

# 2020 International Forum (TEDA) on Chinese Automotive Industry Development

## Annual Theme: Double Upgrading of Industry and Consumption Restructuring the New Ecological Layout

September 4, 2020 (Offline Meeting)

<p><b>G9 Forum (VIP Closed-door Meeting, for VIP only)</b></p> <p><b>13:00~15:30</b></p>	<p><b>Opening and Cooperation to achieve Win-win in Future: Development Environment for High-level Autonomous Driving and International Coordination</b></p>
	<p><b>Background:</b></p> <p>At present, the mass production of low-level autonomous driving vehicles has started. The development of high-level self-driving vehicles is still in the initial stage due to the impacts of various factors such as laws, regulations, usage environment, and technology maturity etc.. Europe, the United States, and other countries and regions have been relatively active in programming and investing in the field of autonomous driving. The R &amp; D and tests on autonomous vehicles had been carried out earlier; the Framework Documents for Autonomous Driving Vehicles, which was jointly established by China, the European Union, Japan and the United States, had passed the examination of the United Nations in June 2019. It is a solid step in the development of high-level self-driving vehicles. However, the future development is still highly dependent on the supports of the policy environment, technology R&amp;D, and the building of infrastructure. Therefore, to carry out international exchanges and cooperation to actively promote the development of autonomous driving and intelligent connection has become an important direction for the sustainable development of the automotive industries in various countries.</p> <p><b>Form of Meeting:</b></p> <p>Build a multilateral communication platform for the automotive industry. The host will lead each speaker to give a speech (about 5 minutes) in turn. After the speeches, the guests will hold a 30-minute dialogue and discussion with the attendees.</p> <p><b>Host:</b></p> <p>China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p><b>China</b></p> <p>China FAW Group Co., Ltd. Dongfeng Motor Corporation</p>

SAIC Motor Corporation Limited  
Changan Automobile Co., Ltd.  
Beijing Automotive Group Co., Ltd.  
Guangzhou Automobile Group Co., Ltd.  
Zhejiang Geely Holding Group  
Brilliance Auto Group Holdings Co., Ltd.

**Japan:**

JAMA  
Liu Peng, Deputy General Manager, Toyota Motor (China) Investment Co., Ltd.  
Nissan (China ) Investment Co., Ltd.

**Germany:**

Federal Ministry of Transport and Digital Infrastructure  
VDA  
Ferdinand Dudenhofer, Professor, University of Duisburg-Essen  
Volkswagen Group (China)  
Daimler Greater China  
BMW Greater China

**USA:**

GM China

**Ford China Co., Ltd.**

**UK**

Derek Lawlor, Vehicle Certification Agency, UK  
Li Jie, Jaguar Land Rover

**France:**

PSA

**Renault**

**Italy:**

Guan Guozhong, FiatChrysler Asia Pacific

**Korea:**

Hyundai Motor Group (China)

**Sweden:**

Yuan Xiaolin, Senior Vice President, Asia Pacific, Volvo Car Group;  
President & CEO, Volvo Car Asia Pacific

<b>Views of Think Tanks</b> <b>16:00~18:00</b>	<b>Research and Judgment on the Trend of the Development of Auto Industry in the New Situation and Suggestions to the Policies</b>
	<b>Background:</b>

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In 2020, the downward pressure on China's auto market is further increased, the sudden outbreak of epidemic has caused a serious impacts on the auto market in the short term. Under the new development situation, on one hand, the long-term upward trend of automotive market will not change, on the other hand, the pace of transformation and upgrading of the automotive industry led by new development concepts and sustainable development is accelerating. What is the future development trend of the automotive industry? What kind of policy and standard system support is needed? The experts from authoritative think tanks will discuss these topics and express their views and insights and make suggestions for the development of the automotive industry.

**Form of Meeting:**

The host will lead each expert from the thank tanks of the organizers to make the speeches in turn (each speaker has 25 minutes).

Host: China Automotive Technology and Research Center Co., Ltd.

**Speaker:**

Society of Automotive Engineers of China

China Association of Automobile Manufacturer

China Automotive News Agency

China Automotive Technology and Research Center Co., Ltd.

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**September 5, 2020 (Offline Meeting)**

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**Coordinating the Policies and Markets to build the New Ecology of Automotive Industry**

**Background:**

Since the 18th National Congress of the Communist Party of China, the central government has puts forward the theory of Making the Market play the Decisive Role in Resource Allocation and better play the Role of the Government. This major theoretical innovation has pointed out the direction to the government and the market to effectively coordinate the allocation of resources and form a joint force for development.

