



中国汽车燃料经济性与 低碳发展圆桌论坛

Low Emission Vehicles and Fuel Economy
China Stakeholder's Engagement Workshop



2014年8月15日 长富宫酒店

August 15, 2014, Beijing Chang Fu Gong Hotel

主办机构 Organizer



www.icet.org.cn

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British Embassy
Beijing

圆桌会议现场 Roundtable Workshop Photos



圆桌会议现场 Roundtable Workshop Photos



从左至右 From Left to Right:

白云峰 Bai Yunfeng- GIZ
龚慧明 GONG Huiming-EF
姜克隽 JIANG Kejun-NDRC ERI
李万里 LI Wanli- CAAM
金约夫 JIN Yuefu- CATARC
白荣春 BAI Rongchun-CECA



从左至右 From Left to Right:

Gloria Esposito - Low CVP
Edward Clarence-smith - UNIDO
Ian Lockhart - Trade & Investment, UK Embassy
Shayne Li - Trade & Investment, UK Embassy

部分参会嘉宾 Some of the Attendees



从左至右 From Left to Right:

康利平 KANG Liping | iCET

龚慧明 GONG Huiming | 能源基金会 EF

Andrew Holmes | UK Embassy

严昀 YAN Yun | 菲亚特汽车FIAT

姜克隽JIANG Kejun | 发改委能源研究所ERI

刘英LIU Ying | 中国汽车工程研究院CAREI

李万里LI Wanli | 中国汽车工业协会CAAM

Gloria Esposito | LowCVP

金约夫 JIN Yuefu | 中国汽车技术研究中心

安锋 AN Feng | iCET

白荣春 BAI Rongchun | 全国能源标准化技术委员会

Ian Lockhart | UK Embassy

Edward Clarence-smith | UNIDO

周晓岚ZHOU Xiaolan | 工信部产业司 MIIT

Maya Ben Dror | iCET

蒋南青JIANG Nanqing | UNEP



Part I

2014 OPENING REMARKS 2014 嘉宾演讲致辞

嘉宾致辞：提高燃料经济性是汽车节能管理的主要路径

Key notes: Improving fuel economy is a key pathway to vehicle energy saving



白荣春

全国能源标准化委员会副主任
国家发改委能源局原巡视员
国家经贸委产业规划司原司长

Bai Rongchun

Deputy Director of National Energy
Standardization Committee

Former Director of Industry
Planning Division, National
Economic and Trading Commission

中国经济发展的三大挑战——能源安全、生态环境、减排，均与汽车产业紧密关联。

Improving energy security, environment protection, and emission reduction are the three biggest challenges for China's economic development, which are closely associated with the automotive industry.

改善交通结构、发展新能源汽车、提高传统汽车的燃料经济性应将并肩成为解决产业发展与环境影响之间的矛盾核心路径。

Transportation structure reform, new energy vehicles development, and ICE vehicle fuel economy improvement are considered the most effective solutions for China's auto industry development and its environment impacts reduction.

燃料消耗量管理需要惩罚与鼓励相结合，汽车额度交易可向碳交易靠拢。

Incentives and penalties should be integrated with fuel consumption management; meanwhile, the CAFC credit exchange can be designed along with carbon trade mechanism.

嘉宾致辞：中国汽车产业结构的内外矛盾均发生变化

Key notes: Contradiction of China Auto Industry, both internally and externally, has already changed



 中国汽车工业协会
China Association of Automobile Manufacturers

李万里

中国汽车协会副秘书长
工信部产业政策司原副司长

Li Wanli

Deputy Secretary, China Association of Automobile Manufacture (CAAM)

Former Deputy Director of Department Industry Policy of MIIT.

高度评价了*iCET*《中国乘用车燃料消耗量年度2014》，
“一部科学严谨的优秀报告”；

iCET's 2014 CAFC report is an excellent report based on scientific data analysis and research evidence;

中国汽车产业依托的三大要素：生产、市场和全球化，优势正在减弱，产业结构性矛盾从内到外发生了新的变化，但中国仍具备汽车产业实现由大到强的五个必要条件；

China's auto industry relies on three elements: production, market and globalization, even though those elements' advantages are in decline due to industrial structure contradictions, China still maintains five necessary conditions to realize the evolution from a big auto country to a strong one.

