
The automobile industry is a major pillar industry for the national economy, and plays an important role in the national economy and social development. Along with the sustained and rapid growth of the Chinese economy and accelerated promotion of urbanization in China, the demand for automobiles will still keep growing in a relatively long period of time, and the resulting energy shortage and environmental pollution issues will become more conspicuous. To accelerate the fostering and development of energy-saving and new energy automobiles is not only an imperative task for effectively easing pressure on both energy and environment and promoting sustainable development of the automobile industry, but is also a strategic approach for accelerating the systemic transformation and upgrading of the automobile industry and fostering new economic growth points and advantages in international competition. To implement the State Council’s decisions and arrangements for the development of strategic emerging industries and strengthening energy conservation and emission reduction and accelerate the fostering and development of the energy-saving and new energy automobile industry, this Planning has been formulated for the period of 2012-2020.

I. Current development and situation faced

New energy automobiles mean automobiles adopting new types of power systems that are fully and mainly reliant on drive by new types of energy. The new energy automobiles as referred to in this Planning mainly include battery electric vehicles, plug-in hybrid electric vehicles and fuel cell vehicles. Energy-saving automobiles mean vehicles with the internal-combustion engine as the main power system and with the comprehensive operating mode fuel consumption superior to the target values for the next stage. The development of energy-saving and new energy automobiles is a major approach for reducing fuel consumption by automobiles, easing contradiction between the demand and supply of fuel oil, reducing exhaust fume emission, improving the atmospheric environment, and promoting technological progress, optimization and upgrading of the automobile industry.

Through research and development as well as demonstrative operation over nearly 10 years, the basis for industrialized development of new energy automobiles has shaped up in China, with great progress made in crucial technologies in terms of batteries, electric motors, electronic control and system integration, among others. Battery electric vehicles and plug-in hybrid electric vehicles have been put on the market on a small scale. Over recent years, positive progress has been made in the promotion and application of energy-saving technologies for automobiles. Through the adoption of passenger vehicle fuel consumption limit standards, financial and taxation policies encouraging the purchase of low-emission vehicles, and other measures, the application of energy-saving technologies and products including advanced internal-combustion engines, efficient transmissions, lightweight materials, whole-unit vehicle optimal designing and hybrid power has been vigorously generalized, resulting in an obvious decline of the average fuel consumption by automobiles. Technologies for vehicles using alternative fuels including natural gas have been basically mature and been initially industrialized on a certain market scale. However, in general, new energy automobiles in China have not seen breakthrough in crucial technologies of assembled vehicles and some core parts and components, with high product costs and incomplete social support systems that restrict both industrialization and...
market-oriented development. Crucial core technologies for automobile energy saving have not been completely mastered. Fuel economy is still at a certain distance from advanced international standards. Market shares of energy-saving low-emission vehicles are on the low side.

In response to the increasingly conspicuous contradiction between supply and demand of fuel oil and environmental pollution issues, the world’s leading automobile producing countries have accelerated their arrangements to regard the development of new energy automobiles as a national strategy and accelerate technological research and development and industrialization. Meanwhile, they have vigorously developed and promoted the application of energy-saving technologies for automobiles. The development of energy-saving and new energy automobiles has become an orientation of development of the international automobile industry. The next decade will usher in an important period of strategic opportunities for systemic transformation and upgrading of the global automobile industry. At present, the annual output and sales volumes of automobiles in China top the world and are expected to continue growing over a future period of time. Therefore, the opportunities must be seized and arrangements must be made promptly to accelerate the fostering and development of the energy-saving and new energy automobile industry, promote optimization and upgrading of the automobile industry, and realize a shift of China from a country with a large automobile industry to a country with a powerful automobile industry.

