VDA German Association of the Automotive Industry

Monthly Report

Topics from China; Sep. & Oct. 2024

Content

Policy and Regulation

MIIT: Notice on Promoting the Coordinated Development of New Information Infrastructure

On September 4th, the Ministry of Industry and Information Technology (MIIT) and other 10 ministries jointly issued the Notice on Promoting the Coordinated Development of New Information Infrastructure (hereafter “Notice”), aiming to harness collective efforts and strengthen coordination across various facilities to promote balanced development, addressing both technological trends and the demands of socioeconomic growth.

The new information infrastructure is the information “artery” of socioeconomic development, which mainly includes network infrastructure such as 5G networks, computing infrastructure, represented by data centers, AI infrastructure, and other new technology facilities.

The Notice clearly strengthens development in seven aspects:

- **Strengthening national planning and layout**
  The emphasis is on a holistic approach to optimize critical infrastructure layout nationwide, including enhancing top-level planning for backbone networks, international communications, and computing facilities. Strategic layouts will focus on overall efficiency, security, demand, and balanced development for both nationwide and regional services.
- **Promoting balanced and inclusive regional development**
  The goal is to promote balanced regional coordination and narrow the development gap by aligning with national strategies. This includes advancing integrated information infrastructure

in key regions and implementing local projects in central, western, and northeastern areas while improving broadband coverage in rural areas to support urban-rural development and revitalization.

- **Enhancing cross-network coordinated development**
  To promote coordinated development and enhance overall effectiveness among the information infrastructure of different networks, the Notice addresses collaborative construction issues by encouraging balanced development of 5G, gigabit, satellite, and mobile IoT networks. Additionally, it aims to improve connectivity among computing nodes and explore the creation of a computing internet.
- **Strengthening cross-industry fusion and shared development**
  The focus is on integrating information infrastructure with traditional systems, launching initiatives to enhance signal quality, and promoting large-scale deployment of "5G + Industrial Internet." This includes developing facilities for vehicle networking and urban IoT management, improving mechanisms for cross-industry collaboration, and fostering resource sharing to boost efficiency.
- **Promoting green and low-carbon development**
  Measures to enhance sustainable development include establishing a green development indicator system, creating carbon management platforms, assessing data center ratings, promoting the transformation of communication facilities, and encouraging green electricity use. Local governments will also be urged to support telecommunications companies in managing infrastructure harmoniously with the environment.
- **Enhancing comprehensive security assurance capabilities**
  Efforts will be made to enhance network and data security assurances, strengthen risk assessments and safety management for new technologies, and improve monitoring, early warning, and emergency response capabilities. Ensuring the stable and secure operation of information infrastructure is paramount to prevent major safety incidents.
- **Improving cross-departmental policy coordination**
  Resource allocation will prioritize optimizing spectrum planning and streamlining international cable approvals while ensuring efficient land and sea use. Collaborative efforts will promote cross-sector standardization and integrated implementation of standards. Investment support will be enhanced through cooperation between government and financial institutions to encourage private capital participation in infrastructure projects.

NDRC: Special Administrative Measures for Foreign Investment Access (Negative List) (2024 Edition)

On September 8th, the National Development and Reform Commission (NDRC) and the Ministry of Commerce (MOFCOM) jointly issued the Special Administrative Measures for Foreign Investment Access (Negative List) (2024 Edition) (hereafter “Negative List 2024”), which will come into force on November 1st, 2024, when the previous version, effective from January 1st, 2022, will cease to be in effect.

It is noteworthy that the Special Administrative Measures (Negative List) for Foreign Investment Market Access to Pilot Free Trade Zones (hereafter “FTZ Negative List”) which exclusively applies to foreign investments within pilot free trade zones has not been updated concurrently with the Negative List 2024. Therefore, the version of the FTZ Negative List which entered into effect on January 1st, 2022, remains applicable for the time being.

