Length of Railways in Operation refers to the total length of the trunk line for passenger and freight transportation in full operation or temporary operation.

Length of Highways refers to the actual length of highways at the end of reference period. It covers public roads running vehicles among cities, city and rural areas, township (villages), highways passing through streets at small cities and towns, length of bridges and tunnels, width of ferry piers. It does not include the length of streets in cities, dead end highways, the length of streets built for agricultural (forest) production and inside factories (mines). It can only be calculated with the actual mileage having been completed, checked and accepted or put into operation. If two or more highways go the same section of the way, the length of the section is only calculated for once.

Length of Navigable Inland Waterways refers to the length of natural rivers, lakes, reservoirs and canals that are open to navigation for ships and rafts during a given period. It includes the channels with annual seasonal navigation for more than three months other than the waterways only for scattered bamboo and wooden rafts. If two provinces share one river as the border, the length of waterways will be half divided for each province to avoid duplication.

Freight (Passenger) Traffic refers to the volume of freight (passenger) transported with various means within a specific period of time. This indicator reflects the service of the transport industry towards the national economy and people's living conditions, as well as an important indicator used in formulating and monitoring transport production plans and research into the scale and pace of transport development. Freight transport is calculated in tons and passenger traffic is calculated in terms of number of persons. Freight transport is calculated in terms of the actual weight of the goods and takes no account of the type of freight and distance of travel. Passenger traffic is calculated by the principle that one person can be counted only once in one trip and takes no account of the travelling distance and ticket price. The passengers who travel with a half price ticket or a child's ticket is also calculated as one person.

Freight Ton-kilometres (Passenger-kilometres) refers to the sum of the product of the volume of transported cargo (passengers) multiplied by the transport distance. It is an important indicator to reflect the achievement of the transportation industry. This is an important indicator to show the total results of the transport industry; to prepare and examine the transport plan; and to serve as the main basic data for calculating the efficiency, labour productivity and unit cost of transport. Normally, the shortest distance between the departure station and the destination station (i.e., the payable distance) is the basis in calculating the freight ton-kilometres. The formula is as follows:

$$\text{Freight ton-kilometres (passenger-kilometres)} = \Sigma \left(\text{freight (passenger) traffic} \times \text{distance of transportation} \right)$$

Average Static Load of Freight Cars refers to the average cargo weight as loaded by each freight car under the static condition at the departure station. It is used to show the utilization extent of the loading capacity of the freight cars. The formula is:

$$\text{Static load (ton) of freight car} = \frac{\text{tonnage of goods dispatched}}{\text{number of freight cars loaded}}$$

The static load of freight cars is determined by the nature and type of goods loaded the type of vehicles, and the technique of loading. Comparison of the average marked load with the static load of freight cars provides indication on the degree of utilization of loading capacity of freight cars. For its calculation the following formula is applied:

$$\text{Utilization rate of capacity of freight cars (\%)} = \frac{\text{Average static load}}{\text{Average marked load}} \times 100\%$$

Average Daily Haul of Freight Locomotives refers to the average total ton-kilometres accomplished by each freight transport locomotive over one day and night during a given period of time. It includes both the weight of the goods carried and the dead weight of the train itself. It is a comprehensive indicator reflecting the locomotive efficiency in terms of both time and the pulling force.

$$\text{Average daily haul of freight transport locomotive (ton-kilometre)} = \frac{\text{Total ton-kilometres of freight}}{\text{Daily number of freight transport locomotive}}$$

Possession of Civil Motor Vehicles refer to the total numbers of vehicles that are registered and received vehicles license tags according to the *Work Standard for Motor Vehicles Registration* formulated by the Transport Management Office under the department of public security at the end of the reference period. They are divided into categories. According to the structure of motor vehicles, they are divided into passenger vehicles, trucks and others; according to ownership into private vehicles and vehicles for the unit's use; according to kind of usage into working vehicles and non-working vehicles; and according to size of vehicles into large passenger vehicles, medium-sized passenger vehicles, small passenger vehicles and mini passenger vehicles, heavy trucks, light-heavy trucks, light trucks and mini-trucks.

Business Volume of Post and Telecommunications refers to the total amount of postal and telecommunication services, expressed in value terms, provided by the post and telecommunications departments for society. This indicator reflects the overall results of development of postal and telecommunication services. It can be classificated as postal services and telecommunication services. Business volume of post and telecommunications is the sum of all services in kind multiplying with the unit price (constant price) to get the total

business value.

Mobile Telephone Subscribers refer to persons who have gone through registration procedures in the operation points of enterprises engaged in telecommunications and are hence connected with the mobile telephone communication network through the mobile telephone switchboards and occupy mobile phone numbers. Included are various types of subscriber, prepaid users for intelligent network and wireless network card users.

Local Telephone Subscribers refer to all subscribers who have gone through registration procedures in the operation points of enterprises engaged in telecommunications and are hence connected to the local telecommunications service provider through fixed line network. Included are general subscribers, wireless local telephone subscribers, public telephones subscribers, N-ISDN subscribers and intelligent network terminal subscribers.