



NEWS LETTER

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Foreword

序言

The arrival of a new ambassador is an opportunity to reflect on the state of bilateral relations between two countries. A warm welcome to Ambassador Cao Zhongming! He will experience a country which is enjoying strong cooperation with China and which has received a number of visits by Chinese leaders. As Ambassador Cao says in this issue: "Both countries stand by an open-door policy and have shared interests and similar positions on supporting free trade, the multilateral trading system and global governance." There can be no doubt that in the year to come the ties between our two countries will be reinforced.

The world is concerned at the prospect of a trade war between the two main economic powers. Koen De Leus, chief economist at BNP Paribas Fortis, has returned from a study trip to China and provides his opinion on the evolution of trade relations between the US and China.

The fact that the US is retreating to its island should be seen as an opportunity for Europe to improve its relations with China, Bruno Colmant, Head of Macro Research – Degroof Petercam, says in this issue too.

The Silk Road has been replaced by the Belt and Road Initiative, a gigantic project that will create a new economic area of rail and sea to airport, with trade corridors linking China to Europe and Africa. It is already part of Belgium's reality with trains now linking Zeebrugge and Antwerp, and soon Liège, to China. Liège Airport has also become a trade hub and logistics centre as a dedicated cargo platform at the heart of Europe. Direct flights connect the airport to 11 cities in China. No wonder that Alibaba group is interested in setting up a distribution centre there.

In the 19th and the beginning of the 20th century, Belgian architects were active in China. The tradition continues today. Mr Nicolas Godelet offers a perfect example of a success story in the Middle Kingdom. His studio develops a broad range of projects: architecture and interior design, landscape infrastructure, urban planning, among others. The fact that the emphasis is on sustainable development is in line with Chinese Government policies.

At a time when some countries are looking to limit their ties with the outside world and close their borders, China chose to set up the first International Import Expo last November in Shanghai. Our Chamber was present, together with a group of Belgian exhibitors, supporting the "uniquely phenomenal" campaign of our federal authorities.

The end of the year is an opportunity to wish our readers a peaceful month of December and a very happy New Year with plenty of new successful projects. You can be sure that our Chamber will be back with you in 2019 with many new activities! ■

Bernard Dewit
BCECC Chairman



BERNARD DEWIT, CHAIRMAN OF BCECC
比中经贸委员会主席 德威特

新任大使的到来是回顾和思考两国双边关系发展的机会。我们热烈欢迎曹忠明大使！他将体验一个与中国有着广泛合作、中国领导人多次访问过的国家。正如曹大使在本期致辞中所说：“中比都秉持对外开放的政策，在积极倡导自由贸易、坚定维护国际多边贸易体系、加强全球经济治理方面拥有广泛共同利益和相近立场。”毫无疑问，在未来的一年里，我们两国之间的关系将得到进一步加强。

全世界都在关注两个主要经济大国之间贸易战的前景。法国巴黎银行（BNP Paribas Fortis）首席经济学家Koen De Leus从中国考察回来后，就中美贸易关系的演变发表了看法。

Degroof Petercam宏观研究主管Bruno Colmant在本期撰文，他认为，面对正在退缩到其本土的美利坚合众国，欧洲必须扩大同中国的发展关系。

丝绸之路现已被“一带一路”倡议取而代之，这个巨大项目将为铁路、航海和航空创造一个新的经济区，从而建立一个从中国到欧洲、非洲之间的贸易走廊。在此方面，比利时已经迈出了步伐，不仅泽布鲁日和安特卫普已连接中国，列日-中国的班列也将很快正式开通。作为欧洲中心的货运平台，列日机场业已成为贸易枢纽和物流中心。列日机场可直航连接中国的11座城市。毫不奇怪，阿里巴巴集团选择了在列日设立其欧洲物流配送中心。

在19世纪和20世纪初，比利时的建筑师在中国十分活跃。这一传统今天仍在延续。Nicolas Godelet先生在中国的成功故事无疑是一个完美的例子。他的事务所开发了广泛项目：建筑和室内设计、景观基础设施、城市规划等。他以可持续发展为核心，完全符合中国的政策。

当某些国家正在限制同外界的发展关系并关闭边境的时候，中国11月在上海举办了首届国际进口博览会。本商会与一批比利时参展商共同出席了进博会，支持比利时联邦政府推出的“独一无二与精彩非凡”活动。

年末将至，我祝愿读者们度过一个和平的12月和幸福快乐的新年，并迎接未来新的成功项目。可以肯定，我们商会在2019年与您一起，开展更多的新活动！■

德威特
比中经贸委员会主席

[1] China-Belgium Cooperation Injecting Fresh Impetus into World Growth and Prosperity

H.E. Cao Zhongming, Ambassador of the People's Republic of China to the Kingdom of Belgium

让中比合作为世界繁荣与增长注入活力

中国驻比利时王国 曹忠明大使

It is not a bad choice at all for a diplomat to be posted in Brussels - a city known for being the heart of Europe and one with which China enjoys ever closer ties and exchanges.

During President Xi Jinping's historic state visit to Belgium in 2014, China and Belgium established all-around partnership of friendly cooperation. Since then, the two countries have seen more frequent high-level exchanges, strengthened political trust, greater win-win cooperation across the board and a stronger bond of friendship between our peoples.

Premier Li Keqiang paid a working visit to Belgium this October, which is his third trip here as Premier of China. During the visit, Premier Li and Prime Minister Michel reached important consensus over deepening China-Belgium relations and expanding pragmatic cooperation. The two leaders also witnessed the signing of seven MOUs in such areas as third-party market cooperation, peaceful use of nuclear energy, the Belt and Road Initiative, civil aviation, medical devices and innovation fund. The visit has given a strong boost to China-Belgium business cooperation.

Two-way trade has become a strong bond of China-Belgium relations. It enjoys solid footing and is full of vigor. Belgium is China's seventh largest trading partner in the EU, and China is the second largest trading partner of Belgium outside the EU. China-Belgium trade in 2017 stood at US\$23.3 billion, 1,150 times what we had in 1971 when the two countries first established diplomatic relations. Now every 7.5 hours, the trade value between China and Belgium exceeds our annual trade in 1971. Nothing speaks more about the magnitude of China-Belgium trade than the COSCO Aries container ship operating between China and the Port of Antwerp. The vessel is one of the largest in the world with a 200 thousand tonnage and a maximum load of 20 thousand TEU containers.

Since the train route between Daqing and Zeebrugge opened over one year ago, a total number of 15 thousand Volvo S90 assembled in China have been carried to Europe. This railway, just like the caravan along the ancient silk road, connects China and Belgium at the two ends of the Eurasian continent ever more closely together.

Under the Belt and Road Initiative, the Zeebrugge Port and Liege Airport are actively working with Chinese business partners exploring cross-border e-commerce and other new trade models based on port cooperation and the Alibaba global smart logistics network.



