

# Report

## from China; March-2022

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### Facts and Figures

#### International Passenger Car Markets February 2022

New Passenger Car Registrations / Sales				
	Feb 22	+/- in %	Jan.-Feb. 2022	+/- in %
Europe (EU27, EFTA & UK)* <sup>1)</sup>	804.000	-5.4	1.626.400	-3.9
European Union (EU27)* <sup>1)</sup>	719.500	-6.7	1.402.000	-6.4
W. Europe (EU14, EFTA & UK) <sup>1)</sup>	718.100	-5.3	1.456.400	-4.2
New EU Countries (EU13)* <sup>1)</sup>	86.000	-6.1	170.000	-1.2
USA** <sup>2)</sup>	1.052.500	-11.8	2.043.200	-11.2
China <sup>3)</sup>	1.473.000	28.4	3.628.000	14.2
Japan <sup>4)</sup>	289.800	-19.9	562.300	-18.1
India <sup>5)</sup>	263.000	-6.5	517.300	-7.3
Brazil** <sup>6)</sup>	120.500	-24.0	237.200	-26.1

Source: 1) ACEA 2) Wards Intelligence 3) CAAM 4) JAMA 5) SIAM 6) ANFAVEA

\* without Malta

\*\* Light Vehicles

The international automotive markets continued the weak start to the year in February. In large parts of the automotive supply chain, there continued to be considerable restrictions on the supply of preliminary and intermediate products as well as raw materials and energy sources.

In the European passenger car market (EU27, EFTA & UK), 804,000 new vehicles were registered in February, 5 percent less than in the same month of 2021. In the first two months of 2022, 1.6 million brand new passenger cars were registered in Europe, almost 4 percent less than in the same period last year.

In the USA, light vehicle sales (passenger cars and light trucks) fell significantly by 12 percent in February compared to the same month last year, reaching a volume of 1.1 million vehicles. In the first two months, a cumulative total of 2.0 million vehicles were delivered to customers (-11 percent).

The Chinese passenger car market was able to confirm its positive start into the new year. In February, which was marked by the holidays around the Chinese New Year, a good 28 percent more vehicles were sold than in the same month a year earlier, with a sales volume of almost 1.5 million units. In January and February, a cumulative total of 3.6 million new passenger cars were registered, 14 percent more than in the same period last year. February has been the third growth month in a row.

In Japan, sales of brand-new passenger cars fell by 20 percent in February to a volume of 289,800 vehicles. This is already the eighth consecutive month with a negative growth rate. In the first two months of 2022, a total of 562,300 new vehicles were sold, 18 percent less than in the previous year.

## Elektro International February 2022

### New Electric Car Registrations in the Most Important Markets Jan.- Feb. 2022

	Electric registrations / sales (YTD)	Change YTD vs. Previous year (2022 vs. 2021)	Change Feb. 2022 vs. Feb. 2021	Cumulative new registrations / sales since January 2020	Electric proportion of 2022 YTD	Electric proportion of 2021 YTD	Electric market share of German Brand 2022 YTD	Electric market share of German Brand 2021 YTD	German Brand market share in the total car market 2022 YTD*
Germany	89.747	16%	24% ↗	1.474.597	23,3%	21,2%	60%	72%	71%
France	42.126	31%	36% ↗	758.717	19,3%	12,4%	25%	28%	25%
UK	39.110	103%	124% ↗	795.807	22,5%	13,6%	45%	42%	47%
Italy	17.718	22%	3% ↘	254.743	8,1%	5,3%	36%	39%	34%
Netherlands	13.512	83%	115% ↗	410.651	25,2%	13,1%	44%	46%	43%
Norway	14.211	-15%	-17% ↘	599.741	88,2%	80,0%	44%	34%	48%
Sweden	21.339	44%	36% ↘	368.976	52,0%	34,2%	35%	36%	39%
<b>EU+UK+EFTA</b>	<b>313.988</b>	<b>38%</b>	<b>38% ↗</b>	<b>5.782.651</b>	<b>19,3%</b>	<b>13,5%</b>	<b>46%</b>	<b>51%</b>	<b>47%</b>
USA (LV)	117.960	73%	82% ↗	2.431.467	5,8%	3,0%	9%	12%	8%
Canada (LV)	15.154	144%	118% ↗	299.814	7,8%	2,8%	8%	12%	9%
China	740.282	156%	182% ↗	8.673.335	20,4%	9,1%	5%	7%	21%
South Korea	11.569	139%	216% ↗	231.450	5,8%	2,1%	24%	51%	14%
Japan	11.094	69%	46% ↘	383.501	2,0%	1,0%	12%	10%	4%

