

# China Transport Policy Briefing

*The Monthly Update of GIZ in China*



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- ➔ MIIT releases two action plans for the development of Smart and Connected Ships (CSS)
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# Abbreviations

<b>CSS</b>	Connected Smart Ship	智能船舶
<b>HDV</b>	Heavy Duty Vehicle	载货汽车
<b>ICT</b>	Information and Communications Technology	通信技术
<b>ICV</b>	Intelligent and Connected Vehicle	智能网联汽车
<b>Jing-Jin-Ji</b>	Beijing Tianjin Hebei Region	京津冀
<b>MEE</b>	Ministry of Ecology and Environment	生态环境部
<b>MIIT</b>	Ministry of Industry and Information Technology	工业和信息化部
<b>MOFCOM</b>	Ministry of Commerce	商务部
<b>MOT</b>	Ministry of Transport	交通运输部
<b>MPS</b>	Ministry of Public Security	公安局
<b>NDRC</b>	National Development and Reform Commission	国家发展和改革委员会
<b>NEA</b>	National Energy Administration	能源局
<b>NEV</b>	New Energy Vehicle	电动汽车
<b>SAMR</b>	State Administration for Market Regulation	国家市场监督管理总局

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## 1. Beijing's air pollution counter measures target diesel-fueled HDVs, phase out of low quality fuels proceeds

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Read the Policies  
(Chinese) below

**In order** to curb air pollution caused by diesel-fueled Heavy-Duty Vehicles (HDV), the Beijing Transport and Environment authorities announced [targets and measures to successively ban heavily polluting diesel-fueled HDV from Beijing](#), supported by subsidies for diesel HDV registration elsewhere and nationwide guaranteed supply of high-quality petrol.

Since 1 December 2018, CHINA III diesel-fueled HDVs registered in Beijing are no longer permitted within the city's fifth ring road. From 1 November 2019 onwards, all CHINA III diesel-fueled HDVs will be prohibited to enter the whole administrative area of Beijing, an area as large as Belgium. Until the complete ban, diesel-fueled HDVs with an approved load capacity of over 8 tons are prohibited from entering between 06.00 and 23.00, while CHINA III diesel-fueled HDVs with license plates from other provinces with valid special licenses for transport of critical living goods and materials for Beijing are only permitted to drive inside the sixth ring road area between 00.00 and 06.00.

In addition, [special subsidy plans](#) coming into effect on 1 November 2019 aim to encourage the registration of CHINA III diesel-fueled HDVs outside of Beijing, a measure intended to aid the phase out of heavily polluting HDVs in the capital city. On a national level, the planned phase out of CHINA IV and V fuels went ahead as scheduled, with Chinese [petrol stations instructed to only provide gasoline fit for CHINA VIa standards \(including E10 ethanol gasoline\) and diesel fit for CHINA VI standards \(including biodiesel B5\)](#) nationwide from 1 January 2019 onwards.

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## 2. Intelligent and Connected Vehicles (ICVs) Industry Development Action Plan

车联网（智能网联汽车）产业发展行动计划

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**MIIT** issued an Action Plan on the development of China's ICV industry on 25 December 2018. The Action Plan calls for technological breakthroughs, quality benchmarks, infrastructure development and safety measures. This includes the establishment of 5G-V2X communication standards and related demonstration projects, accelerated permit issuing for the use of the ICV specific frequency band (5904-5925MHz), the development of intelligent road infrastructure, the establishment of an ICT control platform, as well as inspection and quality testing methods for ICV vehicle functions and the strengthening of government support and industrial policies.



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(Chinese)



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## 3. New regulations for automotive industry investments

国家发展改革委发布《汽车产业投资管理规定》

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**On 10 December 2018**, NDRC announced the “Automotive Industry Investment Management Regulations”, which came into effect on 10 January 2019. With these regulations, NDRC intends to impose strict control on additional production capacity for vehicles with conventional engines and to promote the development and expansion of NEV and ICV industries. The regulation simplifies the approval of automobile investment projects and lays out project scopes in the areas of engines, batteries, battery recycling, fuel cells, vehicle assembly and special purpose vehicles. New investment projects are to be approved by local Development and Reform Commissions.



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#### 4. MOT revises draft regulations for maritime emission control areas announced in July 2018

交通运输部关于印发船舶大气污染物排放控制区实施方案的通知

The “**Implementation Scheme** of the Domestic Emission Control Areas for Atmospheric Pollution from Vessels” published by MOT on 10 December 2018 is largely a revision of the [“Draft Adjustment Plan for the Shipping Emission Control Zone”](#), released in July 2018.

