

# China Transport Policy Briefing

*A Monthly Update by GIZ in China*



## Highlights of this issue

- ➔ Average fuel consumption of Chinese-produced vehicle fleet improves
- ➔ New Chinese test procedure to replace European testing standard for energy consumption of EVs
- ➔ Beijing's annual Transport Action Plan emphasizes non-motorized transport and digital mobility

On behalf of:

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Federal Ministry  
for Economic Affairs  
and Energy



Federal Ministry  
of Transport and  
Digital Infrastructure



Federal Ministry  
for the Environment, Nature Conservation  
and Nuclear Safety

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# Abbreviations

<b>BEV</b>	Battery Electric Vehicle	纯电动汽车
<b>BYD</b>	Build Your Dreams	比亚迪
<b>CAFC</b>	Corporate Average Fuel Consumption	企业平均燃料消耗量
<b>CATC</b>	China Automotive Testing Cycle	中国汽车行驶工况
<b>CBD</b>	Central Business District	中央商务区
<b>EV</b>	Electric Vehicle	电动汽车
<b>JV</b>	Joint Venture	合资企业
<b>MIIT</b>	Ministry of Industry and Information Technology	工业和信息化部
<b>NDRC</b>	National Development and Reform Commission	国家发展和改革委员会
<b>NEV</b>	New Energy Vehicle	新能源汽车
<b>NTCAS</b>	National Technical Committee of Auto Standardization	全国汽车标准化技术委员会智能网联汽车分技术委员会

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## 1. Average fuel consumption of Chinese-produced vehicle fleet improves

关于2018年度乘用车企业平均燃料消耗量与新能源汽车积分情况的公示

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Read the Policy  
(Chinese)

**On 9 April 2019**, the Ministry of Industry and Information Technology (MIIT) announced figures on average fuel consumption of new vehicles in China, including corporate average fuel consumption (CAFC) and NEV credits generated by passenger vehicle manufacturers in the past year.

Until 2020, the actual average fuel consumption of China's vehicle fleet (including BEVs) is supposed to drop from 8.2 l/100km (2010) to 5.0 l/100km. MIIT now announced preliminary figures that show the actual average fuel consumption of domestically produced vehicles may already have reached the 2020 target in 2018, with 4.87 liters per 100 km.

Domestic passenger vehicle manufacturers with high volumes of BEVs overachieved their CAFC targets for 2018: BYD achieved an actual average fuel consumption of 1.62 l/100km, compared to the benchmark of 6.77 l/100km. BYD, SAIC Motor, BAIC New Energy and Chery Automobile produced not only the highest numbers of positive NEV credits, but BYD, SAIC and Chery Automobile also produced the highest number of positive CAFC credits. Foreign manufacturers on the other hand struggled to reach their 2018 CAFC standards with imported models: Neither BMW (China), VW (China), nor Mercedes-Benz (China) achieved their CAFC standards, only Porsche (China) met the target.



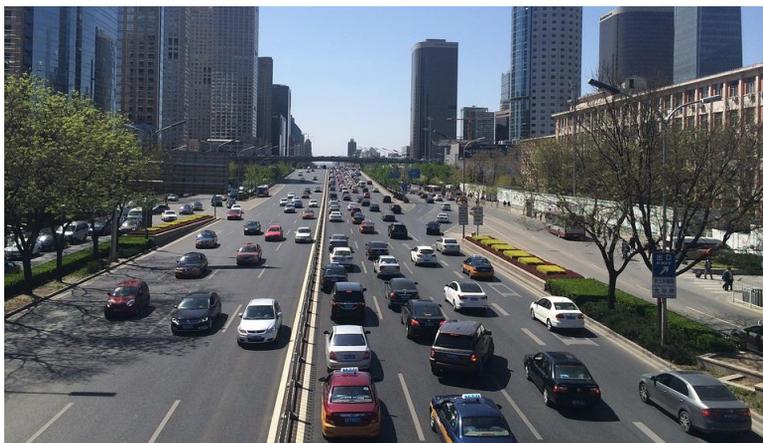
Read more on the background of the dual credit system (Columbia University, English)

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## 2. New Chinese test procedure to replace European testing standard for energy consumption of EVs

修订的GB/T 18386 《电动汽车能量消耗量和续驶里程试验方法》标准

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(Chinese)

**On 27 March 2019**, the National Technical Committee of Auto Standardization (NTCAS) announced the decision to introduce a new Chinese testing standard for the energy consumption of EVs, called China Automotive Testing Cycle (CATC), which will replace the New European Driving Cycle (NEDC) currently in use. Passenger NEVs shall be tested in a higher number of cycles based on an average speed of 114km/h, an extended temperature range from -30 to 40 degrees Celsius and new requirements for acceleration and braking. These conditions are considered to better display the circumstances on Chinese roads. While the CATC is currently in the drafting phase, it is expected to fully replace the NEDC by the beginning of 2021 for passenger cars, and to extend the standard to the testing of heavy-duty commercial vehicles, fuel cell vehicles and combustion engines after 2025.