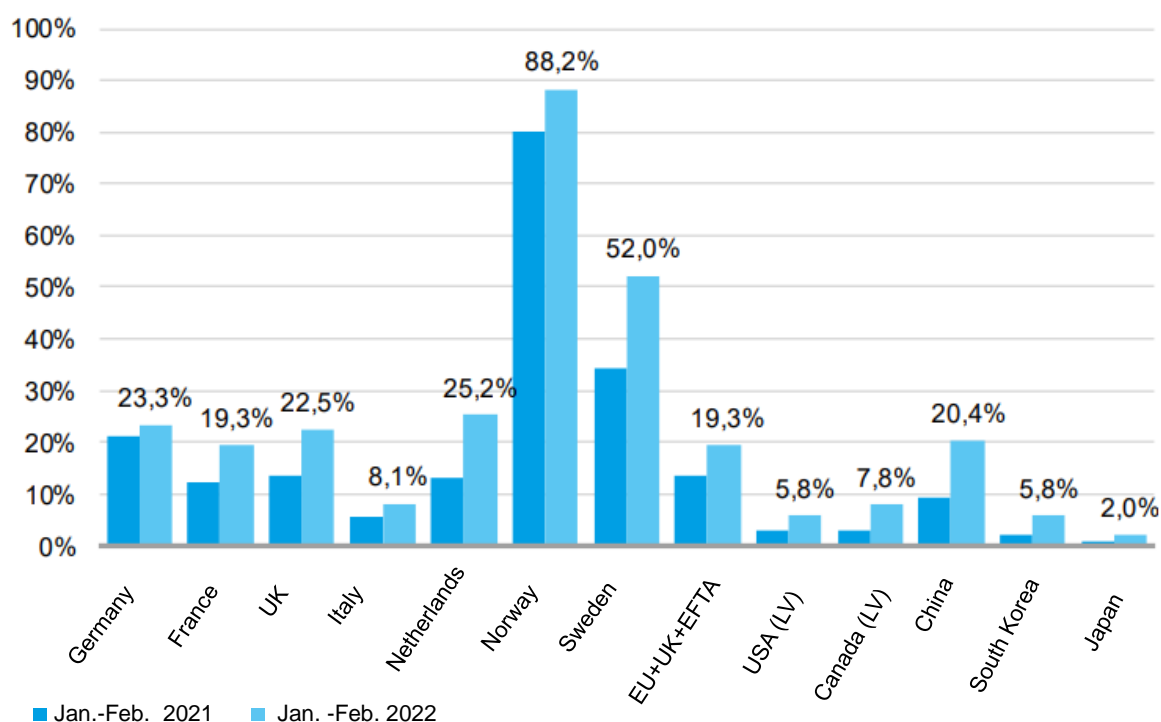
\* South Korea Jan. 2022

Source: KBA, Ward's, Fourin, IHS

In the first two months of 2022, China with the 740,000 newly registered e-cars (+182 percent), continues leading as the most important e-market ahead of Europe (EU+EFTA+UK) with 314,000 units (+38 percent). The USA ranks behind with 118,000 units (+73 percent), followed by Germany 90,000 (+16 percent). Except for Norway (-15 percent), the other major European markets are growing. The highest dynamic is in the UK (+103 percent) ahead of the Netherlands (+83 percent), and Sweden (+44 percent).

The electric market shares of the German brands decrease in most countries. In Europe the market share loses 5 percent and now go down to 46 percent. In China reaches 5 percent (-2 percent). In Canada 8 percent (-4 percent), in South Korea even decreases by 27 percent now reaches 24 percent. While in the UK the market share increases to 45 percent (+3 percent), Norway up 10 percent to 44 percent and Japan up 2 percent to 12 percent.

