Activity Title and Number: EU-China Off-cycle Energy Saving Technology Seminar, A397-C2	**Beneficiary:** Ministry of Industry and Information Technology (MIIT) **EU Counterpart:** Directorate General for Internal Market, Industry, Entrepreneurship and SMEs (DG GROW)
Location and Date: Beijing; 22nd April, 2015	**Stakeholders**: European Automobile Manufacturers Association (ACEA), China Automotive Technology & Research Centre (CATARC)

Brief Activity Report

Relevance and Impact

China's automotive market has grown spectacularly over the last decade to become the world's largest in 2009. Not surprisingly, China has become the most important market for European car manufacturers both in terms of local production and as an export market. China's increasing dependency on imported oil as well as the severity of air pollution in China's cities has pushed energy efficiency high on the government's legislative agenda. According to forecasts based on the current situation of the Chinese automotive market, the number of cars in China will reach 200 million units in 2020. In response, the Chinese Government has set a phased fuel efficiency target: 1) by 2020, average fuel consumption of new cars placed on the market in 2015 is to be 6.9L/100km; 2) for new cars placed on the market in 2020, average fuel consumption is to be 5L/100km. In parallel the EU has set targets on the emission of CO2 that will converge with the Chinese targets.

Activity Description

To reach the fuel efficiency targets, car manufacturers are bound to introduce fuel saving and CO2 reducing technological innovations such as start-stop systems, tyre pressure monitoring systems, coasting and gearshift indication. However, it takes time before these technologies are incorporated in the current testing cycle for new vehicles. That's why they are called off-cycle technologies. A one-day seminar on off-cycle energy saving technology took place in Beijing to compare and exchange the regulatory situation in China and the EU. Mr Petr Dolejsi of ACEA started the presentations with a general introduction on EU off-cycle energy saving technology. This was followed by an evaluation of a range of fuel saving technologies presented by Mr Bao Xiang of CATARC. After Mr Xu Yueyun of CATARC had underlined the importance of air conditioning innovation by presenting the Chinese evaluation procedure and Mr Ernst-Peter Weidmann of Daimler had explained the corresponding EU evaluation procedure, a lively discussion resulted from the comparison of the two approaches. In the afternoon Ms Cynthia Wolsdorff explained the coasting evaluation procedure, followed by a presentation by Mr Andreas Bauknecht on alternator efficiency and an introduction on start-stop technology by Mr Li Qingyuan. The seminar concluded with evaluations on gear shift and lighting by Ms Cynthia Wolsdorff and an EU passenger car CO2 reduction outlook 2025 by Mr Petr Dolejsi. About 50 participants attended the meeting.

Mr Ernst-Peter Weidmann of Daimler speaking on energy efficiency of air conditioning for cars

Results and Dissemination

The ACEA and CATARC experts, as well as the other participants were very satisfied with the outcomes of this useful exchange of information on off-cycle technologies to improve fuel efficiency. The following key issues were addressed: description of off-cycle technologies with fuel consumption-reducing effect, presentation of assessments and methodologies, suggestion of ways of incorporation in future test cycles and formulation of a system of credits for such technologies.