

Monthly Report

Topics from China; May 2024

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Policy and Regulation

China (Tianjin) Pilot Free Trade Zone (FTZ): Issuance of Cross-border Data Transfer Management List (Negative List) & Lin-gang Special Area of China (Shanghai) Pilot Free Trade Zone (FTZ): The General Data List of Cross-border Data in Different Scenarios

On May 9th and May 17th, the authority of China (Tianjin) Pilot Free Trade Zone (FTZ) and Lin-gang Special Area of China (Shanghai) Pilot Free Trade Zone (FTZ) each released a pioneering negative list and a general data list for cross-border data management to facilitate the data flow of pilot enterprises, which serves as the local practices under the regulatory framework of the Regulations on Promoting and Regulating Cross-border Data Flows issued by the Cyberspace Administration of China (CAC) on March 22nd.

The negative list of China (Tianjin) Pilot FTZ sets out the scenarios in which enterprises are required to apply for the national data export security assessment, the personal information export standard contract, and the personal information protection certification, which includes 13 main classes and 46 subclasses of outbound data that require security assessments, with detailed descriptions and examples of these categories. However, the list does not include data containing state secrets and government affairs, which must be assessed in accordance with the relevant laws, regulations, and rules when crossing the border. Intelligent and connected vehicle data reflecting sensitive geographical locations, such as military administrative zones and government offices, are included in the industry category of the negative list and must be approved before leaving China.

The general data list issued by Lin-gang Special Area of China (Shanghai) Pilot FTZ, which will initially be valid for one year, identifies designated data used in three sectors – intelligent and connected vehicles, mutual funds, and biomedicine, that are permitted for free cross-border flows following advanced applications by users to Lin-gang administration. With respect to intelligent and connected carmakers, scenarios including cross-border production, manufacturing management, research and development for design purposes, global after-sales services, and maintenance for secondhand cars across the world, have been approved for free cross-border data flows under the list. The list will be extended over time in preparation for a future negative list.

The main differences between the two lists are as follows:

- The negative list of China (Tianjin) Pilot FTZ refers to the restrictions on data export, while the general data list of Lin-gang Special Area of China (Shanghai) Pilot FTZ is more like a whitelist specifying the permitted data categories.
- The negative list helps to strengthen the management and supervision of cross-border data, while the general data list focuses more on how to facilitate the cooperation and innovation on data flows in specific areas.
- China (Tianjin) Pilot FTZ aims to promote the orderly flow of data resources, while the Lin-gang Special Area of China (Shanghai) Pilot FTZ concentrates on implementing classification management and providing compliance services.

The two lists are both based on China's relevant regulations and rules, such as the Cybersecurity Law, the Data Security Law, as well as the special rules set in the FTZs. They are part of China's efforts to promote high-standard opening-up and are the innovative attempts in the cross-border field, which also take full account of operability, thus facilitating business judgement. The issuance of these management lists is the positive signal for the foreign-funded enterprises operating in China, including VDA members, to obtain a more optimized business environment and reduce their data management costs.

NDRC: Guideline on Promoting the Development of Smart Cities and Urban Digital Transformation

On May 20th, the National Development and Reform Commission (NDRC), the National Bureau of Data, the Ministry of Finance (MoF), and the Ministry of Natural Resources (MNR) jointly unveiled a Guideline on Promoting the Development of Smart Cities and Urban Digital Transformation (hereafter "Guideline") to speed up the construction of digital infrastructure, bolster the innovative growth of the digital economy, help foster new quality productive forces and push forward the modernization of urban governance system and capacity.

According to the Guideline, by 2027, China expects to see significant progress in the digital transformation of urban areas and to have built a number of livable, resilient, and smart cities which are supportive for the building of a "Digital China". And by 2030, all cities will have accomplished the digital transformation, and a new generation of digital civilization cities with global competitiveness will emerge in China at that moment.

The Guideline highlights the following 3 aspects:

- Promoting the digital transformation of urban areas in all fields, with specific transformation tasks deployed in seven areas, including establishing a common foundation for urban digitalization, cultivating and strengthening the city's digital economy, facilitating the development of new-type urban-industrial integration, promoting precise and fine-grained governance of cities, enriching inclusive digital public services, optimizing green and intelligent living environments, and enhancing the resilience of cities.
- Strengthening the support for digital transformation of urban areas in all aspects, with two transformation foundations of improving digital infrastructure and constructing a data element empowerment system.
- Optimizing the ecological environment for the digital transformation of urban areas in all stages, with three tasks of promoting institutional innovation for data-oriented governance, innovating operational and maintenance models, and promoting digitalized coordinated development, to ensure that the digital transformation of urban areas proceeds steadily and sustainably.

The Guideline aims to deepen integration between digital technologies and economy, governance and life via urban development, combine data into the entire development cycle of the cities, and coordinate technical progress and institutional innovation. To promote such transformation, efforts will be made to establish a platform for urban digitization, improve digital infrastructure, and make institutional innovations to adapt to the demands of digital urban management.

