

# CHINA



Workers load a cold-chain container on a China-Europe freight train in Jiujiang, Jiangxi province, on Wednesday. The train carrying seafood from Fujian and Shandong provinces will arrive at its destination in Russia in 15 days, halving the time it takes by sea. HU GUOLIN / FOR CHINA DAILY

## More cargo transported via rail

Infrastructure expanded nationwide in effort to boost green development

By LUO WANGSHU  
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More freight has been transported via the railway network in the first three quarters of this year, showcasing the transport sector's efforts to boost green development by optimizing the transport structure.

According to China State Railway Group, the national railway operator, from January to September, the national railway network handled 2.91 billion metric tons of cargo, a year-on-year increase of 6.3 percent.

Coal made up the bulk of that cargo — about 1.1 billion tons — up 17 percent year-on-year.

A total of 12,000 freight train services were operated between

China and Europe during that period, a 7-percent increase year-on-year. The trains carried a total of 1.18 million cargo containers, up 8 percent year-on-year.

Some 555,000 cargo containers were transported via rail-sea intermodal trips along the New Western Land-Sea Trade Corridor, a year-on-year growth of 22 percent.

The report of the 20th National Congress of the Communist Party of China, in the section promoting the country's green development, notes the optimization of the transport structure to boost green development.

Han Jinghua, deputy director of the transport services department of the Ministry of Transport, said at an earlier news conference that the

transport sector has promoted the use of railways and waterways and reduced road transportation.

Compared with road transportation, railway systems use less energy and produce less gas, which is more environmentally friendly.

Road transportation, especially heavy haulage trucks using diesel, leads to more greenhouse gas emissions.

According to China State Railway Group, this year the company has increased freight transportation by using newly opened railway lines, as well as the capacity released from suspended passenger trains due to COVID-19 protocols.

“The leading role of railways in transporting bulk cargo has been promoted. Efforts have been made to improve the transport capacity of the railway network, boosting the efficiency of the use of heavy-loaded railway lines such as the Haoji Rail-

way and Watang-Rizhao Railway,” Han said.

Haoji Railway, one of the world's longest heavy haulage railways for coal transportation, starts in Haolebaoji in the Inner Mongolia autonomous region and ends in Ji'an, Jiangxi province. Watang-Rizhao Railway, that starts from Watang in Shanxi province and ends in Rizhao of Shandong province, is also a main corridor to transport coal.

Han said the sector has been promoting the transport of bulk cargo such as coal and minerals via railway, and as a result, the railway network carried 1.95 billion tons of coal last year, up 8.3 percent year-on-year.

Han also noted that the efforts have paid off. The transported cargo volume via the railway network accounted for 9.2 percent of all moving freight last year, compared to 7.8 percent in 2017.

## High-speed trains deliver shopping festival orders

By LUO WANGSHU

The railway sector has opened more stations to handle high-speed train freight services and offered various logistics options to facilitate the annual November shopping spree, aiming to meet the demand for delivery, according to national railway operator China State Railway Group.

A total of 31 railway stations have newly developed high-speed railway express delivery services for this year's online shopping festival, adding to the tally of 280 stations capable of such services across the country.

On a daily basis, the company has arranged for 34 high-speed inspection trains without passengers to carry express packages. In regular

times, those inspection trains are designed to examine the route before the first service each day.

Fast freight train services with a top speed of 160 kilometers per hour have been arranged along several busy lines, including the Beijing-Guangzhou Railway, Beijing-Shanghai Railway and Beijing-Shenzhen Railway.

Various options for express services will be provided, covering areas from cold chain and different delivery speed demands. Customers can choose to have their products delivered in one, two or three days.

More services will be provided to cater to cold chain express delivery, offering eight types of boxes in different sizes. Various temperature settings are also available to store different types of products.

The services will last from Nov 1 to 20, the peak delivery period for the popular shopping festival, also known as “Double 11”.

It is the seventh year that the railway sector has offered special services to facilitate the movement of goods during the shopping festival.