In order to better play the synergy role the government and market, this forum will specially hold the Closed-Door Meeting of Think Tanks of Government and Enterprise to build a face-to-face communication and exchange platform for the think tanks of government and enterprises. It will reflect the development situation of the industry, the key problems, and the demands and suggestions of the enterprise, and will also convey the government's views on industry management, trend of the policy formulations, the implementation effects of the policies and optimization directions etc.. The attendees from the think tanks with the government and enterprises will conduct direct dialogues to discuss the hotspots and difficulties in the development of the industry and put forward the solutions and measures to jointly promote the development of the automotive industry.

**Closed-door Meeting  
of Think Tanks of  
Government and  
Enterprises  
(VIP Closed-door  
Meeting, for invited  
VIP only)  
08:30 ~ 09:45**

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	<p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests from the government, enterprises, and think tanks to make the speeches in turn on the hot topics in the industry to find the new views, new ideas and new measures.</p> <p><b>Host:</b></p> <p>China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p>National Development and Reform Commission  Ministry of Science and Technology  Ministry of Industry and Information Technology  Ministry of Finance  Ministry of Ecology and Environment  Ministry of Transport  Ministry of Commerce  State Administration for Market Regulation  State-owned Assets Supervision and Administration Commission of the State Council</p> <p>China FAW Group Co., Ltd.  Dongfeng Motor Corporation  SAIC Motor Corporation Limited  Changan Automobile Co., Ltd.  Beijing Automotive Group Co., Ltd.  Guangzhou Automobile Group Co., Ltd.  Zhejiang Geely Holding Group Co., Ltd.  Great Wall Motor Co., Ltd.  Brilliance Auto Group Holdings Co., Ltd.  Chery Automobile Co., Ltd.  Anhui Jianghuai Automobile Group Holding Co., Ltd.  China Automotive Technology and Research Center Co., Ltd.  Society of Automotive Engineers of China  China Association of Automobile Manufacturers</p>
<p><b>Opening Ceremony</b></p> <p><b>10:00~12:00</b></p>	<p><b>Restructuring of the Business Format driven by Policies and Markets</b></p> <p><b>Background:</b></p> <p>The automobile industry is an important pillar industry of the national economy, with the obvious characteristics of long industrial chain, high correlation and strong driving force. It is an important force for realizing a new round of scientific and technological revolution and industrial transformation. At present, China's auto industry has entered the period for the adjustment of the market and industrial structure. The restructurings of the business formats in the auto industry, such as energy power, production operation, and consumption methods etc., have been accelerated. The conversion of the new and old kinetic energies will be completed to lay a solid foundation for the transformation and upgrading of auto</p>

	<p>industry.</p> <p>In recent years, the simplification and decentralization of government departments, the integration of decentralization and management, and the optimization of services have been continuously deepened. The advantages of double- drive by policies and markets have gradually emerged. They will vigorously promote the transformation and upgrading and the restructuring of the business format of the auto industry.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the government officials and high-level executives of the auto enterprise groups to make the speeches at the rostrum (each speaker has 15 minutes).</p> <p><b>Host:</b></p> <p>Society of Automotive Engineers of China</p> <p><b>Address:</b></p> <p>State-owned Assets Supervision and Administration Commission of the State Council Tianjin Municipal Government/Tianjin Binhai New Area China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p>National Development and Reform Commission Ministry of Science and Technology Ministry of Industry and Information Technology Ministry of Finance Ministry of Ecology and Environment Ministry of Transport Ministry of Commerce State Administration for Market Regulation China FAW Group Co., Ltd. Dongfeng Motor Corporation SAIC Motor Corporation Limited Changan Automobile Co., Ltd. Beijing Automotive Group Co., Ltd. Guangzhou Automobile Group Co., Ltd. Brilliance Auto Group Holdings Co., Ltd. Honda Motor</p>
<p><b>High-end Dialogue</b></p> <p><b>14:00~15:00</b></p>	<p><b>Deepening the Cooperation between Production and Research to boost the High-quality Development</b></p> <hr/> <p><b>Background:</b></p> <p>China auto industry is at a critical stage of transition from the high-speed growth to high-quality development. How to build a high-quality development system integrating the industrial chain, innovation chain and service chain is the</p>

