and enabling SF Express to move from occasional trial flights to regular operations at scale. Drawing on full-stack in-house development covering aircraft types for various ranges and settings, SF Express has logged more than 1.4 million safe flights in the Greater Bay Area. In the flagship University Town project, it has built a network linking the Hualong transfer facility, the Qingchuanghui trunk route, and university branch routes, using air-ground coordination between drone trunk services and unmanned vehicles for final delivery to serve 200,000 students and staff at 12 universities. It has also replicated these capabilities in demanding settings such as emergency blood delivery and specialty transport for islands and agricultural produce, covering operating and maintenance costs through freight revenue and the sale of medical procurement solutions, achieving self-sustaining operations without subsidies.



Urban drone delivery

Chapter 7 Building More Inclusive Transport

Inclusiveness reflects the values behind sustainable transport. Transport is an important area of public wellbeing and a foundation for steady progress toward common prosperity. China has continued to promote coordinated regional development and integrated urban-rural development, to improve the travel system for older people and people with disabilities, and to protect the rights and interests of frontline workers. In 2025, the gap between urban and rural transport development in China continued to narrow, and support for key groups was further strengthened.

I. Advancing High-Quality Development of "Four-Good Rural Roads"

China has moved faster to implement a new round of rural road upgrading, bringing the total length of rural roads nationwide to 4.71 million kilometers. In 2025, 129,000 kilometers of rural roads were built or upgraded. The proportion of townships served by Grade III or better roads reached 91%, more than 95% of larger natural villages and hamlets were served by paved roads, and 95.7% of rural roads were rated excellent, good, or fair. Safety protection works were carried out on about 80,000 kilometers of rural roads, and more than 6,100 dangerous rural road bridges were rebuilt. Maintenance works covered 304,000 kilometers of rural roads, including 162,000 kilometers of restorative maintenance. For five consecutive years, all townships and administrative villages nationwide where conditions permit have had bus services. More than half of administrative villages now have rural passenger services running as regular bus routes. County-level administrative units rated AAAA or above for integrated urban-rural transport development reached 93.6%, and distinctive services such as school runs, market-day services, and tourist routes have been introduced. More than 1,700 county-level administrative units nationwide have integrated rural passenger, freight, and postal services, opening over 16,000 integrated routes and building more than 180,000 integrated service points and 430,000 village-level delivery and logistics service stations, also known as village post stations. The postal-express cooperation model of "express delivery to villages" has been extended further. All administrative villages and more than 3,000 border natural villages now have reliable postal service. Over the year more than 7 billion parcels were delivered to villages, and the share of administrative villages with mail delivered five or more times a week rose to 89%. About 87,000 rural workers were employed through work-relief

programs, and public-service jobs were maintained at around 800,000, effectively helping farmers find work and raise incomes close to home.

Feature: Guizhou Innovates Life-Cycle Integrated Management of "Four-Good Rural Roads"

By the end of 2025, Guizhou province had 180,000 kilometers of rural roads, reaching every county, every village, and every hamlet. It developed an integrated management system for "Four-Good Rural Roads" and built a province-wide database covering their construction, management, maintenance, and operation. Integrating GIS, GPS, and mobile internet technologies, Guizhou developed a companion mobile APP with four functional modules corresponding to roads well built, well managed, well maintained, and well operated, forming a full-chain management system with complete horizontal coverage and full vertical reach. Photographs collected through an intelligent mobile data collection system for rural roads are used to identify anomalies automatically, creating a closed loop of identifying problems, ordering rectification, setting deadlines, and verifying completion. Through a five-connections program covering village access for travel, transport, purchasing, selling, and tourism, Guizhou has enabled goods to reach the countryside, mountain produce to reach the cities, e-commerce to reach villages, and parcels to reach homes.



The Meitan 27° Tea Sea Road in Meitan county, one of Guizhou's "Four-Good Rural Roads"

Feature: Yunnan Develops a New Model Combining Passenger, Freight, and Postal Services with Rural Joint Distribution

Led jointly by the Yuxi city postal administration and transport bureau in Yunnan province, and developed with JD Express and relevant local bodies in Eshan county, they created the Eshan model, the province's first in which a directly operated express company guarantees delivery to all villages, combining passenger, freight, and postal services with rural joint distribution. Drawing on idle space and supporting facilities at the Eshan bus station, a standardized county-level joint distribution and sorting center was built, upgrading a single-function conventional bus station into an integrated hub combining passenger travel with parcel sorting. Making use of full urban-rural bus coverage, reliable schedules, and good accessibility, spare capacity on rural passenger routes was pooled and surplus space on buses used to carry parcels, further reducing transport costs by supplementing capacity and enabling resource sharing and multiple uses of one network. Standardized rural service stations were set up by JD Express across Eshan county, supported by smart parcel lockers and unmanned vehicles to improve rural delivery infrastructure. Village-level orders from major express companies within the county are consolidated and handled by JD Express, which guarantees delivery to villages. This has made rural express services standardized, equitable, and universal, so that residents can conveniently send and receive parcels without leaving their village. Local rural parcel delivery has increased from once every three days to daily service, with average daily volumes steadily exceeding 1,000 parcels and a marked improvement in delivery times for rural online purchases.



