

| Aerospace Standards within Belt and Road Initiative | “一带一路”倡议下的航空标准化建设 |
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| <p>Franz Josef Strauß, the Prime Minister of my home province Bavaria, was one of the first Western politicians to recognise the importance of establishing a new political relationship with China.</p> <p>Just a little more than 44 years ago on January 16, 1975 he was received by your Great Leader Mao here in Beijing. That historic meeting was the beginning of long lasting and fruitful relationship between Germany and China . Several years later, Mr. Strauß was the initiator of a partnership agreement between the provinces Bavaria and Shandong.</p> | <p>我故乡德国巴伐利亚州的前任州总理弗兰兹·约瑟夫·斯特劳斯先生，是欧洲乃至整个西方社会第一位强调与新中国建立合作关系重要性的西方政要。</p> <p>44年前，也就是1975年的1月16日，毛泽东主席在北京接见了。这个历史性的会面开启了中德接下来几十年的紧密合作，并取得累累硕果。接着，巴伐利亚州和山东省又在施特劳斯先生的主张下建立了合作伙伴关系。</p> |
| <p>When I today enjoy the invitation of the Chinese government to share some thoughts with you, I think of the origin on that cold day back in January 1975 when these leaders met for the first time. And I think we can be proud of what has been achieved in the meantime.</p> | <p>当我今天能够荣幸的受到中国国家外专局的邀请在此与大家分享我的想法时，我首先想到的就是1975年1月那个有些寒冷的早晨里两位政要的第一次见面。时至今日，他们也会对我们今天的发展感到骄傲。</p> |
| <p>In May 2017 in Jinan we celebrated 30 years of this partnership between Bavaria and Shandong. And it was an impressive feeling to me that this “Partnership” in the meantime has turned into “Friendship”.</p> | <p>在2017年的五月，我参加了巴伐利亚州和山东省合作伙伴关系30周年的庆典。我本人也因此见证了两个地区由“合作伙伴关系”发展成为“友谊伙伴关系”的历史时刻。</p> |
| <p>Almost 10 years ago, I had the privilege to support a new company in Jinan becoming a modern supplier of the Chinese aviation industry. At the same time we started to establish ties between the DIN (NL - German Institute for Aerospace Standards) and our Chinese counterparts (CAPE). While building up Friendship and mutual trust over years we succeeded in formally signing a cooperation agreement in 2015. And we have experienced very fruitful cooperation on various projects since.</p> | <p>大约10年前，我有幸在济南参与了一个新公司的建立。这家公司后来成长为中国航空工业的现代化供应商。</p> <p>此外，我们建立起了德国航空标准化协会（DIN）与中航工业综合技术研究所的合作关系。我们在2015年签订了合作协议，并在友谊与互信共建的几年里获得了丰硕的成果。</p> |
| <p>Standards are a key enabler of trade and market access</p> | <p>标准是打开市场与贸易的钥匙</p> |
| <p>Excellent technical norms and quality standards are important basics for building and expanding markets and achieve internationally competitive industries. Especially in Aerospace such norms are one important factor for reliability and international qualifications.</p> <p>The famous Bavarian leader Mr. Strauß who initiated the ties between Germany and China was not just a political visionary, he also understood the importance of Europe becoming independent from US dominated Aerospace Industry. He therefore is also respected as the Godfather of the European Aircraft industry, known today by its famous name “ Airbus ”.</p> | <p>优秀的技术与质量标准体系是建立品牌、拓展市场、获得国际认证的重要基础。特别是航空领域里，这些标准代表了产品的可靠性与国际范围内的认可。</p> <p>前文提到的施特劳斯先生，不仅是一名在中德关系上有远见的政治家，他还深刻的理解欧洲应当在由美国主导的航空工业中保持独立性和先进性。他的政治远见和成就，使他被欧洲航空工业集团称之为“教父”。后者，也就是今日著名的“空客”公司。</p> |
| <p>Since then Airbus has achieved an internationally respected level of quality and market leadership in many areas. In addition to its highly skilled science and engineership the international success of the European Aviation Industry is based on some important factors, such as:</p> | <p>当今的空客公司已经受到了国际市场的广泛认可。但除了公司本身精湛的科研实力和工匠精神之外，还有两点至关重要：</p> <ul style="list-style-type: none"> a) 现代化欧洲标准化体制（DIN 作为核心成员） b) 欧洲航空安全局 EASA |

