VDA | German Association of the Automotive Industry

Monthly Report

Topics from China; July 2024

Content

China Macroeconomy

The Third Plenary Session of the 20th Communist Party of China Central Committee

From July 15th to 18th, the 20th Central Committee of the Communist Party of China convened its Third Plenary Session in Beijing. A total of 199 members and 165 alternate members of the Central Committee attended the session. The Third Plenary Session holds a crucial position in the history of the Communist Party of China, serving as a significant forum for the Party Central Committee's decision-making. It typically takes charge of discussing and determining essential affairs of the Party and the country. From a historical perspective, each Third Plenary Session has played a pivotal role in China's development, as it often carries the expectation of formulating and introducing major economic reform policies.

At this session, the Central Committee heard and discussed a report on the work of the Political Bureau, presented by Xi Jinping on behalf of the Political Bureau. They considered and adopted the Resolution of the Central Committee of the Communist Party of China on Further Deepening Reform Comprehensively to Advance Chinese Modernization. Overall, the session reflects a **continuation** of existing policies. The word "**development**" appeared frequently, with 42 mentions, and the topic of economic development was emphasized again throughout the Third Plenary Sessions. Meanwhile, further deepening **“reform”** comprehensively is positioned as the second focus of the government's work in the next stage. It is evident that the economic downturn has triggered a resurgence in economic and development policy. Additionally, the concepts of **"national security"** and military security continue to maintain a prominent presence.

The overall objectives of comprehensively deepening reform are to continue improving and developing the system of socialism with Chinese characteristics, as well as to modernize China's governance system and capabilities.

- **The reform tasks outlined in this resolution shall be completed** by the time the People's Republic of China celebrates its 80th anniversary, specifically **by 2029**.
- **By 2035,** China aims to have fully established a **high-standard socialist market economy,** further improved the system of socialism with Chinese characteristics, generally modernized its governance system and capabilities, and largely achieved socialist modernization.

The Political Bureau has secured the whole progress in the following specific respects:

- Earnestly **continuing** and implementing the guiding principles from the 20th National Party Congress and the first and second plenary sessions of the 20th Central Committee.
- Fully and faithfully applying the **new development philosophy** on all fronts.
- To the general principle of pursuing **progress** while ensuring **stability**.
- Implementing the **Five-Sphere Integrated Plan*** and the **Four-Pronged Comprehensive Strategy*** in a coordinated way.
- Giving full consideration to both **domestic and international** imperatives.
- Ensuring both **development** and **security**.
- Promoting **high-quality development**.
- Taking further steps to advance and plan for the **deepening of reform** across the board.
- Advancing socialist **democracy** and rule of **law**.
- Improving public **communication** and cultural work.
- Ensuring the people's **wellbeing** and protecting the **environment**.
- Safeguarding **national security** and social stability.
- Promoting the development of national defense and the **armed forces**.
- Advancing work related to **Hong Kong, Macao, and Taiwan**.
- Pursuing major-country **diplomacy** with Chinese characteristics.
- Strengthening full and rigorous Party self-governance.

And the key words which could be related to the automotive industry are as following:

- **Vigorously develop new-type productive forces**: promote industrial innovation and develop new-type productive forces through technological advancement.
- **Comprehensively plan reforms in the fiscal, taxation, and financial sectors:** promote reforms in the consumption tax and improve the VAT system.
- **Promoting green and low-carbon transformation**: advancing the green transformation of industrial structure, energy structure, transportation structure, and urban-rural construction and development.
- **Promoting the deep integration of the real economy and the digital economy**: actively advancing the digitalization of industries and the industrialization of digital technologies and fostering the deep integration of digital technologies and the real economy.
- **Achieving the annual economic and social development goals:** Implement macro policies well, actively expand domestic demand, develop new-type productive forces according to local conditions, and accelerate the cultivation of new drivers for foreign trade.
- **Building a unified national market:** Better leveraging the role of market mechanisms to achieve optimal efficiency and maximize benefits in resource allocation.
- **Promoting high-standard opening-up:** steadily expanding institutional opening-up, deepening the reform of the foreign trade system, advancing the reform of the foreign investment management system, and improving the mechanism for promoting high-quality joint construction of the Belt and Road Initiative.
- **Enhancing the resilience of industrial and supply chains:** Improving the institutional mechanisms for modernizing infrastructure and strengthening the systems that enhance the resilience and security of industrial and supply chains.

