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LC/62/13
BARs/68/13
WG-TEP-EXT/66/13
TF-EOBD/32/13
TF-TR/24/13
WG-AE/58/13
WG-CVD/53/13
WG-PS/125/13
Mr. J. Estavoyer, PSA Peugeot
Citroën
Mr S. Dies, Renault
Mr. M. Missbach, Volkswagen
Mr. G. Thöne, Volkswagen

Copy: ACEA Management

Subject: China monthly report – June 2013

Please find attached the June 2013 report of the ACEA representative office in Beijing.

We remain at your disposal should you need any further information.

Best regards,

Erik Bergelin

Encl.

Ref. ACEA: 20130816

ACEA Beijing Representative Office Monthly Report, June 2013

Environmental Protection, Energy and Fuel Working Group

The 2nd MEP/VECC-ACEA Motor Vehicle Environmental Protection Administration Workshop. As the official working mechanism initiated from Nov. 2011, the 2nd MEP/VECC-ACEA Motor Vehicle Environmental Protection Administration Workshop was called in Beihai, Guangxi prov., on June 21st, and about 40 participants from ACEA and members as well as VECC attended the meeting.

The objective to organize such an annual workshop with MEP/VECC, from ACEA's perspective, is to enhance and institutionalize previous cooperative relation with MEP/VECC, and to solve the problems met during the process of MEP/VECC motor vehicle environmental protection type approval.

Using the same format as for the annual CCC conference, ACEA summarized and compiled the questions and comments from ACEA members for MEP's motor vehicle environmental protection type approval and presented this to MEP/VECC before the workshop. VECC provided detailed explanations and discussed the questions and comments with the ACEA members' representatives. Some hot topics, like national program for improving air quality in China, the homologation process for future China National 5 Emission Standard, transition process from "Beijing 5/national 4" vehicles to National 5 vehicles as well as development of MEP/VECC environmental protection catalogue issues were discussed by participants.

On June 6th, a preparative meeting was called in ACEA BO so as to internally prepare the issues to be discussed in the workshop mentioned above with MEP/VECC.

Phase IV FC standard WG meeting. On June 18th, NTCAS Phase IV FC standard WG meeting was called in Zhenjiang city.

During the meeting, CATARC, as secretariat of the WG, summarized the tasks done by the WG, which include study on international experience, energy cutting technologies and cost-effectiveness, Phase IV energy saving targets etc. MIIT participated in the meeting as well.

During the meeting, every participant from manufacturers was required to report on its respective products' fuel consumption performance planning till 2020 as well as comments on fuel consumption target of Phase IV standard.

As a very concrete result, members of the WG were required to make a choice/proposal among the Phase IV standard target options as below:

No.	Content
Option 1	<ol style="list-style-type: none">1) The standard applies to vehicles of category M1 with the max. designed total mass below 3,500 kg, which include passenger cars powered by gasoline, diesel fuel, alternative fuels (e.g., natural gas), and new energy vehicle (e.g., plug-in hybrid electric, battery electric, etc.);2) The anticipated energy-saving target of the standard is 5.0 L/100 km.
Option 2	<ol style="list-style-type: none">1) The standard applies to vehicles of category M1 with the max. designed total mass below 3,500 kg, which are powered by gasoline or diesel fuel only, without regard to plug-in hybrid electric and battery electric passenger cars;2) The anticipated energy-saving target of the standard is 5.2 L/100 km or ____ L/100 km.
Option 3	Your proposal

According to previous discussions among ACEA members in Beijing, a majority of members prefer scenario No.1, but the precondition is that super credits for NEV and EEV should be enough. But no official conclusion has been made yet in the name of ACEA.

The deadline set by CATARC is June 27th.

On June 14th, ACEA FC regulation 2016-2020 taskforce meeting was called in ACEA Beijing office to discuss the inputs to be prepared to MIIT. A framework inputs version 1.0 has been prepared accordingly and will be sent to members for review.

Safety & Homologation Working Group

TS17 Meeting. On May 30th to June 1st, TS 17 of NTCAS held its 9th meeting, which was sponsored by Changhui Auto-Electric (Huangshan) Joint-Stock Company, mainly focusing on the following issues:

- The standards developing program of TS 17 in the 12th five-year plan.
- Examination of two industry standards (QC/T 662-XXXX Technical specifications on the vehicle door external handle & QC/T 627-XXXX Electric lifter for vehicles windows) and re-examination of one national standard (GB 15085-XXXX Motor vehicles-windscreen wiper and washer systems-Performance requirements and test methods).

