

용하여 중앙아시아로의 화물운송서비스를 하고 있는데, 이 화물들을 중국 내에서 鄭州를 통과하게 하여 그 운송노선을 TCR과 공동운영하게 한다. 이렇게 함으로써 Sinotrans의 TCR Block Train의 화물운송량을 늘릴 수 있게 될 것이다.

## 7. 중국정부수립 후 국제해운산업 발전 연구

무역학과 이 영 길  
지도교수 유 일 선

This paper describes the stages of development in Chinese maritime industry since the People's Republic of China was built up in 1949. It is studied that the Chinese maritime industry has experienced its somewhat unique growth path.

In order to understand the growth path, I make an attempt to categorize it into 2 stages-socialistic planning system era (1949-1977) and socialistic market system era(1978-2001) - in a broad way, after the introduction of market-oriented economic policy and then each stage has its two sub-stages. Socialistic planning system era consists of 'foundation era(1949-1960)' and 'self-support era(1961-1977)' whose separation comes from the establishment of COSCO and socialistic market system era is composed of 'reform era(1978-1985)' and 'open-market era (1986-2001)' whose separation does from the application to enroll to GATT.

In the 'foundation era', China chartered ships with other countries' flag and also established the joint-stock maritime company with eastern European countries to compensate for the deficient capability of maritime transportation and to meet the maritime services because Chinese ocean ships were not allowed to traverse the Taiwan Strait and to enter the major port located in the western countries, with chinese flag on.

In the 'self-support era' China set up the state own company, COSCO(China Ocean Shipping Company) which managed all things about ocean shipping. Through this company, China made a continuous attempt to organize its own merchant fleet to overcome a lot of disadvantages which stemmed from not using the ships with its own flag.

In the 'reform era' Chinese economy system began to change into the market-oriented system dramatically after competitive principle was introduced to all sector including maritime industry which was monopolized by COSCO. The new companies supported by the local governments entered the maritime market freely, weakening the monopoly power of COSCO.

In the 'open-market era' China attempted aggressively to abolish the protection measures and to deregulate the entry barriers for foreign companies in order to enter the GATT.

At last China was approved as WTO member in 2001. China is expected to play a leading role to specify the world maritime rule as one of the major decision makers.