

在 2005 年国际民航组织亚太地区 航空运输市场开放研讨会上的致辞

中国民用航空总局局长 杨元元

(2005 年 5 月 25 日)

尊敬的各位来宾，女士们，先生们，朋友们：

今天，我们相聚在美丽的黄埔江畔，共同迎来 2005 年国际民航组织亚太地区航空运输市场开放研讨会的召开。能够作为本次研讨会的东道国，我们感到十分荣幸。在此，我谨代表中国民用航空总局并以我个人的名义，对来自国际民航组织的各位官员，以及各位与会代表表示热烈的欢迎！同时，也借此机会，向一直关心和支持中国民航发展的朋友们表示衷心的感谢！

随着全球经济一体化的发展，国家之间相互依存度不断加强，利益相互交织，命运彼此依存。民航运输市场的开放，将有利于各国民航事业的共同发展，有利于各国之间的经贸往来及其它交流与合作。今天研讨会的主题是“亚太地区航空运输市场开放”，与会专家将就国际航空运输市场开放的前景、方式以及应对措施等多个专题进行讨论，我认为很有意义。我们应充分借此机会，广泛交流，深入探讨，共谋亚太地区民航事业长久发展之大计。

中国实行改革开放政策以来，中国民航事业取得了长足的发展。1978—2004 年，中国民航运输总周转量、旅客运输量和货

邮运输量(不含香港,澳门,台湾)年均增长分别为 18.2%、16.5%和 15.6%,平均增长速度高出世界平均水平两倍多。2004 年运输总周转量、旅客运输量和货邮运输量分别达到 231 亿吨公里、1.21 亿人次和 276.7 万吨。中国民航定期航班运输总周转量(不含香港,澳门,台湾)在国际民航组织缔约国中的排名由 1978 年的第 37 位上升到 2004 年的第 3 位。截止 2004 年底,中国民航在册运输飞机 754 架,国内通航城市 132 个,通航机场 133 个。运营定期航线 1279 条,其中国际航线 244 条,通航 33 个国家的 75 个城市。每周有 74 家外国航空公司 1091 个航班飞抵中国大陆,国内 8 家公司 994 个航班飞往国外。

近两年来,中国国民经济持续快速增长,对外开放进一步扩大;人均国民收入水平有较大提升,人民生活质量不断提高,旅游业快速发展;中国民航体制改革迈出很大步伐,新的行业管理体制初步建立,企业活力增强。这些因素都产生和拉动了航空运输市场需求。2003 年,虽然受 SARS 的较大影响,但是航空运输总周转量增长仍然达到 5%。2004 年,航空运输总周转量、旅客运输量一年的增量就相当于“九五”期间(1996—2000 年)5 年的增量。目前,全国有 6 个机场吞吐量超过了 1000 万人次,北京首都机场吞吐量已经突破 3000 万人次,日起降航班近 1000 架次。

未来 15 年,是中国经济快速发展期,也是中国民航快速发展的机遇期。中国政府已经提出在本世纪头 20 年全面建设小康

社会的宏伟目标，中国国民经济的快速发展以及对外开放的不断扩大，势必对民航提出不断增长的巨大需求，中国民航发展前景十分广阔。我们正在制定“十一五”规划及至 2020 年远景展望，描绘中国民航未来的蓝图。

中国民航坚持改革开放的政策，不断扩大对外开放，以开放促改革促发展。1978 年以来，中国民航通过外国政府贷款、外商独资合资、融资租赁、海外上市等方式已累计利用外资达 300 多亿美元。2002 年中国政府颁布了新的《外商投资民用航空业规定》，外商投资中国民航业的比例及其他限制条件大为放宽。中国国际、东方、南方和海南航空股份有限公司均在海外成功上市。不断发展航空运输双边关系，截止 2004 年底中国与外国双边航空运输协定数量达到 96 个（其中 5 个为草签）。积极投入到航空运输自由化的潮流，已在海南、南京、厦门等城市试点开放客运或货运第五业务权。鼓励国内外航空运输企业的合作，目前中国大陆有 7 家航空公司与国外航空公司签署了代号共享协议。在国内市场，我们逐步放松了国内航线运价管制和国内航线经营权及航班调整的审批；放宽了市场准入范围，允许民营资本投资经营航空公司，参与航空运输市场竞争。