Around 51 delegates (some of them are members of TS17) from vehicle manufacturers, suppliers and test institutes attended the meeting. Mr. Guo Maolin of FAW (Chairman of TS17), Mr. Sun Zhendong representing CATARC (NTCAS), Mrs. Yu Boying of Dongfeng Motor, and Mr. Li Hongguan of CATARC attended the meeting. The meeting was moderated by the TS17 secretary-general Ms. Li Zaihua.

Ms. Li Zaihua pointed out in her introduction about the 12th five-year plan that the future standards development will focus on the aspects of new energy, safety, environment protection and energy efficiency. She also mentioned some changes in the standardization policy that patents might be involved in standards and the amendment of some standards might be shortened to 3 years from the previous 5 years. The adoption of international standard will be continuously increased and more national advanced and/or international advanced standards will be formulated. Mr. Sun Zhendong remarked afterwards that developing the industry standards should be the main tasks of TS17 and industry should be cautious to propose standards adopting international advanced standard and better to formulate national advanced standards, as there is relative simpler examination and approval process for local advanced standards.

Regarding standard GB 15085 which is of concern to member companies, the requirements on the “adjustable nozzle” was deleted under the agreement of all participants after discussion about the comments raised by Dongfeng Peugeot Citroen Automobile Co. Ltd. and ACEA relating to the adjustable nozzle.

QC/T662 & QC/T627 passed examination with some amendments based on the comments from participants.

EV post crash safety requirements. On June 5th-6th, the WG EV collision held its meeting on discussing the improved proposal about the EV post crash safety requirements. Around 40 representatives from vehicle manufacturers etc. attended the meeting. The meeting was chaired by Mr Sun Zhendong. Mr. Liu Guibing attended the meeting and introduced the status of the WP29 EVS informal working group and its working plan in the future. The next EVS meeting has been scheduled to be held in China (on October 14th-16th, 2013, in the Beijing Friendship Hotel) and participation of manufacturers is encouraged.

The amended proposal on EV post crash safety based on the previous comments from industry was discussed in detail and there are still some open points, such as below, that need feedback from industry:

- Whether is it necessary to consider the side collision in this standard?
- Should the total energy TE on high voltage buses be less than 2.0 Joules or 0.2 Joules?

WG members were required to submit their comments (if any) within one month (deadline July 6th). The proposal will be put onto the internet for public comments in July.

IFAL. On June 19th-21st, the First International Forum on Automotive Lighting, which was organized by China Lighting Association, and co-organized by Lighting Research Institute of Fudan University, was held successfully in Kunshan. More than 200 representatives from overseas and local vehicle manufacturers, lamp producers, light source makers as well as test institutes attended the forum. President Liu of Fudan University and Ms. Xu Huai, the CIES Chairman, gave welcome addresses. Mr. Marcin Gorzkowski, the Chairman of the United Nations' Working Party on Lighting and Light Signalling (GRE) attended the forum and gave a keynote speech with the title of "Roles of the vehicle lighting community in regulation development – is harmonization really desirable?" and presentation about "Overview and Trend of UN Regulations on Lighting and Light Signaling". Prof. Yandan Lin (the actual promoter of the first IFAL) and Mr. Ad de Visser chaired the first welcome session. Later Mr. Taiming Zhou, Mr. Bart Terburg (the vice-president of GTB), Mr. Rongqing Liang, Mr. Rainer Neumann, Mr. Jinlong Ao, Mr. Wildfried von Laarhoven, Mr. He Yuntang, Mr. Christian Ziel, Mr. Shijun Zhang and Mr. Kirchenbauer chaired the following sessions with the presentations contributed by overseas and local experts with respect to the harmonization of regulations, new technologies in light source, lamp design, LED source and lighting design as well as relevant standard development.