Joint distribution and sorting center at bus station

II. Improving Accessible Travel Services

To better ensure safe and convenient travel for older people, China has continued to improve the accessible travel environment for elderly people and to provide caring services for them. Accessible facilities for older people have been improved further. By the end of 2025, more than 155,000 low-floor, low-entry urban buses were in service nationwide, more than 35,000 bus stops had been upgraded for elderly passengers, and over 4,700 bus routes had been designated as age-friendly. More than 5,000 urban rail transit stations are equipped with accessible boarding ramps, and over 40,000 assisted-travel bookings were handled over the year. Convenient travel services have been further strengthened. More than 220 cities have opened the 95128 ride-booking hotline, and over 320 cities have launched one-tap hailing on ride-hailing apps, together providing more than 400 million rides to over 25 million elderly people and others in need. Ferry terminals, coach stations, and other passenger facilities have kept over-the-counter ticket sales, and metro and bus services have retained conventional payment methods such as cash and travel cards.

Feature: Shandong Enhances Tourist Trains to Grow the Silver Economy

Using distinctive tourist trains, Shandong has taken a range of measures—upgrading the brand, improving services, innovating routes, and integrating business formats—to enhance the travel and stay experience for elderly people across the board and to keep unlocking the potential of silver-haired cultural tourism. First, Shandong created the Star of Qilu silver-haired train brand, with dedicated waiting areas at departure stations and services including staffed ticket checking, priority boarding, and escort to the carriage. Second, the trains have dedicated areas for health monitoring, painting and calligraphy, and intangible cultural heritage activities, equipped for sleep quality monitoring, blood glucose and blood pressure checks, remote video consultations, and emergency calls, with professional doctors making rounds through the carriages. Third, dedicated routes were launched, including services supporting Xinjiang, spring outings to Yunnan, Guizhou, and Jiangxi, and summer escapes to Mohe in the northeast and the Inner Mongolian grasslands, stimulating spending on dining, accommodation, and farm produce along the way. Distinctive trains combining travel, study, and wellness, and an on-train classroom for elderly people, were also introduced, with study courses added on Ba-Shu culture, the Three Kingdoms, and Taoism. In 2025, these services benefited more than 20,000 elderly travelers in total.



Star of Qilu silver-haired train brand

III. Caring for Transport Workers

China has focused on the pressing concerns of truck drivers, taxi drivers, ride-hailing drivers, and other workers in the sector, strengthening service facilities and opening channels for resolving grievances, working to create a supportive working environment that serves both workers and businesses and safeguards the lawful rights and interests of transport workers. Services and support have been strengthened. A drive to standardize and upgrade Drivers' Homes at expressway service areas has completed 863 of them, and 1,875 Drivers' Rest Stops for taxi and ride-hailing drivers have been built. National and provincial trunk highway service areas have been planned and built in a coordinated way, with truck parking spaces added at expressway service areas, and parking bays for vehicles carrying dangerous goods marked out at service areas where

conditions permit. A convoy program for truck drivers was launched, providing assistance such as escorting vehicles and cargo and handling arrangements after a driver dies unexpectedly while on the road. Heavy trucks and taxis were brought within the scope of the "easier vehicle insurance scheme", addressing difficulties in obtaining cover. Grievances are being addressed promptly. The 12328 hotline's handle-on-receipt system has been made more effective, with improved service processes, better response models, and stronger accountability. Response, resolution, and satisfaction rates for truck drivers' grievances have all risen substantially, and the approach is moving from handle-on-receipt toward act-before-complaints, effectively ensuring workers' lawful rights and interests.

Feature: 863 Drivers' Homes Upgraded to Standard

In 2025, the Ministry of Transport announced three batches totalling 863 standardized Drivers' Homes at expressway service areas, marked on navigation maps. They offer truck drivers five free basic services—parking and rest, meal heating, hot water, showers, and laundry—along with tailored services such as discounted meals, vehicle maintenance, emergency assistance, and help with administrative procedures. In Tianjin, Drivers' Homes are staffed by dedicated stewards responsible for cleaning, facility maintenance, and safety inspections. Satisfaction surveys collected 1,544 comments and suggestions, each analyzed and acted upon to bring services closer to drivers' needs. Cooperation with map and navigation apps was deepened so that drivers can search for the facilities on their phones. Hebei province made Drivers' Homes an important part of upgrading the quality of expressway service areas, with coordinated planning, unified standards, and organized inspection and assessment. Customer service centers or information desks were set up at the facilities, offering extended services such as ETC registration, road condition inquiries, insurance advice, and membership services. Jiangxi province created shared kitchens at 18 expressway service area Drivers' Homes, including the one at Taihe East, meeting drivers' wish to cook for themselves. It also expanded services to include 16 free vehicle repair items, among them tire pressure checks. In Guangdong province, responding to drivers'

common need to wash shoes, dedicated shoe-washing machines were installed along with smart drying cabinets for rapid drying, sterilizing, and deodorizing. Working with service area businesses, Drivers' Canteens were set up where truck drivers can get a 20% discount on showing their license, offering good food at reasonable prices.



