

China Transport Policy Briefing

The Monthly Update of GIZ in China



Highlights of this issue

- ➔ MOT works with other departments to promote shore-to-ship power for ships at berth
- ➔ China's standardization authorities recommend world's first standard on upper limits of energy consumption for electric vehicles
- ➔ State Council and Communist Party pursue regional connectivity in development outline for southern city cluster around Hong Kong, Guangdong and Macao

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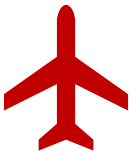
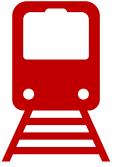
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Inside this issue



1

MOT works with other departments to promote shore-to-ship power for ships at berth

2

China's standardization authorities recommend world's first standard on upper limits of energy consumption for electric vehicles

3

State Council and Communist Party pursue regional connectivity in development outline for southern city cluster around Hong Kong, Guangdong and Macao

4

Metropolitan region Jing-Jin-Ji strives for implementation of high vehicle emission standards in Tianjin, Hebei and Beijing

5

Hunan issues provincial plan for shift from road to rail and waterway

6

Hainan halts development of low-speed electric vehicles until national guideline is released

7

Shandong Province pledges to tackle diesel truck emissions

Abbreviations

ASEAN	Association of Southeast Asian Nations	东南亚国家联盟
CNG	Compressed Natural Gas	压缩天然气
CSG	China Southern Power Grid	中国南方电网
ICCT	International Council On Clean Transportation	国际清洁交通委员会
LNG	Liquefied Natural Gas	液化天然气
LSEV	Low-Speed Electric Vehicle	低速电动车
MIIT	Ministry of Industry and Information Technology	工业和信息化部
MOF	Ministry of Finance	中华人民共和国财政部
MOT	Ministry of Transport	交通运输部
NDRC	National Development and Reform Commission	国家发展和改革委员会
NEA	National Energy Administration	国家能源局
NEV	New Energy Vehicle	新能源汽车
SGCC	State Grid Corporation of China	国家电网公司

1. MOT works with other departments to promote shore-to-ship power for ships at berth

进一步共同推进船舶靠港使用岸电工作的通知



Read the Policy
(Chinese)

China's Ministry of Transport (MOT) together with the Ministry of Finance (MOF), the National Development and Reform Commission (NDRC), the National Energy Administration (NEA), and the two major state-owned utilities, the State Grid Corporation of China (SGCC) and China Southern Power Grid (CSG), announced they will further promote shore-to-ship power for ships at berth.

The promotion will focus on scaling up shore-to-ship power and on harmonizing national and international standards. The involved governmental authorities, research institutes, industry associations and companies are to improve their communication and coordination in the process and to jointly work on the harmonization of standards. State Grid and China Southern Grid shall actively plan for shore-to-ship power in their network and accelerate the process of upgrading and constructing shore power grids to meet the high demand.

In order to increase the sustainability of shore-to-ship power, the power pricing mechanism is going to be revised. This will include measures such as a cost reduction of ship-to-ship power through preferential policies for the industry.

2. China's standardization authorities recommend world's first standard on upper limits of energy consumption for electric vehicles

《电动汽车能量消耗率限值》



Read the Policy
(Chinese)

At the end of 2018, the State Administration of Market Regulation (SAMR) and the Standardization Administration of China (SAC) issued a recommendation for a national standard on energy consumption limits of electric vehicles (EV). This standard is aiming to accelerate the process of implementing energy-saving technologies as well as to facilitate the reduction of energy consumption, in order to achieve energy-saving targets and to encourage a sustainable development of the EV industry. The standard is not binding but recommended by the authorities, with a scheduled ratification on 1 July 2019. If implemented, this would be the world's first technical standard on EV energy consumption. This standard would apply to electric passenger vehicles with less than 10 seats and a total maximum weight below 3.5 tonnes. Depending on the numbers of seat rows, maximum speed and weight, the recommended standard outlines a maximum amount of kWh to be used within 100km. On the lower end, the consumption limit for lighter standard EVs would be 13.1 kWh/100km, successively increasing upwards depending on their weight. For example, cars with specifications such as the BAIC BJEV EX360, a popular electric SUV in China, would be limited to 16.7 kWh/100 km in a first phase and 14.3 kWh/100km in a second phase. On the higher end, heavier cars with classifications such as the Tesla Model S Standard Range would be limited to 20 kWh/100km. After several years, this would be further decreased to 17.1 kWh/100km.

