

Study on the Development Course of China's Poverty Alleviation Via Transportation

Huanyu Yang

China Academy of Transportation Sciences, Beijing 100029, China

Abstract. As a basic, pioneering, strategic and important service industry of the national economy, transportation involves all aspects of economic and social development, which is closely related to people's normal lives. and an important part of national governance. In recent decades, China has made great achievements in poverty alleviation, which cannot be separated from the strong support of the transportation industry. This paper focuses on the analysis of the main process and characteristics of China's poverty alleviation via transportation, and expounds the poverty alleviation policies at the national level and the transportation industry level in each period, hoping to give some inspiration to relevant researchers.

Keywords: China's Poverty Alleviation Via Transportation; Development Course.

1. Introduction

For a long time, Ministry of Transport of the People's Republic of China insist on "Priority shall be given to poverty alleviation projects, funds for poverty alleviation, coordination of poverty alleviation work and implementation of poverty alleviation measures", develop transportation networks in Poverty-stricken areas, improve services in both urban and rural areas, and improve the rural roads management system and mechanism. By 2020, the main lines of national expressways will be basically completed in Poverty-stricken areas, all eligible counties will have access to second-class or above highways, and all villages with the necessary conditions will have access to hardened roads and buses, thus providing a strong transport guarantee for poverty alleviation and the building of a moderately prosperous society in all respects.

2. China's Development Course of Poverty Alleviation Via Transportation

China's poverty alleviation via transportation can be traced back to the 6th Five-year Plan period, which has lasted 36 years and can be divided into four stages.

2.1 The Initial Stage before 2000

Since the end of 1984, the CPC Central Committee and The State Council have arranged seven cash-for-work programs to help poor areas build roads and water conservancy projects. In 1986, The State Council established the Leading Group for Economic Development in Poverty-stricken areas (renamed as the Leading Group for Poverty Alleviation and Development under The State Council in 1993 and still in use today), and China began a planned, organized and large-scale development-oriented poverty alleviation work. Ministry of Transport of the People's Republic of China has held many working meetings to promote roads construction in poor areas. In 1994, The State Council issued the Seven-Year Priority Poverty Alleviation Program, a programmatic document on poverty alleviation, making it clear that priority should be given to strengthening infrastructure construction. The Ministry of Transport of the People's Republic of China organized the formulation of the poverty alleviation via transportation plan for the last two years of the 8th Five-year Plan and the 9th Five-year Plan, focusing on the development of trunk roads for economy, township roads for connection, and roads for resource development in 592 Poverty-stricken counties. In October 1995 and April 1997, two national poverty alleviation via transportation conferences were held, in which the guidelines of "carrying out poverty alleviation via transportation work based on reality, seeking truth from facts and adjusting measures to local conditions" and "focusing on trunk roads construction while focusing on poverty alleviation roads construction" were put forward, and the main tasks to 2020 were defined.

2.2 During the 10th Five-year Plan Period and the 11th Five-year Plan Period, Poverty Alleviation Via Transportation was Carried out in a Planned Way

First, we will give overall consideration to the transportation needs of poor areas in major plans. During the formulation process of national and regional transportation development plans, such as the National Highway Network Plan, the Provincial Road Channel Construction Plan for western Development, and the Outline of inland Waterway Shipping Development Plan for western China, attention has been paid to the transportation development needs of poor areas.

Second, in combination with the characteristics of rural roads construction in various periods, special projects have been carried out, such as oil roads to the western counties, rural access and unobstructed project, and rural roads construction in the old revolutionary base areas. In particular, in 2003, the Ministry of Transport of the People's Republic of China proposed the construction target of "repairing rural roads, serving urbanization, and enabling farmers' brothers to embark on oil roads and cement roads", and launched the rural access and unobstructed project, which was warmly welcomed by farmers and attracted wide attention from all sectors of society. In 2005, The State Council deliberated and adopted the National Plan for Rural Road Construction, which set the goal of connecting all qualified towns and administrative villages with asphalt (cement) roads by 2020.

Third, financial support for poor areas will be strengthened. Since 2009, we have raised the investment standard for roads connecting administrative villages in central and western China from 100,000 yuan/km to 150,000 yuan/km and 200,000 yuan/km, respectively.

2.3 During the 12th Five-year Plan Period, the Main Battlefield was Concentrated Contiguous Poverty-stricken Areas

In 2011, the Central Committee held the Central Conference on Poverty Alleviation and Development, and issued the Outline of China's Rural Poverty Alleviation and Development (2011-2020), which clearly set 11 concentrated contiguous Poverty-stricken areas, including Liupanshan mountain, and three prefectural areas in Tibet, Tibetan areas in four provinces (Qinghai, Sichuan, Yunnan, Gansu), and southern Xinjiang as the main battlefield for poverty alleviation, and set clear targets and tasks for transportation.

Ministry of Transport of the People's Republic of China made the Outline of Poverty Alleviation Plan via Transportation Construction in concentrated contiguous Poverty-stricken areas (2011-2020), united 11 districts and 19 provincial government to make special policy for transportation. The subsidy standard of upgrading national highways, township asphalt (cement) roads and administrative villages asphalt (cement) roads is 260%, 100% and 150% more than that in 11th Five-year Plan, respectively.

2.4 The 13th Five-year Plan is a Decisive Battle Against Poverty

In November 2015, the CPC Central Committee held another central conference on poverty alleviation and development, and issued the Decision of the CPC Central Committee and The State Council on Winning the Battle against Poverty, taking extraordinary measures to resolutely win the battle against poverty. The same year, the Ministry of Transport of the People's Republic of China formulated the 13th Five-year Plan Poverty Alleviation via transportation, to strengthen the construction of transportation infrastructure in Poverty-stricken areas, to improve transportation service ability and level, and to strengthen the maintenance of security and management efficiency. We will try our best to build a connecting-all transportation net and to realize the goal of arriving everywhere by 2020.

3. The Main Characteristics of Poverty Alleviation Via Transportation

First, we will take targeted measures in light of local conditions. According to the geographical environment and transportation needs of different regions, and focusing on areas with a large number of poor people, poor natural environment and high security risks, we will take targeted measures to

speed up the development of transportation, to solve the transportation problems that hinder economic development, and to improve the precision of investment, personnel management and project implementation.

Second, combine points and cover extensive. We should build all modes of transportation, including roads, railways, waterways, civil aviation and postal services on four categories of areas, namely old revolutionary base areas, ethnic minority areas, border areas and Poverty-stricken areas, covered by 1,177 counties (cities and districts). We should promote the development of transportation in Poverty-stricken areas gradually. At the same time, we should strengthen the leading role of the government, give full play to the main role of local governments in poverty alleviation, and connect well poverty alleviation via transportation, industrial poverty alleviation and relocation of impoverished residents. We will work together to open up new prospects for poverty alleviation via transportation.

Third, innovate mechanisms and stimulate vitality. We will establish a collaborative poverty alleviation mechanism and mobilize to attract all strength of society to participate in poverty alleviation via transportation. We will guide poverty alleviation and development with transportation development, and promote employment by introducing projects. By doing this we can enhance the endogenous driving force and development vitality for the development of poor areas.

4. Summary

After the elimination of absolute poverty by 2020 in China, consolidating the achievements of targeted poverty alleviation, reducing relative poverty, and promoting rural revitalization will become the key tasks of poverty alleviation and development in the future. In the new era, it is of great guiding significance to do a good job in sorting out the existing policies of traffic poverty alleviation, and to do a good job in the research on the transportation side of rural revitalization strategy in the next step.

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