



China Transport Policy Briefing

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Table of Policies

1. Notice on the Publishing of the Beijing Three-Year Action Plan for Defending the Blue Sky (issued by the Beijing Municipal Government on 14.09.2018)	3
2. Announcement on the Implementation Plan of the Three-Year Action Plan for Defending the Blue Sky in the Civil Aviation Industry (issued by the Civil Aviation Administration of China (CAAC) on 14.09.2018)	3
3. Announcement on Publishing the Three-Year Action Plan for Extending and Upgrading Information Consumption (2018-2020) (issued by the Ministry of Industry and Information Technology (MIIT) and the National Development and Reform Commission (NDRC) on 10.08.2018).....	4
4. Regulations and Procedures for the Testing of Autonomous Driving Functions of ICVs (issued by China Industry Innovation Alliance for Intelligent and Connected Vehicles (CAICV) as well as the Subcommittee on Intelligent and Connected Vehicles of the National Technical Committee on Road Vehicles of the Standardization Administration of China (NTCAS) on 03.08.2018).....	4
5. Opinions on Further Strengthening the Administration for Planning and Construction of Urban Railways (issued by the State Council on 13.07.2018).....	5
6. Opinions on the Promotion of Liquefied Natural Gas (LNG) in Maritime Transport (Draft for Comments) (issued by MOT on 03.08.2018).....	5
7. Notice on the Inspection of Hidden Safety Dangers in New Energy Buses (issued by MIIT Equipment Industry Development Centre (EIDC) on 04.09.2018)	6

On Behalf of:



8. Financial Support Policy for the Promotion and Application of NEVs in Shenzhen 2018 (Draft) (issued by the Finance Commission of Shenzhen Municipality on 29.08.2018) 6
9. Plan on Clean Energy Vehicle Development in Hainan Province (Draft for Comments) (issued by Hainan Provincial Department of Industry and Information Technology on 23.08.2018) 7

Abbreviations

CAAC	Civil Aviation Administration of China	中国民用航空局
CAICV	China Industry Innovation Alliance for Intelligent and Connected Vehicles	中国智能网联汽车产业创新联盟
EIDC	Equipment Industry Development Centre	装备工业发展中心
GDP	Gross Domestic Product	国内生产总值
ICV	Intelligent Connected Vehicle	智能网联汽车
LNG	Liquefied Natural Gas	液化天然气
MEE	Ministry of Ecology and Environment	生态环境部
MIIT	Ministry of Industry and Information Technology	工业和信息化部
NEV	New Energy Vehicle	新能源汽车
NTCAS	National Technical Committee on Road Vehicles of the Standardization Administration of China	全国汽车标准化技术委员会 智能网联汽车分技术委员会
MOT	Ministry of transport	交通部
MPS	Ministry of public security	公安局

1. Notice on the Publishing of the Beijing Three-Year Action Plan for Defending the Blue Sky (issued by the Beijing Municipal Government on 14.09.2018)

北京市人民政府关于印发《北京市打赢蓝天保卫战三年行动计划》的通知
<http://zhengce.beijing.gov.cn/library/192/33/50/438650/1565680/index.html>

After the State Council published the “[Three-Year Action Plan on Defending the Blue Sky](#)” earlier this year, on 14 September 2018, the Beijing municipal government announced the local implementation plan, the “Beijing Three-Year Action Plan on Defending the Blue Sky”.

The Action Plan stipulates a 30% reduction of sulfur dioxide and nitrogen emissions by 2020 compared to 2015 and tighter restrictions on PM2.5 emissions. It requires a 25 % reduction of the number of days with heavy air pollution compared to 2015. Furthermore, the Beijing government specified the reduction targets for air pollutants in each district, ranging from 46 mg/m³ to 55mg/m³. In the transport sector, total emissions should be reduced by 30% compared to 2017.

New energy vehicles (NEVs) are to play a heightened role in the future. The Action Plan sets the target to reach a market volume of 400,000 NEVs in Beijing by 2020, and a rail freight transport volume increase of 10% from 2017 to 2020. By 2020, post, express delivery, and lightweight sanitation vehicles (under 4.5 tons) should be mostly fuelled by alternative energies. Lightweight logistics vehicles with special traffic permits (under 4.5 tons), traditional buses in the city centre and its sub-centre in Tongzhou should be fully fuelled by alternative energies.

2. Announcement on the Implementation Plan of the Three-Year Action Plan for Defending the Blue Sky in the Civil Aviation Industry (issued by the Civil Aviation Administration of China (CAAC) on 14.09.2018)

关于印发民航贯彻落实《打赢蓝天保卫战三年行动计划》工作方案的通知
http://www.caac.gov.cn/XXGK/XXGK/ZFGW/201809/t20180919_191779.html

Based on the requirements of the “[Three-Year Action Plan for Defending the Blue Sky](#)”, CAAC issued a concrete implementing concept for the civil aviation industry on 14 September 2018. Its main focus is on upgrading the structure of the airport fleet and improving the charging infrastructure within airports.