Compared to the previous version, the Negative List 2024 reduces the total number of restricted items from 31 to 29. Namely, in the Negative List 2024 the following two restrictions in the manufacturing sector have been abolished:

- For the printing of publications, the controlling stake must be held by the Chinese party.
- Investment in the application of steaming, stir-frying, moxibustion, calcination and other processing techniques for Chinese herbal medicines, as well as the production of confidential prescription products of proprietary Chinese medicines shall be prohibited.

Consequently, restrictions on access to the manufacturing sector have now been completely removed in the Negative List 2024. In the manufacturing sector, there is now equal national treatment of domestic and foreign investments. The continuing trend to further open and to reduce restrictions and prohibitions of foreign investment in China is, without a doubt, positive and may bring along new and extended possibilities for foreign investors in the Chinese market.

NDRC: Notice on Promoting Large-Scale Application Pilots for Vehicle-to-Grid (V2G) Interaction

On September 10th, the National Development and Reform Commission (NDRC), in collaboration with the National Energy Administration (NEA) and the State Administration for Market Regulation (SAMR), released the "Notice on Promoting Pilot Projects for Large-scale Applications of Vehicle to Grid (V2G) Interaction" (hereafter "Notice").

The Notice aims to pilot and explore new business models for V2G applications in scenarios such as managed charging and bi-directional charging/discharging. Pilots will be city-based, and participating cities must implement China's time-of-use (TOU) power pricing system, where the Notice set the target for 60% of charging to occur during off-peak hours. Additionally, it outlined that the cumulative power released back to the grid should not fall below 500 kWh per pilot city and no less than 100,000 kWh annually.

Specifically, the Notice set up the following key tasks:

- **Leveraging incentives in the power market:**
  Refine power market trading rules, encourage V2G project operators to participate in power trading and energy storage leasing, and validate the feasibility of V2G business models.
- **Improving pricing and demand response mechanisms:**
  Optimize the TOU pricing system, establish differentiated pricing structures, and innovate demand response strategies to increase user participation.
- **Promoting smart / managed Charging:**
  Develop technical standards for managed charging infrastructure, implement pilot programs in communities, and optimize capacity access at charging stations.
- **Advancing V2G technology and business model innovation:**
  Explore V2G applications with various settings (office building, industry zone, residence community) support joint project proposals, and enhance battery technologies and warranties.
- **Strengthening support and guidance measures:**
  Develop standards to support large-scale V2G applications, safeguard user rights, and encourage active participation from both users and grid operators in the program.

In China, the rapid growth of new energy vehicles (NEVs) is increasing demand for charging infrastructure and putting significant pressure on local power suppliers. V2G technology, which enables bi-directional energy flow between electric vehicles and the power grid, offers a new path for balancing power supply and demand, promoting renewable energy development, and providing economic benefits to EV owners. V2G technology has significant potential for development and market growth.

However, technical and business model challenges remain, including unfinished power market reforms and evolving battery technologies, therefore these pilot projects are crucial to promoting V2G implementation at large-scale. If the program runs smoothly, it may significantly enhance China's energy storage capacity, supporting its broader renewable energy goals and enabling greater grid flexibility by 2030.

MIIT: Guidelines for Equipment Updating and Technical Renovation in Key Industrial Sectors

On September 20th, the Ministry of Industry and Information Technology (MIIT) released the Guidelines for Equipment Updating and Technical Renovation in Key Industrial Sectors (hereafter "Guidelines"). The automotive industry is highlighted as a focal point, with the Guidelines outlining objectives, policies, standards, and priority areas for equipment upgrades of 27 industrial sectors in total.

Specifically for the automotive sector, the Guidelines emphasize the importance of equipment to produce new energy vehicles (NEVs) and their components. They target updates in four key manufacturing processes: stamping, welding, painting, and final assembly, as well as in component production. The aim is to integrate advanced manufacturing, automation, flexible technologies, and energy-saving, environmentally friendly practices to support enterprises in implementing technical upgrades and modernization.