创新驱动才能解决燃料经济性技术需求；政府职能转变才能完善管理制度。

Innovation driven demand to is required in order to address fuel economy technology challenges; the transformation of government functions in also required in order to improve the regulatory management system.

嘉宾致辞：先进技术与政策是汽车节能减排的关键

Key notes: Advanced technologies and effective policies lead to fuel efficiency improvements and emission reductions



柯文斯



首席驻华代表

联合国工业发展组织 (UNIDO)

Edward Clarence-Smith

Head of China Office, The United Nations Industrial Development Organization (UNIDO)

“汽车产业的快速发展是一个矛盾体，一方面促进了经济发展，另一方面造成了增加了交通拥堵和污染物排放；

Auto industry development typically brings economic development along with issues of traffic congestion, pollution and emissions.

先进汽车技术和鼓励性优惠政策是提高汽车燃料经济性、实现节能减排的双剑；

Advanced technologies and effective policies lead to fuel efficiency improvements and emission reductions.

有效监测燃料消耗量实施效果并进行科学规划意义重大。

It is important to first evaluate the effects of fuel standards and policy implementation and then make a scientific planning based on it.



Part II

发布《2014 中国乘用车燃料消耗量发展报告》
RELEASING THE 2014 CHINA CAFC REPORT

2014 中国乘用车燃料消耗量发展年度报告

2014 China Passenger Vehicle Fuel Consumption Development Annual Report



安锋



执行主任

能源与交通创新中心 (iCET)

Feng AN

Executive Director & President

The Innovation Center for Energy and Transportation (iCET)

◆2013年中国乘用车企业平均燃料消耗量总体水平已达到当年目标值，实现2015年目标无压力；

The overall average corporate fuel consumption level has reached 2013 target levels and is projected to achieve the 2015 target without pressure;

◆过去七年（2006-2013）中国燃料经济性标准实施取得了一定效果，但总体降幅仍不大；

Over the past seven years (2006-2013) China's fuel economy steered efficiency improvements, however overall FC reduction was limited;

◆未来七年（2014-2020）中国燃料消耗量目标实施有一定挑战，需先进节能技术、新能源汽车及额度交易机制等助力；

During the next seven years (2014-2020) China's fuel consumption targets pose challenges, indicating a clear need for advanced energy-saving technologies, new energy vehicles and credit trading programs for incentivizing commercialization;

◆新能源汽车、节能技术额度补贴给2020年的目标实施带来较大的不确定性；

New energy vehicles and energy-saving technology limits create uncertainties around 2020 target implementation;

◆传统汽车节能技术引进与升级仍是确保2020年目标实现的关键。

The introduction of energy-saving technologies and traditional automotive upgrade in 2020 is still the key to ensuring achievement of objectives.

专家点评:燃料消耗量监管存在很多漏洞,进口车问题尤多

Expert Review: Loopholes exist in fuel consumption management, especially for import cars



 中国汽车技术研究中心
China Automotive Technology & Research Center

金约夫

副总工程师

中国汽车技术研究中心汽车标准研究所, 中国燃料消耗量标准体系总构架师

Jin Yuefu

Deputy General Engineer,

China Automotive Technology and Research Center(CATARC), China fuel economy standard system architect

- ◆ *iCET*报告从第三方角度进行评估, 客观公正, 视角独特;
iCET's CAFC report is based on independent research and assessment from a third-party angle, it is neutral and unique.
- ◆ *iCET*报告有三大重要作用: 监督标准与政策实施效果、影响企业在消费者心中的形象、对政府层面研究进行有效补充;
iCET's CAFC report plays three important functions: evaluating impacts of standards and policy implementation, overseeing automakers' data reliability and influencing companies' public reputation, and informing policy-makers;
- ◆ 燃料消耗量管理确实存在很多问题: 如进口汽车无人监管; 管理办法迟迟没有出台。近年中国政府在这方面的管理滞后。
Many loopholes exist in China's fuel consumption management, especially for import cars; lagging behind in recently years.
- ◆ 中国汽车工业技术与发达国家仍然存在很大的差别, 有待进一步评估;
Auto industry technology gaps between China and other countries need to be further evaluated;
- ◆ 进一步评估轻型、重型商用车燃料消耗量标准实施。
Suggests iCET to assess the effects of LDV, HDV fuel economy standards implementation in the future.



