

Monthly Report

Topics from China; August 2024

Content

Policy and Regulation	1
MoT: Implementation Rules for Subsidizing Renewal of New Energy Urban Buses and Power Batteries	1
State Council: Work Plan for Accelerating the Construction of Dual Control System for Carbon Emissions	2
NDRC: Action Plan for Accelerating the Construction of New Power System (2024-2027)	3
NDRC: Action Plan on Strengthening the Construction of Standards and Metrology System for Carbon Peak and Carbon Neutrality (2024-2025)	3
State Council: Opinions on Accelerating the Comprehensive Green Transformation of Economic and Social Development	4
State Council: Guideline on Improving the Market Access System	5
Beijing Municipal Cyberspace Administration: Negative List and Its Administrative Measures for Cross-border Data Flow of China (Beijing) Pilot Free Trade Zone (Trail)	5
Automotive Industry Topics	7
EV 2024 - the 14 th Symposium on Electric Vehicles Standards and Regulations in Wuhan	7
Standardization	8
Standard Projects Approved	8
Standard Drafts for Public Comments	8
Official Publication of Standards	8
MIIT & SAMR: Provisions to Strengthen Management of Market Access, Recall, and OTA of Intelligent and Connected Vehicles - Draft for Comments	10

Policy and Regulation

MoT: Implementation Rules for Subsidizing Renewal of New Energy Urban Buses and Power Batteries

On August 2nd, the Ministry of Transport (MoT) and the Ministry of Finance (MoF) jointly released the Implementation Rules for Subsidizing Renewal of New Energy Urban Buses and Power Battery (hereafter "Rules"), which is to further support the Measures on Intensifying Support for Large-Scale Equipment Renewal and Consumer Goods Trade-in issued in July and provide a stronger policy guarantee for the application and popularization of new energy buses.

According to the Rules, urban bus companies are encouraged to reasonably choose different types of buses for replacement in accordance with passenger demand and the existing public transport infrastructure. An average subsidy of 60,000 yuan will be paid to each vehicle.

The detailed subsidy scheme is specified as follows:

- For renewing new energy urban buses, the average subsidy per vehicle is 80,000 yuan; for replacing the power batteries, the subsidy reaches 42,000 yuan. Local governments should enact subsidy standards based on the funds arranged by the MoT and MoF.
- The urban buses to be renewed shall be registered before December 31st, 2016, with a vehicle age of eight years and above. The same criteria apply to power batteries. The deadline for subsidy application is January 20th, 2025.
- The new bus shall be the models from the "new energy vehicle catalogues" released by the authority for vehicle and vessel tax and purchase tax deduction, while the new battery shall

fulfil the technical standard GB38031-2020 with production data after January 1st, 2024, and warranty period long than 5 years.

- The subsidy funds will be shared by the central and local governments at the ratio of 90:10 overall, with the specific ratios of 85:15, 90:10, and 95:5 in the eastern provinces, central provinces, and western provinces respectively. The MoF will pre-allocate 60% of the subsidy funds to each province based on the stock of new energy urban buses by the end of 2016.

The publication of the Rules is expected to reduce the cost of purchasing new energy buses and replacing power batteries for bus operators, thereby increasing market demand. At the same time, the Rules will also indirectly benefit the secondary use industry of power batteries. With the updating of power batteries, more waste batteries will enter the recycling and reuse process, providing richer resources for the secondary use industry.

State Council: Work Plan for Accelerating the Construction of Dual Control System for Carbon Emissions

On August 2nd, the General Office of the State Council released the Work Plan for Accelerating the Construction of Dual Control System for Carbon Emissions (hereafter “Work Plan”), emphasizing that China will establish a new mechanism to control carbon emissions and emission intensity by regulating energy consumption and consumption intensity. This initiative aims to advance the country's carbon neutrality and promote green development.

The Work Plan sets out 3 periodic objectives for next step:

- By 2025, the carbon statistical accounting, monitoring, and metering capabilities will be enhanced, laying a foundation for implementing dual control system nationwide during the 15th Five-Year Plan period.
- During the 15th Five-Year Plan period, a dual control system for carbon emissions, with intensity control as the primary focus and total volume control as a supplementary measure, will be implemented. A comprehensive evaluation and assessment system for peaking carbon emissions and achieving carbon neutrality will be established to ensure that the 30/60 “dual carbon” targets are achieved as scheduled.
- After peaking carbon emissions, the dual control system will prioritize total volume control. The evaluation and assessment system is to further strengthen carbon emission control in various regions, key areas, industries, and enterprises, promoting a stable and gradual reduction in total carbon emissions.