By 2027, the objective is to enhance production efficiency, energy consumption standards, environmental performance, and product quality across automotive and component manufacturing. The prime areas to be updated to achieve these goals are automotive manufacturing equipment, industrial operating

systems, and industrial software. It's also emphasized by the Guidelines that any changes in vehicle production capacity must adhere to industry policies and follow the necessary procedures.

NDRC: Work Plan for Improving the Carbon Emission Statistics and Accounting System

On October 24th, the National Development and Reform Commission (NDRC) and other seven ministries and departments issued the Work Plan for Improving the Carbon Emission Statistics and Accounting System (hereafter "Work Plan"), which builds on the Work Plan for Accelerating the Construction of Dual Control System for Carbon Emissions released in August, aiming to address the shortcomings and constraints in establishing a robust carbon emission statistics and accounting framework, thereby enhancing the statistics and accounting capacity across all levels, sectors, and industries.

The Work Plan sets up the following targets:

- **By 2025,** establish comprehensive carbon emission reporting systems at national and provincial levels, implement accounting standards for key industries, and advance product carbon footprint management. A national greenhouse gas emission factor database will be created and regularly updated.
- **By 2030,** complete a robust carbon emission statistics system and ensure effective operation of national and provincial frameworks, as well as strengthen standards for key industries and enhance carbon management capabilities, meeting emission control requirements across all levels and sectors.

The Work Plan also lists eight key tasks to better achieve the targets:

- **Strengthening the regional carbon emission statistics and accounting system**
  Comprehensive carbon emission statistics and accounting systems will be implemented at national and provincial levels, including annual greenhouse gas inventories and sub-provincial methods. The focus is on improving data collection and foundational capabilities while promoting energy balance sheets at the municipal level, with collaboration among various departments.
- **Improving carbon emission accounting mechanisms in key industry sectors**
  It's to leverage industry regulatory bodies to prioritize carbon emission accounting in sectors like power, steel, and chemicals, and define emission boundaries as industry needs by using data from energy statistics, emission accounting, and trading markets. Besides, it's also stressed to enhance data quality, establish sharing and joint supervision mechanisms, and strengthen foundational support for key sectors.
- **Improving corporate carbon emission accounting methods**
  The carbon emission accounting standards for key industries need to be revised and established, especially on defining rules for measurement, monitoring, and verification and tailoring methods for emissions in specific processes and promote corporate emissions reporting. The methodologies for calculating indirect emissions from non-fossil electricity use and the offset methods, such as carbon capture and storage, within corporate accounting shall be developed. The pilot of Continuous Emission Monitoring Systems (CEMS) should be deployed in sectors like power and cement, then to further standardize guidelines to enhance data accuracy and comparability.
- **Establishing carbon emission and carbon reduction accounting system for projects**
  Developing guidelines and standards for carbon emission accounting and environmental impact assessment in key industry projects should be also incorporated with life cycle theory and carbon entry levels. Methodologies are to be created for voluntary greenhouse gas reduction projects and a carbon reduction accounting system is to be aligned with domestic and international standards.
- **Establishing and improving carbon footprint management system**
  It is to establish national standards for product carbon footprint accounting, standardize methods and data requirements, accelerate key product standards, expand coverage, and incorporate group standards into industry norms, as well as strengthen green power certification in carbon footprint systems, build specialized talent, regulate services, and promote international certification influence.
- **Setting up a national greenhouse gas emission factor database**
  A national greenhouse gas emission factor database is to be built up with standardized data management, where the key emission factors for energy and products will be published.

Besides, power emission factors will be regularly updated to support carbon accounting across all levels.