II. Guiding ideology and basic principles

1. Guiding ideology

With Deng Xiaoping Theory and the important thought of “Three Represents” as the guide and with in-depth implementation of the Scientific Development Perspective, the fostering and development of the energy-saving and new energy automobile industry shall be taken as an important task for accelerating a shift of the mode of economic development. On the basis of the realities in China, by reliance on the existing industrial basis, and in light of the requirements of “market orientation, drive by innovation, realization of breakthrough at key points and coordinated development,” the roles of enterprises as the market players shall be maximized and policy support shall be strengthened to create a favorable development environment, improve the innovation and industrialization capacities of energy-saving and new energy automobiles, promote optimization and upgrading of the automobile industry, and enhance the overall competitiveness of the automobile industry.

2. Basic principles

Adherence to a combination between systemic transformation of the automobile industry and technological progress: The fostering and development of the new energy automobile industry shall be accelerated to promote technological transformation of the power system of automobiles toward electric drive. Overall planning shall be made and all factors shall be taken into consideration. While the new energy automobile industry is fostered and developed, energy-saving automobiles shall be vigorously promoted and popularized to promote technological upgrading of the automobile industry.

Adherence to a combination between independent innovation and open cooperation: Development through innovation shall be strengthened, and technological innovation shall be taken as the main driving force for promoting development of the energy-saving and new energy automobile industry in China. The formation of technologies, standards and brands with independent intellectual property rights shall be accelerated. Global resources of innovation shall be fully utilized, in-depth international technological cooperation and exchange shall be conducted, and new ways of cooperation shall be explored.
Adherence to a combination between government guidance and market drive: In the period of industrial fostering, the guiding role of planning and the incentive role of policies shall be fully used, and scientific-technological and industrial resources shall converge to encourage the development and production of energy-saving and new energy automobiles and guide market consumption. After the entry into the period of industry maturity, the role of the market to drive industrial development and the basic role of the market in allocation of resources shall be maximized to create a favorable market environment and promote a large-scale commercial application of energy-saving and new energy automobiles.

Adherence to a combination between industry fostering and strengthened industry support: With the development and production of assembled vehicles playing the leading role, the fostering and development of industrial chains, including power batteries, electric motors, automobiles electronics, advanced internal combustion engines, and highly efficient transmissions, among others, shall be accelerated. The construction of electric charging facilities shall be accelerated; the coordinated development of electric charging facilities, smart power grids and new energy industries shall be promoted; and marketing, after-sales service, and recycling of batteries shall be effectively developed to form a complete industrial support system.

II. Technological lines and major targets

1. Technological lines

Drive with pure electric power shall be the main strategic orientation of the development of new energy automobiles and systemic transformation of the automobile industry. At present, priority shall be given to boosting the industrialization of battery electric vehicles and plug-in hybrid electric vehicles and promoting and popularizing non-plug-in hybrid electric vehicles and energy-saving internal combustion engine vehicles to improve the overall technological capability of China’s automobile industry.

2. Major targets

(1) Great progress made in industrialization: By 2015, the accumulated output and sales volume of battery electric vehicles and plug-in hybrid electric vehicles will have reached 500,000 vehicles. By 2020, the battery electric vehicles and plug-in hybrid electric vehicles production capacity will have reached 2 million vehicles, and the accumulated output and sales volume of battery electric vehicles and plug-in hybrid electric vehicles will have reached 5 million vehicles. By then, both fuel cell vehicles and the vehicle hydrogen energy industry will have been in synchronous development with the rest of the world.

(2) Obvious improvement of fuel economy: By 2015, the average fuel consumption of passenger vehicles produced in the year will have declined to 6.9 liters per 100 kilometers, with the average fuel consumption of the energy-saving type of passenger vehicles to drop to 5.9 liters per 100 kilometers or lower. By 2020, the average fuel consumption of passenger vehicles produced in the year will have declined to 5.0 liters per 100 kilometers, with the average fuel consumption of the energy-saving type of passenger vehicles to drop to 4.5 liters per 100 kilometers or lower. By then, the fuel consumption of new commercial vehicles will have been close to advanced international standards.