S & H WG Meeting. On June 24th, the Safety & Homologation Working Group (safety issues) met on subjects of C-NCAP, EV post crash safety standard, EV safety (Requests from Mr. Qian Minghua of MIIT for our suggestion on China EV safety related regulation/administration), parts marking, GB 15085 windscreen wiper and washer, Airbag misuse, GB 4094, TPMS, GB XXXX-XXXX towing device with respect to various concerned points.

Commercial Vehicles Working Group

HDV Fuel Consumption. The WG on the fuel consumption standard for HDVs called a meeting on June 6th in Zhengzhou, Henan prov.; this was the seventh meeting since the establishment of the WG, and also the first meeting after the draft standard was submitted to SAC. Six domestic enterprises introduced respectively their investigated results concerning the relationship between actual fuel consumption and the test fuel consumption; in general, there is a big difference due to different specification on speed ratio based on different driving cycles for the same type of vehicle, in particular on heavy-duty freight vehicle, while actual and test fuel consumption results for coaches were more consistent. The enterprises suggested that it's better to introduce the concept of present European HDV's five kinds of driving cycles to amend C-WTVC.

The issue that emission and fuel consumption be tested in same tested cycle on vehicle chassis dynamometer was discussed again, representatives from manufacturers said that they still hope to be on engine's bench rather than chassis dynamometer to do emission test, because of lot of problems, such as design, cycle and family, etc.

Ms. She Weizhen from MIIT expressed that the logo of HDV fuel consumption should be drafted as soon as possible as a prerequisite for implementing a subsidies policy for vehicles of lower fuel consumption. But participants don't believe that this will be any easier than it has proved to be for passenger cars.

Longer and Heavier Vehicles. The revision of standard GB 1589 has entered the substantive stage, June 4th to 7th ACEA BO received an invitation from MOT together with some experts from CIMC, CNHTC and RIOH, to discuss the principle and details of a revised standard in accordance with MOT's ideas. Very fortunately, MOT hopes that the EMS concept will be reflected in the new standard and that some dimension parameters also will be made consistent with EU Directive 96/53/EC and 97/27/EC. On June 9th, MIIT called a meeting to coordinate all options with MPS, MOT and CNCA; they agree to refer to the EU Directive on axle load and dimension limits, but MIIT also want to give long nose vehicle the privilege on length, although this is a stupid idea to get some support from enterprise. Finally, MIIT proposed that three departments should form a drafting team together to complete the work. In the meantime, ACEA is advising MOT to run the demonstration project of long and heavier vehicles.

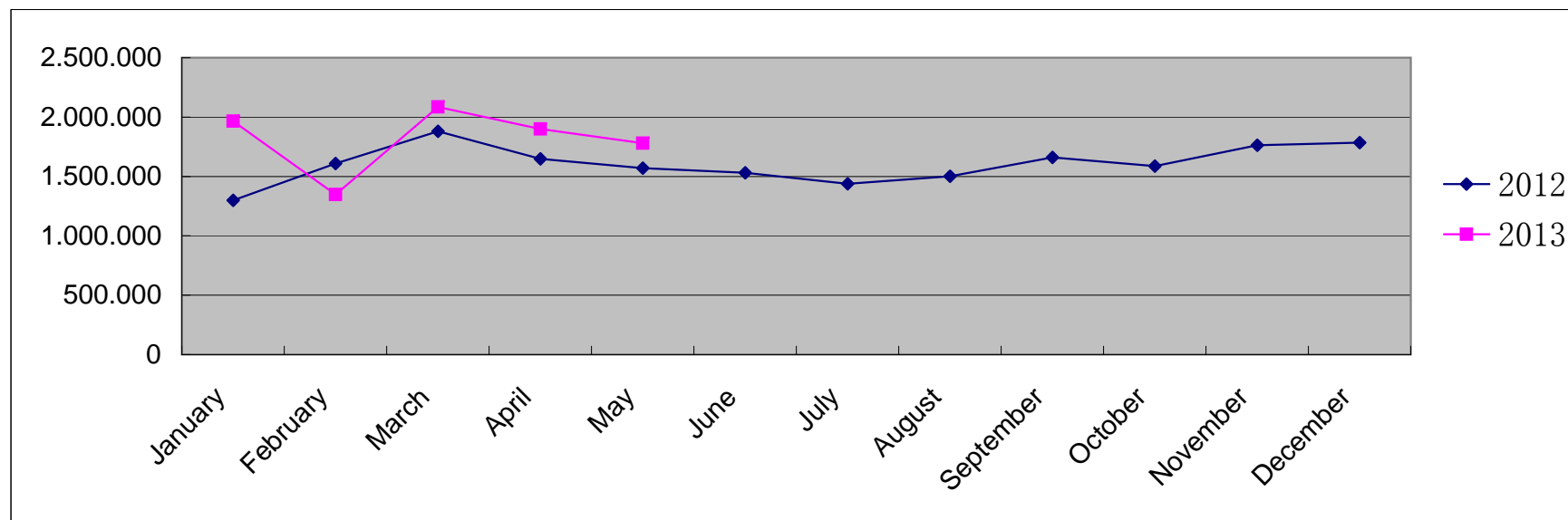
Noise. In the meeting on June 20th, the noise working group updated the standard draft concerning acceleration noise method and limits for soliciting comments internally only; the noise limits on category of N2 and N3 seem same to the comments from ACEA to EU regulation, category of M2 and M3 are slightly looser than the comments, although their subcategory is different. Besides, for vehicles with more than two axles of M2, M3, N2, N3 and multi-axles drive (off-road), the limits also allow to add 1 dB (A) respectively.