- **Promoting the application of advanced technologies and research on new methodologies**
  The carbon emission accounting mechanism can be established by using big data from the power sector to enhance the "Electricity-Carbon Analysis Model." Forecasting and warning models for carbon emissions can be developed based on economic and energy factors, so that the climate observation network will be updated for precise measurements and methodologies for accounting carbon capture and low-carbon hydrogen will be improved.
- **Strengthening international cooperation**
  Communication with key trading partners should be strengthened on carbon emission accounting rules, standards and methodologies, e.g., enhancing foundational capabilities through exchanges on research and talent training, and promoting cooperation among domestic and foreign enterprises in data sharing and product carbon labeling.

Automotive Industry Topics

IAA Transportation – China Day in Hannover, Germany

The IAA Transportation 2024, held in Hannover, Germany from September 17th to 22nd, featured a total of 1,699 exhibitors, with China leading as the top participating country from abroad with 464 exhibitors. Chinese exhibitors made a substantial contribution to the international presence, underscoring their significant involvement in the automotive industry showcased at the show.

On September 18th, the China Day at IAA Transportation was successfully held, which is a triumphant showcase of partnership and innovation in the automotive sector, featuring vibrant exchanges and insights.

A highlight was the signing of the Memorandum of Understanding between the VDA and China Council for the Promotion of International Trade, Automotive Sub-Council (CCPIT-Auto). This MOU signifies our shared dedication to sculpting a groundbreaking ecosystem for Sino-German automotive industry, pulsating with innovative frameworks and dynamic synergies.

Mrs. Mueller, President of the VDA, emphasized the strong partnership between China and Germany by highlighting milestones in policy harmonization and industrial cooperation. Mr. WANG Xia, Chairman of CCPIT-Auto, highlighted China's rapid growth in new energy vehicles and green development, advocating for collaboration between Chinese and German commercial vehicle companies for a mutually beneficial global future. Additionally, Ms. ZENG Yingru, Minister at the Embassy of the People's Republic of China in the Federal Republic of Germany, expressed strong support, emphasizing the importance of enhancing cooperation and communication efforts between China and Germany.

Guest speakers including Dr. Jan Kroenig, Head of Strategy at Daimler Truck, Mr. WANG Jianyu, Vice General Manager of FAW JIEFANG Group and President of the Commercial Vehicle R&D Institute, Mr. Mats Harborn, Head of TRATON China Office, Mr. ZHOU Xiangqiang, General Manager of Shaanxi Automobile Holding Group, Mr. LI Guiping, CEO and President of CIMC Vehicles, and Ms. Audrey MA, Executive Director and VP International Markets at REFIRE provided valuable perspectives on the evolving landscape of the automotive industry and the progress being made towards sustainability and innovation.

The "IAA-China-Day" has already become a tradition at IAA shows, serving as a platform for representatives from industry, institutions, and government from China and Germany to establish contacts and foster collaboration.

World New Energy Vehicle Congress (WNEVC) – Sino-German Forum on Cooperation and Development of New Energy Vehicles in Haikou

The 2024 World New Energy Vehicle Congress (WNEVC) was successfully held from September 27th to 29th in Haikou. This year's theme, "Low-Carbon Transformation and Global Cooperation," underscored the drive for sustainable development and achieving carbon neutrality goals within the automotive industry. The event featured engaging forums, dialogues, tech exhibitions, and activities promoting innovation and collaboration in new energy vehicles. Notably, the Sino-German Forum on Cooperation and Development of NEV, co-organized by the VDA and China Society of Automotive Engineers (CSAE),

convened for the fourth consecutive time on September 28th, further solidifying partnerships between the two countries.