对一个外交官而言，到“欧洲心脏” - 比利时工作，不啻为一个好的选择。而近几年来，这颗心脏与中国的联系与交往越来越密切。2014年，中国国家主席习近平对比利时进行了历史性的国事访问，中比建立全方位友好伙伴关系。四年来，中比两国高层往来频繁、政治互信不断增强，各领域互利合作不断深化，人民友谊日益增进。今年10月，李克强总理对比进行了工作访问，这是他任总理以来第三次到访。两国领导人就进一步深化中比关系，扩大务实合作达成重要共识，还共同见证了7项中比合作协议签署，涉及第三方市场、和平利用核能、一带一路、民航、医疗器械、创新基金等重要领域。这次访问为中比经贸合作注入了新动力。

经贸合作是中比关系坚实强劲的纽带。从贸易上看，中比合作基础扎实充满活力。比利时是中国在欧盟第七大贸易伙伴，中国是比利时在欧盟外的第二大贸易伙伴。2017年双边贸易额233亿美元，同1971年建交时相比增长了1150倍，

Deputy Prime Minister Peeters led a delegation to the first China International Import Expo early November, bringing new opportunities to our trade cooperation.

Bilateral investment is also enjoying robust growth. By the end of last year, Belgium's direct investment in China has reached US\$1.81 billion, and Chinese investment in Belgium has exceeded three billion. There are Belgian capital in many sectors in China, including chemical industry, material, environmental protection, fashion, brand network, R&D center, and high-end manufacturing. ABInbev, Solvay, Umicore, Picanol, and a great number of other Belgian companies have been devoted to the Chinese market for years. They witnessed and have become a part of the reform and opening up process of China.

Chinese investment in Belgium is also playing a greater role in the Belgium economy over recent years. The Volvo car plant in Ghent owned by the Chinese automaker Geely, is seeing continued growth in production, reaching 240,000 in 2017. Nearly half of all the cars manufactured in Belgium last year came from this plant and the factory now employs close to 6,000 people. Huawei and ZTE are also rapidly expanding business in Belgium, providing high quality services to local companies and consumers, and stepping up R&D investment and innovation cooperation with Belgium. There are so many examples of such successful business endeavors that it is impossible to enumerate.

I have not been in Belgium for long, but from what I have seen and learned, I already feel that China-Belgium cooperation has great untapped potential. Both countries stand by an open-door policy, and have shared interests and similar positions on supporting free trade, the multilateral trading system and global governance. The high complementarity of Chinese and Belgian economies presents great prospects for the two sides to work more closely together, especially in such sectors as chemistry, food, finance, microelectronics, bio-medicine, energy conservation, environmental protection, and life science.

The Chinese President Xi Jinping said that the door of China will only open wider and has announced a number of important measures in further increasing market access to China, creating better investment environment, enhancing IPR protection and expanding import. These measures will bring more opportunities for business, growth and cooperation for Belgium and the world. We hope to see Belgian companies seizing these opportunities and fully leveraging their strength in expanding trade, investment, and technological cooperation with China.

Let us work together in the spirit of mutual benefits to advance China-Belgium cooperation, uphold an open world economy, contribute to the growth of China-Belgium all-around partnership of friendly cooperation, and inject vitality into world growth and prosperity. ■

这意味着现在两国间每七个半小时的贸易额就相当于1971年全年总额。世界最大的集装箱船之一、20万吨排水量、可装载2万个标准集装箱的“中远海运白羊座”号频频驶抵安特卫普港，成为中比贸易合作可观规模的最强注脚。大庆到泽布鲁日港的沃尔沃班列开通一年多来，已累计向欧洲运送1.5万辆中国组装的沃尔沃S90小汽车。这些承载着古丝路精神的“钢铁驼队”已将亚欧大陆两端的中国和比利时更加紧密地联系在一起。借助“一带一路”东风，泽布鲁日港、列日航空港正积极与中方合作，准备以两国港口合作、阿里巴巴全球智能物流骨干网为依托，全力开拓跨境电子商务等新贸易模式。今年11月初，皮特斯副首相率团参加了首届中国国际进口博览会。双边贸易发展面临新机遇。

从投资上看，中比合作进入了快速增长期。截至2017年底，比利时在华直接投资18.1亿美元；中国对比各类投资超过30亿美元。比利时企业在华投资覆盖化工、材料、环保、时尚、品牌网络、研发中心、高端制造等多领域。英博百威、索尔维（苏威）、优美科、必佳乐等知名品牌深耕中国市场多年，见证并助力中国的改革开放发展进程。中国投资对比利时的作用起着越来越大的作用。吉利控股的根特沃尔沃汽车总装厂产量持续增加，2017年达24万辆，占比利时全国汽车产量的半壁江山；员工人数达到近6000人。华为、中兴在比利时通信设备市场快速发展，为当地企业和消费者提供优质服务，同时不断加大在比研发投入，开拓两国创新合作新局面。类似的合作典范不胜枚举。

我到比利时时间不长，经过这段时间的观察了解，已深感中比合作潜力巨大。中比都秉持对外开放的政策，在积极引导自由贸易、坚定维护国际多边贸易体系、加强全球经济治理方面拥有广泛共同利益和相近立场。中比经济高度互补，双方在化工、食品、金融、微电子、生物医药、节能环保、生命科学等领域合作潜力巨大，前景广阔。习近平主席表示，中国开放的大门只会越开越大，并在大幅度放宽市场准入、创造更有吸引力的投资环境、加强知识产权保护、主动扩大进口四个方面提出了一系列对外开放重大举措。这将为包括比利时在内的世界各国提供更多市场机遇、增长机遇、合作机遇。希望比利时企业抓住时机，利用自身优势，扩大对话贸易、投资和技术合作。两国应共同努力，秉持互利共赢精神，推动中比经贸合作更上层楼，共同维护开放型世界经济，为中比全方位友好合作伙伴关系发展做出积极贡献，为世界繁荣与增长注入活力。■

[2] Trade War between China and the US: Which of the three options?

Koen De Leus, Chief Economist - BNP Paribas Fortis

中美之间贸易战的前景如何？

Koen De Leus, BNP Paribas Fortis首席经济学家

Several weeks ago Chinese Premier Li Keqiang attended the 12th ASEM (Asia-Europe Meeting) Summit in Brussels held under the theme of 'Global partner for global challenges'. There surely are challenges with respect to the US. The partnership with Donald Trump's country, however, is on the back burner. "China wants a deal, but I think they are not ready for it. That is why we have cancelled a number of meetings," President Trump had said a few days before.

As we learned during our study trip to China, there is an alternative truth. One question the Chinese ask themselves is: What trade war are we actually fighting now? Responding to the American President's swipe, the Chinese Ambassador in Washington, Cui Tiankai, said that "the US must make it clear what they actually want".