Part III

英国先进经验分享

UK ADVANCED EXPERIENCE SHARING

嘉宾演讲:英国新车车队过去十年汽车温室气体排放下降了25%;
Key notes: Emissions from new cars in the UK have been reduced by over 25% in 10 years.



罗凯
英国驻华大使馆一等秘书
英国投资贸易总署交通与尖端
工程行业负责人

Ian Lockhart

First Secretary, Advanced
Manufacturing & Transport,
British Embassy Beijing

汽车是英国的支柱产业，80%汽车出口到100多个国家；英国为汽车产业发展提供优越的技术和政策环境；使得英国新车车队过去十年温室气体排放下降了25%。

The automotive industry is a major contributor to the UK economic development, 80% of vehicles produced in the UK are exported to more than 100 countries around the world. The UK government provides a supportive environment for advancing vehicle technologies; Emissions from new vehicle fleets in the UK have been reduced by over 25% in during the past 10 years.

Presentation: Global Best Practices: Overview of the Low Carbon Vehicle Partnership

嘉宾演讲: LowCVP对英国及欧盟汽车燃料政策的影响



Gloria Esposito

项目主管

英国低碳汽车合作伙伴 (LowCVP)

Head of Projects, Low Carbon Vehicle Partnership (LowCVP)

影响低碳汽车政策，需要大量的事实证据与数据作为支撑；

Robust data and facts are an important prerequisite to informing low emission vehicle policy.

将正确的相关方聚集在一起，通过共同努力与合作，将凝聚成巨大的影响力，扮演重要的角色来影响政策；

Bringing the right stakeholders together and facilitating collaboration has a powerful role in influencing the development of consistent and sound policy.

要推动低碳汽车市场，需伙伴组织通过与多方（包括汽车行业、燃料行业和政府机构）协同工作才能成功；

Success in advancing the low emission vehicle market requires a partnership between various different players, including the automotive, government and fuels industries.



Part IV

圆桌论坛讨论

ROUNDTABLE DISCUSSION

圆桌讨论主题：中国车用能源发展及四阶段燃料消耗量目标实施

Roundtable Discussion: China Fuel Consumption and Phase IV target implementation



主持人：龚慧明

交通项目主任

能源基金会

Moderator:

Transportation Program Director

Energy Foundation China

*iCET*搭建这样一个多元化的平台来探讨汽车燃料消耗量管理存在的问题及解决方案，是一个很好的尝试。

iCET's development of such a diverse platform for discussing fuel consumption challenges and solutions is an instrumental experience.

除乘用车外，需要加强商用车的油耗管理，争取与国际接轨，加强产业竞争力。

Commercial vehicle fuel management should be emphasized in order to catch up with international capacities, and strengthen China's auto industry competitiveness.

无论从节能还是污染物排放控制，我们交通行业下一步要从技术层面的油耗目标落实到实际的燃料消耗量，在这个层面我们仍有很多工作去做。

In terms of energy-saving or pollutant emissions control, the transportation sector should shift from a technical fuel consumption target into actual fuel consumption management, on which we still have much work to do.

观点聚焦：“能源革命”将促使更严格的交通政策出台

Key points: The Energy Revolution “will accelerate more stringent transportation policies.”