Other

The following translations have been distributed in June:

- GB T XXXX- XXXX, General Requirements of Traction Battery Box of Electric Vehicles
- GB T XXXX- XXXX, General Requirements of Battery System for Electric Vehicles
- GB T XXXX- XXXX, Electrically Propelled Road Vehicles – Test Specification for Lithium-Ion Traction Battery Packs and Systems – Part 2: High Energy Applications
- GB T XXXX- XXXX, Electrically Propelled Road Vehicles – Test Specification for Lithium-Ion Traction Battery Packs and Systems – Part 3: Safety and Reliability Performance
- EU China EV energy consumption guideline draft
- GBXXX-XXX, Towing Devices for Light-Duty Vehicle – Description of Compilation
- GB/T 18384, Electric Vehicles – Safety Specifications
- GB/TXXX-XXX, Safety Requirement of Electric Vehicle Post Crash
- GB/T XXX-XXX Performance Requirements and Testing Methods for Electronic Stability Control System (ESC) for Light Vehicles

Production of Passenger Car, Trucks and Buses in May 2013



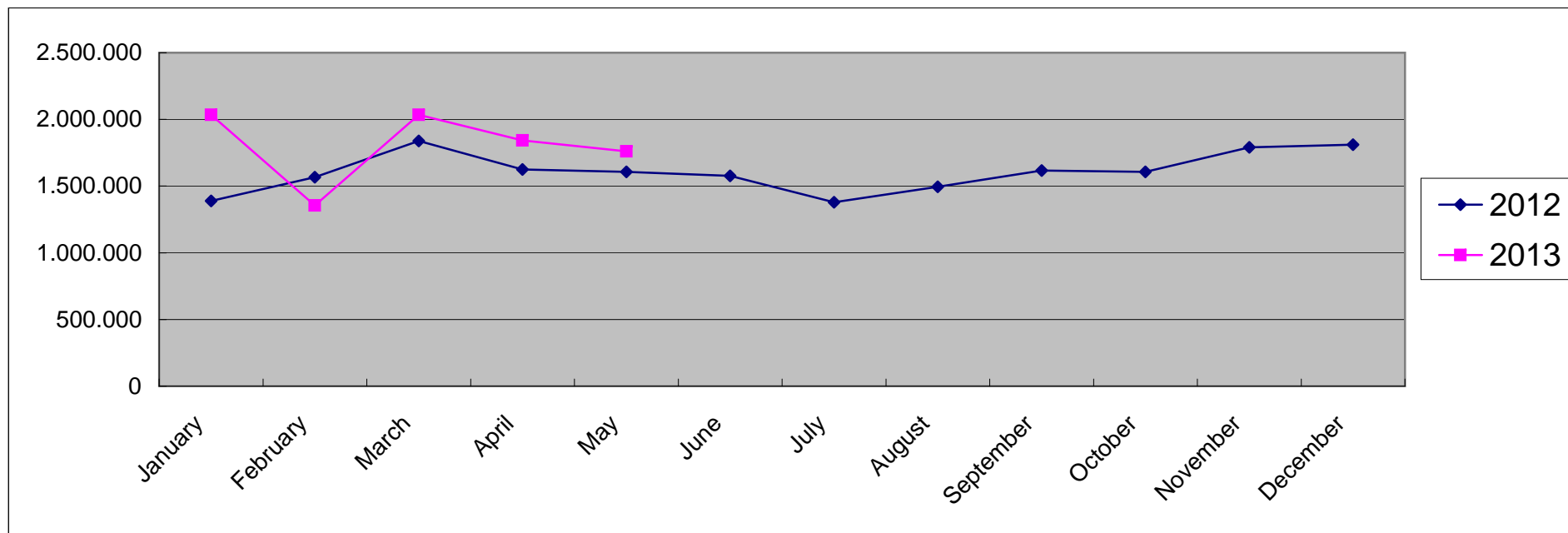
	January	February	March	April	May	June	July	August	September	October	November	December	Total
2012	1299404	1608651	1880582	1647562	1570856	1531302	1437071	1501436	1660875	1586969	1762381	1784897	19271986
2013	1964463	1347197	2085238	1899425	1780532								