(3) Substantial improvement of technological capability: The technologies of new energy automobiles, power batteries and crucial parts and components shall have, generally, reached the advanced international standards. Crucial core technologies for automobile energy saving in such fields as hybrid power, advanced internal combustion engines, highly efficient transmissions, automobile electronics and lightweight materials shall have
been mastered. A number of relatively highly competitive energy-saving and new energy automobile enterprises shall have formed.

(4) Obvious strengthening of the support capacity: The technological level and the scale of production of crucial parts and components shall have basically met the demand of the domestic market. The construction of electric charging facilities shall have been in compatibility with the output and sales volume of new energy automobiles and in satisfaction of demand for the operation of new energy automobiles in key regions or between cities.

(5) Relatively sound management systems: Effective management systems on energy-saving and new energy automobile enterprises and their products shall have been established, systems of marketing and after-sales service and systems of recycling of power batteries shall have been established, and support policies shall have been improved to form relatively sound systems of technical standards and management rules.

IV. Major tasks

1. Execution of energy-saving and new energy automobile technology innovation projects

Enhancement of the technological innovation capacity is a central aspect of the fostering and development of the energy-saving and new energy automobile industry. The roles of enterprises as market players in technological innovation shall be strengthened; essential factors of innovation shall be directed to concentrate to advantageous enterprises; the technological innovation system with enterprises as the mainstay, with market orientation and with a combination between industries, academia, research institutes and users shall be improved; and more support shall be provided through national scientific-technological programs and special projects and other channels to make breakthrough in crucial core technologies and enhance industrial competitiveness.

(1) Strengthening the research on crucial core technologies of new energy automobiles: Innovation of technologies for power batteries shall be vigorously promoted, with priority given to research on the safety and reliability of power battery systems and lightweight designing of power battery systems. The development of crucial materials such as positive and negative poles, diaphragm and electrolyte of power batteries as well as their production, control, testing and other equipment shall be accelerated. New types of super-capacitors and the systems for their combination with batteries shall be developed. Standardization and serialization of power batteries and their parts and components and assembling units shall be promoted. Necessary forward-looking arrangements shall be made in the fields of major fundamental and cutting-edge technologies for power batteries, with priority given to the launch of research on new materials, new systems, new structures and new technologies, among others, of high-energy-density power batteries and with a focus on making breakthrough in a number of crucial generic technologies in support of long-term development. The research and development of crucial parts and components of new energy automobiles shall be strengthened, with priority given to the research and development of driver support electric motor systems and their core materials and electric air conditioners, electric power steering systems, electric brakes and other electric accessories. Research of electric piles of fuel batteries and engines as well as their crucial materials and core technologies shall be launched. There shall be a good understanding of the trend of development of new energy automobiles in the world, and efforts shall be strengthened for research on other types of technologies for new energy automobiles.
By 2015, the maximum speed of battery electric passenger vehicles and plug-in hybrid electric passenger vehicles shall not have been below 100 kilometers per hour, and the driving mileage under comprehensive operating conditions in the pure electric drive mode shall not have been below 150 kilometers and 50 kilometers respectively; the specific energy of power battery modules shall have reached 150 watt-hour per kilogram or higher, with the cost declining to 2 yuan per watt-hour or lower, and with the duty cycle (service life) stabilizing at 2,000 times or 10 years or more; and the power density of the electric drive system shall have reached 2.5 kilowatts per kilogram or higher, with the cost declining to 200 yuan per kilowatt or lower. By 2020, the specific energy of power battery modules shall have reached 300 watt-hours per kilogram or higher, with the cost declining to 1.5 yuan per watt-hour or lower.