	<p>focus of the entire auto industry. Innovation is the main driving force for achieving high-quality development, and the cooperation between production and research is an important way to promote the high-quality development of the automotive industry. Therefore, deepening the cooperation between production and research is conducive to the cultivation and improvement of innovation capabilities; accelerating the integration of cooperation between the production and research is conducive to strengthening the industrialization of scientific and technological achievements and collaborative innovation across the entire industry chain, providing new kinetic energy for the automotive industry to promote it to a higher level of development.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make the speeches at the rostrum (each speaker has 15 minutes).</p> <p><b>Host:</b></p> <p>China Association of Automobile Manufacturers</p> <p><b>Speaker:</b></p> <p>Chen Bin, Deputy Executive President, China Machinery Industry Federation Development Research Center of the State Council Zhejiang Geely Holding Group Co., Ltd.</p> <p>Xiang Xingchu, Deputy Secretary of the Party Committee of Anhui Jianghuai Automobile Group Holding Co., Ltd. and General Manager of Anhui Jianghuai Automobile Group Co., Ltd.</p> <p>Wang Wentao, President, Jiangling Motors Co., Ltd.</p>
<p><b>Summit</b></p> <p><b>15:15~16:15</b></p>	<p><b>Measures to meet the Requirements of Policies for Energy-saving and New Energy Vehicles</b></p> <hr/> <p><b>Background:</b></p> <p>With the gradual reduction of national subsidies for new energy vehicles and the issuing of the new version of Parallel Management Measures for the Average Fuel Consumption of Passenger Vehicle Enterprises and Credits of New Energy Vehicles, the Chinese new energy vehicle manufacturers now face the new patterns of industry and market. At the same time, the implementation of the national stage-V fuel consumption standard and the increase in demands of the end-user for energy-efficient vehicles have also stimulated the auto manufacturers to pay sufficient attention to energy-efficient vehicles. How to balance the development of energy-saving and new energy vehicles has become the key problem for auto manufacturers. However, how will the future development of energy saving and new energy vehicles meet the management requirements of relevant policies? How to achieve the upgrading of energy saving and new energy vehicle products? All these will be analyzed in this section.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make the speeches at the</p>

	<p>rostrum (each speaker has 15 minutes).</p> <p><b>Host:</b></p> <p>China Automotive News Agency</p> <p><b>Speaker:</b></p> <p>SAIC Motor Passenger Vehicle Company  Nio Inc.  Beijing Electric Vehicle Co., Ltd.  GAC New Energy Automobile Co., Ltd.  Cao Yanfei, Deputy President of Infineon Technologies Greater China and  Director of Auto Electronic Department of Infineon Technologies Greater China</p>
<p><b>Brain Storm</b></p> <p><b>16:30~17:30</b></p>	<p><b>The Road to the Synergy between Policies &amp; Standards and the Mass Production of L3 (and above) Products</b></p> <hr/> <p><b>Background:</b></p> <p>The advent of autonomous driving will change the mobility mode of human society in future and have a profound impact on the urban public transport, roads, infrastructure, and law etc..The countries around the world are striving to formulate development strategies for autonomous driving and corresponding policies to promote the development of autonomous driving. Autonomous driving has entered a period of rapid development, and L2 products for mass production have been developed continuously. But for the high-level autonomous driving technology at L3 and above, to achieve mass production shall depend on more factors, such as the technology research and development, supports of policies, and standards and infrastructure etc.. Only the synergy between the external environment and product technology can achieve the mass production of L3 (and above) autonomous driving products. How to achieve the synergy development between the policy standard and the mass production of L3 and above products, and how to make the policies and standards play their roles in promoting the development of autonomous driving will be the focuses at this session.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make speeches on the brainstorming meeting to put forward clear conclusions and opinions on hot topics, and conduct discussions to find new ideas and new measures</p> <p><b>Host:</b></p> <p>Tsinghua University</p> <p><b>Speaker:</b></p> <p>Wang Zhao, Deputy Chief Director, Auto Standardization Research Institute, China Automotive Technology and Research Center Co., Ltd.  China FAW Group Co., Ltd.  Jiang Jingfang, Senior Deputy President, Bosch Chassis Control System  China</p>