## Electric Share in the Overall Passenger Car Market (Jan.- Feb. 2021 vs Jan.- Feb. 2022)



When it comes to the electric share in the overall market, Norway remains still clearly No.1 with 88.2 percent. Sweden follows (52 percent) ahead of the Netherlands (25.2 percent) and Germany (23.3 percent), the UK (22.5 percent) and France (19.3 percent). Now China reaches 20.4 percent while the USA is still lagging with 7.8 percent. Japan is at the bottom with 2.0 percent E-share.

## BEV and PHEV new registrations of cars in the most important markets Jan.- Feb. 2022

	BEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2022 vs. 2021)	Change Feb. 2022 vs. Feb. 2021	Share of BEV to electric YTD	PHEV* New registrations / sales (YTD)	Change YTD vs. Previous year (2022 vs. 2021)	Change Feb. 2022 vs. Feb. 2021
Germany	49.198	42%	55% ↗	55%	40.483	-5%	-1% ↘
France	23.671	59%	60% ↗	56%	18.452	7%	13% ↗
UK	24.850	154%	196% ↗	64%	14.260	50%	47% ↗
Italy	6.806	14%	-8% ↘	38%	10.912	26%	11% ↗
Netherlands	6.732	183%	197% ↗	50%	6.773	35%	56% ↗
Norway	12.818	22%	21% ↘	90%	1.391	-78%	-75% ↘
Sweden	10.577	323%	288% ↘	50%	10.760	-13%	-17% ↘
EU+UK+EFTA	171.275	76%	78% ↗	55%	142.575	9%	8% ↘
USA (LV)	90.321	77%	89% ↗	77%	27.208	63%	64% ↗
Canada (LV)	11.938	150%	121% ↘	79%	3.261	125%	110% ↘
China	580.607	138%	154% ↗	78%	159.675	251%	339% ↗
South Korea	8.421	853%	963% ↗	73%	2.179	-33%	-22% ↘
Japan	3.972	58%	60% ↗	36%	6.793	104%	55% ↘

\* BEV = Battery Electric Vehicle, PHEV = Plug-in Hybrid EV

Source: KBA, Ward's, Fourin, HIS

In the first two months, all important BEV markets record double-digit percentage growth. Of which the Chinese market clearly dominates with 581,000 units (+138 percent). There are 171,000 new BEV registrations (+76 percent) in Europe. The USA is lagging with 90,000 electric light vehicles (+77 percent) at the 3<sup>rd</sup> place. Very high growth rates are recorded in various smaller markets such as South Korea (+853 percent), Sweden (+323 percent) and Canada (150 percent).

BEVs play a dominant role, especially in non-European markets. The percentage over the course of the year: Norway (90 percent), Canada (79 percent), China (78 percent) and the USA (77 percent).

New registrations of plug-in hybrids in China increase by 251 percent from January to February with 160,000, ahead of Europe (143,000, only +9 percent). The USA follows with 27,000 (+63 percent). There are declines in some markets: Germany (-5 percent), Sweden (-13 percent), South Korea (-33 percent), and Norway (-78 percent). Plug-in hybrids are particularly popular in Japan, with a 64 percent share of the electric car market and in Italy with 62 percent. Plug-in hybrids are often the entry-level vehicles in markets who are still at the beginning phase of electromobility. In the Netherlands and Sweden, half of the e-cars are plug-in hybrids.

## Elektro Germany March 2022

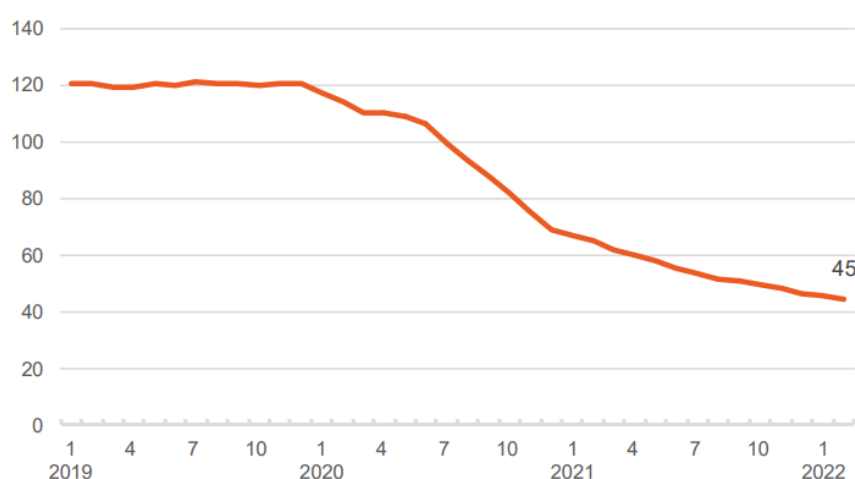
### Overview of New Electric Car Registrations Germany