Drivers' Home at Wangqingtu Service Area
on the Beijing-Shanghai Expressway in Tianjin



Drivers' Homes provide free services for truck drivers

Chapter 8 Building More Resilient Transport

Resilience is a practical necessity for sustainable transport. Faced with multiple external risks and challenges including extreme weather, geopolitical conflict, and volatility in industrial and supply chains, China has continued to strengthen a diversified and resilient system of international transport corridors, to build up monitoring, early warning, and emergency rescue capacity, and to improve safety management systems, achieving across-the-board gains in transport safety and resilience.

I. Strengthening the Resilience of International Logistics and Supply Chains

The world is undergoing accelerating change on a scale not seen in a century, geopolitical conflicts are frequent, and the reliable operation of international transport corridors is subject to considerable uncertainty. At the same time, profound adjustments in the international trade and economic landscape are having far-reaching effects on global logistics and supply chains. China has worked to improve globally connected transport networks and a diversified, resilient international transport system. China-Europe Railway Express services now reach 236 cities in 26 European countries and more than 100 cities in 11 Asian countries. Cumulative departures have passed 120,000, carrying more than 50,000 categories of goods worth over 520 billion US dollars, earning the service the moniker of a "steel camel caravan" linking Asia and Europe. China has signed bilateral and multilateral international road transport agreements with 22 countries and regions. It has continued to expand the China-Indochina Peninsula corridor, advanced construction of the Trans-Caspian International Transport Corridor, and brought direct China-Europe road express services and the China-Mongolia-Russia and other international corridors into regular operation. China has advanced the signing of bilateral maritime and river transport agreements with 70 countries and regions. Its shipping routes reach more than 100 countries and regions, and it retains the world's highest liner shipping connectivity. International air routes continued to grow quickly, carrying 79.6969 million passengers in 2025, up 21.6% year on year, and more than 4.4 million tonnes of cargo and mail, up 22%. China-Europe Railway Express services, international road transport, and international shipping grew by 3.6%, 9.4%, and 3.2% respectively over the year.

Feature: Chongqing Builds a Four-in-One Inland International Logistics Hub System

Chongqing has led the establishment of cross-regional coordination mechanisms for the New International Land-Sea Trade Corridor, including the "13+2" framework, and built a digital land-sea corridor platform enabling a single QR code to cover the entire rail-waterway transport chain. It has developed a rule system for single-document multimodal transport that supported the adoption of the United Nations Convention on Negotiable Cargo Documents, and created the "Light Boat" shipping model, cutting logistics costs by 20%. Together, these four pillars—mechanisms, platforms, rules, and models—form an integrated approach exploring a new path for high-quality development of inland international logistics hubs.



Guoyuan Port in Chongqing, a rail-road-water multimodal transport hub

II. Strengthening Emergency Response Capacity

China has put people and their lives first, working to strengthen integrated transport dispatch and command systems and improve emergency response capacity. Working rules for integrated transport operation monitoring and dispatch command were formulated and issued, accelerating the development of an integrated transport dispatch and command system that reaches every area and every level, responds promptly, and dispatches effectively. Work was accelerated on formulating and revising special plans including the National Maritime Search and Rescue Emergency Plan, the National Emergency Response Plan for Major Marine Oil Spills, and the National Emergency Transport Support Plan for Emergencies. Five departmental plans, including the Integrated Emergency Response Plan for Transport, were revised and issued, further improving the emergency planning system. Twenty-four national regional reserve centers for highway transport emergency equipment and supplies and 45 national ship oil spill emergency equipment depots have been largely completed, forming an initial diversified support model for highway and waterway equipment and supplies. The 2025 unannounced emergency drills across the transport system and joint ministry-province emergency exercises for national highway transport were carried out, markedly improving emergency response capacity.

