

China's IP in foreign eyes

China plans to pour some 2 trillion yuan (\$197bn) into the development of technologies to overcome water pollution of its water resources. The planned investment, announced in China Securities Journal citing China's Ministry of Environmental Protection, will go towards water treatment technologies such as recycling and membrane technology. (China to fight water pollution with technology investment, by E&T Magazine)

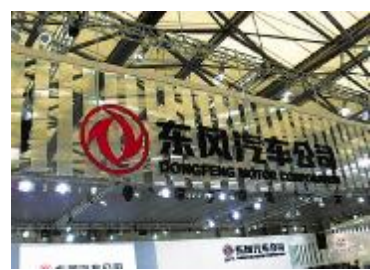
中国计划投资约2万亿元人民币(约合1970亿欧元)用于发展克服水资源污染问题的技术。据中国证券报报道,中国环境保护部门宣布,这项计划中的投资将用于水再生技术、膜技术等水处理技术。("中国加大科技投资应对水污染难题",工程与技术杂志)

Comments:

The number of people living in China accounts for about a fifth of the overall global population, however, the country only has about 7 per cent of global water resources. It's urgent for China to set goals to improve its water quality by investing in hi-tech development. We're expecting technologies playing a really helpful role here.

点评:

生活在中国的人口数约占全球人口总数的1/5,但中国的水资源却只有全球水资源总量的7%左右。设定提高水质的目标,加大对高新技术的研发投资,对中国而言迫在眉睫。我们期待更多拥有知识产权的创新成果在这里能够尽快发挥作用。



Dongfeng Motor Group Co Ltd announced that it and the French government would inject 800 million euros (\$1.10 billion) each into the troubled French carmaker as part of a 3 billion euro plan to rescue the loss-making firm. (China's Dongfeng to invest \$300 million in technology centre, by Reuters)

东风汽车集团股份有限公司日前宣布,将与法国政府合作,分别投资8亿欧元(合11亿美元)于陷入困境的标致雪铁龙集团,作为其挽救该公司的30亿欧元计划的一部分。("中国东风投资3亿美元打造技术中心",路透社)

Comments:

Expansion of the technology centre in Wuhan in central China, to be completed in 2016, would lay a foundation for Dongfeng to develop advanced technologies to boost its indigenous passenger vehicles. International cooperation in areas including research and distribution in other markets would drive the company go faster and further overseas.

点评:

东风集团在武汉扩建的技术中心将于2016年完工,将为东风集团开发先进技术以提高本土乘用车发展奠定坚实的基础。在研发和市场销售等领域开展跨国合作,也将推动东风集团在国际化道路实现更快的发展。

(by Correspondent Wang Weiwei from Canada) (本报通讯员汪玮玮发自加拿大)

China grants 1st biological jet fuel airworthiness certificate to Sinopec 中外生物航煤专利储备战悄然展开

Can gutter oil be fuel of civil aircraft? Recently, China gave an affirmative answer to this question.

On February, 12, The Civil Aviation Administration of China (CAAC) granted the No. 1 Chinese Technical Standard Order Authorization (CTSOA) for biological jet fuel production to Sinopec Corp. in Beijing. This means that Sinopec's No.1 biological jet fuel could be airworthiness. The biological jet fuel that Sinopec made from rape seed, cotton seed and waste oil is now qualified for industrial production. Hence, Sinopec has become the first Chinese enterprise to own independently-developed technology for biological jet fuel.

Insiders said the biological jet fuel marked a milestone for the development of China's aviation industry. China also became the fourth country with independently-developed production technologies of biological jet fuel, following the United States, France and Finland. American Exxon Mobil Corporation, France's Total and Finland Neste Oil have filed patent applications in China, starting the patent war of technologies of biological jet fuel.

Biological jet fuel is no longer unreachable

"This is major technological breakthrough of China's biological jet fuel, which all Chinese should be proud of," said Dai Houliang, senior vice president of Sinopec.

Up to now, according to Derwent World Patent Index (WPI), Sinopec has filed 39 patent applications of biological fuel at home and abroad. Of the 39 patent applications, 2 have been granted in America, and 17 have been granted in China.