(2) Strengthening the research and development of technologies for energy-saving automobiles: With the substantial improvement fuel economy of automobiles as a target, the integration, innovation, introduction, digestion, absorption and re-innovation of automobile energy saving technologies shall be actively promoted. Priority shall be given to the research on hybrid power technologies, the development of hybrid power special engines and electromechanical coupling devices, and support of the research and development of highly efficient internal combustion engine technologies and electronic control technologies including the high pressure common rail system in diesel engines, gasoline engine direct injection in cylinders, homogeneous ignition and turbo-charging. The development of mechanical transmissions with six or more gears, dual clutch automatic transmissions and commercial vehicle automatic control mechanical transmissions shall be supported. Breakthrough shall be made in technologies for low-resistance parts and components, lightweight materials and laser tailor-welded forming, and the technological level of small-displacement engines shall be substantially improved. Research on technologies for highly efficient control of emissions of pollutants including nitrogen oxides shall be conducted.

(3) Accelerating the establishment of the system of research and development of energy-saving and new energy automobiles: Enterprises shall be directed to increase their investment in the research and development of energy-saving and new energy automobiles, and the establishment of cross-industry alliances for energy-saving and new energy automobile development shall be encouraged to accelerate the establishment of generic technology platforms. Priority shall be given to the research and development of crucial core technologies for battery electric passenger vehicles, plug-in hybrid electric vehicles, hybrid electric commercial vehicles and fuel cell vehicles, among others. Testing platforms, product development databases and patent databases shared by relevant industries shall be established to realize resource sharing. The existing scientific-technological resources shall be integrated, and a number of national-level bases for the research and testing of assembled vehicles and parts and components of automobiles shall be constructed to create complete basic platforms for technological innovation. A number of engineering platforms meeting advanced international standards shall be built, and a number of industrial technology innovation alliances led by enterprises and with active participation by scientific-technological research institutions and higher educational institutions shall be developed. Enterprises shall be encouraged to execute trademark and brand strategies; strengthen the creation, application, protection and management of intellectual property rights; and establish a patent system for the whole industrial chain to enhance the industry’s competitiveness.

2. Scientific planning for the industrial structure
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China has established a complete automobile industry system. In the development of energy-saving and new energy automobiles, not only the existing industrial basis shall be fully used, but the role of market mechanisms shall be maximized. The guiding role of planning shall be strengthened, and the efficiency of development shall be raised.

(1) Overall planning for developing the production capacity of assembled new energy automobiles: In accordance with the actual needs for industry development and the requirements of industry policies, the production capacity of assemble new energy automobiles shall be rationally developed. In executing reconstruction or expansion, existing automobile enterprises shall take into overall consideration the development of new energy automobile production capacities. In the process of industry development, attention shall be paid to preventing low-level blind investment and redundant constructions.

(2) Giving priority to the establishment of power battery industry cluster regions: Power battery production on a relatively large scale shall be actively promoted, and the fostering and development of a number of power battery production enterprises with sustainable innovation capacities shall be accelerated to form two to three leading enterprises with production and sales scales in excess of 10 billion watt-hours and with crucial materials research and development capacities and to form two to three leading production enterprises in the fields of crucial materials such as positive and negative poles, diaphragm, and electrolyte of power batteries.

(3) Strengthening research, development and production capacities for crucial parts and components: Relevant market entities shall be encouraged to actively participate in and increase input in developing a number of crucial parts and components enterprises meeting the requirement of conglomeration of industrial chains and with relatively strong innovation capacities. Two to three leading enterprises shall be fostered in such fields as driving electric motors and highly efficient transmissions respectively, and the development of specialized automobile electronics enterprises with shares held by assembled automobile enterprises and with relatively strong international competitiveness shall be supported.

3. Acceleration of promotion, application and exemplary operation

New energy automobiles are still in an initial stage of industrialization, which requires more policy support, active promotion, exemplary operation, acceleration of market development, and promotion of technological progress and industrial development. There is already a basis for industrialization of energy-saving automobiles, which requires promotion and popularization through the comprehensive application of measures such as restraints under standards and support in finance and taxation.