Mrs. Mueller, President of the VDA, delivered the message on the importance of transparent regulations to pave the way for a greener future, highlighted the critical need for joint innovation in intelligent driving solutions and the establishment of industry standards to strengthen sustainability efforts in the new energy vehicle sector, and emphasized the significance of maintaining international trade orders through open dialogue amid evolving challenges. Prof. WAN Gang, esteemed President of China Association for Science and Technology (CAST) and WNEVC, articulated the necessity for China and Germany to unite in combating climate change and advancing sustainable practices, and emphasized the importance of defining actionable strategies for the mutual development of new energy vehicle technologies. Aligning policies on green technologies and fostering shared databases are the decisive steps towards sustainable growth and robust partnerships between China and Europe. Dr. Thomas Weithoener echoed these sentiments by emphasizing the alignment of EU-China interests, advocating for fair subsidies, and addressing market barriers to propel the industry forward. He lauded collaborative efforts in decarbonization and green innovation while recognizing China's pioneering role in electric vehicles, urging the sharing of experiences and best practices for mutual benefit. Mr. ZHANG Lin, Chief Representative and General Manager of the VDA China, brought attention to the remarkable 40-year collaboration between China and Germany within the automotive sector. From traditional manufacturing to cutting-edge fields like electrification, intellectualization, decarbonization, and digitization, the VDA will continue to promote the multi-faceted cooperation between the two nations.

Mr. Sean Green, President & CEO, BMW Group Region China, Mr. ZHANG Guofu, General Manager of Beijing EV, Mr. HAN Sanchu, CARIAD China CEO, Mr. SONG Hua, Deputy GM of Jianghuai Automobile Group, Mr. Hans Georg Engel, Senior Executive Vice President, Mercedes-Benz China, Ms. Eva CHEN, Vice President of SemiDrive shared their invaluable insights and strategies amidst this period of rapid transformation in Sino-German collaborative R&D and global sharing on common technology.

The 26th Round Table of Presidents/CEOs of German Suppliers in China & Sino-German Collaborative Development Forum of Automotive Industry in Shanghai

On October 22nd, the 26th VDA Round Table of Presidents/CEOs of German Suppliers in China and the Sino-German Automotive Industry Cooperation Development Forum, was successfully held in Jiading District, Shanghai. This event marked a significant collaborative effort between the VDA and Shanghai International Automobile City, underscoring the ongoing partnership between Germany and China. It was a productive gathering with insightful exchanges, moderated by Mr. ZHANG Lin, Chief Representative and General Manager of VDA China.

Mr. Andreas Rade, Managing Director of the VDA, and Mr. Jendrik Niebuhr, Trade Policy Consultant for VDA, kicked off the floor with the updates and insights from the Berlin perspective, and especially emphasized the importance of a proactive industrial strategy and the need for fair and open market access.

The event also featured speeches from notable speakers including Dr. Norbert Riedel, Consul General of the Federal Republic of Germany in Shanghai, Mr. LU Fangzhou, Secretary of the CPC Jiading District Committee, Dr. SHEN Feng, NIO's Executive Vice President and Chairman of Quality Committee, Dr. ZHANG Yilin, CEO of Schaeffler Greater China, Mr. FU Bingfeng, Executive Vice Chairman and Secretary General of CAAM, Mr. TAO Hailong, GM of SAIC Volkswagen, Ms. Renee WANG, President ZF China, Dr. CHEN Liming, President of Horizon Robotics, Mr. HUANG Feng, Chairman of Shanghai Foreign Investment Association, Mr. YU Zhuoping, Professor of Tongji University, Mr. HOU Qiang, Head of Product Supply at LI AUTO, Mr. Frank Goeller, VP at Audi for Strategy, Portfolio Management Digitalization in Production & Logistics, VP at Volkswagen Group for Catena-X implementation, VP at Catena-X association for Internationalization, Ms. PAN Xiaohong, GM of SIAC, Ms. XU Mengmeng from CICC Capital, and Dr. WANG Yao, Deputy Chief Engineer of CAAM. Each speaker provided valuable perspectives, enriching the discussions around key topics of Prospects & Opportunities for German Suppliers in China, Innovation, Opportunity, and Challenges for the New Era of Joint Ventures Collaboration, and Synergic Innovation and Future Outlook of the Supply Chain.