Production					
	Passenger Cars	Commercial Vehicle			Total
		Trucks	Buses	Semi-towering	
May/13	1419752	290280	48823	21677	1780532
May/12	1269103	247550	40883	13320	1570856
13/12	11,87%	17,26%	19,42%	62,74%	13,35%

Note:

Passenger Cars covers: basic passenger car, MPV, SUV, Crossover passenger car
 Trucks and buses calculates the chassis.

Sales of Passenger Car, Trucks and Buses in May 2013



	January	February	March	April	May	June	July	August	September	October	November	December	Total
2012	1389788	1567061	1838572	1624412	1607195	1577508	1379366	1495227	1617358	1605980	1791039	1809904	19303410
2013	2034488	1354619	2035123	1841736	1761523								

Sales					
	Passenger Cars	Commercial Vehicle			Total
		Trucks	Buses	Semi-towering	
May/13	1396871	293081	50220	21351	1761523
May/12	1281907	270985	40265	14038	1607195
13/12	8,97%	8,15%	24,72%	52,09%	9,60%

Note:

Passenger Cars covers: basic passenger car, MPV, SUV, Crossover passenger car
 Trucks and buses calculates the chassises.

Production and Sales of Car, Light Bus, MPV and SUV (by Model) in May 2013

Manufacturers	Foreign manufacturer with stake or technology	Major brands	Sales								Production								Sale / Production (May.13)
			May.13	May.12	May.13/12	Year to date (2013)	Year to date (2012)	13/12 Year to date	Total of 2012	May.13/ Total of 2012	May.13	May.12	May.13/12	Year to date (2013)	Year to date (2012)	13/12 Year to date	Total of 2012	May.13/ Total of 2012	
FAW-VW	VW	Audi; Bora	123577	120515	2.54%	605067	501008	20.77%	1328888	9.30%	120649	117700	2.51%	606532	498558	21.66%	1034888	11.66%	2.43%
SH GM	GM	Chevrolet; Excelle	120014	107989	11.14%	641924	541059	18.64%	1363532	8.80%	121677	100510	21.06%	636044	504082	26.18%	1185585	10.26%	-1.37%
SAIC-GM-WULING	GM	Sunshine; Spark	117212	117401	-0.16%	616513	595923	3.46%	1322585	8.86%	120200	111991	7.33%	615217	590552	4.18%	1217882	9.87%	-2.49%
SH VW	VW	Santana; Passat	116446	100262	16.14%	651244	530405	22.78%	1280008	9.10%	126247	95448	32.27%	664020	573773	13.99%	1165827	10.83%	-7.76%
BEIJING HYUNDAI	HYUNDAI	Elantra; Sonata	82526	73845	11.76%	428342	314645	36.14%	859595	9.60%	82500	82144	0.43%	430263	303389	41.82%	739800	11.15%	0.03%
DONGFENG NISSAN	NISSAN	Tiida; Teana	75967	62385	21.77%	321447	368416	-12.75%	772995	9.83%	67898	60110	12.96%	328381	368991	-11.01%	808588	8.40%	11.88%
CHANG'AN GROUP		Landwind; cross passenger car	64042	54111	18.35%	384649	313791	22.58%	750579	8.53%	60182	46954	28.17%	360930	294174	22.69%	714239	8.43%	6.41%
