



可持续交通创新中心
Sustainable Transport Innovation Center



——北京交通大学——
国家交通发展研究院
National Institute of Transportation Development

可持续交通创新中心 国家高端智库介绍

Introduction of Sustainable Transport
Innovation Center

2025.02

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可持续交通创新中心
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概况

Who We Are

- The Sustainable Transportation Innovation Center (STIC), jointly built by the China Academy of Transportation Sciences, Ministry of Transport and Beijing Jiaotong University, is the only national top think tank with the focus of transportation within China.
- The Sustainable Transportation Innovation Center actively carries out strategic and forward-looking research, and strives to launch high-quality research outcomes that serves decision-making for the public sector.
- Since the establishment in July 2022, STIC has submitted 80+ think tank reports for high level decision-making.



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项目及成果 Project and Outcome



2024年，承担国家智库重点下达课题：**15项**；

国家高端智库决策咨询委托研究项目：**14项**。

2023年有两项课题获得上级“**重大价值**”认定。

- National think tank key projects entrusted: **15**
- National think tank decision-making consulting research projects: **14**
- **Two key projects** were recognized as "**significant value**" in 2023.



研究方向



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Research Directions



- 目前有**7个主要**智库研究方向。

- **7 key research directions**

1. Transportation and the “Belt and Road” Initiative;
2. Global transportation connectivity;
3. High-quality transportation development in China and beyond;
4. Transportation development and national industrial chain and supply chain security;
5. Transportation and International Relations (Global Governance);
6. Transportation and Ecology;
7. Transportation, Economic and Social Development.

- 组织评审**260篇次**，召开专题研讨会**22次**。

We organized internal and external experts to review reviewed **260 think tank reports**, and hosted **22** special seminars.



论坛及活动 Forums and Events

“基础设施发展国际智库网络”高峰论坛 SINO-BELGRADE THINK TANK CONFERENCE International Think Tank Network of Infrastructure Development

2024年，中心赴塞尔维亚，与塞尔维亚贝尔格莱德“一带一路”研究院共同举办“基础设施发展国际智库网络”高峰论坛暨第四届贝尔格莱德智库研讨会。塞尔维亚总理武切维奇、建设交通和基础设施部前部长韦西奇、中国驻塞大使李明、塞尔维亚“一带一路”研究院院长拉利奇等出席并致辞，可持续交通创新中心首席专家王稼琼作视频致辞。

In 2024, STIC visited Serbia and jointly hosted the SINO-BELGRADE THINK TANK CONFERENCE “**International think tank network of infrastructure development**” with the Belt and Road Institute Belgrade, Serbia. Serbian Prime Minister Miloš Vučević, Former Serbian Minister of Construction, Transport and Infrastructure Goran Vesić, Chinese Ambassador to Serbia Li Ming, Belt and Road Institute Belgrade Bojan Lalic and others attended and delivered speeches. Wang Jiaqiong, Chief Expert of Sustainable Transport Innovation Center delivered the speech via video.



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论坛及活动 Forums and Events

可持续交通明湖论坛 2024 Minghu Forum on Sustainable Transportation 2024

2024年秋，由可持续交通创新中心国家高端智库、北京交通大学主办的“**可持续交通明湖论坛2024：面向中国式现代化的铁路改革**”研讨会在北京交通大学举行。

In 2024 fall, Minghu Forum, with the theme of "**Railway Reform for Chinese Modernization**" was hosted by Sustainable Transport Innovation Center and Beijing Jiaotong University.



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论坛及活动 Forums and Events



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世界大变局之向西经略发展高层论坛 Going West Forum: in the World of Change

邀请全国各领域专家在北京交通大学举办首次“**世界大变局之向西经略发展高层论坛**”。同年7月，在喀什举办第二次“向西经略”论坛。

The first “Going West Forum: in the World of Change” was hosted in BJTU and experts across the country were invited to participate. In July 2024, the second “Going West Forum” was held in Kashgar.



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国际事务与公共外交

International affairs and public diplomacy



重点布局与与**东欧（塞尔维亚）、东南亚（泰国、老挝、印度尼西亚、马来西亚）、非洲（肯尼亚）**等地的智库交流合作，共同开展研究。

We focus on exchanges and cooperation with think tanks in **Eastern Europe (Serbia), Southeast Asia (Thailand, Laos, Indonesia), Africa (Kenya)** and other regions, and jointly carry out research.