The specific requirements are as follows:

- **Improving the general regulatory system**
Taking the reduction of carbon emission intensity as a binding target for national economic and social development during the 15th Five-Year Plan period and clearing up the contents that are not compatible with the requirements of dual control of carbon emissions.
- **Establishing the local evaluation and assessment system**
Decomposing the dual control target of carbon emissions to each province, then to each region or enterprise, introducing comprehensive evaluation and assessment methods, strengthening the coordination of local carbon emissions accounting and the national carbon trading system, and implementing carbon emission budgeting.
- **Exploring the warning and control mechanism for carbon emissions in key industries**
Establishing monitoring and warning system for key industries with stricter management, if necessary, then extending to a wider scope as the comprehensive requirement when conditions are ripe.
- **Strengthening the energy-saving and carbon-reducing management system for enterprises**
Revising carbon emission accounting rules and standards for key industries, improving regulatory mechanism of the national carbon trading system, and optimizing the green certificate trading market to promote the consumption of green electricity.
- **Carrying out carbon emission assessment for fixed asset investment projects**
Incorporating carbon emission assessment into the energy conservation review process of fixed asset investment projects, formulating technical standards to evaluate environmental impact of greenhouse gas emissions, and strengthening the collaborative control of pollution and carbon emissions.
- **Accelerating the establishment of product carbon footprint management system**

Formulating national standards for calculating product carbon footprints, especially on key products such as power batteries and new energy vehicles, setting up the national database for greenhouse gas emission factors, and establishing carbon labeling and certification system.

The Work Plan comprehensively and completely elaborates the institutional framework of dual control of carbon emission for the first time and marks a significant progress in the transformation from dual control of energy consumption to carbon emission, which clarifies the path and direction for the “dual carbon” targets. The Work Plan also reflects the spirit of the Third Plenary Session of the 20th Communist Party of China Central Committee held in last month. It is of great significance to actively and steadily promote the peaking of carbon emissions and the achievement of carbon neutrality, and to accelerate the overall green transformation of economic and social development.

NDRC: Action Plan for Accelerating the Construction of New Power System (2024-2027)

On August 6th, the National Development and Reform Commission (NDRC), the National Energy Administration (NEA), and the National Data Bureau jointly issued the “Action Plan for Accelerating the Construction of the New Power System (2024-2027)” (hereafter “Action Plan”), to provide strong support for achieving the goal of carbon peaking.

The Action Plan points out that the various development stages of the new power system have different priorities, which requires more comprehensive promotion and implementation, while adhering to the basic principles of clean and low-carbon, safe and sufficient, cost-effective and high-efficiency, supply and demand coordination, flexible and intelligent. The Action Plan emphasizes that the short-term priority will be the breakthroughs in key fields that are urgently needed in construction of the new power system, and the exploration in the typical and representative directions.

In addition, nine specific action plans would be carried out during 2024-2027 to achieve tangible results. Among those, the expansion of electric vehicle charging facility network has been highlighted, with the following specific requirements:

- **Improve the layout of charging infrastructure network,** by planning public charging infrastructure according to local conditions of different areas, improving the coverage of highway charging network, and increasing the number of charging points in rural areas, to build up an increasingly complete charging infrastructure network.
- **Strengthen the integration and interaction between electric vehicles and power grids,** by exploring the solution to integrate and interact between vehicles, charging points, charging stations and grids, optimizing the time-of-use pricing system, and developing the discharge price mechanism, to make full use of the energy storage resources of electric vehicles.
- **Establish and improve the standard system of charging infrastructure,** by accelerating the revision of the existing standards for advanced charging and battery swapping technologies, exploring the establishment of new standards related to vehicle-grid interaction, completing the standard system for charging infrastructure, and strengthening international leadership in standardization.

Clearly declared by the Action Plan, the further promotion of new energy vehicles has been closely integrated with national strategies. As one of the most important clean energy carriers, new energy vehicles will play an important role in the process of diversification, clean-up, and intellectualization.