CHANG'AN FORD	FORD	Fox;Mondeo	51363	42327	21.35%	233613	139157	67.88%	493598	10.41%	52139	40997	27.18%	231697	141676	63.54%	418600	12.46%	-1.49%
Greatwall		Hover; Safe	49674	38649	28.53%	255012	173498	46.98%	487370	10.19%	50694	38922	30.25%	256452	176449	45.34%	365075	13.89%	-2.01%
DONGFENG YUEDA KIA	KIA	Cerato; Rio	47567	38018	25.12%	231354	185543	24.69%	480443	9.90%	48724	37709	29.21%	229851	189369	21.38%	432518	11.27%	-2.37%
DONGFENG PSA	PSA	PSA; Fukang	46263	35254	31.23%	234241	177331	32.09%	440028	10.51%	46904	32691	43.48%	230028	175396	31.15%	404139	11.61%	-1.37%
FAW-TOYOTA	TOYOTA	Corolla; Vios	42454	52264	-18.77%	202072	240349	-15.93%	495477	8.57%	42869	52173	-17.83%	203267	241645	-15.88%	529046	8.10%	-0.97%
GEELY		Meiri; Ziyoujian	41527	29543	40.56%	228769	182727	25.20%	491444	8.45%	42939	32632	31.59%	229542	184689	24.29%	432752	9.92%	-3.29%
BYD		F3; Flyer	38060	30079	26.53%	220783	176796	24.88%	456056	8.35%	38207	30098	26.94%	220638	176227	25.20%	448484	8.52%	-0.38%
DONGFENG GROUP		Little Prince; cross passenger car	33449	30466	9.79%	200662	181650	10.47%	388287	8.61%	33078	30202	9.52%	192839	181138	6.46%	395240	8.37%	1.12%
CHERY		QQ; Chiyun	30593	50292	-39.17%	204072	236377	-13.67%	550203	5.56%	31718	50378	-37.04%	195852	235294	-16.76%	634311	5.00%	-3.55%
GUANGZHOU HONDA	HONDA	Accord; Fit	30526	27243	12.05%	143535	138988	3.27%	316405	9.65%	32399	25247	28.33%	145410	150768	-3.55%	362294	8.94%	-5.78%
DONGFENG HONDA	HONDA	CRV; Civic	24038	24903	-3.47%	112005	123374	-9.22%	282171	8.52%	24553	26182	-6.22%	119467	123824	-3.52%	255468	9.61%	-2.10%
GUANGZHOU TOYOTA	TOYOTA	Camry	23593	24685	-4.42%	111562	105878	5.37%	250088	9.43%	23636	24548	-3.72%	110721	116266	-4.77%	274417	8.61%	-0.18%
BRILLIANCE BMW	BMW	BMW3&5	20088	14363	39.86%	87290	54483	60.22%	147374	13.63%	19469	13938	39.68%	89548	51634	73.43%	95444	20.40%	3.18%
JINBEI		Zhonghua; Junjie	19808	22121	-10.46%	106646	87397	22.02%	227606	8.70%	17254	23389	-26.23%	108823	89710	21.31%	198687	6.68%	14.80%
FAW CAR		Red flag; Mazda	18424	14026	31.36%	86568	78520	10.25%	184212	10.00%	19173	15878	20.75%	85405	80619	5.94%	241362	7.94%	-3.91%
CHONGQING LIFAN		LIFAN	16293	15937	2.23%	62313	51704	20.52%	182860	8.91%	14941	16730	-10.69%	59136	53365	10.81%	122319	12.21%	9.05%
ANHUI JIANGHUAI		Ruifeng; Ruihui	15948	14855	7.36%	98092	78247	25.36%	202395	7.88%	16286	13321	22.26%	101244	76755	31.91%	217201	7.50%	-2.08%
CHONGQING CHANG'AN-SUZUKI	SUZUKI	Alto; Swift	12586	17503	-28.09%	70051	83629	-16.24%	170037	7.40%	11046	14636	-24.53%	66569	79867	-16.65%	220008	5.02%	13.94%