Responsibility

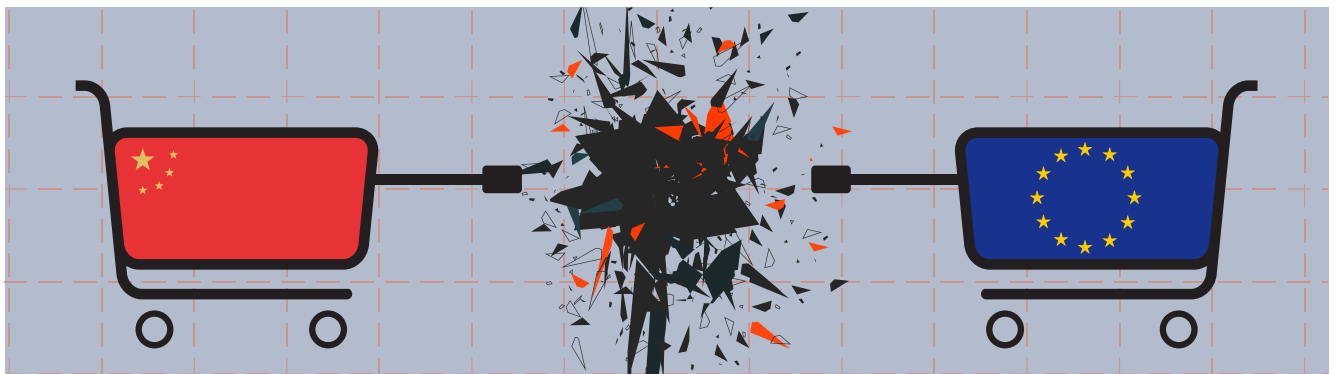
There are three options ahead. The first follows the reasoning of the American Secretary of the Treasury (Minister of Finance), Steven Mnuchin. He states that the Chinese do not keep their promises regarding the protection of intellectual property rights, reciprocity, accessibility for foreign companies, and so on. At the end of 2001 China joined the World Trade Organisation (WTO) and promised a gradual opening up of its economy. Over the last few years in particular this has been an agonisingly slow process. In its report published in September, the Euro-Chinese Chamber of Commerce points to an increasing 'reform deficit': the gap between rapid growth and the pace at which the Chinese economy is reforming. The organisation is putting forward 832 (!) recommendations to bridge this gap.

The criticism is legitimate. China is happy with all the benefits of growing up but unwilling to assume the responsibility that goes with it. When China joined the WTO it was given some degree of leeway because of its status as a developing country. It is today the second largest economy and, like any other major country, it must start following the rules. This is a hard



两个月前，中国国务院总理李克强出席了在布鲁塞尔举行的题为“全球挑战下的全球伙伴关系”第12届亚欧峰会。相对美国来说肯定存在一些挑战。然而，与特朗普美国的伙伴关系则处于休眠状态。美国总统特朗普曾表示：“中国希望达成协议，但我认为他们还没有做好准备。这就是为什么我们取消了一些会议。”

正如我们在中国调研期间所了解的那样，这里面还存在着另一个真相，中国人提出的一个问题是：我们现在正在打什么贸易战？就像中国驻华盛顿大使崔天凯在回应美国总统的抨击时表示，“美国必须明确他们真正想要的是什么。”



pill to swallow. Why suddenly give up the benefits that one used to enjoy? In this war a deal is certainly possible.

Global hegemony

That is much more difficult with option two. It reflects the vision of Peter Navarro, Donald Trump's trade adviser, among others. According to Navarro, a trade war is an instrument with which to restore balance to the way things were before. In other words, it is a tool to keep China 'small'. The US is afraid of losing its global hegemony. At the end of the 1970s the American economy was 16 times larger than that of China. Today that difference has shrunk to 1.6 times: \$US12.24 trillion for China versus \$US19.39 trillion for the US. If no incidents occur in the meantime, the Chinese economy will be bigger than the American economy in 10 years' time. That is in no way what the Americans want.

Being the largest country also means that you can impose certain standards and implies technological leadership in some sectors. A good example, and a nightmare for the US, is the current situation regarding 5G technology. Four global players dominate the market: two European (Nokia and Ericsson and their partners) and two Chinese (ZTE and, most notably, Huawei). Huawei's vice-president for corporate affairs told me: "The evolution from 4G to 5G should be compared to the difference between a Mercedes 180C and a 550S series."

The essence is that 5G is the key to the Internet of Things. Machines will be able to communicate with each other, self-driving cars will become reality, and productivity worldwide will be boosted. Giving the Chinese - or even the Europeans - control over all this information flow is not an option for the US. Closing China off from American leading-edge technology can delay the country's rapid rise. And this only strengthens China in its vision that it must quickly become self-sufficient. Hence the Made in China 2025 programme which states that 75% of suppliers in the 12 defined sectors of the future should be Chinese. The direction in which China is being driven is one of a more closed economy.

A long-running trade war

The third trade war is driven by all the things that - at some point - pop up in President Trump's mind: China taking the jobs of the Americans, China constantly manipulating its currency, and so on.

The US is facing immense gaps in its own strategy which makes the Chinese reluctant to put new proposals on the table: they want more opening up to American companies, but want to bring production back to the US and isolate China from American technology. As long as the US Administration itself has not decided which war it wants to embark on, a deal is not conceivable. Anyone hoping that this trade war will soon calm down will be disappointed. ■

责任

首先, 这里有三种选择。第一种是美国财政部长Steven Mnuchin的推理。他认为, 中国没有履行其知识产权保护、互惠、外国公司市场准入等方面的承诺等等。2001年底, 中国加入世界贸易组织 (WTO) 并承诺逐步开放经济。但在过去的几年, 这个进程极为缓慢。欧洲中国商会在9月份发布的报告中指出, “改革赤字”正在上升: 快速增长与中国经济改革步伐之间的差距正在扩大。该组织就弥补这一差距提出了832个建议。

当中国加入世界贸易组织时, 鉴于其发展中国家的地位, 中国获得了一定程度的回旋余地。现在, 中国是世界第二大经济体, 与其他任何大国一样, 应该共同遵守规则。

全球霸权

第二种选择则困难得多。它代表特朗普贸易顾问彼得·纳瓦罗的观点。在纳瓦罗看来, 贸易战是一种恢复先前平衡的工具。换句话说, 它是迫使中国处于“矮小”的一种工具。美国害怕丧失其全球的霸权。在上世纪70年代末, 美国的经济规模是中国的16倍。今天这一差距已缩小到1.6倍: 中国GDP达到12.2万亿美元, 而美国GDP为19.4万亿美元。如果不发生任何意外, 十年后中国的经济规模将超过美国。这是美国人绝对不愿意看到的。

作为世界最大国家也意味着你可以施加某种标准并在某些领域处于技术领先地位。目前关于5G技术便是一个很好的例子, 这对美国而言则是一个噩梦。全球四个集团主导着5G市场: 两个在欧洲 (诺基亚和爱立信及其合作伙伴), 两个在中国 (中兴通讯, 尤其是华为)。华为公司副总裁告诉我: “从4G到5G的演变可以同奔驰180C到550S系列的差别相比较。”