NDRC: Action Plan on Strengthening the Construction of Standards and Metrology System for Carbon Peak and Carbon Neutrality (2024-2025)

On August 8th, the National Development and Reform Commission (NDRC), the State Administration for Market Regulation (SAMR), and the Ministry of Ecology and Environment (MEE) jointly released the Action Plan on Strengthening the Construction of Standards and Metrology System for Carbon Peak and Carbon Neutrality (2024-2025) (hereafter “Action Plan”), which is to further implement the “Opinions on Fully, Accurately, and Comprehensively Implementing the New Development Concept on Better Achieving Carbon Peak and Carbon Neutrality”, the “Outline for the Development of National Standardization”, and the “Metrology Development Plan (2021-2035)”, to better fulfill the various tasks of the “Implementation Plan for Establishing and Improving the Metrology and Standard System for Carbon Peak and Carbon Neutrality”.

The Action Plan sets out the following goals:

- In 2024, 70 national standards for carbon accounting, carbon footprint, carbon reduction, energy efficiency, and carbon capture, utilization and storage will be established, to cover all enterprises in key industries.
- In 2025, the comprehensive carbon accounting and evaluation standard system targeting enterprises, projects, and products will be established. The energy consumption and energy efficiency of key industries and products will reach the international advanced level. More than 100 standardized pilot projects for carbon emission management will be developed.
- By the end of 2025, 20 measurement standards and reference materials will be developed, 25 key metrology technologies will be researched, 50 national metrology technical specifications in the field of “dual carbon” will be formulated, and important breakthroughs in carbon metrology technologies in key areas will be achieved.

16 key tasks are prioritized as follows:

- Accelerate the development of enterprise carbon emission accounting standards.
- Strengthen the construction of carbon footprint and carbon labelling standards.
- Increase the support for carbon emission reduction standards.
- Promote the research and development of technical standards for emission reduction.
- Raise the requirements of energy consumption standards in the industrial sector.
- Accelerate the updating and upgrading of product energy efficiency standards.
- Strengthen the research and development of equipment recycling standards.
- Expand the scope of green product evaluation standards.
- Enhance the basic capacity of carbon management.
- Research and develop measurement instruments related to dual carbon.
- Support the measurement for carbon emission accounting.
- Conduct research on common and key technologies for carbon metrology.
- Strengthen metrology research in key areas.
- Establish carbon measurement centers.
- Improve the technical specifications related to dual carbon measurement.
- Supervise the management of energy measurement.

The Action Plan specifically highlighted the urgency to expedite the development of critical national standards, including those for the carbon footprint of new energy vehicles and lithium batteries, energy efficiency standards for new infrastructure like electric vehicle charging points, as well as standards for the recycling and dismantling of automobiles and the recycling of power batteries. Furthermore, it underscores the importance of global cooperation in the realm of standards, especially in emerging fields and technologies.

State Council: Opinions on Accelerating the Comprehensive Green Transformation of Economic and Social Development

On August 11th, the Central Committee of the Communist Party of China (CPC) and the State Council released the Opinions on Accelerating the Comprehensive Green Transformation of Economic and Social Development (hereafter “Opinions”), which is the top-level blueprint document for the society-wide green transformation and the first to be systematic implemented at the central level.

The main objectives proposed in the Opinions are as the following:

- By 2030, active progress will be made in the green transformation of key areas, and the policy and standard system supporting green development will be further improved.
- By 2035, a green, low-carbon, and circular economic development system will be basically established, and the utilization efficiency of key resources will reach an internationally advanced level. Economic and social development will be fully on a green and low-carbon track, and carbon emissions will remain stable after peaking and declining slightly.

The Opinions cover various fields such as regional development, industrial restructuring, energy transformation, transportation decarbonization, urban and rural construction, green consumption, and technological innovation, which not only emphasize the constriction of green, low-carbon, and high-quality development but also steadily promote the green transformation of energy, deeply covering many areas of the economy and society. In addition, new concepts such as “building a green development highland”,

“accelerating the coordinated transformation and development of digitalization and greening”, and “building a world-class green and low-carbon industrial cluster” have been proposed.

The requirements raised to the automotive industry are as follows:

- By 2035, new energy vehicles (NEVs) will become the mainstream of new sales.
- Promote NEVs and the electrification of urban public service vehicles and accelerate the phase out of old transport vehicles and promote zero-emission freight transport.
- Carry out the activity of promoting NEVs to rural areas and strengthen the construction of supporting facilities and after-sales service guarantee.
- Improve the infrastructure network of charging stations, hydrogen filling stations, and accelerate the construction of urban intelligent traffic management systems.