The Implementation Plan requires that all 40 airports in the key regions of Beijing-Tianjin-Hebei (Jing-Jin-Ji), the Yangtze River Delta as well as the Fen-Wei Plains in Shaanxi and Shanxi Province procure airport equipment and vehicles fuelled with new energy. In addition, 50% of newly procured or upgraded vehicles at other important airports beyond the key regions with an annual service capacity of over 5 million passengers, must be NEVs or low emission vehicles. High emission vehicles need to be modified to comply with the emission standard CHINA IV.

The requirements are effective as of **1 October 2018** and apply to all airport vehicles with the exception of fire engines, ambulances, as well as deicing and fuelling equipment.

3. Announcement on Publishing the Three-Year Action Plan for Extending and Upgrading Information Consumption (2018-2020) (issued by the Ministry of Industry and Information Technology (MIIT) and the National Development and Reform Commission (NDRC) on 10.08.2018)

两部委关于印发《扩大和升级信息消费三年行动计划（2018-2020年）》的通知

<http://www.miit.gov.cn/n1146290/n4388791/c6309827/content.html>

On 10 August 2018, MIIT and NDRC jointly released the “Three-year Action Plan for Extending and Upgrading Information Consumption (2018 to 2020)”. Goals set out in this Action Plan are for China to reach an information consumption value of six trillion RMB (nearly 750 billion EUR) and to realize an annual growth of information consumption of more than 11% by 2020.

A key measure to increase economic activity related to information products or services will be to promote the application of information technology in the field of intelligent and connected vehicles (ICV). This will be realized by establishing guidelines for setting up industrial standards and developing key technologies such as in-vehicle smart chips, autonomous driving systems and vehicle intelligent algorithms. By 2020, a reliable, secure, and real-time ICV computing platform is set to be established. Furthermore, ICV platform standards are to be formulated and Level 4 of vehicle autonomy (autonomous completion of a travel under normal environmental conditions without oversight) is to be reached.

4. Regulations and Procedures for the Testing of Autonomous Driving Functions of ICVs (issued by China Industry Innovation Alliance for Intelligent and Connected Vehicles (CAICV) as well as the Subcommittee on Intelligent and Connected Vehicles of the National Technical Committee on Road Vehicles of the Standardization Administration of China (NTCAS) on 03.08.2018)

智能网联汽车自动驾驶功能测试规程

<http://www.caicv.org.cn/policy/>

Based on the “[Regulations and Standards for ICV Road Testing](#)” released by MIIT, the Ministry of Public Security (MPS) and the Ministry of Transport (MOT) in April 2018, CAICV and NTCAS jointly issued the “Regulations and Procedures for the Testing of Autonomous Driving Functions of ICVs” on 3 August 2018.

The Regulations and Standards issued in April had already defined 14 test items for autonomous driving in the areas of recognition of and response to external events, autonomous control of steering

and communication with the ICV network. The subordinate Regulations and Procedures released by CAICV and NTCAS now provide further details on the different scenarios to be tested for each item, including which testing methods should be employed.

5. Opinions on Further Strengthening the Administration for Planning and Construction of Urban Railways (issued by the State Council on 13.07.2018)

国务院办公厅关于进一步加强城市轨道交通规划建设管理的意见

http://www.gov.cn/zhengce/content/2018-07/13/content_5306202.htm

The State Council published the “Opinions on Further Strengthening the Administration for Planning and Construction of Urban Railways” on 13 July 2018. Compared with the previous Opinions on the topic released in 2003, the new document set out stricter conditions for granting building approval and more restrictions for investments in the construction of urban railway systems.

Building approval for subways and light rail is closely tied to local budget revenues and local gross domestic product (GDP). The Opinions set out that cities are required to have local budget revenues of more than 30 billion CNY and a local GDP of 300 billion CNY to be granted approval for subway construction. For light rail construction, local budget revenue and local GDP needs to be 15 billion CNY and 150 billion CNY respectively. To reduce the risk of increasing local government debt, credit-financed investment of urban railway construction is not permitted, and government funds must cover at least 40% of the total investment.

The new Opinions on Urban Railway Planning and Construction are effective as of **13 July 2018**.

