



Activity Title and Number: EU-China Seminar on Light Duty Vehicle Energy Consumption Standard & Regulation, A315C2

Beneficiary: Ministry of Industry and Information Technology (MIIT), Directorate General for Enterprise and Industry (DG ENTR)

Location and Date: Beijing, 5 March 2014

Stakeholders: European Automobile Manufacturers' Association, China Automotive Technology & Research Centre

Brief Activity Report

Relevance and Impact

With an output of over 17 million vehicles per year, the European Union (EU) is the world's second largest producer of automobiles. EU is also the second biggest importer of vehicles. As a result, the European market and EU emissions regulations influence the business of major auto manufacturers around the world.

European light duty vehicle emission standards define the limits for exhaust emissions of new vehicles sold in the EU. As a result, **Chinese auto parts manufacturers** must comply with those standards **to access the EU market**. In January 2014, the MIIT released a [first draft of the Phase IV standard for public comment](#). EUCTP II organised a seminar on Light Duty Commercial Vehicle Fuel Consumption Standards **to discuss to what extent Chinese standards will meet the limits defined by EU**.

Activity Description

EU passenger Car CO2 Regulation was introduced by Mr. Frank Overmeyer from Daimler, Mr. Hocine Bendafi from Jaguar Land Rover and Mr. Nicholas Lee from Peugeot Citroën. At the same time, Mr. WANG Zhao and Mr. BAO Xiang, Chinese experts from CATARC provided an update on the standards of LCV's Fuel Consumption in China. More than 60 attendees from the automobile industry and research institutes attended the event.

Experts discussed the establishment of a **vehicle energy consumption evaluation system related to light fuel vehicles**. Such a system will be considered by the Chinese government when establishing the **vehicle emissions standards policies** and evaluation procedures.



Results and Dissemination

- ✓ EU and China experts confirmed the importance of policy research and regulation activities with regard to energy efficiency improvement of traditional automobiles, covering passenger cars, light-duty commercial vehicles in **order to reduce exhaust emissions**.
- ✓ The session finished with both sides aiming to cooperate closely on **China's new rule 5.0 L/100km** for 2020 proposed by the State Council's [Energy-Saving and New Energy Vehicle Industrialization Plan](#) on 4 March 2014.