State Council: Action Plan on Energy Conservation and Carbon Reduction for 2024 to 2025

On May 29th, the State Council released an Action Plan on Energy Conservation and Carbon Reduction for 2024 to 2025 (hereafter “Action Plan”), with major goals in cutting fossil fuel consumption, increasing the use of clean energy, and upgrading steel and other industries, which represents China’s effort to achieve the “dual carbon” goals of peaking carbon emissions by 2030 and achieving carbon neutrality by 2060.

The Action Plan aims to:

- reduce energy consumption and carbon dioxide emissions per unit of GDP by approximately 2.5 percent and 3.9 percent respectively, in 2024;
- reduce energy consumption per unit of added value of industrial enterprises above the designated size by around 3.5 percent this year;
- increase the proportion of non-fossil energy consumption and reach around 18.9 percent in 2024 and 20 percent in 2025.

Both in 2024 and 2025, energy conservation and carbon reduction transformations in key sectors and industries are expected to result in a reduction of around 50 million tons of standard coal and a decrease in carbon dioxide emissions by around 130 million tons.

Among the major tasks, the Action Plan is to reduce fossil-fuel energy consumption, including “strictly and rationally” controlling coal consumption and optimizing the consumption structure of oil and gas. Meanwhile, to increase the use of clean energy, the country will expand output and consumption of non-fossil fuel energy.

For the steel industry, China will strengthen the capacity and output of steel, and accelerate the industrial transition toward energy conservation and decarbonization. It is strictly prohibited to add new steel production capacity in the name of machining, casting, ferroalloy, and other areas.

Significantly, the Action plan also includes major steps to reduce carbon emissions in the transport sector, with concrete plans for infrastructure upgrades and promotion of new energy vehicles. China will accelerate the scrapping of old motor vehicles and tighten the energy consumption limits for operating vehicles, as well as gradually lifting restrictions on the purchase of the new energy vehicles in various regions.

Standardization

Standard Projects for Approval

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

NO.	Title	Publicity date	Deadline for comments	Note
1	GB XXXX - xxxx Motor vehicle coolant - Part 3: fuel cell electric vehicle coolant	2024-05-06	2024-06-05	TC 247
2	GB XXXX - xxxx Energy consumption limits for electric vehicles - Part 1: Passenger car	2024-05-06	2024-06-05	To replace GB/T 36980 - 2018
3	GB 13094 - xxxx The safety requirements for bus construction	2024-05-06	2024-06-05	To replace GB 13094 - 2017
4	GB/T XXXX - xxxx Electro-switchable smart glazing used on road vehicle - Part 1: Organic electrochromic glazing	2024-05-20	2024-06-19	
5	GB/T XXXX - xxxx Electro-switchable smart glazing used on road vehicle - Part 2: Polymer dispersed liquid crystal glazing	2024-05-20	2024-06-19	
6	GB/T XXXX - xxxx Electro-switchable smart glazing used on road vehicle - Part 3: Suspended particles glazing	2024-05-20	2024-06-19	

7	GB/T XXXX - xxxx Evaluation method for photothermal comfort testing of automotive glass	2024-05-20	2024-06-19	
8	GB/T XXXX - xxxx Cover glazing used for vehicle display	2024-05-20	2024-06-19	
9	GB/T XXXX - xxxx Technical specification for intelligent bi-directional EV supply equipment	2024-05-20	2024-06-19	
10	GB/T XXXX - xxxx Charging and battery swap service information exchange for electric vehicles - Part 2: Common data exchange code	2024-05-20	2024-06-19	
11	GB/T XXXX - xxxx Charging and battery swap service information exchange for electric vehicles - Part 3: Business information exchange specification	2024-05-20	2024-06-19	
12	GB/T XXXX - xxxx Charging and battery swap service information exchange for electric vehicles - Part 4: Information exchange between the charging and charging equipment and the service platform	2024-05-20	2024-06-19	
13	GB/T XXXX - xxxx Charging and battery swap service information exchange for electric vehicles - Part 5: data transmission and security	2024-05-20	2024-06-19	
14	GB/T 34657 - xxxx Interoperability test specifications of electric vehicle conductive charging - Part 1: Supply equipment	2024-05-20	2024-06-19	To replace GB/T 34657-2017
15	GB/T 34658 - xxxx Conformance test for communication protocols between off-board conductive charger and battery management system for electric vehicle			To replace GB/T 34658 - 2017