5G是物联网的关键。机器将能够相互交流, 自动驾驶汽车将成为现实, 全球的生产力将得到提升。让中国人甚至欧洲人控制所有这些信息流绝不是美国的选择。把中国排除在美国的尖端技术之外可能会推迟中国的迅速崛起。然而, 这恰恰加强了中国在尖端技术领域里迅速实现自给自足的愿景。因此, 中国制造2025计划预示, 未来12个界定行业中75%的供应商将是中国入。

长期的贸易战

第三次贸易战是被特朗普总统脑海中一时出现的问题所驱动, 如: 中国占据了美国人的工作, 中国不断操纵其货币, 等等。

美国在其自身战略方面存在很大的不可预测性, 它既要中国更多地向美国公司开放, 同时又希望把生产拉回美国, 并向中国关闭美国的技术。这些种种不可能的选择, 使中国无意将新的提案摆到桌面上。只要美国政府本身尚未决定想要打什么样的贸易战, 协议就不可能达成。任何希望这场贸易战迅速平息下来的人都将感到失望。■ (编译)

[3] China could reinvigorate the european economy

Bruno Colmant, Head of Macro Research – Degroof Petercam

中国可以重振欧洲经济

Bruno Colmant, Degroof Petercam宏观研究主管

Two years after Mao's death in 1976, China made the decision to fundamentally transform its economy. Its leader at the time, Deng Xiaoping, abandoned historical Marxism to lead his country down a new path, "market socialism", a combination of political dirigisme and economic efficiency.

This decision ushered in an indispensable revolution as the country faced problems with agricultural and industrial production, and therefore with the movement of workers from rural to urban China. The country has since been gradually converting to its new model, giving access to private ownership and entrepreneurship. This development took place under the auspices of a bureaucratic elite. China's economic system resembles that of post-war Europe: the economy is managed while being controlled by market forces. Its primary objective is to maintain the political unity ensured by the Communist Party. This rapid progress is the result of a profound transformation of the economy: the country has had to go through three transitions, from an agricultural tradition to an industrial model, in order to reach the technological and digital reality, in which China, along with the United States, is one of the dominant players.

Today China has the world's second largest economy. In less than 10 years from now its economy will be the world's largest. The country is looking to guarantee sustainable domestic growth while becoming a global economic power. In order to ensure this growth, China is reinventing the Silk Road, the ancient path used by silk merchants, a fabric made only in China at the time. This is a trade link which, from the times of ancient Greece and Rome, used Persia (now Iran) as a crossroads between the Mediterranean and China. Many are unaware that Christopher Columbus was actually searching for this maritime Silk (and spice) Road when he discovered America.



在毛泽东1976年逝世后的两年，中国决定进行根本性的经济改革。当时领导人邓小平放弃了历史马克思主义，领导中国走上了以政治主导和经济效率相结合的一条新的“社会主义市场经济”道路。

这个决策引发了一场不可或缺的革命，因为当时中国面临着农业工业的生产问题，从而也面临着由农村到城市的民工迁移。自那时起，中国逐渐实施其新的经济模式，允许享有私人所有权，开放企业家意识。这一发展是在政府精英的支持下进行的。中国的经济体系类似战后的欧洲经济：经济管理处在市场力量的控制之下。其主要目标是维护共产党领导的政治统一。这种快速进步是经济深刻变革的结果：中国由此必须经历三个转型，从传统农业到产业模式转型，以期实现技术和数字化，在这一领域，和美国一起，中国已成为主导者之一。



The Road, however, was not exclusively commercial. It also served scientific, cultural and religious purposes. Contrary to what is generally believed, Christianity tried for centuries to spread to the East rather than to the West of Rome. The crusades of the 11th century were intended to save the Christians of the East.

This Silk Road is now being replaced by a gigantic project called "One Belt, One Road". This will create a new economic area of rail and maritime transport comparable to what Rome tried to build in the 2nd century, with Constantinople as a starting point towards the East. It aims to deploy, by both infrastructure projects and social and cultural links, six trade corridors that will link China to Europe and Africa. This project has a century-long horizon since it aims to create a commercial zone with four billion people. More than 60 countries are now associated with it and about 40 of these have accepted the principle of trading with the Chinese currency, the renminbi, to compete with the hegemony of the dollar. In practice China is co-financing infrastructure, ports and railways with other countries for the benefit of both countries. This was also the logic behind the 2016 acquisition of the port of Piraeus in Greece by a Chinese company. There are, of course, sometimes difficulties: Malaysia and Pakistan have recently raised objections but without jeopardising the project.

This route is also part of Belgium's reality as China is the fourth largest player in the port of Antwerp. In May of this year a train arrived in Antwerp 16 days and 11,000 km after leaving the Chinese port city of Tangshan. This train, called the Silk Train, crossed Kazakhstan, Russia, Belarus, Poland and Germany before reaching the Flemish city. Two trips per month are now planned.

China contributes to our economic development. One need only look at Liège Airport or Air Belgium. Another good example is the Chinese automotive assembly plants that will be developed on the Caterpillar site, which was abandoned by the Americans. And then there is Alibaba, the Chinese Amazon, which may establish a logistics centre in Wallonia, while Amazon has none in Belgium. Things are also moving in the academic world, which works on many co-creation projects with China. This is the case, for example, in Louvain-la-Neuve, which will host nearly 1,500 Chinese researchers in a new technology centre.

Without blindly following China's lead and, of course, taking full account of the way our societies are organised, I believe that we must take inspiration from the Chinese model to relaunch the European project. The Chinese model is based on a strategic and unifying idea. In fact, China is developing a model of cooperative capitalism by transcending borders. This approach does not leave "everything to the market", which deprives the state of its monitoring role and is, incidentally, at the root of the disintegration of the European Union. Today, Chinese investment in Europe is four times higher than our investment in China. Moreover, China does not buy our companies: it creates investment and jobs.

This development could lead us to the point where the European Union no longer has a serious industrial policy, and where recovery and investment plans are exclusively national, after a decade of budgetary rigour. We should take advantage of the very low interest rates to build up significant European budgets in order to deploy the digital economy, build roads and ports, make the energy transition, etc. And above all, in the face of a United States of America that is retreating to its island, we must expand our relations with China, with which we share the same land and which is anchoring the development of a peaceful and cooperative project. ■

今天，中国是世界第二大经济体。在未来不到10年的时间，中国将成为世界最大的经济体。中国希望在成为全球经济大国的同时确保可持续的国内增长。为确保这一增长，中国正在重造丝绸之路，丝绸之路是丝绸商人使用的古老道路，这是当时仅在中国制造的面料。这个贸易纽带从古希腊和罗马时代开始，就把波斯（现在的伊朗）作为地中海和中国之间的十字路口。很多人没有意识到当克里斯托弗·哥伦布在发现美国新大陆时，正是在寻找这条海上丝绸（和香料）之路。然而，这条路并非完全商业性的，它还服务于科学、文化和宗教。与人们普遍认为的相反，基督教曾在几个世纪一直试图传播到东方而不是罗马西部。11世纪的十字军东征旨在拯救东方的基督徒。