It is known that the biological jet fuel is transformed from renewable resources such as palm oil,



waste oil and animal fat, etc. On January, 7, 2009, the first test fly of biological jet fuel in the world was conducted successfully by the U.S. Continental Airlines. In the same year, Sinopec started the research work on aviation bio-fuels and had developed a set of technologies with independent intellectual property rights (IPR). In October, 2012, Sinopec successfully transformed waste oil into aviation bio-fuel.

To benefit people by industrial application

It is an international competition of cutting-edge technology of biological jet fuel as well as an effective way to reduce carbon emission and independence on petroleum—the industrialization of biological jet fuel is quite promising. "Compared with traditional petroleum-based jet fuel, biological jet fuel could reduce carbon dioxide and particulate pollutant emission," said a principal in Sinopec.

tions have been filed by Finn, and Neste Oil is one of the applicants.

"Based on the No.1 biological jet fuel, Sinopec would continue to expand the scope of raw material of biological jet fuel, and conduct deep cooperation with both domestic as well as foreign airline operators in order to realize commercial flight powered by biological jet fuel and brace for the marketization and industrialization of biological jet fuel," said Dai Houliang.

(by Zhang Haizhi)

本报记者 张海志

地沟油也可作为民航飞机的燃料?这一梦想在中国已变成了现实。

2月12日,中国民用航空局在京向中国石油化工股份有限公司颁发1号生物航煤技术标准规定项目批准书(CTSOA),中国首张生物航煤生产许可证落入中石化,这标志着备受国内外关注的国产中国石化1号生物航煤正式获得适航批准。中石化用菜籽油、棉籽油、餐饮废油等为原料生产的生物航煤产品已完全具备产业化条件,中石化成为国内首家拥有生物航煤自主研发生产技术的企业。

业内人士认为此举在中国民航史上具有里程碑意义,中国也因此成为继美国、法国、芬兰之后第四个拥有生物航煤自主研发生产技术的国家。值得关注的是,美国埃克森美孚、法国道达尔、芬兰耐斯特石油等企业已经在中国提交相关专利申请,相关技术的专利储备战已经悄然展开。

生物航煤“走下神坛”

“中国石化1号生物航煤获得适航许可,这是中国生物航煤事业的新发展、新突破,是所有中国人的骄傲和自豪。”中石化高级副总裁戴厚良表示。

截至目前,在德温特世界专利索引(WPI)数据库中,中石化提交的直接涉及生物燃料生产的国内外专利申请共有39件,其中2件在美国提交申请并获得授权,中国专利授权量已达17件。

据了解,生物航煤是以可再生资源

源为原料生产的航空煤油,原料主要包括棕榈油、餐饮废油、动物脂肪等。欧美主要国家从2008年起陆续开展了生物航煤的研发和试验飞行。2009年1月7日,美国大陆航空公司完成世界上首次商业飞机生物航煤试飞。同年,中石化启动生物航煤的研发工作,成功开发出拥有自主知识产权的生物航煤生产技术,并在2012年10月成功将餐饮废油转化为生物航煤产品。

产业应用大有可为

这既是一场生物航煤前沿技术研发、应用的国际赛跑,也是全球应对碳排放、缓解石油依赖的破题之笔——生物航煤的产业化应用被业内寄予厚望。“与传统石油基航空煤油相比,生物航煤在全生命周期中具有很好的降低二氧化碳和颗粒污染物排放的作用。”中石化有关负责人表示。

“发展绿色可替代清洁能源,推动国家自主知识产权生物航煤的研发和应用,是中国切实打造绿色低碳航空的一次重要创新。”中国民航局有关负责人在接受采访时也强调,中国对生物航煤产品进行适航审定并颁发适航证书,对促进中国航空生物燃料在民航业的应用具有重要意义。

据有关方面预测,未来全球航空煤油需求每年增长不足5%,而中国则以每年10%以上的速度增长,这势必影响未来航空煤油的稳定供给。

“生物航煤生产技术方兴未艾,专利储备战却已悄然展开。”业内专家告诉记者,截至目前,美国申请人在中国提交的直接涉及生物燃料的专利申请约为200件,在申请人名单中,我们能看到埃克森美孚、雪佛龙等石油行业巨头的踪影;法国申请人的这一数据约为20件,主要申请人包括法国石油研究院和道达尔(TOTAL);芬兰申请人约为10件,申请人包括耐斯特石油等。

“我们将以1号生物航煤适航审定为新起点,积极拓展生物航煤的原料范围,开展与国内外航空公司的生物航煤商业合作飞行,共同迎接生物航煤市场化、产业化的到来。”戴厚良强调。

“雷朋” failed in the trademark controversy “雷朋”异议同音商标未果

As a well-known brand in automobile heat insulation film industry, “雷朋” entered Chinese market in 1996. Recently, Beijing No.1 Intermediate People's Court ruled at first-instance that “雷影” could be registered as a trademark except in the field of automobile heat insulation paper. The trademark war, which has lasted for many years, ended in “雷朋”'s failure.