姜克隽

能源系统研究室主任
国家发改委能源研究所

JIANG Kejun

Researcher, Energy Research
Institute of The National
Development and Reform
Commission (NDRC)

习总书记提出“能源革命”，会促使很多相关政策会加快出台。在能源消耗以及温室气体排放总量控制的国家顶层设计框架中，未来交通政策力度也将根据总量多少来确定，在大帽子确定的前提下，如何控制是关键，可能会采取一些极端手段，迫使加快技术革新速度，同时会在拥堵区域开设公交快速通道并且对高排放高油耗的车辆实行严格的管控，引导消费者使用小型车或者新能源车。

Since President Xi proposed an ‘energy revolution’ in June, many policies will be accelerated and take form. Under a national energy and GHG emission cap design framework, some extreme transportation policies and regulations would be adapted to encourage technology innovation in controlling transportation fuel consumption and emissions, while other supporting policies for public transportation, new energy and energy saving vehicles would be addressed soon.

观点聚焦：企业竞争力在严苛的政策逼迫下将得到提升，燃料消耗量管理应当是一个长远规划

Key points: Automakers' competitiveness will improve under the pressure of strict policy, fuel economy improvement should be considered a long-term plan.

周晓岚 调研员，工信部产业政策司

ZHOU Xiaolan, Consultant of Department of Industry Policy, Ministry of Industry and Information Technology(MIIT)

中国汽车节能管理工作涉及多部位联合管理，是一项复杂的工作，一直在探索中前进，包括标准体系的建设、申报平台的搭建、标识管理办法等，汽车燃料消耗量管理办法及相关的优惠政策即将马上出台。

China's automotive energy management is a complex task, which involves several departments, but it has been exploring a suitable path forward for China, resulting in many achievements, including the creation of a standard system and reporting platform structure, labeling management method, and soon-to-be launched fuel consumption management regulations and preferential policies.

李万里 中国汽车协会副秘书长，工信部产业政策司原副司长

Li Wanli, Deputy Secretary, China Association of Automobile Manufacture (CAAM), former Deputy Director of Department Industry Policy of MIIT

自主品牌汽车企业的竞争力仍很弱，而惩罚政策提升不了自主企业的竞争力，在国家能源安全问题面前，提升本土品牌的竞争力仍是关键。

The competitiveness of independent domestic automakers is much weaker than that of joint ventures, and penalties would not enhance their capacities. Even when facing energy security challenges, it is important to increase the competitiveness of domestic auto brands for better solving long-term national energy issues.

观点聚焦：企业竞争力在严苛的政策逼迫下将得到提升，燃料消耗量管理应当是一个长远规划

Key points: Automakers' competitiveness will be promoted under the pressure of strict policy, fuel economy improvement is a long-term plan.



严昀 菲亚特克莱斯勒 经理
YAN Yun Manager, Fiat Chrysler

政府应当理清思路，把油耗管理作为一个长远规划。企业的竞争力可以通过严苛的政策逼迫企业提升。The government should clarify a long-term plan to manage fuel consumption. Competitiveness and technologies can be forced to improve through more stringent policies which have a clear horizon.



刘英 中国汽车工程研究院北京分院 院长
LIU Ying Director, The China Automotive Engineering Research Institute (CAERI)

作为汽车技术的研发机构，我们愿意和政府一道研究和制订出更加科学合理的办法，也将会和自主品牌汽车合作一道面对挑战。As an automotive technology research and development institution, CAERI would like to work with government agencies to figure out a scientific, rational approach for targets achieving. Furthermore, CAERI plans cooperate with domestic brands for tackling implementation challenges.

意见聚焦：重型车节能与污染控排放制是重点，排放与油耗需同时管理

Key points: HDV fuel consumption and pollution emission should be emphasized and simultaneously governed

金约夫 副总工程师,中国汽车技术研究中心汽车标准化研究所

JIN Yuefu, Deputy Chief Engineer, China Automotive Technology and Research Center (CATARC)

重型商用车油耗与污染排放比小型车均高很多，政府层面的管控模式需要再研究。在针对重型车的高排放问题中，发动机的排放测试与整车的油耗测试分开是导致重型车高排放的重要因素。中国需要其自身特有的标准，合理的简化管理办法可以让结果更加科学并且使车企减轻负担。

HDVs fuel consumption and pollution emission are much higher than passenger cars, however effective control mechanism is still an urgent question waiting to be addressed by policy-makers. The main reason for HDV's high emission is engine emissions testing being separated from vehicle fuel consumption testing. China should establish its own unique standards, and simplify its management approach to deliver more scientific and credible results, which will in turn also reduce automakers testing cost.