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### 3. Korean battery manufacturers make it back onto the Chinese market

道路机动车辆生产企业及产品(第318批)

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**The recently** issued 318<sup>th</sup> edition of the *Approval of New Vehicle Models and New Vehicle Manufacturers* contains several car models which use battery systems from Chinese-Korean joint ventures (JV). Before, Korean-manufactured traction battery systems did not meet the requirements [released by MIIT in 2015](#), therefore Korean battery manufacturers met difficulties in selling their traction battery systems in China since then. The new list now includes four EVs from Dongfeng Renault which use battery systems from Nanjing Lejin Chemistry and New Energy Battery (JV with LG Chem), as well as one EV from Chongqing INKANG which uses battery cells from Samsung Tianjin.



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### 4. National government encourages investments into NEV industry

关于就《产业结构调整指导目录（2019年本，征求意见稿）》公开征求意见的公告

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**On 8 April**, NDRC published a first draft for comments of an updated version of the *Guiding Catalogue for adjusting the industrial structure* from 2011. The catalogue serves as an orientation for companies and policy makers, as it contains recommendations in which sectors and technologies investments should be increased, limited or stopped, based on the potential of the respective sector. Within the NEV industry, hydrogen fuel-cells and both the battery management systems and recycling of BEVs are highlighted as especially promising. At the same time, investments into vehicles with combustion engines lower than CHINA III emission standards are recommended to be limited and investments into trucks lower than that standard are recommended to be stopped.



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## 5. China extends its hydrogen fleet

中国发力拓展氢能产业

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**The local** Bureau of Industry and Information Technology of the coal- and gas-rich Shanxi province on 15 April released the “[2019 Action Plan for the NEV Industry](#)”. It quantifies concrete targets to promote the local hydrogen industry and aims at positioning Shanxi as the Chinese “Hydrogen Valley” within the coming five years. The province aims to build both a research and an inspection centre for hydrogen fuel-cells and to further introducing hydrogen into the fuel mix for public transport. This includes the introduction of ten bus lines with 700 buses operating solely on hydrogen and constructing more refilling stations. In total, the fleet and number of buses and refilling stations shall be expanded to 7,500 and 20, respectively, by 2024. Numerous cities such as Taiyuan, Datong and Changzhi were named as pilots for the national hydrogen strategy.



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(Chinese)

Meanwhile, on 15 April, Zhejiang Province announced it [plans to own 1000 fuel-cell vehicles such as buses and logistics vehicles by 2022, as well as building 30 hydrogen refilling tanks](#). This is part of a push for hydrogen promotion by the province’s Development and Reform Commission, which seeks to enhance the local hydrogen infrastructure.



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(Chinese)



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## 6. Beijing's annual Transport Action Plan emphasizes non-motorized and digital mobility in 2019

《2019年北京市交通综合治理行动计划》

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Read the Policy  
(Chinese)

**The Beijing Municipal Government** released its Comprehensive Transport Action Plan 2019 in early April. This plan is a detailed annual implementation plan in the context of the Beijing Urban Master Plan 2016-2035.

According to the Action Plan, Beijing will open three new subway lines, accelerate the building of additional 14 new subway lines and optimize 80 bus routes. Within this year, Beijing will establish a one QR-code-access to all of the city's public buses and rail transit, making it more convenient for outside travelers and tourists to get around in Beijing.

As for non-motorized mobility, Beijing will continue to invest in improving the mobility environment for cyclists and pedestrians. It is expected that 850 km of bicycle lanes and pedestrian walkways will be completed during the year. One of the two planned non-motorized blocks will be constructed in the Central Business District (CBD). At the same time, Beijing will increase the management of e-bikes and increase its penalties for riders with non-registered e-bikes on the road. For green and efficient travel, Beijing will design a 'cross-platform, point-to-point' public transport service information system to integrate and share different operational data between governments and enterprises, such as from shared bicycles, car-hailing, buses and rail transit.

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