现在，这条丝绸之路正在被所谓的“一带一路”巨大项目所取代。它将创造一个新的铁路和海上运输经济区域，就像公元二世纪罗马试图把君士坦丁堡建成通往东方的门户一样。“一带一路”旨在通过基础设施项目和社会与文化的连接，构建将中国与欧洲、非洲连接起来的六个贸易走廊。这个项目愿景长达一个世纪，因为它旨在创建一个拥有40亿人口的商业区域。目前60多个国家加入了该项目，其中约40个国家接受了以人民币进行贸易的原则，以同美元的霸权竞争。在实施中，中国与其他国家为基础设施、港口和铁路共同融资，以造福彼此国家。这也是2016年一家中国公司收购希腊比雷埃夫斯港的逻辑。当然，现实中有时也会遇到困难：最近马来西亚和巴基斯坦就提出了异议，但并没有危及该项目。

这条路线也是比利时现实的一部分，因为中国是安特卫普港口的第四大贸易伙伴。今年5月，一列火车在离开中国港口城市唐山后，历经16天、1.1万公里后抵达了安特卫普。这列名为“丝绸列车”的火车在抵达安特卫普之前，穿越了哈萨克斯坦、俄罗斯、白俄罗斯、波兰和德国。现在计划每月行驶两次班列。

中国促进了我们的经济发展。只需看看列日机场或比利时航空公司。另一个很好的例子就是将在卡特彼勒工厂建造的中国汽车装配厂，该工厂此前被美国人抛弃。此外，还有中国的亚马逊 - 阿里巴巴，它将在瓦隆地区建立一个物流中心，而亚马逊在比利时并没有设立基地。同时，学术领域也在发生变化，中比双边共同开发了许多合作项目。例如，正在新鲁汶建设的新技术中心，它将迎接近1500名的中国研究人员。

当然，我们不能盲目地跟随中国的领导，而是要充分考虑到我们社会的组织方式。但我相信，我们必须从中国的模式中汲取灵感，重新激活欧洲项目。中国模式是基于战略性和统一性的理念。事实上，中国正在通过超越边界来发展一种合作资本主义的模式。这种方法不是将“一切都投入市场”，使国家失去监督的作用。顺便说一句，这正是欧洲联盟瓦解的根源。如今，中国在欧洲的投资比我们在中国的投资高出四倍。此外，中国不是购买我们的公司，而是创造投资和就业机会。

这一演进可能导致我们面临欧盟不再拥有重要的产业政策，而且，复苏和投资计划在十年的预算紧缩之后完全归属于各国的决策。我们应该充分利用低利率优势来建立重要的欧洲预算，以开发数字经济，建设道路和港口，实现能源转型等。尤其是，面对正在退缩到其本土的美利坚合众国，我们必须扩大同中国的发展关系，我们与中国共享同一块土地，应该致力于推动和平与合作项目的发展。 ■

[4] Liège Airport has become an important location in Sino-European trade over the past few years

Bert Selis, Cargo & Logistics Manager – Liège Airport

列日机场已成为中欧贸易的重要平台

Bert Selis, 列日机场 货运与物流经理

The Liège region has a long tradition as a trade hub and logistics centre. From being a world leader in the steel industry, it was transformed into a full multimodal platform at the end of the 1990s. In 1996 a former military NATO airfield was transformed into a cargo-centric airport, now known as “Liège Airport”.

Liège Airport's first customers were CAL (Cargo Air Lines), organising transatlantic flights to New York, and TNT (nowadays FedEx) using the city as a European transit point in order to provide the whole of Europe a next-day parcel delivery service.

The facility has now grown to become Europe's seventh largest cargo airport and is aiming to handle a million tonnes of cargo next year.

Liège Airport has an extensive network covering more than 50 of the world's biggest cities with multiple flights per week. Lately China has become number one on the airport's expansion list. For more than 10 years the opening of China to the world has been on the facility's radar but it is only in the last three to four years that exponential growth in China-related airfreight has taken off.

There are three main reasons behind the success of the China-Liège route.

1. Existing network (air & road)

A large number of full cargo aircraft serve Africa, North America, Central and South America, and the Middle East, making Liège Airport more than a European entry/exit point. It also serves as a point of transit between continents.

In addition to the intercontinental connections, a large number of trucks cover the whole of Europe on a daily basis. These numerous and cost-effective road connections are a huge asset that bring ease and value to all cargo streams into the airport.

2. Customer-focused administration with sound knowledge and experience

The wave of e-commerce goods flying into Europe, and now as well as from Europe into China, does not come as a surprise.



列日地区具有贸易平台和物流中心的悠久传统。作为钢铁业的世界领先者，它在上世纪九十年代末转变成为一个全新的多模式平台。1996年，一个北约前军用机场被改造成为以货运为主的机场，即现在的“列日机场”。

列日机场的第一批航空公司客户是CAL（货运航空公司），从事飞往纽约的跨大西洋航班，而且TNT（现在的联邦快递）把列日作为欧洲中转站，以便为整个欧洲提供次日包裹递送服务。

从1996年到2018年，列日机场已发展成为欧洲的第七大货运机场，旨在2019年实现100万吨的货物运输。

列日机场庞大的运输网络覆盖全球50多个最大城市，每周都拥有多个航班。近来，中国已是列日机场扩张名单上的第一位。10多年来，列日机场一直关注中国的对外开放，直到近3 - 4年来，相关中国的航空货运量才开始呈增长趋势。





The trigger for smooth e-commerce shipment handling is good cooperation with government entities such as customs and tax authorities. A dedicated system was therefore developed five years ago and has been fine-tuned ever since. 24/7 availability, transparency and digitalisation are a few keywords that enable Liège Airport based operators to enter into a real business-focused partnership with the authorities.

3. Liège Airport visionary strategy focusing 100% on cargo: #freightersfirst

Liège Airport is a dedicated cargo platform at the centre of Europe. Trucks are able to reach Germany, France and The Netherlands within two hours and the UK is at less than a days' drive away. It is home to world-renowned full freighter airlines such as FedEx, Qatar Airways (QR), Air Bridge Cargo (RU), Ethiopian Airlines and many more. Through many years of public-private partnership it now has more than 470 hectares of land adjacent to the airport that will be developed over the coming 10 years. These logistics parks, branded "Land In Liège", are like a magnet for global logistics companies seeking long-term growth opportunities located at a logistics crossroad such as Liège.

The China-connection

Liège Airport is currently connected by direct flights to 11 cities in China. Major cities such as Shanghai, Hong Kong and Guangzhou obviously generate massive goods flows, but cities such as Chengdu, Beijing, Zhengzhou and Chongqing are also very interesting destinations that have been served for quite some time. In 2018 no fewer than four new destinations were added: Ji Nan (May), Wuhan (June), Urumchi (July) and Hangzhou (November).