Feature: Emergency Response to a Major Geological Disaster on the High-Traffic Changyang Section of the Shanghai-Chongqing Expressway in Hubei Repairing While Keeping Traffic Moving

On October 4, 2025, inspectors from the Yichang operations company of Hubei Communications Investment Group detected longitudinal cracks in the pavement on the Langping section of the G50 Shanghai-Chongqing Expressway in Changyang during a routine patrol, with signs of slippage at several points on the surrounding hillside. Monitoring data from BeiDou electronic sentries continued to sound alerts, and the landslide mass was confirmed at about 65,000 m³. Once the danger emerged,

government, police, highway authorities, and the operator responded jointly without delay, activating the emergency plan for major geological disasters, closing lanes and imposing traffic controls, and setting up round-the-clock automated monitoring points to track movement of the hillside. Faced with a large landslide mass, complex geological conditions, and pressure to keep traffic moving, crews adopted an innovative approach of zoned treatment, single-carriageway operation, and dynamic monitoring. They unloaded the landslide mass, reinforced it with rail piles, and carried out slope protection works while keeping mainline traffic as safe as possible, working without interruption through every available window of time, day and night. After 159 hours of continuous work, the section reopened to traffic in both directions 21 days ahead of schedule, with no casualties throughout the operation, establishing an efficient approach for repairing while keeping traffic moving on high-traffic expressways hit by major slope landslides.



Crews installing rail piles during the emergency repairs

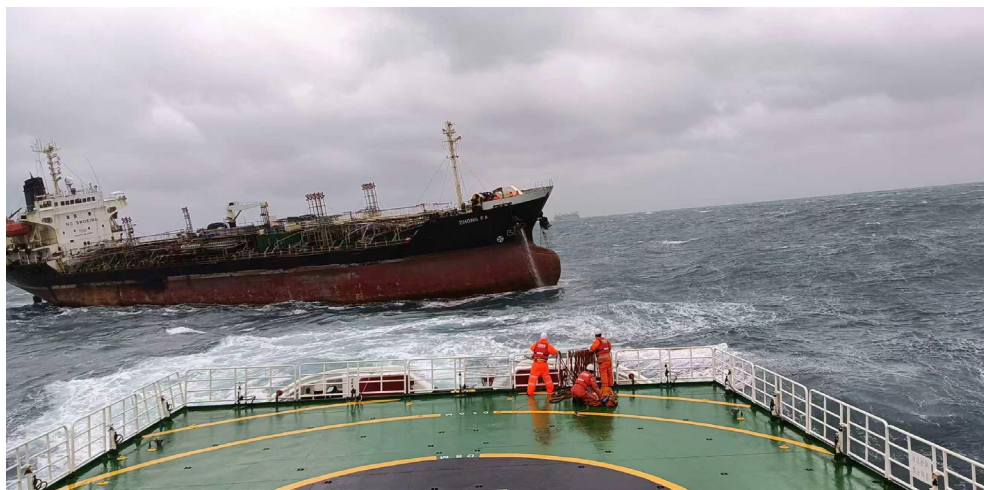
III. Enhancing Maritime Search and Rescue Capacity

China has continued to build up specialized maritime search, rescue, and salvage teams. It has improved the layout of rescue and salvage bases, deployed forces dynamically along the coast, strictly maintained rotating standby duty, and worked to raise maritime search and rescue capacity and standards. Newly commissioned AW189 and H175 super-medium rescue helicopters now routinely carry out long-range rescue missions, and the AW189 has demonstrated an initial capability for night-time hoisting of distressed personnel from vessels over 50 meters at sea. In key waters within 100 nautical miles of the coast, emergency response arrival time is no more than 90 minutes. The coverage of surveillance and rescue aircraft has been extended from 110 to 200 nautical miles offshore in key waters, and the aerial search radius now reaches 500 nautical miles. A standby model combining static duty with dynamic patrols has been introduced, cutting the average time for rescue vessels to reach the scene by 10.7% from the previous year. In 2025, maritime search and rescue centers at all levels nationwide organized and coordinated 1,439 search and rescue operations, dispatching 9,742 vessels and 518 aircraft. They searched for and rescued 925 vessels in distress and successfully rescued 6,683 people, providing solid protection for people's lives and property.

Feature: Search and Rescue During Typhoon Bualoi in the Waters off the Xisha Islands

On September 26, 2025, in waters 203 kilometers southeast of Yongxing Island in the Xisha Islands, the foreign-flagged cargo ship JIN HUA 88 suffered a steering gear failure and lost all control, leaving ten Myanmar crew members in danger. Typhoon Bualoi, the twentieth of the season, was closing in fast, and the area was about to be hit by force 12 winds and heavy seas, with the vessel at risk of capsizing or running aground at any moment. The situation was extremely urgent. On receiving the report, the Sansha maritime search and rescue sub-center immediately activated its emergency response

and dispatched the Nanhai Jiu 115 of the Nanhai Rescue Bureau to the scene at speed. After six days and nights of sustained effort, the vessel in distress was towed safely to a designated area and handed over. All on board were brought to safety and no pollution occurred in the area. This long-range cross-border rescue in extreme weather demonstrated China's capacity for coordinated air and sea emergency response, effectively safeguarded shipping routes in the South China Sea, and showed China's commitment to maritime humanitarian assistance.



