

## David Feng Interviewed in Süddeutsche Zeitung | 冯琰接受德国《南德意志报》采访

冯琰 David Feng [冯琰 DF](#) 2023-08-27 08:56 Posted on 北京

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☰ Menü 🔍 SZ | Meine SZ | SZ Plus | Ukraine | Politik Wirtschaft Meinung Panorama Sport München ▾

Home > Politik > China > Verkehrspolitik in China: Mit 350 Stundenkilometer in die Zukunft

Verkehrspolitik in China

### Mit 350 Stundenkilometer in die Zukunft

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On 26 August 2023, the German newspaper *Süddeutsche Zeitung* published an interview with David Feng about the railways of China. The interview was conducted in English and German, but was published in German, and is titled (translated into English): “Heading into the future at 350 km/h” (Mit 350 Stundenkilometer in die Zukunft).

2023年8月26日，德国报纸《南德意志报》刊发了与冯琰有关中国的铁路方面采访。采访使用了英文及德文，并以德文刊发。文章题目大体译为中文为：《以时速350公里驶向未来》(Mit 350 Stundenkilometer in die Zukunft)。



Here are some excerpts from the article, loosely translated into English. (Images below are supplied with this WeChat public account article only.)

*David Feng boards the train to Tianjin. It's the first High Speed line in China, doing 120 kilometres in 30 minutes. Without waiting for assistance from the train manager, Feng sits in Seat 1A. The 41-year-old knows his way around as trains are his profession: amongst others, he independently advises the Chinese railways.*

文章中局部节选 (已大体翻译成中文) 如下。(阁下所浏览的图像仅随本微信公众号资料使用。)

冯琰乘搭前往天津的列车。这是中国第一条高速铁路，120 公里里程只须 30 分钟。毋需列车长协助，冯琰直接落座于 1A 座席。41 岁的他对铁路列车「门儿清」，因为这与他事业密切相关：他同时具有对中国铁路独立提供建议与意见角色。



*“We’ll also have [Business Class] Suites,” Feng says. Nobody must fly in China, because, of course, it almost goes without mentioning that High Speed trains are ontime. To the minute.*

*In such cases [involving Chinglish signage], Feng reaches out to the local authorities, suggesting [better translations]. Often, the [rail] authorities will also ask in when in doubt. Or, as in [recent] weeks, the authorities will invite him to help with [Rail] English, in Hangzhou, just ahead of the Asian Games.*

冯琰提到：「尚有 [商务座] 单人包厢」。人们并不会在中国乘搭航机，因高速铁路列车理所当然高度准点，毋需刻意提及准确到分的准点率。

在这些[涉及「中式英文」标识]方面，冯琰会与当地部门进行联络，提出[更好翻译]建议。铁路方面同样将会在拿不定主意时向其请教。或者，如[最近]几周一样，有关部门将会邀请其前往杭州，在亚运会开幕前夕就[铁路]英文方面提供协助。



The article, available to subscribers (also with a trial subscription), also mentioned both David and the paper's views as well as facts and statistics about the Chinese railway network, including its development, and future planning. The article mentioned David's staggering 530'000+ km of global rail mileage, as well as his commitment to the Chinese railways, and his neutral, objective Swiss views on the network.

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