State Council: Guideline on Improving the Market Access System

On August 21st, the General Office of the Central Committee of the CPC and the General Office of the State Council issued the Guideline on Improving the Market Access System (hereafter “Guideline”), in an effort to further optimize the business environment and support the development of both domestic and foreign-funded enterprises, which also marks the country’s latest push to implement the resolution adopted at the third plenary session of the 20th Central Committee of the CPC to refine the market access system and take further measures to remove barriers.

The Guideline details 10 measures:

- Improving the negative list management model
- Determining market access rules scientifically
- Setting up market prohibition and license access reasonably
- Clarifying procedures for adjusting market access management measures
- Relaxing entry thresholds for the service sector in an orderly manner
- Strengthening coordination of policies for domestic and foreign-funded enterprises
- Optimizing the market access environment for new forms of business and new sectors
- Intensifying the pilot program of market access relaxation
- Ensuring the solid implementation of market access system
- Improving organization and working mechanisms

Thereinto, the significance of the unified negative list has been highlighted by stressing that all measures set at national and local levels must be included in the unified national market access negative list. Any establishment of additional market entry permits or conditions should be prohibited.

In addition, the new quality productive forces are prioritized by the Guideline via the statement that the market access system should support on addressing obstacles in the application of scientific and technological advances, thereby facilitating their faster development and attracting more investment throughout the process. China will outline specific implementation plans to optimize the market environment for emerging fields, such as new energy and artificial intelligence.

In terms of foreign investment, China will strengthen the coordination of access policies for domestic and foreign enterprises, adhere to the principle of national treatment without reducing the access opportunities of existing business entities, and encourage Pilot Free Trade Zone and other qualified areas to explore new mode for both domestic and foreign investment.

The Guideline overall emphasizes the principle of 'broad market access with strict regulation', advocating full market entry in fully competitive sectors and a substantial reduction in market entry restrictions for business entities to create a more comprehensive market access framework. This move also signals a further step toward building an open, transparent, rules-based market access system and providing a level playing field with clearly defined rights and responsibilities and ensured effective oversight.

Beijing Municipal Cyberspace Administration: Negative List and Its Administrative Measures for Cross-border Data Flow of China (Beijing) Pilot Free Trade Zone (Trail)

On August 30th, Beijing Municipal Cyberspace Administration, Municipal Bureau of Commerce, Municipal Government Service and Data Management Bureau jointly issued the Negative List and its Administrative Measures for Cross-border Data Flow of China (Beijing) Pilot Free Trade Zone (FTZ) (hereafter “Negative List” and “Measures”), which is compiled in accordance with and further implementing the

Regulations on Promoting and Regulating Cross-border Data Flow (hereafter “Regulation”) released by the Cyberspace Administration of China (CAC) in March, integrating into the “1+N” system of data policies in China after the moves of Tianjin FTZ and Shanghai FTZ.

The Measures are composed of four main parts: clarifying responsibilities for related municipal authorities, defining cardinal principles to develop the Negative List, specifying process to implement Negative List, and stressing supervision of secure implementation. The Negative List includes 48 items of data in five industries as the first batch, including automobiles, medicine, retail, civil aviation, and artificial intelligence (AI). It’s also indicated that the Negative List will be continuously optimized according to the dynamic industry development, as well as the varying management mechanism.

Among the cardinal principles defined by the Measures, the following two scenarios are clearly defined as necessity in the Negative List:

- Data items that are involved by the **CAC data export security assessment**, mainly including the important data and personal information exported by the critical information infrastructure operator (CIIO), and the important data and personal information exported by non-CIIO when personal information exceeding the defined thresholds.
- Data items that are being exported via **standard contract** and **certification**, mainly pointing at the personal information exported by non-CIIO when exceeding the defined thresholds

The Measures also propose the Beijing FTZ’s Reference Rules for data classification, especially for identifying important data, as follows:

- The Reference Rules only apply to non-confidential data, which should be treated in accordance with its relevant regulations.
- The personal information of more than 10 million individuals (excluding sensitive personal information) / sensitive personal information of more than 1 million individuals / sensitive personal information with personal bank accounts, insurance accounts, registration accounts or medical diagnosis data of more than 100,000 individuals, held by the enterprises in Beijing FTZ.
- The personal information of more than 100,000 individuals is held by the CIIOs.
- High-value sensitive data related to industry competitiveness and industry production safety collected and generated by enterprises in Beijing FTZ while the R&D, manufacturing, operation, and management process, as well as the data of enterprise supply chains involving national security.
- The automatic control system’s parameters and its controlling, operating, maintenance, and testing data in the fields related to the national economy and people’s livelihood are held by enterprises in the Beijing FTZ.