On-scene maritime rescue

Chapter 9 Advancing International Transport Cooperation

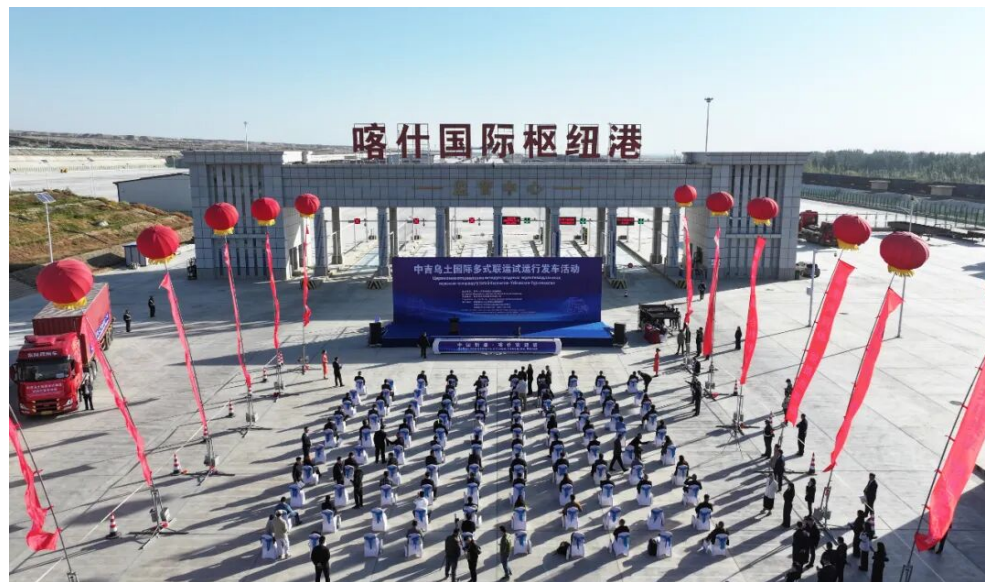
Strengthening international transport cooperation is essential to jointly addressing global challenges such as supply chain volatility and climate change, and to putting the Global Development Initiative into practice. While pursuing its own sustainable development, China has continued to open up and cooperate in the transport sector, to improve connectivity networks, to steadily raise the level of international transport facilitation, and to take an active part in global transport governance, achieving positive results in international transport cooperation. In 2025, major projects including the China-Kyrgyzstan-Uzbekistan Railway began construction. Direct China-Europe trans-Caspian express services entered regular operation, the China-Kyrgyzstan-Uzbekistan-Turkmenistan international multimodal transport route and the China-Europe Arctic container express shipping route were opened, and container volumes on rail-waterway services of the New International Land-Sea Trade Corridor grew by more than 70%.

I. Improving Connectivity Networks

China has kept connectivity as its main focus and the Belt and Road Initiative as its priority, advancing both hard connectivity in infrastructure and soft connectivity in rules and standards. In 2025, the Novi Sad-Subotica section of the Hungary-Serbia railway within Serbia was completed and opened to traffic; the Jakarta-Bandung High-Speed Railway operated safely and smoothly; the China-Kyrgyzstan Friendship Bridge opened to trial traffic; and phase two of Kribi deep-water port in Cameroon entered operation. Construction began on the overseas section of the China-Kyrgyzstan-Uzbekistan Railway and on the cross-border railway at the China-Mongolia Ganqimaodu port of entry. The TAZARA railway was successfully revived, and construction accelerated on phase one of the China-Thailand railway (Bangkok-Nakhon Ratchasima section) and the East Coast Rail Link in Malaysia. Phase two of the China-Thailand railway (Nakhon Ratchasima-Nong Khai section) was approved, and preparatory work sped up on the phase two realignment of the China-Pakistan Karakoram Highway.

Feature: Trial Run of China-Kyrgyzstan-Uzbekistan-Turkmenistan International Multimodal Transport

On October 15, 2025, the trial run of China-Kyrgyzstan-Uzbekistan-Turkmenistan international multimodal transport was held at the Kashgar international hub port in Xinjiang. Seven international road transport vehicles traveled along two routes on the southern corridor of the trans-Caspian China-Europe route, with one route completing direct transport across all four countries. The corridor is positioned as part of the southern route of the China-Europe central corridor, complementing the China-Kyrgyzstan-Uzbekistan Railway already under construction in a coordinated rail-and-road arrangement for cross-border logistics.



