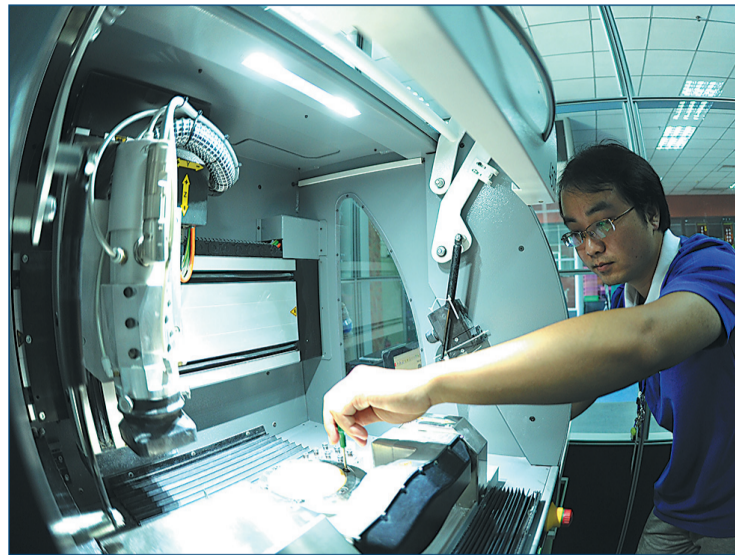




A technician tests equipment at Dongfeng Peugeot Citroen Automobile's Chengdu plant.

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A worker runs a machine at the CREC Industrial Park operated by China Railway Eryuan Engineering Group.

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Rail transit center opens

By ZHUAN TI

Chengdu is making huge strides in transforming itself into a world-class rail transit center.

The first aluminum-alloy Model A vehicle produced by CRRC Chengdu Co Ltd rolled off the production line on Sept 22. The vehicle will be used at the Chengdu Metro Line 7, the first circular route of the city's metro line system.

CRRC Chengdu signed an investment agreement with Xindu district in August 2014 to build the China Railway Rolling Stock (Chengdu) Rail Transit Industrial Park in the district.

With a total investment of 5 billion yuan (\$742.9 million), the industrial park is one of the two major manufacturing bases for rail transit equipment in Chengdu.

Lan Yuzhen, general manager of CRRC Chengdu, said the success of the Model A vehicle illustrates the company's remarkable progress in its industrial overhaul.

"The new technologies and products will support the development of Chengdu's rail transit industry and help the city to enter a new era of metro line development," he said.

To boost the development of the rail transit industry, Chengdu has also set up R&D headquarters in the Jinniu district and a manufacturing center in Xinjin county, said Wan Zhongyong, an official at the Chengdu Commission of Economy and Information Technology.

The R&D headquarters in Jinniu district is based on the CREC Industrial Park operated by China Railway Eryuan Engineering Group, Wan said.

The first phase of the Xinzhu Rail Transit Industrial Park in Xinjin county has already been completed. It has the capacity to produce 1,500 urban rail transit vehicles and repair 300 annually.

The park has produced vehicles for Chengdu Metro Line 3, and more are being made for Line 4.

The city is also working with Southwest Jiaotong University to apply for the construction of a rail transit national laboratory, to support the university and China Railway Rolling Stock in building a rail transit industrial technology research institute.

"Chengdu will become an important rail transit industrial center by 2025, and an export base for rail transit equipment to Belt and Road countries, according to the Made in Chengdu 2025 program," Wan said.

The city will be able to produce 4,000 rail transit vehicles per year by 2025. The whole industrial chain of the city's rail transit industry will then generate revenue of 20 billion yuan.

City builds modern industry system for economic surge

By ZHUAN TI

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Chengdu, a mega city in Southwest China, has set a new target to build itself into a national central city. A key step is to become the economic center of western China, a feasible goal when considering the city's solid industrial foundation.

The first Peugeot 4008 car produced by the Chengdu plant of Dongfeng Peugeot Citroen Automobile, a joint venture of French carmaker PSA Peugeot Citroen and Chinese automaker Dongfeng Motor Corp, rolled off the production line on Sept 7.

The Chengdu facility is DPCA's fourth manufacturing plant in China. It mainly produces vehicles for both the Peugeot and Citroen brands, as well as Dongfeng's Fengshen brand, with a focus on high-end sport utility vehicles and multi-purpose vehicles.

With a total investment of 12.3 billion yuan (\$1.9 billion), the plant has a planned annual production capacity of 360,000 automobiles.

Zhu Yanfeng, chairman of Dongfeng Motor Corp, said he is amazed by the "Chengdu speed", as it took less than two years to complete construction of the plant and produce the first car.

"The commercial operation of the Chengdu plant marks another solid step for the development of DPCA and Dongfeng Motor in western China," he said, adding that Chengdu is the gateway for the company to implement its westward-reaching strategy.

Carlos Tavares, chief executive officer of PSA Peugeot Citroen, said the Chengdu plant adopts the



A high-speed train made in Chengdu. The city has attracted a number of advanced manufacturers, who are expected to help it with its goal of becoming a national central city.

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world's leading technologies in the auto industry.

The all-new Peugeot 4008 will help DPCA to explore the high-end SUV market in China.

DPCA will accelerate its pace of development in western China, he said.

Chengdu has already established itself as a major auto manufacturing base in western China, represented by its complete auto industrial chain.

The State-level Chengdu Economic and Technological Development Zone, located in the eastern part of the city, has gathered automakers including DPCA, FAW-Volkswagen, Zhejiang Geely Holding Group and Volvo, as well as many car component suppliers.

The city is expected to produce 1.1 million units of vehicles this year. The auto industry is expected to generate a total output value of 200 billion yuan.

Chengdu plans to become a world-class auto base by 2025, with an annual output capacity of three million cars, according to the Made in Chengdu 2025 program.

Two days after the commercial operation of DPCA's Chengdu plant began, Chengdu Aircraft Industrial (Group) Co Ltd, a subsidiary of the Aviation Industry Corp of China, delivered the first rudders for Boeing's new 737 MAX and 787-10 Dreamliner.

As the sole supplier of rudders for the Boeing 787 Dreamliners, Chengdu Aircraft Industrial (Group) has delivered 535 of the planes' rudders to Boeing.

It also provides other components such as boarding gates, ailerons and spoilers to international aircraft manufacturers including Boeing and Airbus.

"We are proud to work with AVIC companies including Chengdu Aircraft Industrial (Group), to meet

Boeing's requirements for high quality, affordability and on-time delivery while expanding China's aviation manufacturing capabilities," said Ian Chang, vice-president of China Operations and Business Development at Boeing Commercial Airplanes.

An aerospace industrial park started construction in the city's Xindu district in early October.

With a planned total area of 9 square kilometers, the park will focus on the manufacturing of aircraft engines and engine components, as well as other related industries. It is expected to attract 60 companies by 2025, generating main business income of 30 billion yuan.

One of China's major aerospace bases, Chengdu has rich experience in the R&D of national key aircrafts including the F-7, FC-1/JF-17, F-10 and some unmanned aerial vehicles.

China's first domestically designed large passenger jetliner, the C919, is preparing for its maiden flight and is equipped with many components and parts made in Chengdu, including its nose, in-flight entertainment system and communication and navigation systems.

AVIC Chengdu Engine (Group) is one of China's major research and manufacturing bases for aircraft engines.

The company has strategic cooperation with leading aircraft engine makers including GE, Pratt Whitney Group and Rolls-Royce Holdings Plc.

According to the city's plan, it will be a leading aerospace industrial base with a complete industrial chain and annual output value of 100 billion yuan by 2020.