	Skyline
<b>September 6, 2020 (Online Meeting)</b>	
<b>08:30~12:00</b>	<b>No.1 Meeting Hall</b>
<b>Policies and Standards lead the Transformation of Industry</b>	<b>Change of the New Business Models for New Energy Vehicles for 2035</b>
	<p><b>Background:</b></p> <p>After more than ten years of rapid development, China's new energy vehicle industry has achieved remarkable results in the areas of technology R&amp;D, market scale, and infrastructure construction etc.. In the structure of global new energy vehicle industry, China's new energy vehicles industry has led the development of global automotive electrification. In the next 15 years, the global new energy vehicle industry will experience great changes both in development environment and market demands. The development of new energy vehicle industry will shift from policy-driven to market-driven.</p> <p>In the future, new business models will play the important roles in occupying more market shares in competition. This session will focus on discussing the reasons of creating the new business models, its impact on the production and sales of new energy vehicles, and the prospects of the applications of new business modes.</p>
<b>08:30~10:00</b>	<p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make the speeches at the rostrum (each speaker has 20 minutes).</p> <p><b>Host:</b> China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p>Tesla Inc.</p> <p>Liu Bin, Chief Expert, China Automotive Technology and Research Center Co., Ltd. and Deputy Chief Director of Auto Strategy and Policy Research Center of China Automotive Technology and Research Center Co., Ltd.</p> <p>Caocao</p> <p>Nie Liang, Chairman, Hangzhou Botan Power Technology Co., Ltd.</p>
<b>Policies and Standards lead the Transformation of Industry</b>	<b>Changes of the Competition Pattern of Power Batteries</b>
	<p><b>Background:</b></p> <p>China has become the world's largest producer and consumer of power batteries for new energy vehicles. With the realization of marketization of new energy vehicles, the pattern of the power battery industry is undergoing profound changes. The industry environment will be dominated by market competition in future. What changes will occur in the market patterns of power batteries with different technological routes in future? The hot topics such as the future development of battery materials, the changes of the cost of power batteries, the</p>



	<p>complete vehicle manufacturers' layouts in the power battery industry, and the changes in the competitive patterns of domestic and foreign battery companies will be discussed at the meeting.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make the speeches at the rostrum (each speaker has 20 minutes).</p> <p><b>Host:</b></p> <p>Society of Automotive Engineers of China</p> <p><b>Speaker:</b></p> <p>General Expert Team for National Key R&amp;D Project for New Energy Vehicle  Contemporary Amperex Technology Ltd, CATL  Guoxuan High-tech Co.,Ltd.  BYD Co., Ltd.  Panasonic  CALB</p>
<p><b>08:30~12:00</b></p>	<p><b>No.2 Meeting Hall</b></p>
<p><b>Perspective of Energy Saving and Emission Reduction Standards</b></p> <p><b>08:30~10:00</b></p>	<p><b>The Energy Saving Strategies based on the Requirements of the National Stage-V Fuel Consumption Standard</b></p> <p><b>Background:</b></p> <p>China's national stage-V fuel consumption standard will be formally implemented in 2021. By 2025, the average fuel consumption of China's passenger vehicles will reduced to 4.0L/100km. The upgrading of the standard will promote the application and development of advanced auto energy-saving technologies. It has great significance for the continuous reduction of fuel consumption of passenger vehicles in China.</p> <p>What impacts will the new fuel consumption standards have on automotive products and technologies? What strategies will passenger vehicle enterprises introduce to cope with them? This session will conduct in-depth discussions on the energy-saving strategies for passenger vehicles after the implementation of the national stage-V fuel consumption standard.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make the speeches at the rostrum (each speaker has 20 minutes).</p> <p><b>Host:</b></p> <p>China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p>International Council on Clean Transportation  Changan Automobile Power Research Institute</p>