在未来时期，中国民航将继续按照“积极、有序、渐进”的原则，进一步加大市场开放的力度。积极发展航空运输双边关系，不断扩大航权安排，拓展国际航空运输市场。重视发展航空运输多边关系，积极参与多种范围多种形式的多边合作。加强对外经

济技术的交流与合作，吸收和借鉴外国民航先进的技术和管理经验。中国民用航空总局将进一步加强与国际民航组织、国际航协等国际组织以及外国政府的交流与合作。随着中国经济的不断发展，中国在民用航空领域内的商机和潜力是巨大的。我相信在逐渐开放的环境里，在逐步加大竞争的条件下，中国的航空公司以他们的基地优势越做越大越强，外国的航空公司以其先进的管理理念在不断增加的总量中取得收益。中外双方航空企业的努力会使中国的民航事业发展得更快，会对中国的国民经济发展做出越来越大的贡献。

亚太地区是目前世界上经济最有活力、前景最好的地区之一，也是民航事业发展最为活跃最有潜力的地区。中国民航将继续积极参与本地区民航事务。让我们携起手来，共同努力，促进亚太地区和全球民航事业的更加繁荣！

预祝本次研讨会取得圆满成功！

谢谢大家！

**Statement by Mr. YANG Yuanyuan,
Minister of the General Administration of Civil Aviation of China (CAAC)
at the 2005 ICAO Symposium on Liberalization of Air Transport in
Asia/Pacific**

(May 25, 2005)

Distinguished guests, ladies, gentlemen and friends,

We are gathered here today by the side of the magnificent Huangpu River, to usher in jointly the opening of the 2005 ICAO Symposium on Liberalization of Air Transport in Asia/Pacific. We feel extremely honored to be able to play host to this event. I wish to take this occasion, on behalf of the General Administration of Civil Aviation of China and in my own name, to extend to all ICAO officials and participants a warmest welcome. I would also like to take this opportunity to express our heartfelt thanks to our friends who have always cared for and supported the development of civil aviation in China.

As global economic integration continues, countries, with intertwined interests and shared destinies, have become increasingly more interdependent. Liberalization of air transport will contribute to the common development of civil aviation in various countries, and to their economic and trade relations as well as exchanges and cooperation in other fields. The overarching theme of today's symposium is "Liberalization of Air Transport in Asia/Pacific", under which participating experts will be discussing a multitude of topics such as the prospects and models for the liberalization of international air transport, as well as responses to it. I believe that this is a tremendously significant undertaking. We should size fully the opportunity to carry out extensive exchanges and in-depth discussions to work out a common strategy for sustained growth in civil aviation in Asia/Pacific.

Since the initiation of China's reforms and opening policy, tremendous growth in civil aviation has been achieved in this country. From 1978 to 2004, China's total civil air traffic, passenger throughput and cargo/mail turnover (excluding those of Hong Kong, Macao and Taiwan) registered an average annual growth rate of 18.2%, 16.5% and 15.6% respectively, over 2 times the world average. In 2004, total traffic, passenger throughput and cargo/mail turnover reached 23.1 billion ton/kilometers, 121 million passengers and 2.767 million tons respectively. Total traffic of China's scheduled civil flights (excluding that of Hong Kong, Macao and Taiwan) ranked the 3rd among all ICAO Contracting States in 2004, ascending from a 37th place in 1978. As of the end of 2004, there were 754 civil transport aircraft registered in China, 132 cities served domestically and 133 airports in operation. There were 1279 routes for scheduled flights, of which 244 were international routes, providing service to 75 cities in 33 countries. Every week, 1091 flights operated by 74 foreign airlines would land on the Chinese Mainland, while 994 flights from 8 Chinese air carriers were flying overseas.