	März 2022	März 2021	22/21 in %	Jan.-März 2022	Jan.-März 2021	22/21 in %	Anteil März 2022	Anteil März 2021	Anteil Jan.-März 2022	Anteil Jan.-März 2021
<b>Elektro gesamt</b>	<b>61.798</b>	<b>65.760</b>	<b>-6%</b>	<b>151.545</b>	<b>142.856</b>	<b>6%</b>	<b>25,6%</b>	<b>22,5%</b>	<b>24,2%</b>	<b>21,8%</b>
<b>darunter</b>										
<b>BEV</b>	34.474	30.101	15%	83.672	64.694	29%	14,3%	10,3%	13,4%	9,9%
<b>Plug-In Hybrid (PHEV)</b>	27.288	35.580	-23%	67.771	78.047	-13%	11,3%	12,2%	10,8%	11,9%
<b>Zum Vergleich:</b>										
<b>Hybrid (ohne Plug-In)</b>	48.425	45.640	6%	121.541	101.326	20%	20,1%	15,6%	19,4%	15,4%
<b>dar. Mild-Hybrid</b>	41.948	40.130	5%	105.843	89.976	18%	17,4%	13,7%	16,9%	13,7%
<b>Erdgas</b>	156	571	-73%	635	1.206	-47%	0,1%	0,2%	0,1%	0,2%
<b>LPG</b>	1.745	674	159%	5.065	1.301	289%	0,7%	0,2%	0,8%	0,2%
<b>Alternative Antriebe ges.</b>	112.124	112.645	0%	278.786	246.689	13%	46,5%	38,5%	44,5%	37,6%

Quelle: KBA

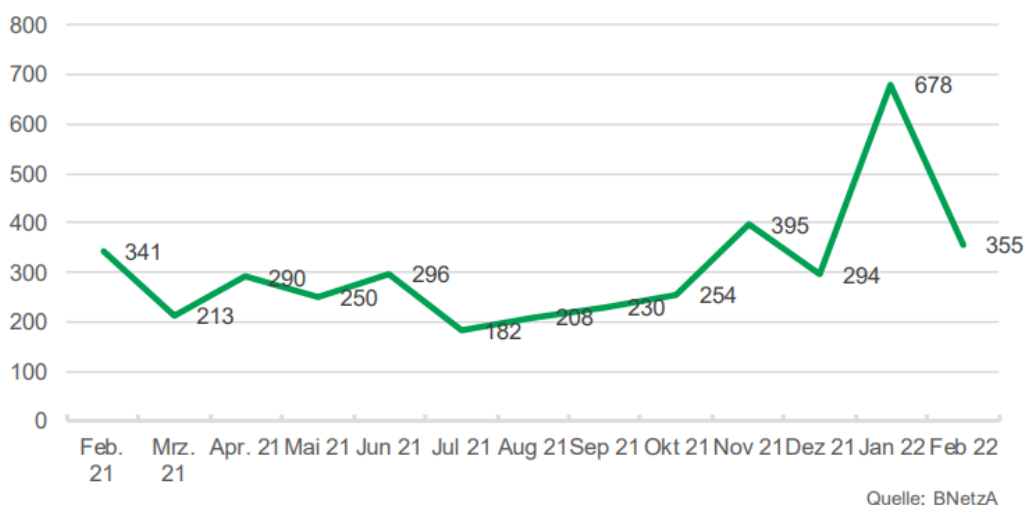
In March, the German Electric Car market fell by 6 percent to 61,798 e-cars. The market continues to slow down due to the difficult situation of the supply chain. PHEV decrease by 23 percent to 27,288 units. The BEV increases by 15 percent to 34,474 units. The proportion of electric vehicles reaches 25.6 percent in March (same month last year 22.5 percent).

