

*Vehicle Pollution Control International Workshop*  
*December 7-8, 2006*  
*Beijing, China*

# In-Use Vehicle Compliance Management in China

Ding Yan

Project Officer, Air Pollution and Noise Control Division  
State Environmental Protection Administration



# Contents

- History of Chinese Vehicle Emission Regulations
- Requirements for In-Use Vehicle Compliance Management
- Current Emission Status of In-Use Vehicles in China
- Future of In-Use Compliance Program
- Conclusions



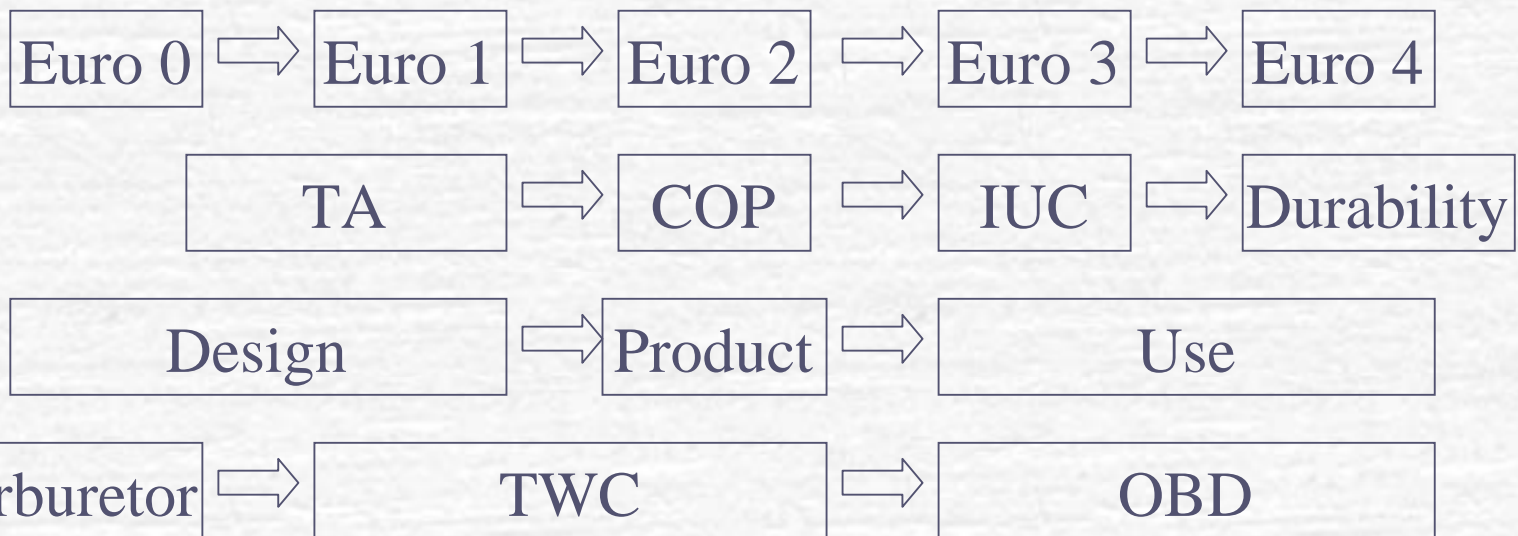
# History of Chinese Vehicle Emission Regulations

- The first vehicle emission standards were launched in 1983.
- 34 emission standards currently.
- Include LDVs, HDVs, engines, motorcycles.
- Include exhaust emissions, evaporative emissions and noise control.
- Currently drafting off-road vehicle emission standards and indoor vehicle air quality, etc.





# The management has become more strict following more stringent vehicle emission standards



# The Purposes of IUC Management

- Supervise emissions of in-use vehicles
- Place more responsibilities on the manufacturers
- Promote high durability and advanced emission control technologies
- Detect and fix problems early



# Regulations

- GB18352.3-2005 National Emission Standards:  
Limits and Measurement Methods for Emissions  
from Light-Duty Vehicles
- Requirements:
  - Euro III: 5 Years or 80,000 km
  - Euro IV: 5 Years or 100,000 km



# Management Requirements

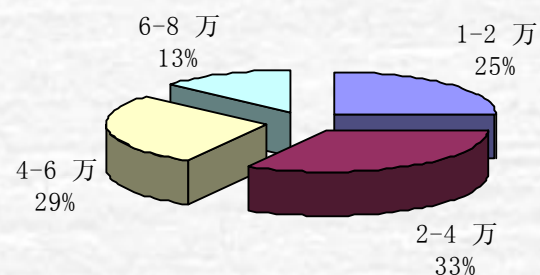
- After six months of type approval, manufacturers should report to SEPA:
  - In-Use Vehicle Compliance Voluntary Program
  - Annual In-Use Compliance Work Plan
- Each year, manufacturers should provide:
  - Annual In-Use Compliance Progress Reports
- SEPA organizes the annual check for in-use vehicles.
- Manufacturers should report the exposed problems and remedy the related issues.