In the field of foreign trade and investment, the Chinese government has proposed a range of measures to enhance foreign investment and overseas investment management. Key measures include expanding the **catalog of encouraged industries for foreign investment,** reducing the **negative list for foreign investment**, as well as “completely removing” restrictions on foreign investment in manufacturing. China also encourages further market opening in sectors where foreign investors have previously faced limitations, such as telecommunications, the internet, education, culture, and healthcare. Additional measures involve reforms to ensure that foreign companies receive national treatment regarding access to resources, qualifications, standards, and government procurement, as well as mechanisms to facilitate entry, residence, healthcare, and payment for foreign personnel.

Five-Sphere Integrated Plan*:
economic, political, cultural, social and eco-environmental
Four-Pronged Comprehensive Strategy*:
Completing the building of a society which is moderately prosperous in all respects.
Comprehensively expanding in-depth reform.
Comprehensively promoting law-based governance.
Comprehensively enforcing strict Party self-governance

Policy and Regulation

NDRC: Measures on Intensifying Support for Large-Scale Equipment Renewal and Consumer Goods Trade-in

On July 25th, the National Development and Reform Commission (NDRC), in collaboration with the Ministry of Finance (MoF), released the Measures on Intensifying Support for Large-Scale Equipment Renewal and Consumer Goods Trade-in (hereafter referred to as "Measures"). This document complements the Action Plan on Large-Scale Equipment Renewal and Consumer Goods Trade-in issued by the State Council in March this year, explicitly outlining the central government's commitment to allocate approximately 300 billion yuan in ultra-long-term special treasury bonds to bolster momentum for significant equipment renewal and facilitate the consumer goods trade-in.

The Measures emphasize the following aspects:

- **Renewal of scrapped vehicles**
  For the scrapping and renewal of qualified vehicles, the subsidy standard has been increased from 10,000 yuan for the purchase of new energy passenger vehicles and 7,000 yuan for the purchase of internal combustion engine passenger vehicles to 20,000 yuan and 15,000 yuan, respectively. The new Measures are valid for existing applications, i.e., consumers who have already applied for the original subsidy amount will also receive the subsidy according to the new standard.
- **Replacement of passenger vehicles**
  The previous Action Plan encouraged local governments to support the trade-in without giving specific rules. Compared to that, the Measures clearly state that the central government will arrange specific funds to support local governments in carrying out the replacement and renewal of passenger vehicles, thereby expanding the scope of subsidies.
- **Retirement of commercial vehicles**
  The Measures specify that the average subsidy for scrapping and renewing qualified trucks, renewal of qualified trucks without scrapping, and scrapping old diesel trucks only in advance would be 80,000 yuan, 35,000 yuan and 30,000 yuan respectively, which was not clarified in the previous Action Plan.
- **Upgrade of new energy buses and batteries**
  Based on the Action Plan, the Measures further clarify the subsidy standards for scrapping and renewing qualified new energy buses and batteries as 60,000 yuan each.
- **Source of subsidy funds**
  The Measures optimize the ratio of central and local government funding, adjusting the ratio from the original 6:4 to 9:1. The central government's share in the eastern, central, and western regions will be adjusted from 50%, 60%, and 70% to 85%, 90%, and 95% respectively, to reduce the finical burden on local governments.

Since the introduction of the trade-in policy more than two months ago, positive effects have gradually begun to emerge. According to the latest data from the Ministry of Commerce (MOFCOM), as of July 25th, a total of 364,000 applications for subsidies related to the scrapping and replacement of automobiles had been received, with over 10,000 new applications submitted each day, indicating an accelerated growth in numbers. From January to June, 2.78 million end-of-life vehicles were recycled nationwide, representing a year-on-year increase of 27.6%.