	<p>GAC R&amp;D Center Shengrui Transmission Co., Ltd. Valeo</p>
<p><b>Perspective of Energy Saving and Emission Reduction Standards</b> <b>10: 15~12: 00</b></p>	<p><b>Win the Blue Sky Defense Battle and improve the Emission Control Level</b></p> <p><b>Background:</b></p> <p>With the spreading of the Blue Sky Defence Battle in the whole country, the air quality has been improved continuously. It has made great contributions on the control of pollutants from the mobile sources. 2020 is the final year of the three-year action. With the acceleration of the scrapping of high-emission vehicles, the introductions of the national stage-VI emission standards for the light-duty and heavy-duty vehicles have also started.</p> <p>What are the changes of the emission standards and regulatory measures? What is the choice and the potential of the upgrading of routes for emission control technology ? How will auto enterprises face these changes? In this session, we will conduct in-depth discussions and exchanges on the technology strategies and potentials under the trend of continuous upgrading of emission standards.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make the speeches at the rostrum (each speaker has 20 minutes).</p> <p><b>Host:</b> China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p>Chinese Research Academy of Environmental Sciences Beijing Municipal Ecology and Environment Bureau Geely Auto Power Research Institute Dongfeng Commercial Vehicle Technology Center Zhong Yuwei, Assistant Chairman and Senior Director, Strategy and Planning Department, Guangxi Yuchai Machinery Co., Ltd.</p>
	<p><b>08:30~12:00</b></p> <p><b>No.3 Meeting Hall</b></p>
<p><b>Prospects on Forward-looking Technologies</b> <b>08:30~10:00</b></p>	<p><b>"5G + Big Data" drives the Digital Transformation of the Automotive Industry</b></p> <p><b>Background:</b></p> <p>With the acceleration of the processes of digitization and intelligentization, the digital value has been continuously released, and Big data has become an important production factor driving the industrial transformation. The industrial digital transformation has become one of the important trends of industrial development in the era of Big data, and is also an important area that promotes the deep integration of emerging digital technologies with the real economy. At present, the digital transformation of the automotive industry has been deepened further. Promoting enterprises to innovate product modes and reshape the industry ecology have the significance to the innovative development of the automotive</p>

	<p>industry. At the same time, 5G's large broadband, high speed, low latency, high reliability, dense connection, and wide coverage etc. will significantly improve the efficiency of the digital industry and bring new historical opportunities for the digital transformation of the automotive industry.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make the speeches in turn at the rostrum (each speaker has 20 minutes).</p> <p><b>Host:</b> China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p>Department of Informationization and Software Service Industry, MIIT  China Academy of Information and Communications Technology  Guangzhou Automobile Group Co., Ltd.  Tencent Smart Mobility Department  Autohome</p>
<p><b>Prospects on Forward-looking Technologies</b></p> <p><b>10:15~12:00</b></p>	<p><b>Prospects for the Forward -looking Technologies for Hydrogen Fuel Cell Vehicles</b></p> <p><b>Background:</b></p> <p>To develop hydrogen fuel cell vehicles is one of the important technology routes in the development of new energy vehicles in China. In recent years, the key technologies for hydrogen fuel cell vehicles have been developed rapidly, and considerable progress has been made. Some hydrogen fuel cell vehicles have been launched. The Program for the Development of New Energy Vehicle Industry (2021-2035) proposes to further accelerate the development process of China's hydrogen fuel cell vehicle industry, develop a series of key technologies, and realize the commercial application of fuel cell vehicles. The development of hydrogen fuel cell technology is crucial to the industrialization hydrogen fuel cell vehicles. How will the core technologies of hydrogen fuel cells develop in the future? What are the prospects for the service time , reliability and cost of the power system? All topics will be discussed at the session.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make the speeches in turn at the rostrum (each speaker has 20 minutes).</p> <p><b>Host:</b></p> <p>China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p>Wang Fang, Chief Expert, China Automotive Technology and Research Center Co., Ltd.  SAIC Motor Corporation Limited  Toyota Motor Engineering &amp; Manufacturing (China) Co., Ltd.</p>

	Hyundai Truck & Bus (China) Co., Ltd. Beijing SinoHytec Co., Ltd.
<b>08:30~12:00</b>	<b>No.5 Meeting Hall</b>
<b>Discussion on Hot Topics</b>  <b>08:30~10:00</b>	<b>High-quality Certification promotes the Upgrading of Consumption</b>
	<p><b>Background:</b></p> <p>In the post-epidemic era, the terminal consumption habits will change. However, the important role of consumption in promoting the economic development will become increasingly obvious. Under the background of simplified state administration, decentralization, and strengthening supervision, the certification, as a basic institutional arrangement for strengthening quality management and improving market efficiency in the market economy, shoulders an important historical mission. On the basis of transferring trust, certification is playing an important role in value leading, value transfer and value creation. The relevant trends of automobile certification and how will automobile certification drive changes of trends of consuming will be discussed at this session.</p> <p><b>Form of Meeting</b></p> <p>The host will lead the distinguished guests to make the speeches at the rostrum (each speaker has 20 minutes).</p> <p><b>Host:</b></p> <p>China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p>State Administration for Market Regulation SAE International Huasheng Group Tuhu</p>
<b>08:30~12:00</b>	<b>No.5 Meeting Hall</b>
<b>Market Insight and Research and Judgement</b>  <b>08:30~10:00</b>	<b>Stabilizing the Auto Consumption and the New Opportunities for the Development of Passenger Vehicle Market</b>
	<p><b>Background:</b></p> <p>In 2019, the sales of passenger vehicles in China reached 21.44 million units, a decrease of 9.6% comparing with that of prior year. In 2020, affected by factors such as the continued decline of macroeconomic growth and the epidemic at the beginning of the year, the auto industry is facing greater downward pressure. At the same time, China's auto consuming market is in a period of adjustment, the automobile consumers are getting younger, the auto consuming concept shows the new trend, and the auto consuming demand and consumption structure are constantly upgrading. Facing the opportunities and challenges from the structural adjustment in the passenger vehicle market, automobile-related enterprises need to accurately learn the market conditions, grasp the development trends of various market segments, optimize product layouts, and comprehensively enhance product</p>

