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Environmental Protection Experience of the Golmud-Lhasa Section, Qinghai-Tibet Railway Construction

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Environmental protection experience of the Golmud-Lhasa Section, Qinghai-Tibet Railway Construction

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Key words: Tibet Plateau, railway construction, eco-environment protection, vegetation transplant, wildlife passage

Abstract. The Golmud-Lhasa section of Qinghai-Tibet railway strides over the Tibet Plateau hinterland, 'the roof of the world', which traverse to typical ecosystem, as desert, alpine grassland, plateau alpine meadows, swamp wetland, and permafrost zone. Due to the special ecological property of the Tibet Plateau, it become the more river source of the China, even of South Asia, it plays an irreplaceable role of ecological function of the China and the South Asia. The human actions and climatic changes have contributed to the environmental becoming worse and worse. Fragile ecological environment once destroyed, it recovering is very difficult or unrecoverable. The railway construction, it inevitable involved in environmental problem, therefore, how to implement ecological environmental protection is one of the most major subjects of the railway construction. This paper analyzed the adverse effect of the ecological environment in the railway construction period and summarizes the protection measures of ecological environment that had taken in the railway construction. Given the example of the human economic development and the environment protection could be harmonious and sustainable developed in the Tibet Plateau, also show the most precious experiences for the ecological environment protection of the project construction in the plateau zone.

Introduction

The Golmud-Lhasa section of the Qinghai-Tibet railway is the milestone work of the western development of the China, it starts from Golmud, Qinghai Province, stretches toward south along with Qinghai-Tibet road, reached Lhasa city. It not only play a significant role of the economic and transport developing of the Qinghai Province and the Tibet Autonomous Region, but also prompt transportation network become more perfect of the southwest of China. Whole span of the Qinghai-Tibet railway is 1, 956 km, it include Xining to Golmud and Golmud to Lhasa section, Xining-Golmud section had built and put into operation in 1, 984. Golmud-Lhasa section span is 1, 142 km, including existing railway from the Golmud to Nanshankou that has built, it length is 30 km. Newly-built railway is nearly 1, 100 km from Nanshankou to Lhasa City. The Golmud-Lhasa starts from the Golmud city, a western city of the Qinghai Province, accompanies with the Qinghai-Tibet road toward south, the route has across Nachitai, Wudaoliang, Tuotuohe, Yanshiping, Dangla Mountain Range, stretches into the Tibet field, and passes Anduo county, Naqu city, Dangxiang county, Yabajin, at last reaches Lhasa City.

During the process of the Qinghai-Tibet railway construction, for environmental protection, whether railway designers, engineering, workers those who take part in the railway construction, or the rest, such as scholars, or publics have given eagerly attention about it, and published a large number research papers about the theme[1-9]. There are focuses on the environmental protection for the railway construction, in order to implement the sustainable and coordination development between the human and nature in railway construction and operation process on the Tibet Plateau.

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