MNR: Notice on Strengthening Security Management of Geographic Information Related to Intelligent and Connected Vehicles

On July 29th, the Ministry of Natural Resources (MNR) issued the Notice on Strengthening Security Management of Geographic Information Related to Intelligent and Connected Vehicles (ICVs) (hereafter referred to as "Notice"). This Notice aligns with various Laws and Regulations in China, including the Law of Surveying and Mapping, the Law on Guarding State Secrets, the Data Security Law, and the Regulation on Map Management, with the aim of maintaining the security of geographic information and promoting the development of ICVs.

The Notice is aimed at regulating the ICV product, their manufacturer, and the relevant stakeholders by:

- Clarifying that the collection, storage, transmission, and processing of the geographic information of ICVs while their operation, service, and testing on the road falls into the scope of surveying and mapping activities, which therefore shall follow the requirements from the Laws and Regulations on surveying and mapping.
- Defining the maps that applied for the ICV, including the basic map, the advanced assisted driving map, the HD map, the autonomous driving map, etc., all as navigation electronic maps. Then only qualified organizations for mapping and surveying of navigation electronic maps are allowed to undertake the collection, storage, transmission, and processing of the geographic information from the ICV.
- Requiring the qualified organizations to apply proper measures to manage the state secret data from the navigation electronic maps, real scene imagery, point clouds, etc., as well as the secret-involving and sensitive geographic data collected, stored, transmitted, and processed by ICVs. The confidentiality level will not be degraded if encrypted by technologies that are not certified or recognized by the state authorities.
- Strengthening the supervision and guidance to qualified organizations and ICV manufacturers to ensure that maps are well certified before being made available for use. Besides, all updated geographic information shall be audited and filed in a timely manner.
- Implementing the whole-process supervision to ensure the collected geographic data is directly transmitted to qualified organizations and is stored domestically. The storage devices, networks, and cloud services used must comply with national security and confidentiality requirements. The application for cross border transfer of geographic data will go through both map export approval procedures and data export security assessment.
- Setting up the system and mechanism for security management and risk control, by optimizing data classification and grading, conducting real time monitoring and full-cycle tracking, developing encryption and risk coping technologies, etc.
- Relying on the ICV related pilots, such as "vehicle-road-cloud integration" and "HD map", to encourage auto manufacturers and service providers to explore the technology routes for security and compliance for ICV geographic data collection from multiple sources, real-time updates, online distribution, and secure transmission, to finally promote new business development and new applications.
- Improving the service ability of Beidou Satellite Navigation System and its Positioning Reference Station and promoting geographic data's shared application in the development of ICVs as the public resource.
- Revising local policies and regulations in a timely manner to create a sound environment for safe development of the ICV.

Automotive Industry Topics

2024 WICV – Sino-German Forum on Collaborative Development of Intelligent and Connected Vehicles in Suzhou

On July 23rd, as a pre-meeting of 2024 World Intelligent Connected Vehicles Conference (WICV), the Sino-German Forum on Collaborative Development of Intelligent and Connected Vehicles was held in Suzhou, jointly organized by the VDA, the China Academy of Information and Communication Technology (CAICT) and Suzhou local government.

The Forum brought together the high-level governmental representatives from the Ministry of Industry and Information Technology (MIIT) and local government, industry leaders from relevant national institutions, and cutting-edge experts from the R&D departments of leading automotive enterprises in both

China and Germany. Comprehensive and systematic discussions unfolded from various aspects, including the latest innovations in the ICV industry, integrated development plans for vehicle-road-cloud systems, trends in ICV-related regulations and policies, and collaborative synergies across the industry chain.

Mr. Guo Shougang, Deputy Director-General of Department of Equipment Manufacturing Industries I at the MIIT, Mr. Lukas Meyer, Acting Consul General of Federal Republic of Germany in Shanghai, and Mr. Wu Xuxiang, Deputy Secretary-General of the Suzhou Government, delivered keynote speeches that set the tone for insightful discussions.

The Forum also featured a closed-door meeting titled “Sino-German Cooperation on Automotive Industry Chain Sci-Tech Innovation”, chaired by Mr. Zhang Lin, Chief Representative and General Manager of VDA China. Mr. Juergen Mindel, Managing Director of the VDA, and Mr. Ao Li, Chief Engineer of the CAICT, delivered welcome speeches. This exclusive session focused on topics such as mass production planning and localization strategies for autonomous driving, vehicle-side requirements and industrialization proposals within the integrated “vehicle-road-cloud” system, as well as synergistic innovation and cooperation along the industry chain.