# The Current Emission Status of In-Use Vehicles in China

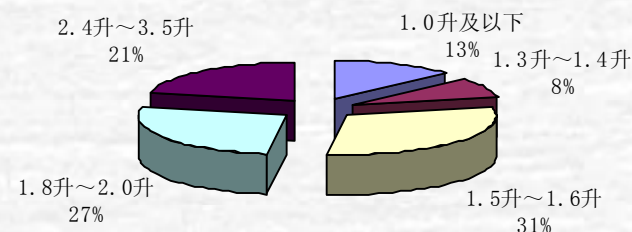
- Years 2004-2005
- 119 Euro 2 cars
- 39 models

■ 1-2 万 ■ 2-4 万 ■ 4-6 万 ■ 6-8 万



Vehicle Mileage Distribution

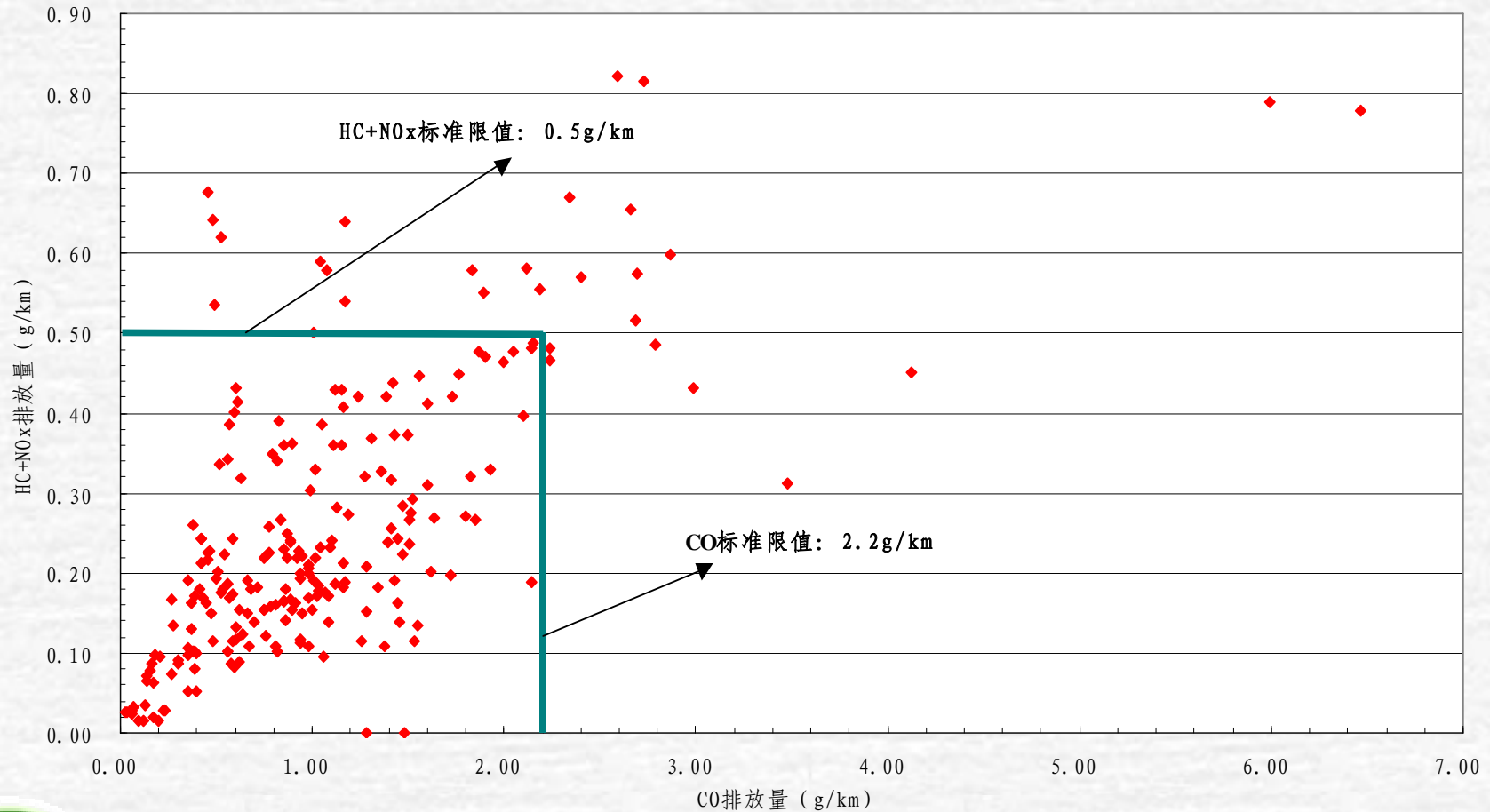
■ 1.0升及以下 ■ 1.3升~1.4升 ■ 1.5升~1.6升 ■ 1.8升~2.0升 ■ 2.4升~3.5升