### Publicly Accessible Charging Points Per 1,000 E-Cars



Quelle: BNetzA

### New publicly accessible charging points per week (including late-reported registrations)



Till March 1, 2022, 56,626 charging points (of which 8,401 were rapid charging points) were registered with the Federal Network Agency (BNetzA) in Germany. For detailed info, please refer to [Link](#).

With an estimated total of 1.47 million e-cars till March 1, 2022, there are still 45 charging points for 1,000 e-cars (or 22 e-cars per charging point). In February, the BNetzA reported an additional 1,421 charging points, which corresponded to 355 charging points per week, including late-reported registrations.

Considering the average of new charging points per week over the past 12 months was 300, to achieve 1 million charging points in 2030, i.e., around 2,000 charging points would have to be built up per week to achieve this goal, the expansion rate would have to be increased more than sixfold.

## China Macroeconomy

### 2022 Government Work Report from the “Two Sessions”

Between March 4 and 11, the key annual events on China's political calendar, the Chinese People's Political Consultative Conference (CPPCC), the top political advisory body, and the National People's Congress (NPC), the national legislature, known as the "Two Sessions", took place in Beijing. The annual gatherings brought together thousands of national legislators and political advisers to review and discuss the work of the central government, national legislature, top court and procuratorate over the past year and plan of the future.

Premier Keqiang LI delivered the Annual Government Work Report (hereafter “Report”), outlining China's national blueprint for 2022, where the government's overriding focus for the economy is “ensuring stability”, including the top socio-economic targets and priorities:

- National GDP growth target: around 5.5%
- Deficit-to-GDP ratio: around 2.8%
- Investment from the central government budget: 640 billion yuan (US\$101 billion)
- Central government transfer payments to local governments: 9.8 trillion yuan (US\$1.55 trillion)
- Special-purpose bonds for local governments: 3.65 trillion yuan (US\$578 trillion)
- Consumer price index (CPI): maintain the increase of the CPI at around 3%
- Urban employment: create at least 11 million new jobs; keep unemployment rate under 5.5%
- Annual grain output: over 650 million metric tons

In the perspective of automotive industry, the following key words are perceived from the Report and exactly echo the pivotal development directions that the industry is advancing to:

- **Enhancing the transformation of digitalization**

The Report stated, “to accelerate digital and intelligent transformation of traditional industries and develop the digital economy” and “to construct the digital infrastructure, promote the large-scale application of 5G and further develop smart cities and digital villages”.

The intelligent and connective vehicle is the most important driving force and key area of digital transformation of automobile field, which is also integrated with the development of smart city infrastructure in the pilot cities, namely “Shuang-Zhi” pilot program.

- **Promoting green and low-carbon development**

The Report stated, “to fully implement the Carbon Peak Action Plan, promote energy revolution, develop low-carbon technologies and finally build up a green manufacturing system” and “to continue supporting the consumption of new energy vehicles”.

With the “Carbon Peak and Carbon Neutrality” background, the potential approaches from the automotive sector are foreseen to include continuous de-fossilization and electrification, effective carbon emission trade system, recycling of key materials and components, etc.

- **Improving cybersecurity and data security governance**

The Report stated, “to build up the national security system by strengthening the cybersecurity, data security and personal information protection”.

The legal system has been initially established in China, with the three high-level laws, i.e., “Data Security Law”, “Cybersecurity Law” and “Personal Information Protection Law”, as well as “Several Provisions on the Management of Automobile Data Security (For Trial Implementation)”, “Opinions on Strengthening the Management of ICV Manufacturers and Product Access” and other regulations and standards on vehicles, to put forward requirements for cybersecurity and data security protection.

- **Strengthening innovation and technological capabilities**

The Report stated, “to enhance the capacity for indigenous innovation, advance the reform of research institutes, and improve the major scientific and technological projects”.

In line with the priorities of the 14th Five-Year Plan (2021-2025), China will strive to achieve breakthroughs in core technologies, support digital economy, and transition to a sustainable high-quality development model. For automotive industry, especially faced with the COVID-19 epidemic and political conflicts, it's pressing to eliminate the bottlenecks in supply, and of the key components.

On March 25, the State Council proposed division of work on key tasks in the 2022 Government Work Report to achieve this year's economic and social development goals. A total of 52 major tasks in 44 aspects are appointed to ministries and departments in line with their functions.