在塞尔维亚贝尔格莱德一带一路研究院，与**塞尔维亚总理武切维奇、中国驻塞大使李明**等共同为“**可持续交通创新中心贝尔格莱德办公室**”揭牌。

Serbian Prime Minister Miloš Vučević, Chinese Ambassador to Serbia Li Ming jointly inaugurated the **Sustainable Transport Innovation Center Belgrade Office**.





国际事务与公共外交

International affairs and public diplomacy

- 访问印尼中国高速铁路有限公司并调研雅万高速铁路运营情况。
- Visited Indonesia China High Speed Railway Co., Ltd. and investigated the operation of **Jakarta-Bandung Expressway**.
- 与泰国暹罗智库共同主办的“一带一路”上的中国—东南亚互联互通高质量发展研讨会。
- The Seminar on **High-quality Development of China-Southeast Asia** Connectivity on the Belt and Road jointly hosted by the Siam Think Tank in Thailand.
- 调研中老铁路建设情况。
- To investigate the construction of **China-Laos railway**.



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国际事务与公共外交

International affairs and public diplomacy

组织可持续交通论坛**6次**，接待国外智库学者5人次来访交流。

We organized **six** sustainable transportation forums and received five scholars from foreign think tanks for exchanges.



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可持续交通论坛
Sustainable Transport Forum

Enter the world of geoeconomics: competitive transport connectivity and EV wars

Abstract

The seminar is to discuss the eight major steps for the new BRI decade given by President Xi and to discuss the Serbian model of the BRI ecosystem design.

Professor

Prof. Bojan Lalić
Bojan Lalić, Director of Serbia Belt and Road Institute, leads government-initiated academic efforts. With expertise in Industrial Engineering, he served in teaching and leadership roles. He is also a full professor at the Faculty of Technical Sciences, specializes in Strategic Management and Digital Transformation, teaching globally.

May 23, 2024
10: 30-12: 00

科技大厦二层201
可持续交通创新中心会议室

可持续交通论坛
Sustainable Transport Forum

Enter the world of geoeconomics: competitive transport connectivity and EV wars

Abstract

The talk focuses on the paradigm shift in global politics and economy in the age of global uncertainty of the 2020s, moving away from ideas and principles of open markets, to one of "economic security" and "de-risking." In the West, this shift in normative values is accompanied also by the emergence of a novel analytical and policy approach of geoeconomics, synthesizing international economics and business with geopolitics and strategy, and seeing economics as a source of geopolitical power. The paradigm shift is discussed through two case studies: first, the shift to "competitive" transport connectivity - that is, the proliferation of transport connectivity development initiatives in response to China's Belt and Road Initiative; and second, the tensions following the surge of production and exports of Chinese-made electric vehicles.

Dr. Anastas Vangelis

September 20, 2024
16: 00-17: 00

科技大厦二层201
可持续交通创新中心会议室

可持续交通论坛
Sustainable Transport Forum

Europe-Asia Connectivity and Sustainable Transport Study

Abstract

Prof. Sebastian Kummer, 奥地利维也纳经济管理学院交通与供应链管理研究所主任，供应链管理教授。他是科学杂志《Logistik Management》的编辑之一。他是ÖVG（奥地利交通科学协会）的科学主任、奥地利BVD（联邦物流协会）的负责人和德国BVD（联邦物流协会）学术咨询委员会的成员。

Prof. Sebastian Kummer

Oct. 31, 2024
14: 30-16: 00

科技大厦二层201
可持续交通创新中心会议室

可持续交通论坛
Sustainable Transport Forum

欧洲交通与商贸的国别特征研究

Abstract

2013年，习近平主席提出了共建“一带一路”的重大倡议。6年多来，共建“一带一路”倡议取得了明显成效，正由谋篇布局的“大写意”阶段向精雕细刻的“工笔画”阶段转变。斯洛文尼亚是17+1合作的成员国之一，且地处中东欧地理战略位置。本研究报告介绍了斯洛文尼亚的基本国情以及交通运输行业的整体情况，总结了中斯两国在交通运输领域合作所取得的成果及存在的问题并提出相关建议，供领导决策参考。

Dr. Zhonghui Ding
斯洛文尼亚卢布尔雅那大学讲师

Nov. 1, 2024
16: 00-17: 00

科技大厦二层201
可持续交通创新中心会议室



国际事务与公共外交

International affairs and public diplomacy



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智库学者在国际会议和海外主流媒体发声。
Think tank scholars speak out at international conferences and overseas mainstream media.