(1) Effective promotion of pilot and exemplary programs for new energy automobiles: In large- and medium-sized cities, the scope of exemplary and generalization programs of new energy automobiles in the field of public service shall be enlarged, and pilot programs to extend subsidies for the purchase of new energy automobiles by individuals shall be conducted. In pilot cities designated by the state, priority shall be given to conducting intensively a verification of performance of new energy automobile products and a comprehensive evaluation of production and use of new energy automobile products, after-sales service and recycling of batteries. Market promotion models with commercial feasibility shall be explored, and the development of electric charging facilities shall be coordinated, to form effective mechanisms for the pilot programs to promote technological progress and industrial development.

Multiple commercial models for services such as lease of new energy automobiles and batteries, electric charging and battery replacement shall be explored to form a number of new energy automobile service
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enterprises with quality services. Exemplary programs of fuel cell automobiles shall continue to be carried out, and both reliability and durability of fuel cell systems shall be improved to promote the development of technologies for preparation, storage, transportation and refilling of hydrogen.

(2) Vigorous promotion and popularization of energy-saving automobiles: An automobile energy saving management system shall be established and improved to promote the research, development and application of various advanced energy saving technologies including hybrid power and accelerate the promotion and popularization of energy-saving automobiles. Measures for control over automobile fuel consumption based on the average fuel consumption by enterprises and target values at different stages shall be issued. Beginning in 2012, control over fuel consumption by domestically sold automobiles made in China or imported from other countries shall be implemented gradually, and the relevant testing, evaluation and assessment shall be conducted effectively. Automobile products energy-saving technical indexes and annual requirements for 2016-2020 shall be proposed. The fuel consumption indication system of heavy commercial vehicles and the publicity system of emissions of nitrogen oxides and other pollutants shall be implemented.

(3) Development of alternative fuel vehicles in light of local realities: Development of alternative fuel vehicles is a necessary complement to reducing the consumption of vehicle fuel oil. Research, development and application of technologies for alternative fuel manufacturing shall be actively launched, and regions abundant in resources of natural gas (including liquefied natural gas) and bio-fuels shall be encouraged to develop alternative fuel vehicles. Other channels for application of technologies of alternative fuel vehicles shall be explored to promote diversification of vehicle energy.

4. Active promotion of the construction of electric charging facilities

Complete electric charging facilities are an important guarantee for the development of the new energy automobile industry. Scientific planning shall be made, technological development shall be strengthened, and effective commercial operation models shall be explored, to actively promote the construction of electric charging facilities and meet the requirements for the industrialization of new energy automobiles.

(1) Formulation of general development planning: General planning for the development of new energy automobile electric charging facilities shall be formulated on the basis of research, the development of various types of applicable technologies shall be supported, and the construction of electric charging facilities shall be actively promoted in accordance with the process of industrialization of new energy automobiles. In the initial stage of development of industrialization, priority shall be given to the construction of electric charging facilities in the pilot cities. The pilot cities shall, under the principles of intensive utilization of land, standardized execution of construction and satisfaction of consumer demand, include electric charging facilities in their planning for comprehensive urban transportation systems and planning for relevant industries in urban construction, scientifically determine the scope of construction and the distribution of sites chosen, conduct construction in an appropriately forward-looking way, actively test the technology models of separate and slow electric charging at individual parking spaces and at public parking lots. On the basis of experience from the pilot programs, a development orientation of electric charging facilities meeting regional realities and characteristics of new energy automobiles shall be determined.

(2) Launch of research on crucial technologies for electric charging facilities: Formulation of norms governing the designing, construction, operation and management of electric charging facilities and the relevant technical standards shall be accelerated. Research and development of equipment and technologies for connection to a
power grid, monitoring, measurement and billing of electric charging facilities shall be conducted. Research and application of technologies for integration between new energy automobiles and power grids shall be launched. Mechanisms for realization of reciprocal interaction of energy and information between new energy automobiles as mobile energy storage units and power grids shall be explored.