The China-Kyrgyzstan-Uzbekistan-Turkmenistan international multimodal transport trial run

Feature: The Golden Corridor Effect of the China-Laos Railway Keeps Growing

As of December 2025, the China-Laos Railway had been in operation for four years, carrying more than 62.5 million passengers and over 72.5 million tonnes of cargo in total, far exceeding expectations. Monthly passenger volumes across the line rose from 600,000 in the early days of operation to a peak of 2.2 million, and daily passenger trains on the Chinese section increased from eight to a peak of 86. Cross-border freight trains rose from two to a peak of 23 a day, and train tonnage from 2,000 to 2,800 tonnes. Cumulative cross-border freight exceeded 16 million tonnes, covering 31 provinces, autonomous regions, and municipalities in China and 19 countries and regions abroad including Laos and Thailand. The range of goods carried across the border expanded to more than 3,800 categories. Freight costs from Kunming via Laos to Thailand have fallen by 30 to 50%, and transport costs within Laos by 20 to 40%. Integration of rail with culture and tourism has deepened. Drawing on transit visa-free policies, the railway authorities of China and Laos have opened several tourist routes in Kunming and Vientiane. Some 640,000 travelers from more than 120 countries and regions have taken cross-border international passenger trains, boosting scenic spots, hotels, restaurants, and other businesses along the line.



The Nangai River Grand Bridge on the China-Laos Railway

II. Facilitating International Transport

To keep international transport corridors flowing and continue optimizing international transport networks, China has kept raising the level of international transport facilitation. China signed an intergovernmental agreement on international multimodal transport with Azerbaijan, moving faster to expand diversified and resilient international transport corridors. The rail express clearance model has been rolled out across China-Europe Railway Express services. Drawing on China Railway Logistics' 95306 digital port system, clearance time at ports of entry has been cut to under 30 minutes at the fastest. Fourteen domestic assembly centers for China-Europe Railway Express services have been built and put to good use, forming an efficient collection and distribution system combining trunk and feeder services with hub-based consolidation. International logistics products based on railway multimodal transport bills of lading have been developed, enabling end-to-end single documents and convenient settlement with neighboring countries that have no rail ports of entry. International road transport has moved faster to adopt electronic documents and online appointment-based clearance, sharply cutting clearance times at ports of entry, reducing transfer and transshipment steps, and effectively lowering cargo damage and overall logistics costs for companies. Direct China-Europe trans-Caspian road transport now runs regularly, and cross-border logistics corridors to Central Asia and Southeast Asia continue to expand. Silk Road Maritime now covers 150 ports in 48 countries and regions, with cumulative sailings surpassing 20,000 and container throughput exceeding 24 million TEUs. Drawing on online advance reporting and inspection and flexible off-peak duty arrangements, vessel and crew information is reviewed in advance, and inspection on arrival with immediate departure after clearance is implemented, minimizing time in port. It has become a golden maritime corridor. The Air Silk Road links 61 partner countries for passenger services and 33 for cargo. Expanded traffic rights arrangements have densified the international aviation network, bilateral airworthiness cooperation mechanisms have been established, and mutual recognition of airworthiness certification with partner countries has lowered the cost of cross-border market access for aviation products, building an air bridge for countries along the routes to share opportunities.

Feature: China-Europe Railway Express Makes the Belt and Road Tangible and Accessible

Since China-Europe Railway Express services began, they have grown from individual links into lines and from lines into a network. Ninety-six routes are now mapped out, reaching 236 cities in 26 European countries and more than 100 cities in 11 Asian countries. Based on transport organization at home and abroad, the railway authorities raised the maximum consist of China-Europe Railway Express trains to 55 wagons and load per train to 3,000 tonnes. Rail-plus-multimodal arrangements have driven coordinated development between rail yards and seaports, airports, and digital trade ports, while rail-plus-trade arrangements have amplified the combined advantages of specialized markets, free trade zones, comprehensive bonded zones, and comprehensive cross-border e-commerce pilot zones. Trade carried by China-Europe Railway Express services has grown for ten consecutive years.



China-Europe Railway Express freight yard

Feature: The Silk Road Maritime Brand Shines Ever Brighter

Silk Road Maritime is China's first Belt and Road international shipping and integrated logistics service brand and platform built around shipping, developed by Fujian province on the strength of its position as a core area of the 21st Century Maritime Silk Road. Since its first route opened in Xiamen in December 2018, it has kept expanding: total routes have risen to 148, reaching 150 ports in 48 countries and regions, with 367 alliance members. As of December 31, 2025, 141 named container routes nationwide had made 22,287 sailings in total, including 4,654 in 2025, up 9.11% year on year. Distinctive bulk and general cargo routes made 174 sailings over the year, up 26.4%. On route expansion, the new VTX7 route made its maiden voyage in December 2025, cutting direct sailing time from Cambodia to Xiamen from 12 days to 6.