GLOBAL TIMES

By Zhang Yi in Ganzhou

On Tuesday, a China-Europe freight train carrying daily goods, electronics and machinery equipment departed from Jiangxi Province's Ganzhou International Inland Port, in East China, marking the 2,000th trip of its kind. The train passes through Ermenhot Port in North China's Inner Mongolia Autonomous Region, reaching its European destination in about 15 days.

The National Development and Reform Commission (NDRC) said on Tuesday that the China-Europe Freight Train service now handles approximately 50,000 types of goods of 53 major categories. To date, more than 11 million standard containers of goods worth more than \$420 billion have been delivered by the service.

Last year, the freight value operated by the China-Europe Freight Train service accounted for 7 percent of China-Europe trade.

"Since its launch in 2011, the freight train service has attained improving efficiency, expanded the range of transported goods, by adopting a more integrated and digitalized system," Li Hongchang, a researcher at the Sustainable Transportation Innovation Center, and a professor from Beijing Jiaotong University told the Global Times on Tuesday.

"It has greatly strengthened trade links between China and the countries along the route, driving development in China's central and western regions, and helped shift China from being the world's manufacturing hub to a global trade hub," Li said.

More efficient service

"Compared to ocean shipping, China-Europe Freight Train service can provide more reliable transportation, with minimal impact from bad weather or other disruptions," Kong Zhijian, a representative from Yiwu International Trade Market, in East China's Zhejiang Province, who has been importing goods from Spain for years, told the Global Times on Monday.

Kong noted that the Yiwu-Madrid rail line is ideal for transporting wines from Spain to China. "Faster transportation means quicker capital turnover and fresher goods for the

consumers," he said.

The growing efficiency of China-Europe Freight Train service is reshaping global commerce, added by the seamless coordination of each link in the transportation chain.

Li Yunsheng, a locomotive driver of China Railway Wuluan Group Co, said the group has strived to reduce freight loading and unloading time, which helped ramp up the efficiency of China-Europe Freight Train service.

"We have done our best to push the limits to improve the efficiency of China-Europe freight train operations," Li said. "After 2,000 trials, we have managed to save at least 15 minutes and 8 liters of diesel oil for each loading and unloading session," he added.

Yang Jie from Qinghaijiang customs port, which is under Chengdu Customs, told the Global Times on Tuesday that Chengdu Customs has completed a set of information-based system upgrading, achieving instant data sharing among different customs offices, freight train operation companies, and train stations that has significantly improved efficiency.

In addition, Chengdu Customs has pushed for rapid railway clearance that helps shorten goods check time, said Yang, adding that, currently, prioritized non-intrusive inspection can facilitate quick inspection for freight containers, improving efficiency and reducing costs.

Meanwhile, the freight structure has become more diversified with the proportion of high-tech and high-value-added products going up rapidly in the past years, according to China

Long-haul train runs ensure efficient trade between Chinese manufacturers and European households

FREIGHT FLOWS THROUGH EURASIA



A view of Guanyan Port in Southwest China's Chongqing Municipality, one of inland departure stations of China-Europe Freight Train Service, on November 15, 2024. Photo: Zhang Yi/CTT

SOURCEINSIGHT

Wednesday November 20, 2024 13

State Railway Group.

High-value goods

The trains are now transporting more high-value goods to European markets, such as electric vehicles and advanced manufacturing equipment, while the return train runs include more electronics, medical devices, and bulk commodities," Bai Xudong, an official from Yiwu market development commission told the Global Times on Tuesday.

Over the past decade, the China-Europe Freight Train service has sent a growing number of goods to the consumers on the line. A merchant named Meerzai Omuralieva from Kyrgyzstan noted that her company has greatly benefited from Yiwu's small-commodity market and the freight train service.

