

# 大力推进城市轨道交通装备自主创新

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按照党中央统筹推进疫情防控和经济社会发展工作的总体部署,城市轨道交通(以下简称“城轨”)行业在严控疫情,推动有序复工复产方面周密安排、稳妥推进,成效显著。随着疫情在全球爆发,对国际经贸关系乃至政治格局的影响正在逐步显现。全球大面积停工停产、经济停摆,我国也难以独善其身。城轨行业同样面临新的挑战,最大的风险就是装备产业链中断。

2020年4月下旬,习近平总书记在陕西考察时强调,制造业是国家经济命脉所系。近20年来,我国城轨装备制造业的国产化工作虽取得了显著成效,但部分关键技术和零部件仍需依赖进口,一旦断供将会对城轨的建设、运营、产业发展乃至社会稳定造成难以估量的影响。因此,为了保障产业安全,必须大力推进城轨装备自主化,确保自主可控。

党的十八届五中全会提出,必须把创新摆在国家发展全局的核心位置。十九大进一步提出,创新是引领发展的第一动力,自主创新既是企业生存的根本所在,又是产业兴衰的决定性因素,也是国家的战略选择。

中国城市轨道交通协会(以下简称“协会”)已将推进城轨装备自主创新作为今后相当长的一个时期内的重要工作,并于2019年10月成立了装备自主化工作委员会,专门负责推进该项工作。围绕城轨装备自主化,协会提出的工作思路是:鼓励核心技术攻关,推进自主装备应用,优化产业整体布局,规范市场竞争秩序,完善相关配套措施。

针对鼓励核心技术攻关,要排查“卡脖子”装备,形成清单,制定攻关方案并组织行业攻关;参与国家重大技术装备创新平台建设,推动加强基础共性研究,组织与其他领域的联合攻关。

针对推进自主装备应用,要结合核心技术攻关成果设立示范工程,制定项目推广方案,同时鼓励业主单位主动开展自主化装备的创新和应用;制定自主化装备推荐清单,为业主采购提供参考。

针对优化产业整体布局,要完善产业链薄弱环节建设,补齐短板,推动产业向配套体系完善、发展环境良好的地区聚集,构建分工合理、各具特色的产业发展格局。

针对规范市场竞争秩序,要建立健全城轨装备市场竞争规则,有效利用认证手段,构建与国际接轨的市场准入模式,打破地区和行业壁垒,鼓励大中小企业平等准入、公平竞争。

针对完善相关配套措施,要推动重点领域知识产权布局,强化品牌意识,推进品牌建设;梳理标准缺失情况,根据标准体系规划,倒排2025年前工作推进时间表,自上而下进行布局、完善;加强行业认证检测能力建设,倒排2025年前认证工作推进时间表,加紧推动行业认证和采信工作。

综上,要充分发挥行业协会的桥梁和纽带作用,推动各相关方的沟通与协作,同时,汇集行业需求,向相关部门提出建议、反映诉求。

长期以来,城轨装备自主创新工作得到了行业内相关企事业单位的大力支持,疫情当前,城轨又是涉及公共安全的一个行业,希望全体从业者能够进一步强化危机感和使命感,为保障城轨产业安全,为实现装备的自主可控贡献更大力量!

Commentary

**Propel Self-dependent Innovation in Urban Rail Transit Equipment**

SONG Minhua

(Vice-president and Secretary General of China Association of Metros)

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Under the overall deployment of the Party Central Committee on integrated progression in pandemic prevention and control, as well as economical and social development, urban rail transit industry devoted enormous effort in pandemic prevention and control, in resuming work with order, elaborating arrangement and steady advancement, has achieved significant outcome. With the global outbreak of COVID-19 pandemic, the influence shadowed over international economy and trade relations and so far as the global politics is becoming visible. Large-scale shutdown of companies and economy suspension is taking place globally, in such circumstances China can't subsist alone. Urban rail transit industry has to face new challenges, and the biggest risk from which is the disruption of equipment industry chain.

In late April 2020, General Secretary Xi Jinping emphasized during his inspection in Shaanxi Province that in manufacture industry lies the national economy lifeline. In the past two decades, the localization of urban rail transit equipment manufacture industry in China has made prominent progress, yet part of the key technologies and components is still relying on import. Once the supply chain is suspended, unmeasurable impact will occur in urban rail transit construction, operation, industry development so far as social stability. Therefore, to maintain the industry well-being, urban rail transit equipment localization must be propelled vigorously to ensure the independence and controllability of rail transit equipment.

The Fifth Plenary Session of the 18th CPC Central Committee proposed that innovation must be placed in the center of national development planning, and further noted that innovation is the primary engine of development, whereas the self-dependent innovation is the substantial factor in company essence, the determining factor in industry prosperity, furthermore the strategic choice at the nation level.

China Association of Metros (abbreviation as "Association" in the following) has assigned promotion of urban rail transit equipment self-dependent innovation as the crucial task for a remarkable length of period to come. The Committee of Equipment Localization was established in October 2019, focusing intimately on following up the above work. Centering urban rail transit equipment localization, the Association suggested a workflow proposition as follows: encourage breakthroughs in key technologies; advocate application of localized equipment; optimize industry overall layout; regulate fair market competition; complete relevant facilitating measures and so on.

In terms of encouraging breakthroughs in key technologies, the "neck stuck" equipment should be sorted out and clearly listed, towards which breakthrough schemes can be mapped out, all industry practitioners are called upon to make breakthroughs; all the industry should participate in the establishment of a national major technology equipment innovation platform, reinforcing research on the fundamental commonness, joining forces with other professional fields to tackle difficulties.

In terms of advocating application of localized equipment, demonstration projects combining key technological achievements will be instituted, and project advocacy schemes be promoted; at the same time encourage the owner companies to get involved in innovation and application of localized equipments; make localized equipment recommendation list as purchase reference for owner companies.

In terms of optimizing industry overall layout, the construction at weak joints of industry chain must be consolidated to fix the shorter boards; gather industry practitioners in regions with substantial facilitating system and consummate environment for development; set up the evolving disposition of industry with reasonable work distribution and diversified specialities.

In terms of regulating fair market competition, a sturdy regulation system for urban rail transit equipment market competition must be established; adopt effective verification methods and devise market entry patterns in line with international practices; break regional and industrial barriers, upholding companies at all scale with equal access and fair competition.

In terms of completing relevant facilitating measures, intellectual property placement in key fields must be propelled, brand recognition and construction be reinforced; sort out the conditions of missing standards and invert workflow schedule backward from 2025 for deployment and consolidation from top-level to basic level, based on overall planning of standard system; reinforce the construction of industry certification test ability and invert workflow schedule backward from 2025 until now; intensify industry verification and admission works.

In conclusion, the bridge and bond influence of the Association on industry must be exerted utterly; at the same time initiate communication and coordination between relevant parties, gather industry demands, propose advices and requirements to related departments.

Over years, urban rail transit equipment self-dependent innovation has received immense support from related companies in the industry. In face of the pandemic, urban rail transit is as well a major industry involved in public health. All industry practitioners are expected to further deepen the sense of crisis and mission, to contribute more for the safety of urban rail industry and the realization of equipment self-dependent control!

(Translated by ZHANG Liman)