Silk Road Maritime container vessel at Xiamen Port

III. Participating in Global Transport Governance

China has always taken the long view of humanity's shared future, firmly upholding the authority and standing of the United Nations, taking an active part in global transport governance, and showing the sense of responsibility of a major country. It has actively participated in formulating and revising international rules and standards, contributing Chinese wisdom to global transport cooperation. China has deepened cooperation with the International Maritime Organization (IMO), worked to align domestic rules with international standards, and cooperated on technology development, the application of research results, and capacity building, promoting the sharing of best practices and exchange of experience. China has taken a deep part in setting international shipping rules and actively participated in international negotiations on reducing greenhouse gas emissions from shipping, playing a constructive role in global maritime governance. China was elected for the nineteenth time to the Category A Council of the International Maritime Organization with the highest number of votes, and was re-elected to the Part I Council of the International Civil Aviation Organization and to the Postal Operations Council. The China-ASEAN Maritime Development and Technical Cooperation Center was established. China has made good use of open platforms such as the Global Sustainable Transport Forum and the Global Alliance for Sustainable Transport Innovation, continuing to deepen exchanges with governments, international organizations, and industry bodies. China hosted the 2025 North Bund International Shipping Forum, where it released the Initiative for International Cooperation on Green Shipping Corridor, promoting international cooperation on the green and low-carbon transition in transport. Under the United Nations framework, China helped bring about the signing of the Convention on the Contract for International Carriage of Goods by Rail, and successfully applied to establish a subcommittee on courier services within the International Organization for Standardization.

Feature: China Re-elected to the Part I Council of the International Civil Aviation Organization

On September 27, 2025, local time, the 42nd session of the ICAO Assembly opened in Montreal, Canada, where China was re-elected to the Part I Council by a large margin—its eighth election since 2004. The Part I Council comprises seats for states of chief importance in air transport, a category that also includes major aviation powers such as the United States, the United Kingdom, France, Germany, and Japan.



42nd ICAO Assembly session

Feature: The 2025 North Bund International Shipping Forum

From October 19 to 21, 2025, the fifth North Bund International Shipping Forum was held in Shanghai. The opening ceremony released 30 major cooperation outcomes in five categories, and more than 50 industry results were announced during the forum—the

most of any edition to date—reflecting substantial practical cooperation. At the forum the Ministry of Transport released the Initiative for Cooperation on International Green Shipping Corridors. A global green shipping network is taking shape faster around major Chinese ports including Shanghai, Qingdao, and Ningbo-Zhoushan: joint work is under way on the Shanghai-Barcelona digital and green roll-on/roll-off shipping corridor, the Shanghai-Antwerp-Bruges green roll-on/roll-off shipping corridor, the Qingdao-Hamburg green shipping corridor, the Qingdao-Wilhelmshaven green shipping corridor, and the Ningbo-Zhoushan-HAROPA port alliance green shipping corridor. A joint initiative on the Shanghai-Melbourne green shipping corridor was released, and the Shanghai-Los Angeles/Long Beach green shipping corridor completed its first-phase milestones.



Release of green shipping corridor outcomes at the 2025 North Bund International Shipping Forum

IV. Delivering "Small and Beautiful" Transport Projects

Guided by the vision of a global community of shared future, China has firmly supported transport development in the least developed countries and landlocked developing countries, actively carrying out small and beautiful projects that improve people's wellbeing, benefiting people in the countries concerned and around the world. In 2025, China strengthened supporting infrastructure through projects including the highway to the new airport in Namibia's capital, the expressway to the capital airport in Madagascar, and the La Libertad pier in El Salvador. It improved functionality through projects including the extension of the Ramallah road (Beijing Road) in Palestine and the repair of the sixth China-Bangladesh Friendship Bridge in Bangladesh. It addressed gaps through projects including pier repairs in Micronesia, road reconstruction in the Maldives, and coastal embankment improvement in Timor-Leste. And it strengthened exchanges by running the Global Sustainable Transport Cultural Exchange Project, opening multi-level channels for cooperation through this series of small and beautiful transport projects and contributing to sustainable transport development worldwide.

Feature: Global Sustainable Transport Cultural Exchange Project

To implement the United Nations 2030 Agenda for Sustainable Development and the Global Development Initiative, the China's Ministry of Transport launched Global Sustainable Transport Cultural Exchange Project. Focusing on the Group of Friends of the Global Development Initiative and Belt and Road partner countries, and aimed mainly at officials from foreign transport authorities, it seeks to share China's transport experience, build a circle of transport partners, and create a platform for global transport cooperation. The program combines classroom teaching with site visits, discussions, and cultural tours, taking participants to landmark sites including ports, bridges, high-speed railways, expressway service areas, and "Four-Good Rural Roads" for immersive study of China's transport achievements. The projects grew markedly

in 2025, running eight sessions over the year with nearly 300 participants coming to China from 58 countries across Asia, Europe, Africa, and South America. For the first time, ministerial-level officials were invited. Through this small and beautiful model of cooperation, the program has continued to expand the human resources network for international cooperation on global sustainable transport and widen the circle of people-to-people exchange, building an effective platform for international dialogue to tell China's transport story and share its development experience.