Companies such as Sinotrans, 4PX and Unitop Airlines established their latest European entities in Liège in 2018. In the meantime Liège Airport is carrying out an €80m investment programme, adding more than 30,000m² of warehouses and six more aircraft parking positions before the end of 2019 to accommodate future growth.

Last but not least, Liège Airport is not only realising the air bridge with China as projected under the "Belt and Road Initiative", it also launched its scheduled cargo trains to and from Zhengzhou at the end of October this year. These trains will operate two to three times a week by the end of 2018 and the route connects the rail platform located at the Liège Logistics Park (eastern side of the airport) with Zhengzhou. This new 14-day door-to-door service brings additional possibilities to all local and international companies trading goods between Europe and China. ■



中国 - 列日贸易之路的成功三要素:

1. 现有的空中与地面运输

大量的满载货机服务于非洲、北美、中南美和中东，这使列日机场不仅是欧洲的贸易出入空港，也是各大洲之间贸易的中转站。

除了洲际连接外，每天大量货车穿梭于整个欧洲。这些具有成本效益的大量公路联网构成列日运输的巨大财富，为进出机场的所有货物运输带来了便利和价值。

2. 以客户为本、拥有良好知识与经验的空港管理

大宗的电子商品不仅飞往欧洲，现在也开始从欧洲进入中国，这对我们来说并不意外。顺畅的电子商务运输是建立在同海关、税务机关等政府机构的良好合作基础之上。因此，5年来，列日机场致力于开发一个专用系统，并且一直在不断改进。全天候可用性、透明度和数字化是业务的关键词，这使列日机场运营商得以与政府建立以业务为核心的真正合作伙伴关系。

3. 列日机场的战略愿景：100%专注于货物运输

列日机场是欧洲中部的货运专用平台。在两小时内，货车便可抵达德国、法国和荷兰，距英国也不到一天的车程。这里坐落着世界最著名的全货机航空公司，如联邦快递、卡塔尔航空公司（QR）、空中桥梁货运（RU）、埃塞俄比亚航空公司以及其他货运公司。通过多年的公私合营模式，现在毗邻机场拥有超过470公顷的土地面积，计划在未来10年内进行开发。这些物流园区被称之为“列日之地”，这对渴望在物流十字路口寻求长期增长契机的全球物流公司来说，无疑是一块重要的磁铁。

连接中国

目前，列日机场能够直航连接中国的11座城市。不仅有重要的贸易物流城市如上海、香港和广州等，还包括成都、北京、郑州和重庆等具有运输吸引力的目的地城市。2018年列日还增加了4个新运输目的地：济南（5月）、武汉（6月）、乌鲁木齐（7月）和杭州（11月）。

中国外运、4PX和Unitop航空等公司于2018年在列日建立了他们的欧洲平台。同时，列日机场正在实施一个价值8000万欧元的投资计划项目，预计在2019年底之前，将新增加超过3万平方米的仓库和6个停机位，以应对未来的运输增长。

最后，列日机场不仅成为“一带一路”项目下连接中国的空中桥梁，而且自2018年10月底，列日还开通了往返郑州的定期货运列车。该班列将于2018年底起实现每周对开2 - 3次，由此将位于列日物流园区（列日机场东侧）的铁路平台与郑州连接起来。该为期14天的门到门全新服务为所有从事中欧货物贸易的本地和国际公司带来了更大的贸易契机与便利。■

[5] NG-lab - A multidisciplinary office

Nicolas Godelet, Engineer & Architect/Director – NG-Lab

NG-lab, 一个多学科融合的事务所

Nicolas Godelet, NG-Lab, 总监, 工程师及建筑师

The design studio NG-Lab (NICOLAS GODELET - 戈建-Architects & Engineers - www.ng-lab.net) was founded 10 years ago in China and then in Belgium by Nicolas Godelet, a European architect and civil engineer who has been practicing since 2001.

The workshop develops a unique multidisciplinary practice with a broad range of projects: architecture and interior design, landscape infrastructure, urban planning, bridges and special structures and also furniture and industrial design. The office is a rare combination of research, technical design and environmental design, coupled with crafts, materials development and applications in energy saving. Indeed 20% of its resources are invested in research, and this places the NG-lab team as following the path of the “Da Vinci method” (comprehensive research, practice and creation, in all fields).

“We are a special team with all kind of backgrounds, cultures, languages and skills. All of us have at least two majors and we all come to NG-lab to express our knowledge and ideas. It's a kind of laboratory, an open platform that focuses on collaborative practice.

“In this world where specialised knowledge is the common practice, we believe that the best projects in all kind of fields we like can be completed, and to reach this aim we take time to research and to find the right collaborators. Our strategy allows us to work with great craftsmen, artists, engineers, chemists, universities, etc. The team becomes wider every year.

“Each project is a subject in itself, requiring a comprehensive range of skills and studies (economics, engineering, landscaping, culture, energy, lighting, spatial and urban composition, design). This methodology reflects our philosophy of teamwork, involving professionals and external consultants of multiple disciplines to achieve specialised research. We focus on quality, materials, innovation, delivering a contemporary architecture that respects the site where it takes root.

“Through consideration of light, materiality and spatial experience we generate an architecture of the 21st century that respects the site, the human scale and is integrated as part of the landscape.

“In order to understand the various fields we tackle in China, we can call on several projects to represent us:



Chang An Bridge – Beijing © courtesy of NG-lab



NG-Lab设计事务所 (NICOLAS GODELET / 戈建建筑与工程师事务所 - www.ng-lab.net) 于十年前在中国创立, 目前已在比利时开设分公司, 创始人 - 欧洲建筑师和土木工程师Nicolas Godelet自 2001年起从业于该领域。

事务所开展了独特的多学科实践, 项目涉及广泛, 包括: 建筑和室内设计、景观基础设施、城市规划、桥梁和特殊结构以及家具和工业设计。事务所业务结合了研究、技术和环境设计、工艺、材料开发和节能应用。事实上, 我们将20%的资源(人力、物力、智力等)投入到研究中, 这使NG事务所团队走上了(在所有领域进行综合研究、实践和创造)的“达芬奇方法”之路。

“我们是一支拥有各种背景、文化、语言和技能的专业团队。所有成员至少擅长两个专业, 大家来到NG事务所展现自己的知识与想法。这里是实验室, 是一个专注于协作实践的开放平台。”

“在这个以专业知识为共同实践的世界, 我们相信在所有领域都可以完成最佳的设计, 为实现这一目标, 我们正在寻找志同道合的合作者。我们的战略使我们能够与重要的工匠、艺术家、工程师、化学家、大学等开展合作。由此, 我们的团队每年都在不断壮大。”

每个项目本身都是一门学科, 需要全面的技能和研究(经济、工程、景观、文化、能源、照明、空间和城市结构、设计)。这种方法论反映了我们团队的合作理念, 依靠多学科专业人员和外部顾问的参与, 有效帮助了专业研究的实现。我们专注于质量、材料和创新, 并尊重其植根之地的当代建筑。

我们通过对光线、物质性和空间体验的考虑, 构建了尊重场地和人本尺度及景观的21世纪建筑。

要了解我们在中国所从事的各个领域, 可参考以下项目:

北京国家大剧院: 配合ADPI和建筑师保罗·安德鲁, 我们与Bernard Viry合作完成了复杂的金属结构: 水下长廊入口。

山西平遥古城 (名列联合国教科文组织世界遗产): 事务所为完成外墙和周围古堡遗产保护, 进行了为期四年的研究。

长安大桥是世界上最复杂的桥梁之一, 现在是中国首都的西入口。我们与BMEDI (北京市政工程研究总院)、Bernard Viry、Dassault (达索)、Frontera (尚逐前沿)

"For the National Opera in Beijing, with the architects of ADPI and the architect Paul Andreu (+), who just left us with great sadness last week, we worked with our collaborator Bernard Viry on the complex metallic structure, the entrance to the underwater gallery.