Standard Drafts for Public Comments

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

NO.	Title	Publicity date	Deadline for comments	Note
1	GB/T XXXX - xxxx Automotive ethernet ECU test specification	2024-05-09	2024-07-08	
2	GB/T XXXX - xxxx Functional safety requirements and test methods for passenger car steering system	2024-05-09	2024-07-08	
3	GB/T 33014.2 - xxxx Road vehicles - Component test methods for electrical/electronic disturbances from narrowband radiated electromagnetic energy - Part 2: Absorber-lined shielded enclosure	2024-05-09	2024-07-08	To replace GB/T 33014.2 - 2016
4	GB/T 33014.4 - xxxx Road vehicles - Component test methods for electrical/electronic disturbances from narrowband radiated electromagnetic energy - Part 4: Harness excitation methods	2024-05-09	2024-07-08	To replace GB/T 33014.4 - 2016
5	GB/T 33012.4 - xxxx Road vehicles - Vehicle test methods for electrical disturbances from narrowband radiated electromagnetic energy - Part 4: Harness excitation methods	2024-05-09	2024-07-08	To replace GB/T 33012.4 - 2016

6	GB/T XXXX - xxxx Road vehicles - Low-voltage electrical system performance requirements and test methods	2024-05-09	2024-07-08	
7	GB/T XXXX - xxxx Recovery of traction battery used in electric vehicle - Echelon use - Part 5: Battery design guide for echelon use	2024-05-11	2024-07-10	
8	GB/T 40711.5 - xxxx Off-cycle technology/device energy saving effects evaluation methods for passenger cars - Part 5: Generator	2024-05-11	2024-07-10	
9	GB/T XXXX - xxxx General technical specification for reused parts of end-of-life vehicles	2024-05-13	2024-07-12	
10	GB/T 18386.1 - 2021 Test methods for energy consumption and range of electric vehicles - Part 1: Light-duty vehicles	2024-05-13	2024-07-12	NO.1 Amendment Sheet
11	GB 21670 - xxxx Technical requirements and testing methods for passenger car braking systems	2024-05-27	2024-07-27	To replace GB 21670 - 2008
12	GB 38031 - xxxx Electric vehicles traction battery safety requirements	2024-05-27	2024-07-27	To replace GB 38031 - 2020

In May, National Geomatics Center of China (NGCC) released the following drafts of standard for public comments:

NO.	Title	Publicity date	Deadline for comments	Note
1	GB XXXX - xxxx Basic security requirements of spatiotemporal data sensing system of intelligent and connected vehicle	2024-05-21	2024-07-21	
2	GB XXXX - xxxx Basic requirements of security processing for intelligent and connected vehicle spatiotemporal data	2024-05-21	2024-07-21	

Official Publication of Standards

In May, SAC officially published the following standards:

NO.	Title	Release date	Implementation date	Note
1	GB/T 18297 - 2024 Performance test code for road vehicle engines	2024-05-28	2024-12-01	To replace GB/T 18297 - 2001
2	GB/T 18410 - 2024 Vehicle identification number bar-code label	2024-05-28	2024-12-01	To replace GB/T 18410 - 2001
3	GB/T 13880 - 2024 Road vehicles - Fifth wheels - Interchangeability	2024-05-28	2024-12-01	To replace GB/T 13880 - 2024

CATARC: Symposium on Intelligent Chassis Technologies & Standards and Regulations (ICTS 2024) in Tianjin

From May 28th to 29th, the Symposium on Intelligent Chassis Technologies & Standards and Regulations (ICTS 2024) took place in Tianjin, bringing together more than 300 participants from OEMs, suppliers, and research institutions. The symposium was organized by the China Automotive Technology and

Research Center (CATARC), with the goal of advancing the high-quality development of "by-wire" chassis technology and expediting its industrialization.

During the session, CATARC and Mercedes-Benz, on behalf of the DIN and ISO working group, provided updates on the latest developments in "by-wire" standards and regulations from both China and Germany. This included the status of UN R79, ISO 19725, GB 21670, as well as a general overview of the German industry standard DIN 70065, covering degradation concepts, system availability requirements, etc. Following this, 21 experts from OEMs and suppliers delivered a series of technical presentations focusing on four key topics:

- For "steer-by-wire", focusing on vehicle integration, variable steering ratio, functional safety, safety and reliability testing.
- For "suspension-by-wire", focusing on semi-active air suspension, control strategies, and key testing technologies.
- For "brake-by-wire", focusing on passenger vehicle EMB systems, commercial vehicle EMB systems, simulation, and verification.
- For whole-vehicle/chassis co-development, focusing on intelligent "by-wire" chassis architecture trends and coordinated chassis control technology.

Meanwhile, experts from suppliers also highlighted the challenges posed by the "by-wire" system. For instance, from the cost perspective, the "steer-by-wire" system requires the integration of many redundant components to ensure reliability, which can result in higher costs than traditional EPS.

In conclusion, with the integration of advanced autonomous driving and electric vehicles, the "by-wire" chassis has become the main trend in chassis technology, offering enhanced response times and superior control accuracy over traditional mechanical controls. However, there are still some issues in the industry that require further discussion and research regarding the safety, cost, testing method, and product technology of "by-wire" systems.

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