Import/Export

Dear Reader,

Germany is an export nation. That has always been the case and will continue to be in the future. Until now we have consistently been the world export champions, but times are changing, as I'm sure you will be aware. China has knocked us off the top spot and we can't really blame them because to a certain extent we gave up our position voluntarily. Instead of exporting machinery, we sent our engineers to China. This makes sense when you remember that we used to be proud of our developers and their extensive expertise, but now we prefer to play down our past and present successes.

Internal combustion engines are being outlawed, while electric powertrains are seen as the solution to all our problems, and not only by politicians. To a certain extent this approach is justified, because electric powertrains are after all highly efficient. As with combustion engines, it is the fuel and, in this particular case, the storage systems that represent the problem with the concept. In addition, German carmakers can rightly be accused of having missed the boat when it comes to the latest trends. Other engineering countries have made greater progress, by taking the hype on board and moving on. The most important of these is China, where young, well-quali-

fied engineers who could no longer get a job in their home country are working on combustion engines.

A brain drain is taking place and we are exporting our knowledge. The logical move would be for us to create incentives for Chinese electric motor developers to come to Europe. Perhaps we could win the world championships for importing energy and expertise, two things that we will urgently need in the future.

I hope you enjoy this issue of MTZ.

Marc Ziegler
Deputy Editor in Chief

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