	<p>competitiveness. Therefore, it is of great significance to conduct in-depth discussions on how to better stabilize automobile consumption, adapt to new changes in consumption, and explore the market potentials</p> <p><b>Host:</b></p> <p>China Automotive Technology and Research Center Co., Ltd.</p> <p><b>Speaker:</b></p> <p>Development Research Center of the State Council  Dong Chao, President, Institute of Circulation and Consumption, Chinese Academy of International Trade and Economic Cooperation, Ministry of Commerce  Dongfeng Motor Co., Ltd.  FAW VW Sales Co., Ltd.  Geely Auto Group</p>
<p><b>Market Insight and Research and Judgement</b>  <b>10:15~12:00</b></p>	<p><b>Management on Overload and Illegal Specifications and Demand Transfer of Commercial Vehicles</b></p> <p><b>Background:</b></p> <p>In recent years, China has strengthened the control and management on overloads. The rate of overloads has declined significantly, the road traffic safety situation has been improved, the auto production and refitting behaviors have been further standardized, and the order of transportation market has been improved significantly. At the same time, the government is also studying to further consolidate and expand the results of controlling the overloads and establish a long-term mechanism for the control of overloads. With the introduction of the more stringent measures for the control of overloading, the end-users' demands for commercial vehicles have also changed, they began to choose standard loading vehicles and even light vehicles instead of overloading vehicles. How about the follow-up policies for the control of overloading and over-limiting? How does the demand for commercial vehicles in the terminal transportation market shift driven by policies and regulation? How do complete vehicle enterprises adjust their product and technology programs to meet the new changes in the needs of transportation to enhance product competitiveness? We will focus on the in-depth discussion and exchange on the above-mentioned topics at the session.</p> <p><b>Form of Meeting:</b></p> <p>The host will lead the distinguished guests to make the speeches at the rostrum (each speaker has 20 minutes).</p> <p><b>Host:</b></p> <p>China Association of Automobile Manufacturers</p> <p><b>Speaker:</b></p> <p>Ministry of Transport</p>

	<p>Ministry of Public Security  Beiqi Foton Motor Co., Ltd.  Zhang Xianhua, Secretary of the Party Committee and General Manager,  JAC Light Commercial Vehicle Marketing Co., Ltd.  SAIC-Iveco-Hongyan Commercial Vehicle Co., Ltd.</p>
<p><b>Release of the  Achievements and  Consensuses</b></p> <p><b>13:30~14:00</b></p>	<p><b>Press Release</b></p> <p><b>Background:</b></p> <p>During the three-day meeting, the organizing committee of International Forum (TEDA) on Chinese Automotive Industry Development will invite a number of government officials, high-level executives from the enterprises, and industry experts to elaborate their views on the trend of the formulation of policies and standards, trend of industry development, and layout of forward-looking technologies etc.. Their remarks may become a “Vane” for the future development of the auto industry. Therefore, this session will highly summarize the consensus, new views and new trends formed at the meeting, and publish them on the media communication platform to help the high-quality development of the auto industry.</p> <p><b>Form of Meeting:</b></p> <p>The organizers of the forum will release the achievements through consensus reached at the forum with a speech for approximately 15 minutes. After the speech, the medias will have a 15-minute of interactive communication with organizers.</p> <p><b>Speaker:</b></p> <p>China Automotive Technology and Research Center Co., Ltd.</p>