

Jilin special

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REGION LAUNCHES SATELLITE PRODUCTION PARK

\$831 million project will also focus on unmanned aerial vehicles, space-based info



Jilin No 1 commercial remote sensing satellite, manufactured in Jilin, is successfully launched on Oct 7 last year. PHOTOS PROVIDED TO CHINA DAILY

By LIU MINGTAI
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30
satellites

Jilin's information industry park will produce a year upon completion

4b
yuan

estimated annual production value of the park

ery manufacturing, optical manufacturing and photoelectric sensor technology, and expand downstream industries, which convert the intermediary product into a finished one.

The industry park is expected to become an industrial cluster centered on satellite R&D and manufacturing and a service platform for remote sensing information.

Changuang Satellite Technology Co, the developer, manufacturer and operator of the Jilin No 1



A Jilin-1A optical satellite undergoes an examination before launching.

commercial remote sensing satellite that was successfully launched on Oct 7 last year, will be a main player in the park.

The company was established on December 2014 in Changchun and is China's first commercial remote sensing satellite company. Wang Dong, assistant general manager of the company, said it conducts satellite R&D and provides remote sensing information services.

Wang also said the company mainly produces three kinds of satellites: scanning, video and verification. It will launch eight to 10 satellites this year to form a satellite network and have the ability to update data on any location in the world every three to four hours.

By 2030, the company will have 138 satellites in orbit and the intervals for updating information will be shortened to less than 10 minutes.

Xuan Ming, the company president, said the industry park will boost the merging of satellite and relevant industries in the province.



A panoramic view of Tonghua, which has rich natural and tourism resources.

Tonghua plans to increase ties with Dandong, Dalian

By LIU MINGTAI

Tonghua will pay more attention to cooperating with Dandong and Dalian, two port cities in Liaoning province, said Jin Yuhui, Party chief of the city in Northeast China's Jilin province.

The Jilin provincial government issued an opinion supporting Tonghua to open up to the coastal regions to its south on March 18. Jin believes Tonghua has unique advantages in doing so.

On the north bank of the Yalu River, Tonghua has a 203.5-kilometer borderline with the Democratic People's Republic of Korea, and is 240 km from Dandong port. Many expressways and railways converge in Tonghua. The city has its own airport — Sanyuanpu.

Tonghua has rich natural and tourism resources, and a strong industry base in modern agriculture, food and pharmaceuticals. It is believed to have the potential to become a regional trade center in Northeast Asia.

The railway and expressway between Tonghua and Dandong started operations in September 2012. China's central government has also made the Yalu River International Economic Belt a national-level strategic zone. The construction of two high-speed railways from Jiamusi, Heilongjiang

province, to Shenyang, Liaoning province; and from Siping to Baihe, both in Jilin, will start this year and next. The two high-speed railways, both going through Tonghua, are expected to start operations by 2020.

"After the two high-speed railways are finished, if the opening-up strategy is well implemented, Tonghua will become a new pathway, new platform and new window to Jilin's opening-up to the outside world," Jin said.

"The railway and expressway between Tonghua and Dandong will lead the collective rise of the cities along them, such as Baishan and Benxi, and help to form an economic belt," Jin said.

"The economic belt's influence will extend to its north in Jilin city and Yanbian in Jilin province, as well as Mudanjiang and Jixi in Heilongjiang province. The Russian and DPRK border regions will also benefit from the economic belt with Tonghua as its center," he said.

The economic belt will integrate the production factors and resources in the three provinces of Jilin, Liaoning and Heilongjiang, and will make the region a community sharing the same fate, interests and opportunities, Jin said.

Chen Yaohui contributed to this story.

Hunchun furthers reform, opening-up

By LIU MINGTAI

The Jilin provincial government published opinions in support of Hunchun's opening-up and development last year, granting the city more autonomous rights and independence in reform and opening-up.

Local residents can now directly apply for private passports and entry permits to Hong Kong and Macao from Hunchun. The city did not have that right, and the procedures could only be transferred to the superior authority in Yanbian.

Last year, Hunchun implemented 220 key projects with investment of 224.9 billion yuan (\$34.5 billion). Zijin Mining project came into operation, and its annual production value has hit more than 6 billion yuan. Part of the Republic of Korea Pohang Modern International Logistics Park has been opened. Youngor International Clothing Industry Park will be finished and put into operation soon, and its annual production value is

expected to be about 3 billion yuan.

According to the city government, Hunchun will carry out 260 key projects with investment of 230 billion yuan.

Gao Yulong, Hunchun Party chief, said the provincial government's strong support is crucial for the city's opening-up to Russia, the Democratic People's Republic of Korea and the ROK.

A railway connecting China and Russia that goes through Hunchun saw an 85.4-percent increase of its annual freight transport volume in 2015, transporting 1.13 million metric tons of cargo. In the first quarter of this year, the railway's freight handling volume reached 720,000 tons, three times that of the same period last year. The freight can be shipped directly to Pusan in the ROK after reaching Russia's port city. A waterway for international trade connecting Hunchun and Rajin in the DPRK was also opened. Hunchun has become a door to the sea for Jilin.



Hunchun port is a gateway between China and Russia.

Big names attest to city's parts prowess

By LIU MINGTAI

Few owners of Macbooks know that the aluminum shell of their laptops is made in Liaoyuan, Jilin province.

Even fewer would know that the city is also a supplier of China's high-speed train carriage bodies.

The rise of the aluminum industry in a city that has no aluminum mining resources speaks to Liaoyuan's ability to innovate.

Liyuan Precision Manufacturing Co has been an exclusive parts supplier for seven Apple products since 2007. Wei Xiaowei, director of the company's mold-making facility, said the facility has more than 20,000 kinds of molds that allow the company to begin production immediately upon receiving an order.

"The products we provide to Apple Inc show Liyuan's strengths in casting, extruding and processing. These products are more exquisite than art wares," said Luo Yingjun, deputy general manager of the company.

Luo said Liyuan can achieve 99.99 percent aluminum purity in its products, a rare feat in an industry that has difficulty reaching 98 percent purity. In its 7,000-square-meter mold factory, fewer than 60 workers operate machinery.

Luo said the company, which has made a point of acquiring advanced equipment from around the world, bought six extruding machines through government loans more than 10 years



Jilin Midas Light Alloy Co makes aluminum alloy parts for railway vehicles used in China. LIU MINGTAI / CHINA DAILY

ago that have led to its rise in production.

Jilin Midas Aluminum Co in Liaoyuan makes more than 50 percent of the aluminum alloy sections and parts for railway vehicles used in China. Ninety percent of China's exports in aluminum rail products come from the company. Among its 1,700 employees, more than 140 are involved in R&D.

"We started our R&D in the aluminum alloy sections and parts for railway vehicles in 2011 to take advantage of our large extruding machines, which

are used to produce electric pipes," said Li Zhenyu, general manager of the company.

The company began to cooperate with CRRC Corp, China's main railway vehicle manufacturer, in 2003 after it began producing aluminum sections and parts.

"At that time, we were the only company that could make these products in China," Li added.

After that, the company started to export its products to the European market. It is the supplier to global

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Luo Yingjun, deputy general manager of Liyuan Precision Manufacturing Co

railway vehicle manufacturers such as Alstom of France and Bombardier of Canada.

Liaoyuan can process 200,000 metric tons of aluminum products and cast 300,000 tons of aluminum a year. In 2015, the city's production value of high-precision aluminum hit 4.56 billion yuan (\$697 million), up 16.8 percent year-on-year, according to city government data.

Chu Xiaoliang contributed to this story.