3. . State Council and Communist Party pursue regional connectivity in development outline for southern city cluster around Hong Kong, Guangdong and Macao

粤港澳大湾区发展规划纲要



Read the Policy
(Chinese)

The Greater Bay Area is the focus of a development outline issued by the Central Committee of the Communist Party of China and the State Council on 18 February 2019. The highly-populated region encompassing the industrial and economic powerhouses Hong Kong, Shenzhen, Guangdong and Macao, is home to some of China's most important shipping and aviation hubs. The plan targets regional connectivity and integration within the area, including strengthened transport links between the mainland and islands. Furthermore, the outline pushes for better transport links between the region and surrounding areas (even including neighbouring ASEAN countries), and puts considerable emphasis on upgrading and linking different modes of transport.



Greater Bay
Area

4. Metropolitan region Jing-Jin-Ji strives for implementation of high vehicle emission standards in Tianjin, Hebei and Beijing



Read the Policies
(Chinese) below

All three local governments in the Jing-Jin-Ji Metropolitan Region (Beijing, Tianjin, Hebei) are strengthening their measures towards achieving the full implementation of China's strictest vehicle emission standards (CHINA VIb) in their fight against air pollution:

Tianjin [announced measures targeting the achievement of CHINA VIb for all light duty vehicles](#). From 1 July 2019 on, Tianjin will no longer allow the selling and registering of light-duty vehicles which do not meet CHINA VIb. Relocating the registration of such vehicles from different areas to the city of Tianjin will also be prohibited.

Hebei Province, where the sale of diesel or gasoline vehicles non-compliant with CHINA VIb has been forbidden since the start of this year, has now announced [similarly comprehensive measures towards light-duty vehicles](#) to take effect on 1 July 2019: Besides selling, the registration and re-registration of vehicles which do not comply with CHINA VIb will also be forbidden.

[Beijing announced](#) that heavy-duty vehicles which are registered in Beijing and powered with compressed natural gas (CNG) or liquefied natural gas (LNG) or which are used for public transport and sanitation must meet CHINA VIb from 1 July 2019 on. From 1 January 2020 on, light-duty gasoline vehicles and all other heavy-duty diesel vehicles are required to meet CHINA VIb standards.

Further details in this [external publication by ICCT \(English\)](#)



Jing-Jin-Ji
Region

5. Hunan issues provincial plan for shift from road to rail and waterway

湖南省推进运输结构调整三年行动计划实施方案

Hunan Province launched an Implementation Scheme for adjusting its transport structure based on the national Three-Year Action Plan, which focuses on the shift of road to rail and waterway. The main objective of the implementation plan is to optimize the provincial railway and waterway transportation network. The plan targets an increase of railway transportation volume by 18% (7.55 million tons) and an increase of waterway transportation volume by 10% (3.95 million tons). Besides, multi-modal transportation volume shall see an annual increase by 20%. The achievement of the objectives is planned for 2020, with 2017 as the base year.



Read the Policy
(Chinese)



Hunan
Province

6. Hainan halts development of LSEVs until national guideline is released

《海南省低速电动车专项整治工作方案》

Hainan released a special working plan which urges local municipal and county governments to halt all support for new projects and extensions of existing projects on LSEVs, in particular three and four-wheel LSEVs, until a national guideline is released. Throughout 2019, Hainan will release new regulations to clean up and rectify the LSEV industry in Hainan. Three months after the release of a new Chinese national guideline on four-wheel LSEVs, selling LSEVs that do not match those standards will be prohibited.



Read the Policy
(Chinese)



Hainan
Province

7. Shandong Province pledges to tackle diesel truck emissions

山东省人民政府办公厅关于印发山东省打好柴油货车污染防治攻坚战作战方案的通知

For cleaner freight transportation and thus improved air quality in Shandong, the provincial government announced a plan to prevent and control pollution caused by diesel trucks. By 2020, the province aims to improve the quality of diesel fuels, increase the number of clean diesel engines, decrease nitrogen oxides and particulate matter emissions, and strengthen quality control capacities. Furthermore, the province will promote the shift from road to rail, aiming to increase rail freight volume, promote green freight mechanisms, optimize the structure of fleets and increase the proportion of NEVs used for public transport, sanitation, postal services, car rental, and light logistics in urban areas: NEVs shall account for 80% of those fleets by 2020.



Read the Policy
(Chinese)



Shandong
Province

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On behalf of

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