On Monday morning, when a fast freight train from Guangzhou, Guangdong province entered a freight yard in Beijing, staff members hurried to unload parcels from the train, placed each one on conveyor belts for disinfection and distribution, and then the parcels were loaded onto trucks and taken to distribution centers.

Yan Chenyang, a manager of the yard at the Beijing railway freight center, said the train, carrying about 60,000 parcels, took 24 hours to

arrive in Beijing from Guangzhou.

“We usually communicate with clients in advance and arrange sufficient personnel for unloading and reloading, as well as distribution cars. It is to boost efficiency and to make sure we can handle the cargo as soon as the train arrives,” he said, adding that it takes about 2 hours to complete the unloading and reloading of such a train.

“Parcels, which arrive in the morning at the yard, will be sent to distribution centers in the afternoon and delivered to customers in the evening,” he said.

During last year's “Double 11,” the country handled some 6.3 billion parcels from Nov 1 to 16, up 16.2 percent year-on-year.

Xinhua contributed to this story.

## Henan China-Europe route dispatches electric vehicles

By SHI BAOYIN in Zhengzhou and ZHOU HUIYING

A freight train fully loaded with new energy vehicles began a 7,920-kilometer journey on Oct 24 from China (Zhengzhou) International Land Port in Zhengzhou, Henan province, to Minsk, Belarus.

It is the first special China-Europe freight train to transport new energy vehicles from Henan to Europe, adding a new category to the province's exports after launching special trains for mail, wood, mung beans, Henan green tea and buses.

After leaving Alataw Pass in the Xinjiang Uygur autonomous region, these NEVs, including domestic brands Hongqi, Xpeng and Voyah, will travel through Russia before arriving at their destination in two weeks.

The new freight rail service is operated by Zhengzhou International Hub Development and Construction Co, an enterprise jointly

invested in and established by the management committee of Zhengzhou Economic and Technological Development Zone and Henan Material Corporation.

“As a principal partner engaging in planning and building China (Zhengzhou) International Land Port, ZIH provides customers with comprehensive and modern multimodal transport services and also offers a cross-border customs clearance platform and international trade services to cross-border e-commerce businesses,” said Kang Yan, deputy general manager of the company.

China-Europe rail freight services, which were launched in the province in 2013, now provide 17 direct international routes to 140 cities in more than 40 countries.

As of Oct 28, the province had recorded 1,233 trips of inbound and outbound China-Europe freight

trains this year. “Despite the impact of COVID-19 in recent years, China-Europe freight train services have kept normalized operations, building unimpeded trade channels for domestic circulation as well as domestic and international circulation,” said Kang.

“The services also provide strong support to foreign trade, the international supply chain and the stability of industry.”

The comprehensive operation capability and quality of the China-Europe freight trains in Henan rank highly across the country and a group of famous brands with Henan characteristics have been built up during the years of operation, attracting more than 6,000 cooperative partners from home and abroad.

“According to the needs of enterprises, we make personalized transportation plans,” said Kang.

“And with the great support from related departments, including China

Railway Zhengzhou Group and local customs, we can strengthen coordination in the collection of goods, packing, transportation organization and freight scheduling.

“The work can help create a fast green channel for new energy vehicle logistics and improve transport efficiency, as well as reduce transportation costs,” he added.

“It also provides a guarantee for new energy vehicle enterprises to develop overseas markets,” he said.

“China-Europe freight trains have opened up an international logistics corridor connecting Henan with the Eurasian continent, which has helped to overcome the province's geographical disadvantages — being away from borders, seas and waterways — reduced the costs and improved the quality and quantity of Henan's foreign trade,” said Kang.

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## Improved conditions attract young people back to rural villages

By ZHAO RUIXUE in Jinan  
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Attracted by the improved rural environment and promising agricultural development, more young people in Shandong province, a major agriculture base in China, have returned to their hometowns to seek out careers.

The young people have brought vitality back to villages with their energetic presence found in areas from greenhouses to the public affairs.