Over the last couple of years, the Chinese national economy has continued to grow apace as China opens even wider to the outside world. As a result, China's national income per capita has risen considerably. Quality of people's life has continued to improve. Tourism has been expanding at a rapid pace. Big strides have been taken in restructuring China's civil aviation system and a new industrial regulatory regime has been initially put in place, breathing greater dynamism into aviation enterprises. All those developments have generated or energized demand for air transport in the market. In 2003, despite the substantial impact of the SARS pandemic, total air traffic still managed to increase by 5%. In 2004 alone, growth rates of total air traffic and passenger throughput matched those registered in the entire "ninth five-year plan" period (1996-2000) combined. At present, there are six airports in the country with a throughput of over 10 million passengers. The Beijing Capital International Airport even boasts a throughput in excess of 30 million passengers and close to 1000 landings and take-offs on a daily basis.

The next 15 years will be a period of fast growth for China and will likewise be a period of opportunities for accelerated growth in civil aviation in the country. The Government of China has already advanced the ambitious objective of turning the country into a society with decent living standards for all in the first 20 years of this century. China's rapidly growing national economy and its widening openness towards the outside world will inevitably lead to increased demand for civil aviation, offering board prospects for further development of civil aviation in China. We are now formulating the "11th five-year plan" and visionary prospects up to 2020, which will provide the blueprint for the future of civil aviation in China.

China has persistently pursued the polity of reforms and opening in civil aviation and is progressively opening wider to the outside world as leverage over the process of reforms and development. Since 1978, China has used an accumulative amount of over USD \$30 billion of foreign investment in civil aviation in the forms of foreign government loans, wholly foreign-owned and joint ventures, lease financing and listing in stock markets overseas. In 2002, the Chinese Government promulgated new *Provisions for Investment by Foreign Businesses in the Civil Aviation Industry*, relaxing substantially the proportional and other restrictions on investment by foreign businesses in China's civil aviation industry. Air China, China Eastern, China Southern and Hainan Airlines have all been successfully listed overseas as limited stock companies. Bilateral relations in the field of air transport have continued to expand. As of the end of 2004, China signed 96 (of which 5 were initialed) air services agreements with other countries. As an active participant in the trend towards liberalization in air transport, China has on a trial basis granted fifth freedom rights to foreign carriers to pick up passengers or cargo in Hainan, Nanjing and Xiamen. Cooperation between Chinese and foreign air carriers is encouraged. At present, 7 airlines on the Chinese Mainland have signed code sharing agreements with their foreign counterparts. In the domestic market, we have gradually relaxed control over tariffs for domestic flights and rules for the granting of authority to operate domestic routes and reschedule flights. Market access has been broadened to allow private capital to invest in and operate airlines

and compete in the air transport market.

In the future, China will open up further its civil aviation market in accordance with the “proactive, orderly and progressive” principle. Efforts will be made to develop actively bilateral relations in air transport, grant on an ongoing basis more freedom rights and gain a greater share in the international air transport market. Great attention will be given to the development of multilateral air transport relations and active participation in multilateral cooperation in all its forms and spheres. Economic and technical exchanges and cooperation with other countries will be enhanced to assimilate and draw upon their advanced technological and managerial expertise in civil aviation. The CAAC will further strengthen its exchanges and cooperation with international organizations such as ICAO and IATA as well as with governments of other countries. As the Chinese economy continues to grow, there will be abundant business opportunities and potentials in the field of civil aviation in China. I am confident that in a progressively liberalizing and more competitive environment, Chinese air carriers will become bigger and stronger on the strength of their home base, while airlines of other countries will benefit from ever growing aggregates on the strength of their advanced managerial concepts. The joint efforts by both Chinese and foreign air carriers will facilitate even faster growth in civil aviation in China and will make increasingly important contributions to the development of the Chinese economy.

Asia/Pacific is currently one of the most economically dynamic and promising regions in the world. It is also a region that offers the greatest vitality and potential to the development of civil aviation. China will continue to participate actively in the disposition of civil aviation affairs in the region. Let us join hands and work together to bring about greater prosperity to civil aviation in Asia/Pacific and throughout the world!

I wish the symposium be crowned with success!

Thank you!