The trademark in question, he No.4622178 trademark “雷影”, was applied for registration in April, 2005 by a natural person named Wang Cuiwei from Panyu city, Guangdong province, certified to be used on Class 17, insulating materials, etc. During the publication, Xintai Trading Company filed an objection to the application, claiming that “雷影” constituted trademark similarity with its own trademark “雷朋”.

The reference trademark, also known as the No.1104030 “雷朋”

trademark, was applied for registration in August, 1996, and approved in 1997. The former applicant of the trademark was Xintai Company. In 2009, the trademark was transferred to Xiamen Zhanhai Heat-Insulating Film Company Limited (Zhanhai Company). After trademark renewal, the trademark could be used to September, 2017, certified to be used on Class 17, automobile heat insulation paper, etc.

According to the Trademark Office under the State Administration for Industry and Commerce (SAIC), though the two trademarks constituted similarity due to the use on some similar goods, the trademark “雷影” could be registered on parts of goods which was not similar with “雷朋” due to Xintai Company's insufficient evidence.

Dissatisfied Zhanhai Company then made an appeal to the Trademark Appeal Board (TRAB) under SAIC, which confirmed “雷朋”'s

popularity in automobile heat insulation paper before the application of “雷影”. However, TRAB ruled “雷影” could be registered on insulating materials, sealing ring, etc., considering that the goods on which “雷影” was certified to be used was different from that of “雷朋” in function, use and target consumers.

Disgruntled Zhanhai Company then appealed to the Beijing No.1 Intermediate People's Court. The court held that the goods on which the two trademarks were used did not constitute similarity though they were similar in pronunciation. Hence, the court upheld TRAB's ruling.

(by Yang Liu)

本报讯 作为汽车隔热膜行业的知名品牌,“雷朋”于1996年进入中国市场。然而,北京市第一中级人民法院日前作出一审判决,核准被异议商标“雷影”在汽车隔热纸之外商品上予以注册。商标近似之争持续多年,“雷朋”在第17类主营产品上这

是偏失一隅。

被异议商标为第4622178号“雷影”商标,由广东省番禺市自然人王翠微于2005年4月提出注册申请,指定使用在第17类绝缘材料等商品上。法定期限内,新泰贸易有限公司(下称新泰公司)提出异议申请,其认为被异议商标与其在先申请注册的引证商标“雷朋”构成类似商品上的近似商标。

引证商标为第1104030号“雷朋”文字商标,于1996年8月申请注册,1997年获得注册商标专用权。原申请注册人为新泰公司,2009年该商标转让至厦门影泰隔热膜有限公司(下称影泰公司)名下。经续展专用权期限延至2017年9月,核准使用在第17类汽车隔热纸等商品上。

中国国家工商行政管理总局商标局认为,虽然被异议商标与引证商标于部分类似商品上构成近似,但新泰公司称被异议商标系复制、摹仿其引证商标的证据不足,据此裁定被异议商标在部分商品上的注册申请予以核准。

随后,影泰公司提起异议复审申

请,在异议复审裁定中,中国国家工商行政管理总局商标评审委员会(下称商评委)认可引证商标在被异议商标申请注册前已在汽车隔热纸等商品上具有一定知名度,但鉴于被异议商标指定使用的商品与引证商标核定使用的隔热纸等商品在功能、用途、消费对象等方面区别明显,不属于类似商品,商评委裁定被异议商标在绝缘材料、密封环等商品上予以核准注册。

影泰公司不服,向北京市第一中级人民法院提起行政诉讼。

法院一审认可被异议商标“雷影”与引证商标“雷朋”在读音上相同,构成近似商标,但认为两者所指定使用的商品并不构成类似商品,据此维持了商评委的异议复审裁定。

(杨柳)

Table with 2 columns: Role and Name. Includes English translation (孟逸君), Translator (Meng Yijun), Executive Editor (Liu Peng).