The discussions throughout the event highlighted the growing importance of close cooperation between China and Germany in today’s rapidly evolving landscape. By adopting innovative strategies, strengthening collaborative efforts, and maintaining an open mindset, both sides can reinforce their competitive edge within the automotive industry. The VDA is committed to building on these strong connections and

deepening collaboration with Chinese partners to drive high-quality development in the automotive sector.

The 2nd World Automobile Standards and Innovation Conference (WASIC) in Shenzhen

From October 22nd to 24th, the World Automobile Standards and Innovation Conference (WASIC 2024) was successfully held in Shenzhen, with the theme of "Standards Empowering Technological Innovation, Standards Serving Industrial Development". The event featured a main forum, thematic seminars, multilateral and bilateral dialogues, as well as an international closed-door meeting focused on "Promoting UN SDGs in the automotive industry.

Mr. An Tiecheng, President of CATARC, Dr. Xiao Han, Director General of the Standards Innovation Department of the SAMR, and Mr. Guo Shougang, Deputy Director General of the Equipment Manufacturing Industries Department of the MIIT, delivered keynote speeches that set the tone for insightful discussions.

As one of the international co-organizers, the VDA was invited to conduct keynote speeches at the main forum and closed-door discussion, where Mr. Egbert Fritzsche, head of the VDA standardization department, introduced “Practice of German Automotive ICV Standardization” and shared insights into “Europe and Germany’s Efforts to Implement the UN SDGs”.

During the conference, productive bilateral discussions took place between the VDA and CATARC, attended by Dr. Xiao Han. Both sides agreed to continue and strengthen Sino-German cooperation in the field of standardization, reaffirming the successful journey of the German and Chinese standardization experts at the international level, and exploring new opportunities in future collaboration from the ISO level.

Standardization

Standard Projects for Approval

In September & October, SAC released the following standard projects for approval publicity:

NO.	Title	Publicity date	Deadline for comments	Project Pre-No.
1	GB/T XXXX-xxxx Evaluation for categorization and classification of vehicle vulnerability	2024-09-06	2024-10-06	
2	GB/T XXXX-xxxx Technical specifications of digital key system for vehicles	2024-09-06	2024-10-06	
3	GB/T XXXX-xxxx Intelligent and connected vehicles - data security management system specification	2024-09-06	2024-10-06	
4	GB/T XXXX-xxxx Speed meters for motor vehicle and motorcycle	2024-09-14	2024-10-14	
5	GB/T XXXX-xxxx Performance requirements and testing methods for brake assist systems (BAS) of light vehicles	2024-09-14	2024-10-14	
6	GB/T XXXX-xxxx The stipulation protecting drivers from being injured by motor vehicle steering mechanism	2024-09-14	2024-10-14	
7	GB XXXX-xxxx Performance requirements and testing methods for electronic stability control system (ESC) for light vehicles	2024-09-14	2024-10-14	
8	GB XXXX-xxxx Performance requirements and testing methods for electronic stability control system (ESC) for heavy-duty vehicles	2024-09-14	2024-10-14	