(3) Exploration of commercial models: The pilot cities shall increase government investment; actively attract participation by social funds; and, according to the local electric power supply and land resources, construct slow charging kiosks, public quick charging and battery replacement facilities and so on in accordance with local realities. Establishment of independently operated electric charging and battery replacement enterprises shall be encouraged, and mechanisms for time-of-use pricing of electric charging shall be established, to gradually realize market operations and socialization in the construction and management of electric charging facilities.

5. Strengthening the management of cascade utilization and recycling of power batteries

Measures for recycling power batteries shall be formulated, and systems of the management of cascade utilization and recycling of power batteries shall be established to specify the duties, rights and obligations of all parties concerned. Power battery producing enterprises shall be directed to strengthen the recycling of waste and used power batteries, and the development of specialized power battery recycling enterprises shall be encouraged. The access conditions for power battery recycling enterprises shall be strict, specifying the technical standards and requirements at all stages including collection, storage, transportation, treatment, recycling and ultimate disposal of power batteries. Supervision and control shall be strengthened to urge the relevant enterprises to upgrade their technological capability, strictly implement the various environmental protection provisions and strictly prevent pollution by heavy metals.

V. Safeguards

1. Improving the systems of standards and rules for access administration

The access administration system of new energy automobiles and the publicity system of automobile products shall be further improved, and the access conditions and certification requirements shall be strictly implemented. The research and formulation of standards for the safety of new energy automobiles shall be strengthened; and, in accordance with the needs for application demonstration and development on a relatively large scale, the research and formulation of the relevant standards for new energy automobiles and for technologies and facilities for electric charging and refilling shall be accelerated. Standards for target values at different stages of fuel consumption by passenger vehicles, light commercial vehicles and heavy commercial vehicles shall be set and implemented. The industry shall actively participate in the formulation of international standards. By 2013, a system of energy-saving and new energy automobile standards compatible with industrial development and energy planning shall have been basically established.

2. Strengthening the support by financial and taxation policies

The central public finance shall arrange funds for extending appropriate support for executing technology innovation projects of energy-saving and new energy automobiles, for directing enterprises to increase investment in such processes as technological development, engineering, formulation of standards, and market application, and for establishing a system of technological innovation with combination between industries, academia, research institutes and users. Subsidies shall be extended for the exemplary programs of energy-saving and new energy automobiles in the field of public service and pilot programs of purchase of new
energy automobiles by individuals, to encourage consumers to buy and use energy-saving automobiles. Government procurement shall play its guiding role, and the scope of purchase of energy-saving and new energy automobiles by public institutions shall be gradually enlarged. Research on reward and punishment policies based on the level of vehicle fuel consumption shall be conducted, and the relevant laws and regulations shall be improved. The exemplary cities of new energy automobiles shall arrange certain funds particularly for supporting the construction of electric charging facilities and the establishment of systems of cascade utilization and recycling of power batteries, among others.

The system of vehicle taxation policies shall be improved on the basis of research. Enterprises of energy-saving and new energy automobiles or crucial parts and components qualified for corporate income tax preferences as high and new technology enterprises may enjoy the relevant preferential policies in accordance with law. Enterprizes of energy-saving and new energy automobiles or crucial parts and components may enjoy the business tax exemption policy for their income from technological development and transfer or relevant consultation or services in accordance with the relevant provisions.

3. Strengthening the support by financial service

Financial institutions shall be directed to establish credit management and loan review systems encouraging the development of the energy-saving and new energy automobile industry, actively promote innovation in financial products including financing by pledged intellectual property rights and industrial chain financing, accelerate the establishment of a multilevel guarantee system including fiscal funding and investment of social funds, comprehensively apply risk compensation and other policies, and provide more financial support. Qualified enterprises of energy-saving and new energy automobiles or crucial parts and components shall be supported in going public in China and overseas and issuing debt financing instruments, and qualified listed companies shall be supported in refinancing. Under the principles of “government guidance, market operation, standard management, and support of innovation,” local authorities shall be supported in establishing venture funds for energy-saving and new energy automobiles, and those meeting certain conditions may, in accordance with the relevant provisions, apply for share purchase by the central governance finance to direct social funds to invest in the energy-saving and new energy automobile industry in multiple ways.