白荣春 全国能源标准化委员会 副主任, 国家经贸委产业规划司司长

Bai Rongchun, Deputy Director of National Energy Standardization Committee

Former Director of Industry Planning Division, National Economic and Trading Commission

要想实现下一阶段目标，必须设定合理实施路径并出台政策进行推动，同时利用市场化的手段设计汽车额度交易，惩罚落后奖励先进。

In order to meet the next fuel consumption phase target, reasonable pathways and supporting policies need to be designed and implemented. Meanwhile, it is also necessary to create a market-oriented CAFC credit trade mechanism, in which punitive and rewarded measures should take effect.

意见聚焦:中国汽车市场产品结构的复杂性对燃料经济性法规配套政策提出了更高的要求

Key points: China auto market's complex product structure a result of fuel economy regulations' higher requirements

张硕 欧洲汽车工业协会 高级经理

ZHANG Shuo, Senior Manager, European Automobile Manufacture Association (EAMA)

汽车燃料经济性法规兼顾了节能与提升企业竞争力的目标，具有特殊性。中国汽车市场的产品构成比发达国家的成熟市场要复杂的多，在这样一个复杂的环境下，更需要一个细致入微的配套政策，针对不同的产品和不同的用户施行特有的管理措施。让未来不同市场划分的车型都公平的承担其应有的减排目标。

Since fuel economy regulations are aimed at energy saving and enterprises competitiveness improvement, its governance development is unique compared with other regulations. China's auto market is more complex than that of developed countries because of its diverse product components which requires a comprehensive policy framework with specific management practices for different products and target audiences (different types of companies, different vehicle types). It is possible that each audience will have their own reduction targets in the future.

申威 福特汽车高级经理

SHEN Wei, Senior Scientist, Ford

从大能源的角度讲，国家减排目标需按量分配给各大工业部门，其中一部分将由交通部门需要承担，各部门之间如何分配减排目标需要研究来支撑，同时须考虑在部门目标分配上更加经济上可行的方案。

National emission reduction targets should be allocated to each industrial sector, transportation sector would take its own responsibility. Sector emission allocation planning should be built on solid research, and the economic feasibility of implementation should be taken into serious consideration.



Part IV

媒体深度报道与评论

MEDIA REPORTING AND REVIEW



China iFENG Auto report:

汽车油耗管理显漏洞：进口车无人监管

Vehicle fuel consumption management weakness: imported cars

<http://auto.ifeng.com/pinglun/20140904/1022452.shtml>



China Business News report:

“乘用车降耗七年之痒 整体落后发达国家”

7 years of vehicle fuel consumption and China still lags developed countries

<http://www.yicai.com/news/2014/08/4008121.html>



China Business News review:

车企燃料经济性标准存“后门”

CAFC has a "back door"

<http://www.yicai.com/news/2014/08/4010574.html>



China Automotive News report:

第四阶段降耗幅度将逐步爬升

CAFC Phase IV requirements will gradually increase

http://www.cnautonews.com/xw/hy/201408/t20140825_322345.htm



China Automotive News review:

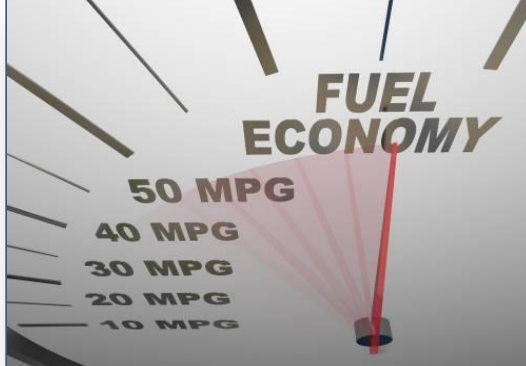
又是一个难产的“办法”

http://www.cnautonews.com/pl/sp/201408/t20140831_323215.htm

China Industry News report:

遏制“交通”排放 探索燃油经济性提升新路径

<http://www.cinn.cn/ycl/322655.shtml>



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