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| <p>A) The modern European standardization system (with DIN as one key player)</p> <p>B) The European Aviation Safety Agency EASA</p> | |
| <p>When technical requirements are aligned, standards are a key enabler of trade and market access. Common standards support cross-border trade and development. Common quality and certification standards also help to achieve a high level of aviation safety and reliability. Common technical and quality standards support internationally accepted aircraft certification (like EASA) and help to develop aircraft for use in the worldwide market.</p> | <p>当我们存在对技术的一致性要求时，技术标准就是保证贸易与市场的关键。有了相同的标准，才使得跨国贸易与发展成为可能；有了相同的质量与认证体系，才保证了高等级的航空安全性与可靠性；有了相同的技术质量标准，才让像欧洲航空安全局这样的机构能够更好的帮助他国航空业的发展。</p> |
| <p>Standards for the European Market</p> | <p><u>欧洲市场的标准</u></p> |
| <p>European standards (ENs) are developed by all major stakeholders within the European market. National Standards Bodies are obliged to adopt ENs as national standards and withdraw any conflicting ones.</p> <p>The organization for European Aerospace Standards is ASD-STAN which is a Technical Body of CEN / CENELEC. The European standardization system is transparent, stable and predictable. And it has proven to be innovative and accepted by the international industry.</p> | <p>欧洲标准（ENs）是欧洲市场的主要参与者定制的。欧洲国家的标准体系都要首先遵守欧洲标准，并积极解决其与本国标准间的差异。</p> <p>欧洲标准系统是透明、稳定、可预测的。因为其先进性也被世界工业体系认可。</p> |
| <p>Standards for the Global Market</p> | <p>全球化市场的标准</p> |
| <p>In vast majority of countries around the globe, governments privilege the use of ISO and IEC standards to support their laws and technical regulations in line with the WTO TBT Agreement. As a result, economic operators can often rely on the same set of technical specifications to develop products that can then be marketed worldwide.</p> <p>While other countries like the United States push their organizational standards (like SAE) to become accepted internationally, the European commitment to ISO and IEC makes Europe the region that has a greater level of alignment with international standards.</p> <p>The European standardization model and notably its strong preference for international standards has therefore become a key factor in the competitiveness of the European industry in global markets, while at the same time ensuring the openness of the European market for foreign competitors.</p> <p>Fairness and cooperation play an important role in our focus on international markets.</p> | <p>在世界上绝大多数国家里，政府都会依照 WTO TBT 协议优先选择 ISO 和 IEC 来支持各国的管理与技术规范。</p> <p>因为欧洲标准化在建立之初就以国际标准为基础，所以让恪守标准的欧洲企业在全世界市场里都极具竞争力。这同时也激活了欧洲市场的竞争机制，从根本上保证了他国供应商在这个区域的贸易自由。这也说明，公平与合作永远是我们发展国际市场的重要前提。</p> |
| <p>Belt and Road Initiative</p> | <p>一带一路倡议</p> |
| <p>We see a very interesting perspective for future cooperation within the aviation industry and countries along the Belt and Road trade lines.</p> <p>With a closer cooperation between China and Europe, including Russia, we could establish common aviation standards on ISO / IEC level. Those norms and specifications will help us to combine our efforts instead of splitting them as it was done in the past. Our industries will strongly benefit from these results. Let me mention two examples which may highlight the need for common standards:</p> | <p>从一带一路的贸易线路中，我们可以看到非常多有潜力的合作机会等待开发，尤其是航空工业领域。当中国与欧洲建立起更紧密的联系时，中国可以依据 ISO/IEC 等级建立起通用的航空产业标准。其所衍生的标准和特殊规范可以帮助我们更好进行产业整合，而不是各自分离。毋庸置疑，所有的参与者都将在这个过程中成长和收益。</p> <p>我想再次与大家分享两个小故事。</p> |

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| <p>Example 1 Train rails width 2,200 Years ago it was the Chinese Emperor, Qin Shi Huangdi, who passed uniform Technical Standards on matters such as</p> <ul style="list-style-type: none"> - the wheelbase of transport carts - the width of the town gates - road construction <p>More than 2,200 years later we still don't have a common railway system all the way through along the Belt and Road. Europe and China employ the standard 1,435 mm gauge, whereas Russia, Kazakhstan, and other former Soviet states use a 1,524 mm gauge. That obviously causes inconvenience for the train transfer.</p> | <p>例子 1 车轨宽度 2200 年前，中国的第一位大一统皇帝--秦始皇，在其执政期间，统一了一些有趣的技术规范，比如运输车辆的木轮宽度，城门宽度，道路铺设方式。</p> <p>然而 2200 年过去了，在一带一路沿途国家里，也都没有建立起一套统一的铁轨制式。欧洲和中国是 1.435mm 轨距，而俄罗斯，哈萨克斯坦和其他前苏联国家则使用 1.524mm 轨距。制式不同所造成的铁路交通转换不便不言而喻。</p> |
| <p>Example 2 Metric / Inch Systems The Metric system originally was invented by China many hundreds years ago. In the meantime this system has successfully been introduced to almost every country in this world. The only 3 countries which do not use the Metric system are: Liberia, Myanmar and the United States.</p> <p>But due to the orientation on US origin Aerospace Standards even in China the INCH system was introduced in the civil aerospace industry. So today we have a mix of different systems in Europe, Russia and China.</p> <p>We could utilize the obvious advantages of the metric system by commonly developing more technical standards based on this system.</p> | <p>例子 2 公制/英制系统 公制系统最早源自中国。这套十进制标准在历史的进程中被成功地传播到世界各地。而目前不使用公制系统的国家只有利比亚，缅甸和美国。</p> <p>但是因为美国在航空领域的影响力，中国的民用飞机也不得不接受英制系统。现在，欧洲，俄罗斯和中国都使用着混合的制式。</p> <p>倘若公制系统的标准可以推行出来，我想，对所有的参与者都会是好事。</p> |
| <p>Conclusion Let us harmonize our work on Aerospace Standards and let us use the ISO / IEC platform for worldwide recognition of such modern aerospace standards. We want to invite the Chinese leadership to using the Belt and Road Initiative for a closer cooperation within the Aerospace Industry. Europe, Russia and China could benefit from developing a common strategy for Aerospace Standards. Such a strategy will support the development of the world's largest market for Aerospace.</p> | <p>结论 让我们共同完善航空标准，推广 ISO/IEC 标准化平台在航空工业领域的认可。</p> <p>我们期待在一带一路的倡议下，中国能在航空工业领域里起到积极的推进作用。</p> <p>欧洲，俄罗斯和中国必将在航空领域的战略合作中获益。</p> <p>此类战略也必将对世界航空市场的发展起到支持作用。</p> |
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