## Policy and Regulation

### NDRC & REA: 2021- 2035 Plan on Hydrogen Energy Development

On March 23, a plan on the development of hydrogen energy for the 2021-2035 period was jointly released by the National Development and Reform Commission and the National Energy Administration, as China races toward its carbon peaking and neutrality goals.

China is currently the largest hydrogen producer in the world, with an annual production output of about 33 million metric tons.

To highlight the key milestones of the long-term plan:

- **By 2025:**

China will put in place a relatively complete hydrogen energy industry development system, with the innovation capability significantly improved and the core technologies and manufacturing processes basically mastered.

Annual hydrogen production from renewable energy is expected to reach 100,000 metric tons to 200,000 metric tons to become an important part of new hydrogen energy consumption and enable carbon dioxide emission reduction of 1 million to 2 million metric tons per year.

- **By 2030:**

China is seeking a reasonable and orderly industrial layout and wide use of hydrogen production from renewable energy to offer solid support for the carbon peaking goal.

- By 2035:

The proportion of hydrogen produced from renewable energy in terminal energy consumption will increase significantly, which will play an important supporting role in the country's green energy transformation.

## Standardization

### Standard Drafts for Public Comments

In March 2022, CATARC released following drafts of standard for comments:

NO.	Name	Release date	Deadline for comments	Note
1	GB/T 12538- xxxx Road vehicles – Detections of center of gravity	2022-03-09	2022-05-08	ISO 10392:2011 MOD
2	Amendment Sheet No.1 of GB/T 5334-2021 Passenger car—Wheels—Performance re- quirements and test methods for cornering and radial fatigue	2022-03-10	2022-05-09	
3	GB/T XXXX- xxxx General technical requirements for glazing materials used in power-driven vehicles	2022-03-10	2022-05-09	
4	GB/T XXXX- xxxx Vehicle-mounted wireless communication ter- minal	2022-03-11	2022-05-10	
5	Amendment Sheet No.1 of GB/T 25978-2018 Road vehicle—Plates and label	2022-03-22	2022-05-21	
6	GB/T 18410-xxxx Vehicle Identification Number Bar-code Label	2022-03-22	2022-05-21	Supersede GB/T 18410-2001
7	GB/T XXXX- xxxx Road vehicles—Diagnostic communication over Internet Protocol (DoIP) —Part 2: Transport protocol and network layer services	2022-03-25	2022-05-24	ISO 13400-2:2019 MOD
8	GB/T XXXX- xxxx Road vehicles — Diagnostic communication over Internet Protocol- Part 3: Wired vehicle interface based on IEEE 802.3	2022-03-25	2022-05-24	ISO 13400-3:2016 MOD
9	GB/T XXXX- xxxx Road vehicles — Diagnostic Communication over Internet Protocol (DoIP) — Part 4: Ether- net-based high-speed data link connector	2022-03-25	2022-05-24	ISO 13400-4:2016 MOD

### WTO Announcement of New Standards Adoption Plan for CCC Rule

On March 8, 2022, WTO officially promulgated the notice from China for comments globally regarding new standards adoption plan of CCC rule. Standards listed as below are prepared to be adopted by CCC rules for market access.

NO.	Name	Deadline for comments	Note
1	GB/T 38694-2020 Requirements and test methods of alert for vehicle turning right	2022-05-07	<ul style="list-style-type: none"> <li>• Mandatory installation for vehicles specified in GB 7258-2017 8.6.7</li> <li>• Not passenger car relevant</li> </ul>

2	GB/T 38185-2019 Performance requirements and testing methods for electronic stability control system (ESC) for commercial vehicles	2022-05-07	<ul style="list-style-type: none"> <li>• Mandatory installation for vehicles specified in GB 7258-2017 4.17.4</li> <li>• Not passenger car relevant</li> </ul>
3	GB/T 38186-2019 Performance requirements and test methods for advanced emergency braking system (AEBS) of commercial vehicles		<ul style="list-style-type: none"> <li>• Mandatory installation for vehicles specified in GB 7258-2017 4.17.3</li> <li>• Not passenger car relevant</li> </ul>
4	GB/T 38796 Performance requirements and test methods of automobile blow-out emergency safety device	2022-05-07	<ul style="list-style-type: none"> <li>• Mandatory installation for vehicles specified in GB 7258-2017 9.2.7</li> <li>• If fitted for other M, N category vehicles, it shall fulfill this standard.</li> </ul>
5	GB/T 38892-2020 On-board driving video recording system	2022-05-07	<ul style="list-style-type: none"> <li>• As specified in GB 7258-2017 for passenger car, DVR and EDR shall be selected either one or both for installation</li> <li>• If fitted such system for M, N category vehicle, it shall fulfill this standard.</li> </ul>