ICV 2024 – The 1st Meeting of Sino-German ICV Standardization Working Group in 2024 in Yancheng

From July 16th to 18th, the 9th Symposium on Technologies & Standards and Regulations for Intelligent and Connected Vehicles (hereafter referred to as “ICV 2024”) was held by China Automotive Technology and Research Center (CATARC) in Yancheng, Jiangsu Province. The symposium included the main forum, six thematic forums, and two exclusive closed-door meetings: the ICV Foreign Expert Advisory Group (FEAG) Meeting as well as the Sino-German ICV Standardization Working Group Meeting (hereafter referred to as “WG Meeting”).

The WG Meeting, co-hosted by the VDA and CATARC, gathered over 40 standardization experts from various enterprises/organizations, including BMW, Mercedes-Benz, VW, Porsche, Bosch, ChangAn, Geely, FAW, Dongfeng, NIO, BAIC, Huawei, JAC, and HESAI. Mr. Zhang Lin, Chief Representative and General Manager of VDA China, and Mr. Sun Hang, Deputy Chief Engineer and Director of the ICV Department at the CATARC Standardization Institute, delivered opening and closing speeches. They both emphasized the importance of new collaborative models for emerging topics and technologies, as well as the need for improved international alignment.

The WG Meeting also features thematic introductions and discussions, including the latest progress in ICV standardization, practical insights for standard implementation, and an overview of the work plan and joint research initiatives for 2024. Experts from VDA, CATARC, BMW, Mercedes-Benz, and ChangAn shared their valuable insights through presentations on the following topics:

- Progress in standards for ICV in China and analysis of relevant standards for type-approved pilot
- VDA's Vision for ICV-Related International Standards and Regulations
- Progress of the Mandatory Standard - Combined Driver Assistance System - General Technical Specification
- VDA’s View on UN DCAS Regulations
- Progress of the Mandatory Standard - Combined Driver Assistance System - General Technical Specification
- VDA’s View on UN DCAS Regulations

The new joint research project for 2024, titled “Management Requirements Analysis of Cyber Security Regulations for Legacy Electronic Architecture Vehicle Models” was also launched and discussed during the meeting.

The Sino-German platform enhances mutual understanding and consensus on ICV standardization between both sides. Moving forward, VDA and CATARC will continue to develop industry implementation plans under the guidance of relevant governmental departments.

Standardization

Standard Projects for Approval

In July, SAC released the following standard projects for approval publicity:

NO.	Title	Publicity date	Deadline for comments	Project Pre-No.
1	GB/T XXXX - xxxx Technical guidelines for the construction and operation of electric vehicle coordinated charging system	2024-07-03	2024-08-02	Led by CEC
2	GB/T XXXX - xxxx Road vehicles - test devices for assessing the perceptual function of intelligent connected vehicles - part 3: requirements for passenger vehicle 3D targets	2024-07-03	2024-08-02	
3	GB/T XXXX - xxxx Road vehicles - test devices for assessing the perceptual function of intelligent connected vehicles - part 4: requirements for bicyclist targets	2024-07-03	2024-08-02	
4	GB/T XXXX - xxxx Road transport vehicle satellite positioning system - technical requirements for BDS data transmission security	2024-07-12	2024-08-11	

Standard Drafts for Public Comments

In July, CATARC released the following drafts of standard for public comments:

NO.	Title	Publicity date	Deadline for comments	Note
1	GB/T 32960.1 - xxxx Technical specifications of remote service and management system for electric vehicles - part 1: general principle	2024-07-01	2024-08-30	To replace 32960.1 - 2016
2	GB/T 32960.2 - xxxx Technical specifications of remote service and management system for electric vehicles - part 2: on-board terminal	2024-07-01	2024-08-30	To replace 32960.2 - 2016
3	GB/T 32960.3 - xxxx Technical specifications of remote service and management system for electric vehicles - part 3: communication protocol and data format	2024-07-01	2024-08-30	To replace 32960.3 - 2016
4	GB/T 32960.4 - xxxx Technical specifications of remote service and management system for electric vehicles - part 4: conformance test	2024-07-01	2024-08-30	
5	GB/T XXXX - xxxx Intelligent and connected vehicles - simulation testing methods and requirements for automated driving functions	2024-07-05	2024-09-03	
6	GB/T XXXX - xxxx Intelligent and connected vehicles - performance requirements and test methods for automated parking system	2024-07-05	2024-09-03	
7	GB/T XXXX - xxxx Safety requirements of battery swap for electric commercial	2024-07-15	2024-09-13	