“It's easier for young people to use new ideas and technologies to develop the agricultural industry, including more efficient ways of growing and marketing,” said Geng Zunzhu, Party chief of Gengdian village in Chipping district, Liaocheng.

Cao Youzhong, born in 1988 in Gengdian, returned to his hometown in 2018 after working for several years in Beijing and in Changsha, Hunan province.

He operates seven greenhouses growing green peppers, 11 grape greenhouses, as well as a 3-hectare pear orchard.

These days, he is busy fertilizing the pear orchard with the farmers he employs. At the busiest time, he needs to employ 30 farmers to work in his greenhouses and orchard.

“Great changes have taken place in our village, with new roads, power and water facilities, to name but a few. In addition, there is a wholesale market and vegetable seedling cultivation base here, which provide everything I need to grow greenhouse vegetables,” said Cao.

“Unlike in the past, a lot of jobs can be done with machines,” he said.

Cao uses the cotton-packed covers on top of the greenhouses as an example. The heavy covers are automatically controlled and farmers need only press a button to roll the covers up and down.

He has registered his own brand for his pears in order to expand in the market. Pears packaged in branded boxes have been sold in Shanghai and in Wuhan, Hubei province.

“It's easier for young people to use new ideas and technologies to develop the agricultural industry, including more efficient ways of growing and marketing.”

Geng Zunzhu, Party chief of Gengdian village in Liaocheng, Shandong province

Cao can make a total annual income of around 500,000 yuan (\$69,350) from growing peppers, grapes and pears, which is much higher than what he earned previously working in cities, he said.

And he is not alone. According to statistics provided by the village, during the past decade, a total of 112 young people have returned to develop the agricultural industry in Gengdian.

With rural vitalization funds provided by governments and funds collected from local enterprises, the village has built more facilities including a low-temperature refrigerated warehouse and a training base to help young people develop their careers.

To date, the training base has trained hundreds of farmers, including those from other villages, in how to operate greenhouses to grow vegetables and fruits.

“The young people are bringing vitality to the village,” said Geng Fuqi, the secretary of the Communist Youth League in the village, adding every time he calls for help with village work, the young people respond actively.

“They volunteered to help manage the village. They have been playing an important role in controlling and preventing the COVID-19 epidemic and promoting awareness of telecom and online fraud prevention among the elderly,” said Geng Fuqi.



A farmer tends to cucumbers in a greenhouse in Gengdian village in Liaocheng, Shandong province. ZHAO YUGUO / FOR CHINA DAILY

## Health of giant panda at Taiwan zoo examined

By ZHANG YI  
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Panda experts from the Chinese mainland have found that the health condition of a giant panda in Taiwan's Taipei Zoo, that is suspected of having a malignant brain tumor, is better than expected, island media Chinatimes.com reported on Wednesday, citing the zoo.

The 18-year-old male panda named Tuan Tuan, one of two giant pandas gifted by the mainland to Taiwan in 2008, appeared increasingly lethargic and unsteady on his feet recently, arousing concerns on both sides of the Taiwan Straits.

Two mainland veterinarians, Wu Honglin and Wei Ming, sent by the China Conservation and Research Center for the Giant Panda in Sichuan province, arrived in Taiwan on Tuesday to examine the panda's health.

The center received a request for assistance from the zoo on Oct 27 and soon decided to send the

two specialists on giant panda health to the zoo.

The zoo said it has exchanged detailed information with the experts and the experts have checked on the panda, and they will give feedback on whether it is the animal's brain that is causing weakness in its hind limbs, according to the report.

There is no updated treatment plan yet, and the two experts will communicate with other mainland experts in the next few days. It is hoped they can give opinions from the observation of the panda's behavior, but it will take three to four days, the zoo said, according to the report.

Before the experts leave Taiwan, the zoo will hold a news conference to explain the panda's condition.

Tuan Tuan and his mate, Yuan Yuan, have been popular among Taiwan compatriots, especially children, since they arrived at Taipei Zoo in 2008.

They have had two cubs, one in 2013 and another in 2020.