9	GB XXXX-xxxx Electric vehicles safety requirements	2024-09-19	2024-10-18	
10	GB/T XXXX-xxxx Road vehicles - test methods for electrical disturbances from electrostatic discharge	2024-09-27	2024-10-27	
11	GB/T XXXX-xxxx Road vehicles - vehicle test methods for electrical disturbances from narrowband radiated electromagnetic energy - part 5: reverberation chamber	2024-09-27	2024-10-27	
12	GB/T XXXX-xxxx Road vehicles - in-vehicle ethernet - part 1: general information and definitions	2024-09-27	2024-10-27	
13	GB/T XXXX-xxxx General specification for automotive chip environment and reliability	2024-09-27	2024-10-27	
14	GB/T XXXX-xxxx Road vehicles - in-vehicle ethernet - part 3: optical 1-gbit/s physical entity requirements and conformance test plan	2024-09-27	2024-10-27	
15	GB/T XXXX-xxxx Road vehicles - degrees of electrical equipment protection (IP-code)	2024-09-27	2024-10-27	
16	GB/T XXXX-xxxx Road vehicles - in-vehicle ethernet - part 6: electrical 100 Mbit/s physical entity requirements and conformance test plan	2024-09-27	2024-10-27	
17	GB/T XXXX-xxxx Road vehicles - in-vehicle ethernet - part 5: optical 1-Gbit/s physical layer system requirements and test plans	2024-09-27	2024-10-27	
18	GB/T XXXX-xxxx Road vehicles - in-vehicle ethernet - part 2: common physical entity requirements	2024-09-27	2024-10-27	
19	GB/T XXXX-xxxx Road vehicles - communication between vehicle and external equipment for emissions-related diagnostics - part 6: diagnostic trouble code definitions	2024-09-27	2024-10-27	
20	GB/T XXXX-xxxx Road vehicles - communication between vehicle and external equipment for emissions-related diagnostics - part 5: emissions-related diagnostic services	2024-09-27	2024-10-27	
21	GB/T XXXX-xxxx Road vehicles - information for plates, labels and electronic identifications of traction batteries	2024-10-10	2024-11-09	
22	GB/T XXXX-xxxx Electric vehicle conductive charging system - part 2: EMC requirements for off-board electric vehicle supply equipment	2024-10-10	2024-11-09	Led by CEC
23	GB/T XXXX-xxxx Automotive software quality and defect management specification	2024-10-28	2024-11-27	TC 463

Standard Drafts for Public Comments

In September & October, CATARC released the following drafts of standard for public comments:

No.	Title	Publicity date	Deadline for comments	Note
1	GB 21670-xxxx Technical requirements and testing methods for passenger car braking systems	2024-09-20	2024-10-20	To replace: GB 21670-2008
2	GB/T XXXX-xxxx Road vehicles refrigerant systems used in mobile air conditioning systems (MAC) safety requirements	2024-09-27	2024-11-26	ISO13043：2011
3	GB/T XXXX-xxxx Leisure accommodation vehicles - safety signs and information symbols	2024-09-29	2024-11-28	

Official Publication of Standards

In September & October, SAC officially published the following standards:

NO.	Title	Release date	Implementation date	Note
1	GB 4599-2024 Road illumination devices and systems for motor vehicles	2024-09-29	2025-07-01	To replace: GB 4599-2007, GB 21259-2007, GB 25991-2010, GB/T 30036-2013, GB/T 30511-2014, GB 4660-2016
2	GB 5920-2024 Light-signaling devices and systems for motor vehicles and their trailers	2024-09-29	2025-07-01	To replace: GB 5920-2019, GB 15235-2007, GB 11554-2008, GB 17509-2008, GB 18408-2015, GB 18409-2013, GB 18099-2013, GB 23255-2019
3	GB 11564-2024 Retro-reflective devices and markings for motor vehicles	2024-09-29	2025-07-01	To replace: GB 11564-2008, GB 19151-2003, GB 23254-2009, GB 25990-2010
4	GB 14167-2024 Safety-belt anchorages and restraint systems anchorages for occupants of power-driven vehicles	2024-09-29	2025-07-01	To replace: GB 14167-2013
5	GB 14166-2024 Safety-belts and restraint systems for occupants of power-driven vehicles	2024-09-29	2025-07-01	To replace: GB 14166-2013
6	GB 15740-2024 Protective device against unauthorized use of motor vehicles	2024-09-29	2026-01-01	To replace: GB 15740-2006
7	GB/T 31486-2024 Electrical performance requirements and test methods for traction battery of electric vehicle	2024-09-29	2025-04-01	To replace: GB/T 31486-2015
8	GB/T 44433-2024 Performance requirements and testing methods for intelligent speed limit system of vehicles	2024-09-29	2024-09-29	

9	GB/T 44721-2024 Intelligent and connected vehicle - general technical requirements for automated driving system	2024-09-29	2024-09-29	

SGSCC: Annual Meeting of Sub-Working Group Intelligent and Connected Vehicles in Bonn, Germany

The 2024 Meeting of the Sino-German Sub-Working Group Intelligent and Connected Vehicles (SWG ICV) organized by DIN Standards Committee Road Vehicles and Mobility (VDA) and the China National Technical Committee of Automotive Standardization (NTCAS) in Bonn, Germany, during the Plenary of the Sino-German Standardization Cooperation Commission (SGSCC), was a significant step towards enhancing communication and collaboration in ICV standardization.