NANJING GROUP	FIAT	Pallo; Siena	10303	7328	40.60%	47723	31896	49.62%	91006	11.32%	11542	8912	29.51%	53222	32628	63.12%	66241	17.42%	-10.73%
TIANJIN FAW XIALI		Xiali	10233	15869	-35.52%	64381	92901	-30.70%	185018	5.53%	11453	17615	-34.98%	71173	92644	-23.18%	253035	4.53%	-10.65%
HUNAN JIANGNAN		JIANG NAN	10090	8247	22.35%	47206	42540	10.97%	122194	8.26%	9748	8442	15.47%	46208	39950	15.66%	134920	7.23%	3.51%
BEIJING AUTOMOBILE		BC301Z	9761	6793	43.69%	52053	25560	103.65%	77184	12.65%	11747	7619	54.18%	53078	24941	112.81%	21083	55.72%	-16.91%
FAW-HAINAN		Family; Prima	8904	10135	-12.15%	49331	49394	-0.13%	128747	6.92%	9477	10087	-6.05%	50593	51102	-1.00%	151716	6.25%	-6.05%
BEIJING DC	DAIMLER	Benz; Outlander	8694	9311	-6.63%	39393	25684	53.38%	93664	9.28%	10021	11450	-12.48%	41191	25329	62.62%	77795	12.88%	-13.24%
GAC MOTOR		TRUMPCHI	8432	1873	350.19%	36606	6739	443.20%	38780	21.74%	9457	2500	278.28%	40114	8055	398.00%	17006	55.61%	-10.84%
SOUTHEAST		Galant	8310	8034	3.44%	48737	41483	17.49%	102638	8.10%	8832	7825	12.87%	51496	41607	23.77%	105993	8.33%	-5.91%
SH AUTO GROUP		Roewe	7904	8807	-10.25%	37341	41013	-8.95%	109312	7.23%	6195	10521	-41.12%	45183	39988	12.99%	95920	6.46%	27.59%
JIANGXI CHANGHE		Beidouxing; Liana	6315	7939	-20.46%	48345	55052	-12.18%	113465	5.57%	4005	9316	-57.01%	45755	55803	-18.01%	119958	3.34%	57.68%
FAW GROUP		FAW Jiabao	5330	6149	-13.32%	35493	42936	-17.34%	91036	5.85%	7998	5190	54.10%	42298	47276	-10.53%	103819	7.70%	-33.36%
DONGFENG PASSENGER		FENGSHEN	5036	4319	16.60%	36556	24550	48.90%	60201	8.37%	6662	5100	30.63%	32557	23194	40.37%	26028	25.60%	-24.41%
GUIZHOU YOUTH LOTUS		LOTUS	4867	3610	34.82%	17459	15374	13.56%	45421	10.72%	5553	4600	20.72%	20162	20719	-2.89%	35335	15.72%	-12.35%
CHANGAN MAZDA		MAZDA	3700	-	-	21771	37684	-42.23%	-	-	3166	-	-	22804	37935	-39.89%	-	-	16.87%
HAI MA		HAIMA	3236	848	281.60%	10475	4555	129.97%	44020	7.35%	4230	250	1592.00%	9757	6502	50.06%	70052	6.04%	-23.50%
GAC FIAT	FIAT	FIAGGIO	3056	-	-	15268	0	-	11288	27.07%	3060	-	-	15002	0	-	0	-	-0.13%
HONDA (China)		Jazz	1695	2105	-19.48%	9667	12021	-19.58%	29034	5.84%	2220	2404	-7.65%	10350	12260	-15.58%	24249	9.16%	-23.65%
FUJIAN BENZ	DAIMLER	BENZ	946	609	55.34%	3920	1828	114.44%	7466	12.67%	903	810	11.48%	3973	2155	84.36%	10960	8.24%	4.76%
others			18021	20895	-13.75%	102061	117106	-12.85%	220530	8.17%	28101	21934	28.12%	138857	120163	15.56%	244132	11.51%	-35.87%
total			1396871	1281907	8.97%	7261612	6329211	14.73%	15495240	9.01%	1419752	1269103	11.87%	7301649	6340461	15.16%	14472416	9.81%	-1.61%