"For the Unesco-listed old city of Pingyao in Shanxi, the office undertook a four-year study in order to protect the heritage of the outside walls and the surrounding fortresses.

"The Changan Bridge is one of the world's most complex bridges, built as the west entrance to the capital of China. We work with BMEDI, Bernard Viry, Dassault, Frontera lighting, etc. This is a giant asymmetrical cable stayed bridge with a 300m central span.

"The Shougang New City is also a great project we won in a 2012 competition, and is still in progress. The aim is to build one of the most advanced cities in China, with a high energy-saving ratio as well as an astonishing industrial heritage rehabilitated within cultural programmes.

"We focus a lot on green transport and have created a bicycle bridge which crosses the north of Beijing in order to ease the pressure on northern metro lines, as well as a new generation of electric tramways which charge at the stations. These will be the first lines in Beijing.

"In the architecture field, the Belgian Embassy will be built with recycled materials from the former, and the office building will be the first wooden structure in Beijing.

"In our research we craft new materials, using recycling, hemp, earth, organic fibres for the next century of architecture, photo luminescent particles, etc. Earth pollution treatment is also a key study in the office. All of these projects are complex and very demanding and it's an honour for us to be chosen for these challenges.

"Sustainable development, technical research and a focus on the project site with its various contexts are our founding principles. In our opinion, the quality of a project is determined by the questioning it raises."

"In order to develop the sustainable potential of each of our studies, each project starts with an in-depth analysis of the global and local environment.

"Sustainability allows a project to endure but also to adapt and transform over time to meet future needs. A sustainable project will maintain a bilateral relationship with its environment. It benefits from the qualities of its environment and in return increases the landscape value and emphasises local culture. It protects the natural and cultural qualities of its environment while protecting itself from the environment.

"Sustainable development is a core philosophy of NG-Lab. It relates to all fields in the art of design and the art of building. It should never, in any circumstance, be based solely on technical performance but should be based on a view of the site as a whole, formed from an in-depth study of the environment covering both tangible, concrete data and intangible, non-material qualities. The project then becomes a mirror for the local environment, a place that resonates with its context yet has its own identity and strong cultural essence.

"We know why we work every day, and we hope our practice will improve, bring hope and inspire in order to create the right world on planet Earth." ■



Shougang Silos- Shougang Industrial heritage site – Beijing
© courtesy of NG-lab, photographer Olivier Marceny

等携手合作，完成这座主跨度为280米的巨型不对称斜拉桥。

首钢新城也是我们在2012年竞标中获胜的一个重要项目，目前仍在建设中，这里将成为中国最先进的城市之一，具有较高的节能率，将通过文化项目复兴这个令人叹为观止的工业遗产。

我们专注于绿色交通，将在北京北部建造一条自行车专用道，以缓解北部地铁线路的压力，这将成为北京乃至全国的第一条自行车专用道示范工程。

在建筑领域，比利时新大使馆将采用旧址的再生材料建造，它将成为北京第一个木质结构办公楼。

我们研究制造新材料，利用回收材料，麻杆、夯土和有机纤维、发光石等作为下世纪的建筑材料。土壤污染治理也是事务所的一项重点研究。

所有这些项目不仅复杂且要求很高，我们很荣幸能够承接这些项目，应对这些挑战。

戈建事务所的设计原则是：研究场地的“场”能、可持续性发展与技术研究。

“我们认为，项目质量是由项目研究所提出的问题来确定。”

为发展我们每项研究的可持续发展潜力，每个项目都从对全球和当地环境影响的深入分析开始。

可持续性确保项目的持久发展，且适应环境并与时俱进，以满足未来的需求。一个可持续的项目将保持与环境的友好关系：项目品质不仅增加景观价值，且展示当地的文化；环境保护项目，在于保持环境的自然与文化特质。

可持续发展是NG-Lab的核心哲学，它涉及设计艺术和建造艺术的所有领域。适用于所有艺术、建筑设计领域，不只是技术的表现，也包含项目所植根场地的数据集（物质和非物质的、可测和不可测的、具体的和抽象的）。由此，项目成为当地环境的一面镜子，一个与其背景产生共鸣但又不乏其自身特色和强烈文化本质的地方。

我们知道我们为什么每天都在努力，我们希望能够继续改善实践，带来希望并激发灵感，从而在人类地球上建设一个公正和谐的世界。■

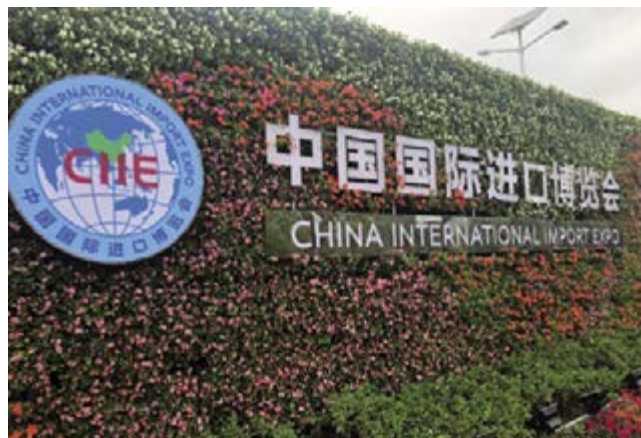
[5] Belgium: 'Uniquely phenomenal' at the first China International Import Expo (CIIE)

“独一无二 精彩非凡” – 比利时亮相首届中国国际进口博览会（CIIE）

From November 5 to 10, the Belgian-Chinese Chamber of Commerce (BCECC), part of the Belgian group, was at the first China International Import Expo (CIIE) in Shanghai, an international fair for imports into China. Belgium may be a small country but in terms of exports it's a big hitter, standing in 12th place in terms of volume. The federal authorities and 21 Belgian exhibitors all represented their 'Uniquely phenomenal' country.

A number of events positioning Belgium in the spotlight were held during the Expo. In one of these events the talented artist Denis Meyers transformed a huge wall into a fantastic work of art, for example. The "Uniquely phenomenal" campaign launched by Belgium's federal authorities is designed to enhance the country's image both at home and abroad. In addition to the "branded wall", several large touchscreens displayed information and film about the participating companies and even offered a quiz about Belgium. Visitors could stop off at the country's stand and enjoy some goodies, sweets and refreshments, use a photo booth and do a lot more besides. All the great reasons for visiting Belgium and investing in the country were highlighted.