Vehicle Model Distribution



# Test Results

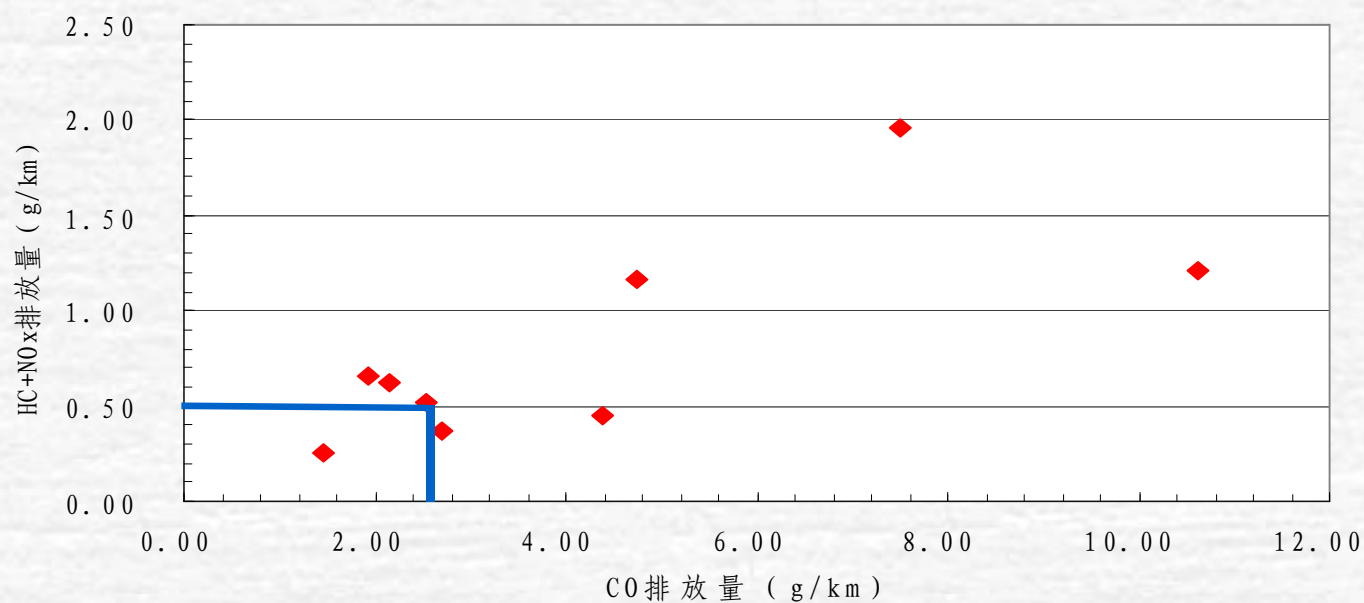


10% of vehicles exceed the limit values



# It's possible that the real situation is even worse!

Three taxis and six private cars were randomly sampled by CATARC and eight cars failed the test.



## Test Results in Tianjin City

# The Future of In-Use Compliance Program

- Revise related laws and regulations and set up the Vehicle Environmental Recall System
- Voluntary remedy program for manufacturers
- Durability requirement for the vehicle emission control key components (like TWC, etc.)
- Annual targeted testing of in-use vehicles
- Establish the National Inspection/Maintenance Information Database for the detected problems of in-use vehicles



# Conclusions

- In the future, in-use vehicle compliance will play a very important role in the Chinese vehicle pollution control strategy.
- Effective laws and recall systems are key elements in the whole in-use compliance program.
- Manufacturers should take more responsibilities; voluntary remedy programs should be encouraged.



**Thanks !**