### “Key Tasks of Automotive Standardization in 2022” Released by MIIT

On March 18, 2022, MIIT promulgated the “Key Tasks of Automotive Standardization in 2022”. Following perspectives are highlighted in order to create a new situation of automotive standardization and provide solid support for the high-quality development of the automotive industry.

- Continue to improve the top-level design of standards and strengthen the macro planning and coordination among all parties.
- Accelerate the standard research and formulation in the emerging fields and facilitate the industrial transforming and upgrading.
- Strengthen the leadership of green technology standards to fulfill the carbon peaking and carbon neutrality goals.
- Complete the fundamental vehicle standards and lay a solid foundation for quality improvement.
- Fully deepen international communication and collaboration and enhance the level of opening to the world.

Specific standards are emphasized for certain areas.

- **NEV:** kick off the revision of safety standards for electric vehicle power batteries and standard of post-crash safety requirements for fuel cell electric vehicles.
- **ICV:** complete the draft examination and submission for approval of GB Cybersecurity, GB Software Update and GB DSSAD.
- **Electronics:** set up the standards projects for e-Call, vehicle satellite positioning system, HUD, etc.
- **Automotive chips:** carry out the survey on the chip demand and the technical capability and publish the standard system of automobile chip.
- **Energy consumption:** solicit comments on the 4<sup>th</sup>-stage fuel consumption limit standards and accelerate the formulation of the 6<sup>th</sup>-stage fuel consumption limit standards and energy consumption limit standards.
- **Carbon emissions:** carry out research and project establishment on common standards such as general requirements for greenhouse gas management, terminology definition, and carbon neutrality implementation guidelines.



## SAC/TC114/SC34 ADAS & AD WG Meeting

On March 11, 2022, the 14<sup>th</sup> ADAS Series Meeting of ICV Sub-Committee of National Technical Committee on Road Vehicle (SAC/TC114/SC34) was held online with participants from OEMs and suppliers.

The summary and planning were reported by the representative of SC34. It's summarized that there were in total 11 standards officially published, 12 protocols examined and approved, and 23 projects newly kicked off. The work in 2022 lays stress on carrying forward of 3 GB's (DSSAD, Cybersecurity and Software Update) approval and release. New standardization projects of ADAS during 14<sup>th</sup> Five-Year Plan were emphasized, details as below.

- GB Vehicle Reversing Assistant System plans to be kicked off in 2023
- GB/T HUD system plans to be kicked off in 2024
- GB/T Vehicle Alcohol Locking Detection System plans to be kicked off in 2025

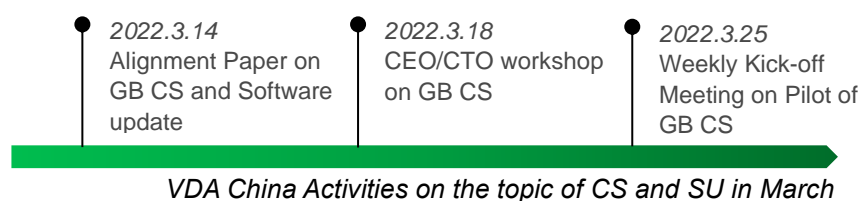
VDA China is closely monitoring the standards' status under SC34 together with members. Regular meetings will be held to synchronize the progress of standard drafting and evaluate the technical challenges.

## VDA China Special Subject on GB Cybersecurity and GB Software Update

The compulsory standards of GB Cybersecurity & Software Update from CATARC TC114/SC34 are regarded as the most important and critical standardization projects from ICV market access perspective.