More than 40 participants joined in the meeting, including Mr. Thomas Frisch, Director level of the German Federal Ministry for Economic Affairs and Climate Action (BMWK), Mr. Wang Yu, Director level of the Chinese State Administration for Market Regulation (SAMR), and representatives from the German Automotive Association (VDA), the China Automotive Technology & Research Center Co., Ltd (CATARC), as well as experts from standardization institutes, associations, and industry. The meeting was moderated by Ms. DONG Qianqian /Stacy (VDA).

The meeting commenced with insightful opening speeches delivered by Mr. Thomas Frisch and Mr. Wang Yu, recognizing the achievements in ICV standardization and highlighting the importance of continued cooperation between the two nations. Mr. Sun Hang (CATARC) kicked off the presentation by introducing the progress of ICV standardization in China from NTCAS perspective and the bilateral cooperation from the international level. Mr. Egbert Fritzsche (VDA) summarized the key achievements, emphasized the success story of ICV cooperation under SGSCC, and proposed new formality to advance into a new phase of collaboration.

Notable presentations also came from industry experts like Mr. Thorsten Leonhard (CARIAD), Mr. Richard Krüger (BMW), Mr. Zhao Xin (HESAI), Mr. Andreas Knapp (Mercedes-Benz), Matthias Maihöfer (Schaeffler), and Mr. Liu Bin (FAW), shedding light on key industry perspectives and efforts towards harmonized standards, covering a wide range of topics crucial to ICV, such as the progress of ICV standard system in China and Germany/EU, updates on international standardization efforts including ISO 26262 & ISO 21448 revisions, new ISO projects on automotive perception sensors and automotive software systems, as well as the valuable insights on ICV standards' application in the future.

The meeting concluded with reaffirmation of the commitment to strengthening bilateral cooperation for standardization and regulation in support of intelligent and connected vehicles. Key targets were established, including enhancing cooperation in formulating ISO international standards, intensifying exchanges in WP.29, strengthening the introduction of international standards into China national standard system, and improving coordination of technical requirements in formulating standards.

NDB: Newly Established TC 609: National Technical Committee of Data Standardization

On October 28th, the inaugural meeting of China's National Technical Committee of Data Standardization (TC 609) took place in Beijing, gathering representatives from key authorities, including the National Data Bureau (NDB), State Administration for Market Regulation (SAMR), Cyberspace Administration of China (CAC), Ministry of Industry and Information Technology (MIIT), and Ministry of Finance (MoF).

The new committee will focus on standardization in data resources, data technology, data infrastructure, and data security, while aligning with international standards organizations such as data management and exchange (ISO/IEC JTC 1/SC 32), smart city technologies (ISO/IEC JTC 1/WG 11), and artificial intelligence data (ISO/IEC JTC 1/SC 42 WG2). The committee's secretariat will be set at the China Electronic Standardization Institute (CESI).

Nowadays, data has become the most important and core factor of production, joining land, labor, capital, and technology. As for the automotive industry, the number of sensors integrated into vehicles has increased significantly, leading to a sharp rise in data generated compared to previous years, so data management has become one of the primary focuses for the industry. The establishment of this

committee marks another significant step in advancing data regulation in China. The standardization cooperation of Germany and China has been successful for many years at the international level. The VDA is committed to continuous support and further collaboration with the new committee on data standards and regulations based on the alignment in the automotive industry of the two countries.

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