8	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 1: general requirements and definitions	2024-07-17	2024-09-15	ISO 12614 - 1:2021, MOD
9	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 2: performance and general test methods	2024-07-17	2024-09-15	ISO 12614 - 2:2021, MOD
10	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 4: manual valve	2024-07-17	2024-09-15	ISO 12614 - 4:2021, MOD
11	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 5: tank pressure gauge	2024-07-17	2024-09-15	ISO 12614 - 5:2021, MOD
12	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 7: pressure relief valve	2024-07-17	2024-09-15	ISO 12614 - 7:2021, MOD
13	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 8: excess follow valve	2024-07-17	2024-09-15	ISO 12614 - 8:2021, MOD
14	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 10: rigid fuel line in stainless steel	2024-07-17	2024-09-15	ISO 12614 - 10:2021, MOD
15	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 11: fittings	2024-07-17	2024-09-15	ISO 12614 - 11:2021, MOD
16	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 12: rigid fuel line in copper and its alloys	2024-07-17	2024-09-15	ISO 12614 - 12:2021, MOD
17	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 13: tank pressure control regulator	2024-07-17	2024-09-15	ISO 12614 - 13:2021, MOD
18	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 14: differential pressure fuel content gauge	2024-07-17	2024-09-15	ISO 12614 - 14:2021, MOD
19	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 15: capacitance fuel content gauge	2024-07-17	2024-09-15	ISO 12614 - 15:2021, MOD
20	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 16: heat exchanger - vaporizer	2024-07-17	2024-09-15	ISO 12614 - 16:2021, MOD
21	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 17: natural gas detector	2024-07-17	2024-09-15	ISO 12614 - 17:2021, MOD
22	GB/T XXXX - xxxx Road vehicles - liquefied natural gas (LNG) fuel system components - part 18: gas temperature sensor	2024-07-17	2024-09-15	ISO 12614 - 18:2021, MOD
23	GB/T XXXX - xxxx Road vehicles - test scenarios for automated driving systems - scenario based safety evaluation framework	2024-07-24	2024-09-22	ISO 34502: 2022, MOD

24	GB/T XXXX - xxxx Road vehicles - data communication between sensors and data fusion unit for automated driving functions - logical interface	2024-07-24	2024-09-22	ISO 23150: 2023, MOD
25	GB/T XXXX - xxxx Road vehicles - test scenarios for automated driving systems - vocabulary	2024-07-24	2024-09-22	ISO 34501: 2022, MOD
26	GB/T 29124 - xxxx Hydrogen fuel cell electric vehicles facilities for demonstration specifications	2024-07-26	2024-09-24	To replace GB/T 29124 - 2012
27	GB/T 29123 - xxxx Specifications for hydrogen fuel cell vehicles in demonstration	2024-07-26	2024-09-24	To replace GB/T 29123 - 2012
28	GB/T 43252 - 2023 Test methods of energy consumption and range for fuel cell electric vehicles	2024-07-26	2024-09-24	NO. 1 Amendment

Official Publication of Standards

In July, SAC officially published the following standards:

NO.	Title	Release date	Implementation date	Note
1	GB/T 44173 - 2024 Performance requirements and testing methods for door open warning system of passenger cars	2024-07-24	2024-07-24	
2	GB/T 44174 - 2024 Performance requirements and testing methods for night vision system of passenger cars	2024-07-24	2024-07-24	
3	GB/T 44176 - 2024 Performance requirements and testing methods for around view monitoring system of vehicles	2024-07-24	2024-07-24	

