



High-Speed Rail: The New Face of “Made-in-China”

In 2015, an online video about the Beijing-Shanghai High-Speed Railway attracted the great attention of Internet users. In this video, a Swedish man placed a coin upright





on the windowsill of a bullet train moving at 300 kilometers per hour. Surprisingly, the coin remained motionless for eight minutes. Some Japanese passengers who watched the video tried to do the same on Japan's Shinkansen 700 Series but failed.

The “static coin” on the train might showcase the stability of a bullet train. This does not prove that China's high-speed rail system is better than Japan's, but it does show that the craftsmanship of China's trains cannot be ignored. It also raises a question — why does China's high-speed rail run so smoothly?

Take the track welding for example. The production process requires that an allowable error on the fit of a rail joint cannot



exceed 0.3 millimeter, which is about the width of four hairs. It's hard to imagine that China's high-speed railway has developed only for over ten years. From importing advanced technologies and equipment from France, Germany, and Japan to grasping and even taking the lead in core technologies, China has formed its own industrial

standards and shifted from importing to exporting.

Chinese Premier Li Keqiang has promoted China's high-speed rail technology internationally on several occasions, becoming its "super salesman". He says, "Every time I go abroad on an official visit, I promote Chinese equipment. I am full of confidence when I promote high-speed rail technology."

By June 2016, China's overseas high-speed rail projects had been launched in Asia, Europe, and Africa. This includes a second-phase project in Turkey that links Ankara with Istanbul, a high-speed rail in Morocco that links Tangier and Kenitra, a railway between Hungary and Serbia, and a high-speed rail line in Indonesia that travels from Jakarta to Bandung. China's high-speed rail has become a business card for "Made-in-China".





heights in the development of high-speed railways globally.

Every day, more than 4,200 bullet trains transport over 4.5 million passengers in China. Going to work by bullet train has become trendy among commuters in the Yangtze River Delta and the Pearl River Delta, as China's high-speed rail has become the epitome of

the rapid development of "Made-in-China".





suī rán “ yìng bì bù dǎo ” zhǔ yào zhǎn xiǎn de
是 稳 定 性 ， 并 不 能 代 表 中 国 高 铁 各
xiàng zhǐ biāo dōu chāo guò rì běn xīn gàn xiàn , dàn qí zhōng
项 指 标 都 超 过 日 本 新 干 线 ， 但 其 中
de “ gōng jiàng jīng shén ” què shì bù kě hū shì de 。
的 “ 工 匠 精 神 ” 却 是 不 可 忽 视 的 。

zhōng guó gāo tiě wèi shén me zhè me wěn jǐn kàn duì
中 国 高 铁 为 什 么 这 么 稳 ？ 仅 看 对
guǐ dào hàn jiē zhè yí dào gōng xù de yāo qiú jiù kě yǐ
轨 道 焊 接 这 一 道 工 序 的 要 求 就 可 以
liǎo jiě le : gāng guǐ jiē tóu chù píng zhí dù wù chā bù
了 解 了 ： 钢 轨 接 头 处 平 直 度 误 差 不
néng chāo guò 0.3 háo mǐ , xiāng dāng yú 4 gēn tóu fā
能 超 过 0.3 毫 米 ， 相 当 于 4 根 头 发

sī 。 nán yǐ xiǎng xiàng de shì , zhōng guó zhèng shì fā
丝 。 难 以 想 象 的 是 ， 中 国 正 式 发
zhǎn gāo sù tiě lù , zhǐ jīng lì le duǎn duǎn de shí jǐ
展 高 速 铁 路 ， 只 经 历 了 短 短 的 十 几
nián 。 zhōng guó gāo tiě cóng gāng kāi shǐ shí xiàng fǎ guó 、
年 。 中 国 高 铁 从 刚 开 始 时 向 法 国 、
dé guó 、 rì běn děng guó jiā yǐn jìn xiān jìn de jì shù
德 国 、 日 本 等 国 家 引 进 先 进 的 技 术
hé shè bèi , dào xiàn zài zǎng wò hé xīn jì shù bìng lǐng
和 设 备 ， 到 现 在 掌 握 核 心 技 术 并 领
xiān shì jiè shuǐ píng , xíng chéng le zì jǐ de “ zhōng guó
先 世 界 水 平 ， 形 成 了 自 己 的 “ 中 国
biāo zhǔn ” , bìng qiě zhèng zài cóng “ yǐn jìn lái ” xiàng
标 准 ” ， 并 且 正 在 从 “ 引 进 来 ” 向
“ zǒu chū qù ” zhuǎn biàn 。
“ 走 出 去 ” 转 变 。

zhōng guó guó jiā zǒng lǐ lǐ kè qiáng céng duō cì
中 国 国 家 总 理 李 克 强 曾 多 次



gāo tiě zǒng tǐ jì shù shuǐ píng jī shēn shì jiè xiān jìn xíng
 高铁总体技术水平跻身世界先进行
 liè bù fēn jì shù dá dào shì jiè lǐng xiān shuǐ píng
 列，部分技术达到世界领先水平。

jù tǒng jì mù qián zhōng guó gāo tiě yùn yíng lǐ chéng
 据统计，目前，中国高铁运营里程
 yǐ tū pò 2.2 wàn gōng lǐ zhàn shì jiè gāo sù tiě
 已突破 2.2 万公里，占世界高速铁
 lù yùn yíng zǒng lǐ chéng de 60% yǐ shàng zhōng guó gāo
 路运营总里程的 60% 以上。中国高
 tiě zhàn dào le shì jiè wǔ tái zhōng yāng wèi shì jiè gāo
 铁站到了世界舞台中央，为世界高
 tiě de fā zhǎn biāo zhù le xīn gāo dù
 铁的发展标注了新高度。

měi tiān zhōng guó gāo sù tiě lù shàng kāi xíng de
 每天，中国高速铁路上开行的
 dòng chē zǔ duō dá 4200 duō liè yùn sòng lǚ kè
 动车组多达 4200 多列，运送旅客
 450 duō wàn rén cì “dǎ gāo tiě” shàng bān shèn
 450 多万人次。“打高铁”上班甚