4. Establishing a sound environment for industry development

New types of businesses including professional services and value-added services favorable to increasing the market scale of energy-saving and new energy automobiles shall be vigorously developed. The systems of marketing and after-sales service for new energy automobiles including financial credit, insurance, lease, logistics, second-hand vehicle trading, and recycling of power batteries shall be established. Service platforms for testing the quality and safety of new energy automobiles and their crucial parts and components shall be developed. Support policies including parking fee reduction or exemption for new energy automobiles and electric charging rates preferences shall be researched and applied. The relevant regions, when applying such restrictive measures as driving on days as permitted according to certain digits of a vehicle's license plate number, auction of license plate quotas, and allocation of quotas for vehicle purchase, shall extend different treatment to new energy automobiles.

5. Strengthening guarantee in human resources:

Human resources stand first and foremost, and a multilevel human resources development system shall be established to strengthen the development of human resources. On the basis of the relevant special projects of

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the state, a number of internationally renowned leaders shall be developed in the field of crucial core
technologies for energy-saving and new energy automobiles. The development of relevant disciplines including
electrochemistry, new materials, automobile electronics, vehicle engineering and mechanical-electrical
integration shall be strengthened, and human resources shall be developed for technological research, product
development, operation management, intellectual property rights and technology application, among others.

According to the relevant requirements of the Outline of the National Medium- and Long-Term Human
Resources Development Planning (2010-2020), introduction of human resources shall be promoted; and
enterprises, higher educational institutions and scientific-technological research institutions shall be
encouraged to introduce excellent human resources from abroad. Importance shall be attached to the
development of vocational education and training for skill improvement, and the development of engineers and
technicians as well as specialized personnel shall be strengthened.

6. Positively making use of international cooperation:
Automobile enterprises, higher educational institutions and scientific-technological research institutions shall be
supported in conducting international cooperation in the field of fundamental and cutting-edge technologies for
energy-saving and new energy automobiles, outsourcing research and development services globally,
establishing research and development institutions overseas, launching joint research and development, and
filing patent applications abroad. Conditions shall be actively created for launching multiform technological
exchanges and cooperation to study and learn advanced foreign technologies and practices. Export credit,
insurance and other policies shall be improved to support the export of new energy automobile products,
technologies and services. Enterprises shall be supported in fostering internationalized brands by means such
as overseas registration of trademarks and overseas acquisition. The roles of various bilateral and multilateral
cooperation mechanisms shall be maximized and international exchange and coordination in terms of technical
standards, policies and legislation, among others, shall be strengthened to jointly explore and promote new
models for commercialization of new energy automobiles.

VI. Implementation of this Planning
An interdepartmental coordination mechanism for the development of the energy-saving and new energy
automobile industry under the leadership of the Ministry of Industry and Information Technology and with the
participation of the National Development and Reform Commission, the Ministry of Science and Technology,
the Ministry of Finance and other departments shall be established to strengthen organization, leadership,
overall planning and coordination, comprehensively adopt multiple measures, form resultant working forces,
and accelerate the development of the energy-saving and new energy automobile industry. The relevant
departments shall, in accordance with their respective functions, formulate departmental working plans and
support policy measures to ensure fulfillment of the various targets and tasks determined in this Planning.
The relevant regions shall, in accordance with the targets, tasks and policy measures determined in this
Planning and in light of their local realities, formulate specific schemes for the implementation of this Planning
and effectively organize the implementation of this Planning. Any new circumstances and new problems arising
from the specific working schemes and the implementation of this Planning shall be reported to the relevant
departments in a timely manner.