Specifically, via item 16 of the Reference Rules, the important data defined for intelligent and connected vehicles (ICVs) includes data of the R&D and production of key automotive components, as well as the training data for autonomous driving models.

Further specified by the Negative List attached to the Measures, the automotive industry has been highlighted by listing the following items:

- Data related to important and sensitive areas such as military administrative zones and party or government locations, regarding their geographic information, people flow, vehicle flow, etc.
- Data reflecting economic operations such as traffic flow and logistics.
- Data reflecting the operation of electric vehicle charging networks within a certain area.
- Videos and images captured outside the vehicle with the human face, vehicle license plates, traffic signs, etc.
- Critical data on Internet of Vehicles (IoV) service such as vehicle remote control and vehicle operation status.
- OTA data involving vehicle control system and aftersales data involving ECU.
- Data can be used for severe cyberattacks and damage of critical equipment or system of the IoV.
- Data reflecting the protective measures of the critical information infrastructure (CII) of transport and logistic sectors and data related to the CII of IoV service.
- Personal information of the volume that triggers the **CAC data export security assessment** (which is, since January 1st of the very year, cumulative provision of personal information, excluding sensitive personal information, of more than 1 million individuals; cumulative provision of sensitive personal information of more than 10,000 individuals), and **standard contract or certification** (which is, since January 1st of the very year, cumulative provision of

personal information, excluding sensitive personal information, of more than 100,000 but less than 1 million individuals; cumulative provision of sensitive personal information of less than 10,000 individuals).

The Measures from the VDA perspective are featured with three hallmarks. Firstly, it adopts a sector-specific approach for the negative list, using a demand-driven policy-making model to make policies more targeted. Then, it achieves precise quantification and relaxation of personal information. The Beijing FTZ has appropriately relaxed restrictions based on industry needs and market conditions, with a scope ranging from 5 to 10 times that of the "Regulation", reflecting the flexibility and adaptability of the policy. Furthermore, it standardizes the implementation and management of the Negative List.

Zooming out from Beijing, the VDA and German automotive industry also welcomes moves from international level on facilitating cross-border data transfer. Following the German-Chinese MoU in this June, it's seen another big progress that the EU and China have launched discussions on the Cross-Border Data Flow Communication Mechanism. The first dialogue was held on August 27th via video, with the participation of the Cyberspace Administration of China (CAC), the Ministry of Foreign Affairs (MFA), the Ministry of Commerce (MOFCOM), the Ministry of Industry and Information Technology (MIIT), and the National Data Administration (NDA) from Chinese side, and the Directorate-General for Trade of the European Commission, the Directorate-General for Justice and Consumers, the Directorate-General for Communications Networks, Content and Technology, and the European Union Delegation to China.

Automotive Industry Topics

EV 2024 - the 14th Symposium on Electric Vehicles Standards and Regulations in Wuhan

From August 14th to 15th, the 14th Symposium on Electric Vehicles Standards and Regulations (hereafter "EV 2024") took place in Wuhan, Hubei Province, organized by the China Automotive Technology and Research Center (CATARC). The EV 2024 gathered over 300 experts from authorities, OEMs, suppliers, certification and testing institutions to discuss the latest trends and challenges in new energy vehicle (NEV) standardization.

During the opening remarks, representatives from the Ministry of Industry and Information Technology (MIIT) acknowledged China's rapid progress in NEV standards and highlighted the ongoing challenges as well, with emphasis on standard system's the significance of aligning with national strategies, promoting innovation, and enhancing international collaboration. Specifically, MIIT outlined four key trends driving the future of China's NEV industry:

- NEVs are an essential approach for achieving carbon neutrality.
- NEV industry has become a significant engine for China's economic growth.
- NEVs act as the carrier of integrated innovation, incorporating technologies such as AI, big data model, and cloud computing.
- Solid-state batteries are identified as a key technical breakthrough for the next stage of development.