MIIT: The First Batch of Cities Selected for the “Vehicle-Road-Cloud Integration” Pilot Program

On July 4th, the Ministry of Industry and Information Technology (MIIT), in collaboration with the Ministry of Public Security (MPS), the Ministry of Natural Resources (MNR), the Ministry of Housing and Urban-Rural Development (MOHURD), and the Ministry of Transport (MoT), announced the first batch of cities selected for the “Vehicle-Road-Cloud Integration” Pilot Program (hereafter referred to as “Pilot Program”). This marks the beginning of a new phase in the large-scale development of “Vehicle-Road-Cloud Integration”. The initial batch includes 20 cities and urban clusters, such as Beijing, Shanghai, Guangzhou, Shenzhen, along with provincial capitals like Changsha, Wuhan, and Jinan, as well as prefecture-level cities including Shiyan and Ordos.

Since the joint release of the "Notice on Carrying Out the Application Pilot Work of ‘Vehicle-Road-Cloud Integration’ for Intelligent and Connected Vehicles (ICVs)" by the five ministries on January 17th, over 30 cities have collaborated with these ministries within six months and completed the submission, review, and expert evaluation of their program proposals.

The Pilot Program aims to develop a standardized and unified system by 2026 to support the nationwide deployment of ICVs, including:

- **Infrastructure development**: Pilot cities will establish reliable and low-latency “Vehicle-Road-Cloud Integration” systems with full city coverage, continually improving service consistency and paving the way for national adoption.
- **Application scenarios**: The focus will be on deploying autonomous driving solutions in smart public transport, automated parking, and urban logistics.

- **Commercial models**: New business models will be explored, fostering collaboration between government entities, car manufacturers, operators, and technology companies to create integrated and mutually beneficial approaches.
- **Standards development**: Unified standards and testing methods will be established for “Vehicle-Road-Cloud Integration” and related technologies to support comprehensive testing and evaluation.

However, challenges remain. The development of roadside infrastructures is still in its early stages, and issues such as cross-platform information integration, as well as communication efficiency between vehicles, roadside infrastructure, and cloud platforms, need to be addressed. From an industry and business perspective, a significant challenge to the development of "Vehicle-Road-Cloud Integration" lies in secure funding; balancing investment and returns is a daunting task that hinders the establishment of a sustainable business model.

MIIT: Radio Regulations on Management of Radar Frequencies (Trail) _Draft for Comments

On July 31st, the Ministry of Industry and Information Technology (MIIT) released a trial version of the Radio Regulations on Management of Radar Frequencies (hereafter referred to as “Regulation”) for public comments. This Regulation aims to strengthen the management of radar radio frequencies, maintain orderly airwave distribution, and ensure the smooth operation of related radio services. It is based on the "Regulations on Radio Management" and the "Regulations on Frequency Allocation", which addressed frequency allocation, management of transmitting equipment, and interference coordination.

The Regulation defines seven types of radars according to their application fields, including aviation radar, meteorological radar, marine traffic radar, land traffic radar, disaster prevention radar, small target detection radar, and others. For each type of radar, the Regulation specifies the permissible frequency bands.

The land traffic radar, particularly relevant to the automotive industry, is further divided into:

- **Automotive radar:** This technology is crucial for advancing autonomous driving and has widespread applications in driver-assistance features such as adaptive cruise control, collision avoidance, blind spot detection, lane-keeping assistance, parking assistance, rear vehicle warning, and pedestrian detection.
  The Regulation specifies that the frequency range for automotive radar should be 76-79 GHz, in line with previously released “Regulations on Automotive Radar Radio Management”.
- **Roadside traffic radar:** This radar plays a significant role in smart traffic systems, providing the advantage of being unaffected by weather or lighting conditions, thus enabling reliable all-weather traffic flow detection.
  The Regulation specifies that the operating frequency range for roadside traffic radar is 92-94 GHz, with an interference protection distance of more than 1 kilometer from Foreign Object Detection (FOD) equipment operating at the same frequency.

As autonomous driving technology advances, there is an increasing industry push for higher performance in radar systems and the allocation of broader bandwidths to support Advanced Driver Assistance Systems (ADAS) and Autonomous Driving (AD) driving capabilities.

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