"I'm proud to have my residence largely settled in Yiwu, the starting point of the Yiwu-Madrid freight train line," Omuralieva told the Global Times. "Most of the goods managed by my company come from Yiwu and eventually exported to countries in Central Asia and the Middle East. The regular operation of the freight train service has made the import-export operations of my company a profitable business," she noted.

Poland, with its long history of apple cultivation, has leveraged the China-Europe Freight Train service to reach the Chinese market.

Unlike the 40-day journey by sea, the train delivers Polish apples to China in about 14 days. In 2023, China's apple imports from Poland increased by 23.2 percent in value over a year ago, according to China

State Railway Group.

The long-distance freight train service fosters mutually-beneficial trade flows between China and Europe.

"Currently, China-Europe freight train operations cover 25 European countries and 27 cities – effectively connecting the entire Eurasian continent," Dong Hui, an official from the Freight Department of China State Railway Group told the Global Times on Tuesday.

"Also, the return-to-departure ratio has reached 84 percent, achieving a near-balanced operation with seven outbound and six inbound train runs weekly," Dong added.

From 2016 to 2023, the number of freight train runs had grown nearly 10-fold, from 1,700 to more than 20,000 recorded in 2023. Entering 2024, on average 1,600 monthly train runs were reported.

Professor Li from Beijing Jiaotong University noted that China-Europe freight train operations are increasingly welcomed in European markets. "In the coming months and years, China will further enhance its infrastructure supporting relevant service of China-Europe Freight Train," he said.

NDRC announced on Tuesday in Beijing that it plans to collaborate with other government departments and China State Railway Group to strengthen the international rail transport network and prioritizing participation in the Trans-Caspian International Transport Route, to establish a streamlined "corridor-hub-network" framework to facilitate trade flows.



国内交流与合作 Domestic Cooperation

- 与地方建立合作智库平台：**4个**/喀什基地、前海基地
- 国内调研：**30余次**
- 国内接待其他智库来访：**20余次**
- 参加同行智库活动：**20余次**
- Establish cooperative think tank platforms with local governments: **4** / Kashgar base, Qianhai base
- Domestic research: **more than 30 times**
- Received visits from other think tanks in China: **more than 20**
- Participated in peer think tank activities: **more than 20**



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内部治理 Internal Governance



组织架构 Organization Structure

国家交通发展研究院下设：编辑部、行政部、国际部、培训部、活动宣传部、信息部、人事部、专家联络部。

The National Institute of Transportation Development consists of Department of Editing, Department of Administration, Department of International Affairs, Department of Executive Education, Department of Publicity, Department of IT, Department of HR and Department of Expert Acquisition.



制度完善 System Perfection

逐步完善了内部治理制度、内部评审、报送制度及例会制度等。

Gradually improve the internal governance of the think tank, conduct internal review, streamlined submission procedure and regular peer review meeting



人力资源 Talent Acquisition

加强人员配置，建立清晰组织架构，招募专业化人才，明确部门职责及优化工作流程。

Strengthen personnel allocation, establish a clear organizational structure, recruit professional talents, clarify department responsibilities and optimize work processes.





对外宣传 External Publicity



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 **中心网站上线** <https://stic.bjtu.edu.cn/>

【新闻资讯 NEWS】、【专家观点 INSIGHTS】、【活动预告 EVENTS】、
【视频专区 MULTIMEDIA】、【智库成果 RESEARCH】5个首页模块展示专区。
The new STIC website is featured with [NEWS], [INSIGHTS], [EVENTS],
[MULTIMEDIA] and [RESEARCH].



 **社交媒体上线** **STIC on Social Media**

可持续交通创新中心的微信公众号已上线。
STIC is featured on social media such as Wechat platform.



 **主流媒体报道** **Mainstream media coverage**

智库专家观点及接受采访60余次，在宣传舆情引导方面，发挥了积极的作用价值。
Scholars have been interviewed for more than 60 times, which has played a positive
role in guiding public opinion.



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思路展望 Outlook for 2025



围绕交通可持续发展、“一带一路”倡议和交通走出去等智库选题开展研究。

Research will be carried out on topics selected by think tanks, such as sustainable transport development, the Belt and Road Initiative and transport going global.