The contents especially the key technical requirements of the two GBs have been more or less harmonized with ECE R155&156 after the long communication with CATARC. However, there is still strong concern of VDA members that the possible deviation of the technical requirements and short lead time may cause compliance risk.

VDA China has already set up an internal task force with local members since 2021 to regularly evaluate the timeline and technical requirements. Below activities are organized by VDA China in March to facilitate information interchange and further harmonization of GB and ECE.



### Alignment Paper

On March 14, 2022, VDA China formulated the Alignment Paper on drafts of GB Cybersecurity & Software Update by CATARC. In which the consensus was reached by members in terms of below perspectives.

#### I. Status

- The pilot test of GB Cybersecurity is being conducted between March and May to define the operational testing methods and further refine the technical requirements, and the GB Software Update is at the "draft for WG comments" phase.
- Both GBs are forecast to be published in January 2023 and applied to new vehicles in type approval from January 2024.
- GB Cybersecurity is so far regarded as of more concerns and will be more focused.

#### II. Potential Risk and Concern

- Potential technical deviation, which may lead to non-fulfillment of the technical solutions developed according to UNECE.
- Short lead time for OEMs to prepare, especially for the old models with the legacy E/E architectures.

#### III. Summary

As exchanged with CATARC and CAAM, both of whom acknowledged that define only the technical requirements but not fix the testing methods. Further exchanges will be conducted with VDA members who would bring concrete examples on how ECE 155 & 156 (including supporting ISO standards for process auditing) is implemented.

VDA China will continue the communication with CATARC under Sino-German ICV cooperation framework to ensure the harmonization between GB and UNECE for technical requirements.

### CEO/CTO Workshop

On March 18, 2022, VDA China organized a workshop with CEOs and CTOs from members to fully exchange and better align over the understanding of the common challenges and following actions regarding the compulsory Chinese standards of GB Cybersecurity & Software Update from CATARC TC114/SC34.

VDA China introduced the key messages of the VDA aligned paper developed together with VDA members regarding to the standards status, potential risk & concern and VDA activities. As next steps, VDA China will organize internal meetings to monitor the status, and to continuous communicate with Chinese partners.

### Weekly Meeting on Pilot of GB CS

On March 25, 2022, VDA China initiated the weekly meeting to evaluate the pilot progress and define the real deviation between CATARC GB CS and UNECE.

It is agreed to focus on the overall progress, vehicle requirements and test methods, CSMS, deviation and remarks according to the progress of the pilot. In the following meetings, all discussed content will be categorized into different perspectives.

- **Overall:** through the CSMS demo audit and vehicle verification test to verify the requirements of GB and define the operational testing methods with deadline of April 15, 2022.
- **Vehicle requirements and test methods:** acc. to CATARC, the idea of the test is to screen the applicable test items (GB draft Annex A) based on the vehicle's function. Further technical evaluation by OEM (providing internal test report) is needed to define the final test items by test agency.

## Automotive Industry Topics

### China EV100 Forum 2022

The China EV100 Forum 2022 was held on March 25-27 at Diaoyutai State Guesthouse, with the theme "Embracing a New Stage of NEV's Market-driven Growth."

Dr. Joachim Damasky, Managing Director of VDA introduced the Electromobility status of Germany at "The 6<sup>th</sup> Global EV Development and Policy Roundtable Meeting" on March 27. He pointed out although the ramp-up of electromobility to date is remarkable, it is still far from sufficient in terms of the German government's targets. The ramp-up of electromobility must be accompanied by an appropriate energy supply and infrastructure. He also introduced the promotion policy of electromobility from German government.

Mr. Lin ZHANG, Vice President of VDA China joined in the themed discussion "Development Status and Countermeasures of Global Automotive Industry Chain". He shared the impacts on the German automotive industry due to the logistics interruption and shortage of raw materials caused by the epidemic and the war between Russia and Ukraine. He emphasized that supply chain issues would remain globally in the short term, therefore the international cooperation still need to be strengthened. Mr. ZHANG also mentioned data is an indispensable link in the industrial chain. Therefore, it is necessary to ensure its stable transmission and flow through international coordination and industrial cooperation.

Mr. Guobin XIN, Vice Minister of MIIT, responded that he fully agreed to strengthen the cooperation in decarbonization, NEV, Cyber and Data Security, and other topics under the Sino-German cooperation frame.

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