CIIE was not only the place to be to showcase goods and services to potential Chinese buyers, but also side events were of high importance. Such side event has given the BCECC to sign a Memorandum of Understanding with the Wuhan Municipal Bureau of Commerce during a formal signing ceremony at Novotel Shanghai on November 7, 2018. In said agreement, both parties agreed to jointly promote the cooperation in trade and economic development between the capital of Hubei province and Belgium. ■



2018年11月5日至10日，比中商会（BCECC）作为比利时参展代表团成员之一，出席了在上海举办的首届中国国际进口博览会（CIIE）。这是一个致力于展示中国引进外国产品和服务的国际博览会。比利时虽然国小，但在出口规模方面却是一个重要的国家，全球排名位居第十二位。比利时联邦政府和21家比利时参展企业在进博会上共同展示了他们产品的独一无二与精彩非凡。

进博会期间，比利时举办的许多活动成为人们关注的焦点。例如，富有创造力和才华的比利时艺术家Denis Meyers将巨大的墙壁变成了一件奇妙的艺术品。比利时联邦政府发起的“独一无二 精彩非凡”活动旨在提升比利时在国内外的形象。除了“品牌墙”外，还有几个大触屏显示有关参展公司的信息和视频，甚至还包括了解比利时的小测试。此外，参观者可通过比利时国家展区，品尝各种美味、甜品、饮料，使用摄影亭等等。总而言之，展区彰显了所有值得造访和投资比利时的无穷魅力。

中国国际进口博览会不仅是向潜在的中国进口商展示商品与服务的地方，而且边会活动亦十分活跃。在此背景下，2018年11月7日比中商会与武汉市商务局在上海诺富特酒店举行了合作谅解备忘录的签字仪式，旨在共同促进湖北省与比利时之间的贸易合作与经济发展。 ■



[7] BCECC's activities photos 比中经贸委员会活动图片

For more pictures, please visit our website: www.bcecc.be



China Customs Event : On June 6, the Belgian and Chinese Customs Attachés informed our members on the changes in customs regulations and answered to specific questions in separate meetings. This was also the occasion to meet the new Belgian Customs Attaché in Beijing, Mrs. Isabelle Bedoyan, replacing Mr. Eddy de Cuyper. / 《中国海关报告会》：6月6日，比利时和中国海关人员向比中商会会员报告了有关海关规定方面的变化，并在会议上回答了参会人员提出的提问。这也是同新就任北京的比利时海关专员Isabelle Bedoyan女士的见面机会，她接替了Eddy de Cuyper先生的职位。



'Bridging East & West through language': As closing event of the first part the year, the BCECC traveled to Spa for a unique weekend-activity at CERAN on June 22-23, combining a site visit, presentations, intercultural activities, language courses, and much more. We had the chance to have former table tennis champion Mr. Jean-Michel Saive attending our event. / “语言连接东西方”：比中商会于6月22至23日组织前往斯帕，在CERAN举办了一次独特的周末活动，活动包括实地考察、演讲、跨文化活动和语言课程等等。前乒乓球冠军Jean-Michel Saive先生参加了我们的活动。



BCECC Summer BBQ : On August 30, BCECC members and fellow businessmen gathered at the beautiful Kasteel Tivoli in Mechelen to spend a relaxed evening after the summer break. Our guest could enjoy a delicious BBQ buffet, sip a drink in the adjacent garden and at the lake, and taste a unique Moutai cocktail. / 比中商会夏季烧烤：8月30日，比中商会会员以及其他商界人士聚集梅赫伦美丽的城堡Kasteel Tivoli，度过了一个轻松愉快的盛夏夜晚。大家尽情享受了美味的烧烤自助，在附近的花园和湖边小酌一杯，品尝了独特的茅台鸡尾酒。



Debate on 'Challenges & Opportunities of the digital revolution in China': On September 6, the BCECC organized a panel debate on the theme of the digital revolution in China. After an introductory presentation by Mr. Koen de Leus, Chief Economist BNP Paribas Fortis, entrepreneurs and business people working in the digital sector shared their views and experience on the situation in China. / “中国数字革命的挑战与机遇”研讨会：9月6日，比中商会组织了一场主题为《中国数字革命》研讨会。法国巴黎银行首席经济学家Koen de Leus先生在研讨会上进行了演讲。随后，在数字领域工作的企业家和商界人士分享了各自对中国形势的分析。



Conference and Panel discussion on 'China & the WTO White Paper' Report: On September 28, the BCECC in cooperation with the Embassy of P.R. China in Belgium organized a conference and panel debate following the publication of the 'China & the WTO White Paper'. The opportunities of the Chinese efforts to further open up its economy were discussed by Chinese and Belgian officials and debated in two panel rounds by Belgian companies giving a testimony on the evolution of their activities in China. / “中国与WTO白皮书”报告会：9月28日，比中商会与中国驻比利时大使馆合作，组织了一场“中国与WTO白皮书”报告讨论会。中比与会人士讨论了中国进一步开放经济的契机，比利时公司在两轮小组讨论中对他们在中国的业务发展做了介绍。



©Mirza Imran Baig

China Careers Event: On October 4, China-related companies and job-seekers gathered for the “ChinaCareers” event to give the opportunity to young graduates or experienced job-seekers to establish a first contact with several companies active in or with China. The job fair has been a success since its beginnings and attracts over 150 students each year. /中国职业介绍会：10月4日，同中国发展业务的公司和求职者聚集一起，出席“中国职业”介绍会活动。该活动有助于年轻毕业生或求职者同活跃在中国或与中国发展业务的公司建立联系。职业介绍会自开办以来取得了成功，每年都吸引了150多名学生的参加。



©Julie Feyaerts

Seminar on 'Sourcing from China & Payment to Chinese Suppliers in RMB': On October 16, the BCECC organized a seminar to help the participants learn more about how to save cost, get more business when paying in RMB and get an overview of the recent trends concerning sourcing in China. / 10月16日，比中商会组织了题为“从中国采购并以人民币支付中国供应商”研讨会：旨在帮助参会者了解如何更好地节省成本，以人民币支付更多的贸易业务，并了解近期有关中国的采购趋势。



Meet & Greet with the new Chinese Ambassador: The BCECC had the pleasure to receive the newly appointed Chinese Ambassador to Belgium, H.E. Mr. Cao Zhongming on October 24. This networking lunch gave BCECC members the opportunity to introduce themselves and their business to the Ambassador in the prestigious premises of Cercle de Lorraine – Club van Lotharingen. /10月24日，比中商会在布鲁塞尔Cercle de Lorraine - Club van Lotharingen举办了迎接中国新任大使曹忠明先生的午餐见面会。籍此机会，比中商会会员向曹大使介绍了他们的各自业务。





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