6. Opinions on the Promotion of Liquefied Natural Gas (LNG) in Maritime Transport (Draft for Comments) (issued by MOT on 03.08.2018)

关于深入推进水运行业应用液化天然气的意见（征求意见稿）

http://www.mot.gov.cn/yijianzhengji/201808/t20180810_3056493.html

In an effort to promote adjustments to the energy structure in the shipping sector and to implement the “Three-Year Action Plan for Defending the Blue Sky”, MOT published a draft for comments of the “Opinions on the Promotion of LNG in Maritime Transport” on 3 August 2018.

The draft sets specific targets for the use of LNG in maritime transport. Until 2020, the standard system and refuelling network should be established, and the use of LNG equipment in maritime transport should be introduced. Until 2025, the use of clean LNG energy should increase significantly. More than 15% of newly-built public service ships should use LNG as fuel. LNG vessels should account for more than 10% of all inland-sea and inland waterway vessels. Meanwhile, LNG vehicles and barges should account for more than 50% of such vehicles and barges in key ports. Furthermore, the LNG

waterway refuelling service network and LNG waterway transport service support capacity should be significantly enhanced.

7. Notice on the Inspection of Hidden Safety Dangers in New Energy Buses (issued by MIIT Equipment Industry Development Centre (EIDC) on 04.09.2018)

关于开展新能源客车安全隐患专项排查工作的通知

<http://www.miit-eidc.org.cn/miiteidc/jdgl/1614.htm>

Notice on the Inspection of Hidden Safety Dangers in New Energy Passenger Vehicles and Trucks (issued by MIIT EIDC on 25.09.2018)

关于开展新能源乘用车、载货汽车安全隐患专项排查工作的通知

<http://www.miit-eidc.org.cn/miiteidc/noticenew/1627.htm>

This September, MIIT-affiliated EIDC successively published two Notices announcing new requirements for NEV safety inspections. The inspections are to focus on IP protection failures, water damage, collision damage, loose contacts, damage by frequent charging and discharging or long-term non-use.

Manufacturers of new energy buses, new energy passenger vehicles and new energy trucks need to conduct these safety inspections until the end of September. They are required to finalize inspections, draft reports by the end of October and submit the reports to EIDC by the middle of November. In addition, the Notices also require NEV manufacturers to set up safety precautions and investigation mechanisms in case of serious accidents.

8. Financial Support Policy for the Promotion and Application of NEVs in Shenzhen 2018 (Draft) (issued by the Finance Commission of Shenzhen Municipality on 29.08.2018)

深圳市 2018 年新能源汽车推广应用财政支持政策（征求意见稿）

http://www.szfb.gov.cn/xwzx/tzgg/201808/t20180829_14042248.htm

This draft policy stipulates new subsidy standards for the procurement of different kinds of NEVs in Shenzhen. Overall, the new subsidies show a decreasing trend when compared to 2017. Subsidies for new energy passenger vehicles and fully-electric buses registered between 12 February and 11 June 2018 have decreased by 30%. Subsidies for pure electric trucks and utility vehicles decreased by 60%. Contrary to that, subsidies for fuel cell vehicles held constant.

The policy also stipulates subsidy standards for charging infrastructure. DC charging equipment is subsidized with 600 RMB/kW of installed power rate, while AC charging equipment above 40kW and below 40kW is subsidized with 300 RMB/kW and 200 RMB/kW respectively.

Lastly, NEV manufacturers have to establish a specialized fund for battery recycling, into which they pay 20 RMB for each kW of battery power rate in the vehicle. The government will match the paid-in money.

9. Plan on Clean Energy Vehicle Development in Hainan Province (Draft for Comments) (issued by Hainan Provincial Department of Industry and Information Technology on 23.08.2018)

海南省清洁能源汽车发展规划（公开征求意见稿）

http://xxgk.hainan.gov.cn/hi/HI0105/201808/t20180823_2735203.htm

This Plan aims at promoting green travel and 100% clean energy utilization in Hainan's transport sector by 2030. It stipulates a technical roadmap of NEV development in Hainan Province. Pure battery vehicles are envisioned as the main vehicles in public and private transport. Plug-in hybrid vehicles shall be mainly used as transition products for private use, covering car rental and ride hailing services. After starting out as pilot projects, fuel cell vehicles will be expanded to the whole transport sector. Vehicles powered with natural gas will be used as periodic supplement and will mainly find application in long-distance passenger transportation and logistics.

The promotion of NEVs will be initiated in governmental organizations, state-owned enterprises and public transport. After the publication of the plan, all new public service vehicles except for special purpose vehicles shall be new energy vehicles.

The plan also stipulates a rate of vehicles to charging piles of less than 3:1 by 2020. By 2025, the rate of vehicles to charging piles and the rate of vehicles to public charging piles should be less than 2:1 and 7:1 respectively, the distances between charging service areas on highways should be less than 50 km. By 2025, Hainan Province should draw up a timeline for the prohibition on sales of conventionally fuelled vehicles.

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