Revisions include the following: From 1 January 2020, the sulfur content of fuel oil used on board sea-going vessels should not exceed 0.1% m/m when operating in inland river emission control areas, which previously applied to all vessels on berth in sea emission control areas. Similarly, from 1 January 2022 the sulfur content of any fuel oil used on board sea-going vessels should not exceed 0.1% m/m when operating in the coastal emission control area in Hainan waters. This date was previously set two years earlier, for 1 January 2020.

#### 5. Jing-Jin-Ji governments to start pilot on traction battery recycling

京津冀地区新能源汽车动力电池回收利用试点实施方案

**Aimed** at implementing the [“Interim Measures on the Management of Recycling and Utilization of New Energy Vehicle Power Batteries”](#) and improving the recycling and utilization of NEV traction batteries in the Jing-Jin-Ji Region, the Beijing, Tianjin und Hebei governments jointly published the “Implementation Scheme for a NEV Traction Battery Recycling Pilot in the Jing-Jin-Ji Region” on 18 December 2018.

The implementation scheme identifies targets for a Jing-Jin-Ji pilot on traction battery recycling. By 2020, the Jing-Jin-Ji region is to have a standardized, efficient and sustainable recycling system as well as a fair and competitive market environment. By 2020, a traction battery tracing system is to be established and able to trace the entire life cycle of each traction battery.



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## 6. MIIT releases two action plans for the development of Smart and Connected Ships (CSS)

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**On 28 and 29 December 2018**, MIIT consecutively released the “[Action Plan on Intelligent Ship Development 2019-2021](#)” and the “[Action Plan on the Promotion of Intelligent Transformation of Ship Assembly and Construction 2019-2021](#)” where clear targets and development goals for Connected Smart Ships (CSS) are set for the next three years.

In addition to general targets like increased remote and autonomous operation capabilities and the digitalization of ship systems, the first Action Plan stipulates that China should increase its focus on establishing new CSS standards, automatic docking and departure capabilities and building ship-shore big data infrastructure. The second Action Plan sets a target to reduce working time per compensated gross tonnage of ship construction by 20% as well as to reduce comprehensive energy consumption by compensated gross tonnage of ship construction by 10%. The Plan also lays out targets to build intelligent shipyards within three years.

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## 7. MOT releases plan to improve national logistics networks

国家发展改革委、交通运输部关于印发《国家物流枢纽布局和建设规划》的通知

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**On 21 December 2018**, NDRC and MOT jointly released a new “National Logistics Hub Distribution and Construction Plan”, a three-step development plan for the Chinese logistics industry. The government aims to have built 30 modern national logistics hubs by 2020 and 150 by 2025, as well as to reduce logistics costs to under 12% of Chinese GDP. Until 2025, the proportion of freight turnover attributed to rail is to increase to 30% and the proportion of railway-ship combined transport and air freight volume should also increase significantly. Meanwhile, long-distance road freight traffic should decrease substantially and 40% of the shipments running through the national logistics hubs should be unitized. By 2035, China should have a fully developed logistics network that is in tune with China’s wider economic system.



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(Chinese) below



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## 8. Zhangjiagang announces action plan to promote the local hydrogen industry

市政府关于印发张家港市氢能产业发展三年行动计划（2018—2020年）的通知

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**Zhangjiagang**, a city home to numerous Hydrogen-related enterprises, has revealed the “Three-Year Municipal Action Plan to Promote the Hydrogen Industry” on 24 December 2018. By 2020, the annual output value of the hydrogen energy industry value chain in Zhangjiagang City is planned to exceed 10 billion RMB (ca. 1.3 billion EUR), out of which 1 billion RMB (ca. 130 million EUR) should be attributed to hydrogen production, 4 billion RMB (ca. 522 million EUR) to key components of hydrogen energy installations, 2 billion RMB (ca. 261 million EUR) to fuel cell systems and 3 billion RMB (ca. 392 million EUR) to fuel cell vehicles. The local government will provide financial subsidies for the construction of hydrogen stations, procurement of hydrogen-fueled vehicles, research and development on key component technology as well as the construction of public service platforms providing quality checks and certifications.

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## 9. MIIT releases market access regulation for road vehicle enterprises and products

道路机动车辆生产企业及产品准入管理办法

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**On 6 December 2018**, MIIT published and approved the “Management Regulations for Market Access of Road Vehicles Enterprises and Products”, taking effect on 1 June 2019, replacing the previous “Management Regulations for Market Access of Motorbikes”, dating from 30 November 2002. This new regulation simplifies vehicle product categories by identifying six vehicle categories, down from 19 in the previous regulation and includes the regulation of motorbikes.

The regulation will optimize access and licensing processes and will identify clear mechanisms designed to eliminate enterprises which do not fulfill minimum production quotas, so called ‘zombie enterprises’. The regulation establishes a new evaluation system for new technologies, new production processes and new materials related to new mobility technologies such as NEVs and ICVs.



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