Keynote presentations were given by 23 experts from organizations and enterprises including CATARC, Dongfeng, BYD, Toyota, SAC, CATL, etc. covering topics:

- **Comparison of NEV Industry Development in Different Countries and Areas**
The different policy orientations and development stages of NEV industry were analyzed in China, Europe, the United States, Japan, and South Korea. Compared to other countries, China and Europe lead in policy support and public acceptance of NEVs.
- **Advancements in Power Battery Industry**
Discussions focused on market trends, battery recycling, and key upgrading of battery regulations, including stricter safety thresholds and testing protocols. The recycling challenges posed by new technologies, e.g., CTP packaging, were also highlighted, stressing that recyclability should be considered in the design phase.
- **Charging Technology Developments**
From the charging perspective, the development of "2015+" charging standard system and the progress in vehicle-to-grid (V2G) interactions were introduced. The potential application of

"Chaoji" charging standard system for megawatt-level charging was also discussed, stressing its potential to enhance charging efficiency for commercial vehicles.

Standardization

Standard Projects Approved

In August, SAC approved the following new standard projects:

No.	Title	Approval date	Project No.	Note
1	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	2024-08-23	20242720-T-339	ISO 19206-3:2021
2	GB/T XXXX - xxxx Road vehicles – test devices for assessing the perceptual function of intelligent connected vehicles – part 4: requirements for bicyclist targets	2024-08-23	20242721-T-339	ISO 19206-4:2020

Standard Drafts for Public Comments

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

No.	Title	Publicity date	Deadline for comments	Note
1	GB/T 17676 - xxxx Natural gas vehicle and liquefied petroleum gas vehicle identification marks	2024-08-06	2024-10-05	To replace 17676 - 1999
2	GB/T 19236 - xxxx Fueling nozzle for CNG dispenser	2024-08-06	2024-10-05	To replace 19236 - 2003
3	GB/T 20735 - xxxx Pressure regulator of CNG	2024-08-06	2024-10-05	To replace 20735 - 2006
4	GB/T 23335 - xxxx Natural gas vehicles – engineering approval evaluation program	2024-08-06	2024-10-05	To replace 23335 - 2009
5	GB/T 17895 - xxxx Natural gas vehicle and liquefied petroleum gas vehicle - vocabulary	2024-08-06	2024-10-05	To replace 17895 - 1999
6	GB/T XXXX - xxxx Cover glazing used for vehicle display	2024-08-15	2024-10-14	
7	GB/T XXXX - xxxx Test and evaluation methods used on solar light and thermal comfort of automotive glass	2024-08-15	2024-10-14	
8	GB 27999 - xxxx Fuel consumption evaluation methods and targets	2024-08-21	2024-10-20	To replace 27999 - 2019
9	GB 36980.1 - xxxx Energy consumption limits for electric vehicles - part 1: passenger cars	2024-08-21	2024-10-20	To replace 36980.1 - 2018
10	GB/T 6791- xxxx Road vehicles – spark plugs and their cylinder head housing - basic characteristics and dimensions	2024-08-22	2024-10-21	To replace 6791 - 2019

Official Publication of Standards

In August, SAC officially published the following standards:

NO.	Title	Release date	Implementation date	Note
1	GB 44495 – 2024 Technical requirements for vehicle cybersecurity	2024-08-23	2026-01-01	
2	GB 44496 - 2024 General technical requirements for software update of vehicles	2024-08-23	2026-01-01	
3	GB 44497 - 2024 Intelligent and connected vehicle - data storage system for automated driving	2024-08-23	2026-01-01	
4	GB 11566 - 2024 External projections for passenger cars	2024-08-23	2026-01-01	To replace 11566 - 2009
5	GB 17354 - 2024 Front and rear protective devices for passenger cars	2024-08-23	2025-07-01	To replace 17354 - 1998
6	GB 20182 - 2024 External projections for cab of commercial vehicles	2024-08-23	2026-01-01	To replace 20182 - 2006
7	GB 20997 - 2024 Limits and evaluation targets of fuel consumption for light-duty commercial vehicles	2024-08-23	2026-01-01	To replace 20997 - 2015
8	GB 26134 - 2024 Roof crush resistance of passenger cars	2024-08-23	2025-07-01	To replace 26134 - 2010
9	GB/T 18385 - 2024 Battery electric vehicles - power performance - test method	2024-08-23	2025-03-01	To replace 18385 - 2005
10	GB/T 19752 - 2024 Hybrid electric vehicles - power performance - test method	2024-08-23	2025-03-01	To replace 19752 - 2005
11	GB/T 44287 - 2024 Performance requirement and testing methods for electronic braking system (EBS) of commercial vehicles	2024-08-23	2025-03-01	
12	GB/T 44298 - 2024 Intelligent and connected vehicles - symbols for controls, indicators and tell-tales	2024-08-23	2024-08-23	
13	GB/T 44373 - 2024 Intelligent and connected vehicle - terms and definitions	2024-08-23	2024-08-23	
14	GB/T 44410.1 - 2024 Road vehicles - compressed natural gas (CNG) fuel systems - part 1: safety requirements	2024-08-23	2024-12-01	
15	GB/T 44410.2 - 2024 Road vehicles - compressed natural gas (CNG) fuel systems - part 2: test methods	2024-08-23	2024-12-01	
16	GB/T 44461.1 - 2024 Intelligent and connected vehicle - technical requirements and testing methods for combined driver assistance system - part 1: single-lane maneuver	2024-08-23	2024-08-23	
17	GB/T 44461.2 - 2024 Intelligent and connected vehicle - technical requirements and testing methods for combined driver assistance system - part 2: multi-lane maneuver	2024-08-23	2024-08-23	
18	GB/T 44464 - 2024 General requirements of vehicle data	2024-08-23	2024-08-23	

MIIT & SAMR: Provisions to Strengthen Management of Market Access, Recall, and OTA of Intelligent and Connected Vehicles - Draft for Comments

On August 1st, the Ministry of Industry and Information Technology (MIIT) and the State Administration for Market Regulation (SAMR) jointly released the draft "Provisions to Strengthen Management of Market Access, Recall, and OTA of Intelligent and Connected Vehicles" (hereafter "Provisions") for public comment until September 1st.

The Provisions aim to enhance the management of intelligent connected vehicles (ICVs) by focusing on those equipped with L2-level advanced driver assistance systems (ADAS) and over-the-air (OTA) upgrade capabilities, to address growing safety and regulatory concerns.

The following key aspects are specified by the Provision:

- **Type Approval of L2 Featured Vehicles**
The Provisions will introduce L2 and OTA-related requirements into vehicle type approval, including technical descriptions of L2 functions and specifications for sensing, positioning, braking, steering, and OTA systems.
- **Regulation of OTA Updates**
OTA updates are required to comply with associated national laws, technical standards, and regulations, with mandatory reporting to authorities. Once the OTA upgrades used for defect elimination and recalls must be filed at the SAMR and comply with regulations for product recall. MIIT and SAMR will create a shared filing mechanism for imported and domestic vehicles to enhance oversight and ensure safe and transparent updates.
- **Report on Incidents and Accidents**
L2 vehicle manufacturers are required to follow the incident and accident reporting guidelines, ensuring consistent compliance with safety standards.

The Provisions have attracted wide attention and discussion in the industry. Fully discussed and aligned with members, VDA has formed a position paper to China authority by stressing the following perspectives in general:

- **Clarification of Applicable Scope**
Define the scope of L2 systems in alignment with GB/T 40429-2021 in the main body of Provisions to ensure consistent understanding and application of standards.
- **Alignment with Existing Standards and Regulations**
Ensure the technical requirements of the Provisions are consistent with other existing and upcoming standards and regulations to avoid conflicts and redundancies.
- **Flexibility for Data Reporting**
Implement a flexible approach to incident and accident reporting by fully considering the accessibility of data items from different vehicle models and making some items optional according to the overall product status.
- **Voluntary Participation of Sandbox**
Allow companies to participate in sandbox testing on a voluntary basis, enabling risk assessment and system refinement as the R&D of new technology needs.
- **Clear Timelines and Rational Transition Period**
Establish clear timelines and provide rational transition periods for implementation, giving the industry sufficient time for document preparation and product technical updates if involved.

As the first regulatory framework specifically targeting L2 featured vehicles, the Provisions are expected to accelerate the development and revision of related standards. VDA will continue to closely monitor the progress of the Provisions and the related standards to ensure that the German industry's voice is effectively heard and well communicated to the authorities.

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