Global Sustainable Transport Cultural Exchange Project

Chapter 10 Outlook

The next five years will be a critical period in which China lays the foundations and makes an all-round push toward basic socialist modernization, and also the decisive stage for delivering the United Nations 2030 Agenda for Sustainable Development. China's transport development has entered a new stage, with profound changes in how its integrated transport system is built, in its drivers, and in its growth model. The way it is built is shifting from integrated development built mode by mode into a network, toward cross-regional coordinated layout, cross-modal integration, and cross-sector convergence. Its drivers are shifting from primarily factor-driven growth toward the combined drivers of structural optimization, digital and intelligent enablement, and green transition. Its growth pattern is shifting from large-scale expansion toward development based on improving what is added and upgrading what exists.

Building on this new stage, over the next five years China will further improve its modern integrated transport system, focusing on implementing "one network and four transitions". On the network: China will move faster to build a modern, high-quality national integrated transport network, optimizing what exists—raising completion of the main framework from 91% to more than 95%—and upgrading what exists, with priority on infrastructure renewal and digital and intelligent upgrading. On the four transitions: integration will be emphasized, with priority on strengthening cross-regional coordinated layout, cross-modal integration, and cross-sector convergence, and on developing integrated transport systems in metropolitan areas together with integrated transport hubs and multimodal transport. Safety will be emphasized, with priority on closing gaps in safety and resilience, improving the intrinsic safety of transport, effectively curbing accidents—especially major and catastrophic ones—and improving a diversified and resilient system of international transport corridors. Digital and intelligent upgrading will be emphasized, with priority on developing smart transport vigorously, advancing large-scale application of AI in transport, building digital and intelligent transport corridors, raising efficiency and service quality, and cutting operating costs. Green

transition will be emphasized, guided by the carbon peaking and carbon neutrality goals, promoting new energy vehicles and vessels vigorously, and achieving breakthroughs in the large-scale application of new energy heavy trucks, the uptake of new energy vessels on inland waterways, and the development of zero-carbon transport corridors.

Looking ahead, China will stay connected with the world and abreast with the times, keep firmly to the path of sustainable development, actively promote global transport cooperation, and continue contributing to sustainable transport worldwide.

First, raising the level of transport network connectivity. China will take high-quality Belt and Road cooperation as its guide and improve the layout of multidimensional connectivity networks. On hard connectivity in infrastructure, it will build major projects such as the China-Kyrgyzstan-Uzbekistan Railway and the Budapest-Belgrade Railway to high standards. On soft connectivity in rules and standards, it will strengthen international cooperation on documentation standards, information exchange, transport safety, and mutual recognition of professional qualifications, and promote the signing and implementation of bilateral and multilateral agreements on multi modal transport and other areas, to make cross-border transport more convenient.

Second, strengthening the security and resilience of international logistics and supply chains. China is ready to work with other countries to improve a diversified and resilient system of international transport corridors, raise the standard of China-Europe and China-Asia rail express services, expand the capacity and improve the quality and efficiency of the Trans-Caspian International Transport Corridor, promote integrated port, shipping, and trade development under Silk Road Maritime, improve the quality and efficiency of the Air Silk Road, improve the international delivery and logistics system, and work to keep global industrial and supply chains stable and unimpeded.

Third, promoting innovative applications of AI in transport. With a view to digital and intelligent upgrading in transport, China will focus on emerging fields such as smart highways, smart ports, and smart shipping, strengthen exchanges and cooperation with other countries on technology, standards, and talent, jointly explore cross-border use cases, promote data connectivity and sharing, and strengthen alignment and coordination of governance rules, so as to develop smart transport together.

Fourth, improving the green and low-carbon transport system. China will keep green and low-carbon development as a priority area of international cooperation and deepen exchanges and cooperation on green transport technology. China will actively support the development of an international green shipping corridor alliance and jointly build a zero-carbon fuel bunkering network. China will promote the development and application of standards and certification systems for green marine fuels and aviation fuels, supporting the global green and low-carbon transition in transport.

Fifth, taking an active part in global transport governance. China will firmly support the important role of the United Nations in global transport governance and take an active part in the work of intergovernmental international organizations in the transport field. China will advance global transport cooperation through platforms such as the Global Sustainable Transport Innovation and Knowledge Center and the Global Sustainable Transport Forum. China will continue to support transport infrastructure development in the least developed countries and landlocked developing countries, carry out a set of small and beautiful technical assistance and capacity-building projects in fields such as highways and maritime affairs, and help deliver the United Nations 2030 Agenda for Sustainable Development.

China will offer the world new opportunities and fresh momentum through the high-quality development of its transport sector. China stands ready to deepen exchanges and mutual learning on transport with countries around the world, to broaden the consensus for cooperation, and to work together for sustainable global transport, so that the vision of enjoyable travel for passengers and smooth transport of goods becomes reality sooner, and transport lends solid support to building a global community of shared future.

