

# *Chinese Vehicle Emission Standards*

*Zhou Yangsheng*



State Environmental Protection Administration

# **1. RELATED LAW for ESTABLISHING the NATIONAL VEHICLE EMISSION STANDARDS**

## **LAW OF THE PEOPLE'S REPUBLIC OF CHINA ON THE PREVENTION AND CONTROL OF AIR POLLUTION**

**First version was adopted at the 22nd Meeting of Standing Committee of the 6th National People's Congress, Promulgated by order No.57 of the President of the People's Republic of China on September 5, 1987, and effective as from June 1, 1988**

**Second version was adopted by National People's Congress on May 29, 1995. A new article related to vehicle emission control --- Article 38, was added.**

**Third version was adopted at the 15th Meeting of Standing Committee of the 9th National People's Congress on April 29, 2000, and effective as from Sept. 1, 2000. A new article in Chapter I, GENERAL PROVISIONS, and a new chapter --- Chapter IV Prevention and Control of Pollution Caused by Emission from Motorized vehicles and Vessels , were added.**

- **Article 7** The environmental protection department of the State Council shall, in accordance with the national ambient air quality standards and the nation's economic and technological conditions, establish national air pollutant emission standards.
- The people's governments of provinces, autonomous regions and municipalities under the Central Government may establish their own local air pollutant emission standards for those items not specified in the national air pollutant emission standards. Local emission standards should be reported to the environmental protection department of the State Council for the record.
- For any local standards concerning the emission of air pollutants by motor vehicle and vessels set by the people's governments of provinces, autonomous regions or municipalities directly under the Central Government that are more stringent than the relevant national standards, they shall be submitted to the the State Council for approval.
- For any emission of air pollutants to regions where local emission standards have been established, the local emission standards shall be applied.

- **Article 32** The emission of pollutants into the air by motorized vehicles and vessels may not exceed relevant pollutant emission standards.
- No unit or individual may manufacture, sell or import any motorized vehicle or vessel that emits pollutants in excess of relevant emission standards prescribed.
- **Article 33** No in-use motorized vehicle failing to meet the emission standards for motorized vehicles at the time of its manufacturing may be driven on the road.
- Any application of new pollutant emission standards or technical retrofitting on the in-use motorized vehicles by the people's governments of provinces, autonomous regions and municipalities directly under the Central Government shall be reported to and approved by the State Council.
- The units servicing motorized vehicles shall, in accordance with the requirements of the prevention and control of air pollution and the relevant national technical codes, service the motorized vehicles in order to make the emission from the in-use motorized vehicles meet the pollutant emission standards prescribed.

**•Article 35** The environmental protection departments of the people's governments of provinces, autonomous regions, and municipalities directly under the Central Government can commission the units undertaking annual test on motorized vehicles that have obtained qualification certification from the public security departments to, in accordance with relevant codes, conduct annual check on emission pollution of the motorized vehicles.

Transportation and fishery departments and other competent departments with supervisory and administrative power can commission units undertaking annual test on motorized vessels that have obtained qualification certification from relevant competent departments to, in accordance with relevant codes, conduct annual check on emission pollution of the motorized vessels.

The environmental protection departments of local people's governments at county or above levels can conduct random supervisory test of in-use motorized vehicles to check their pollutant emission level at their places parking.

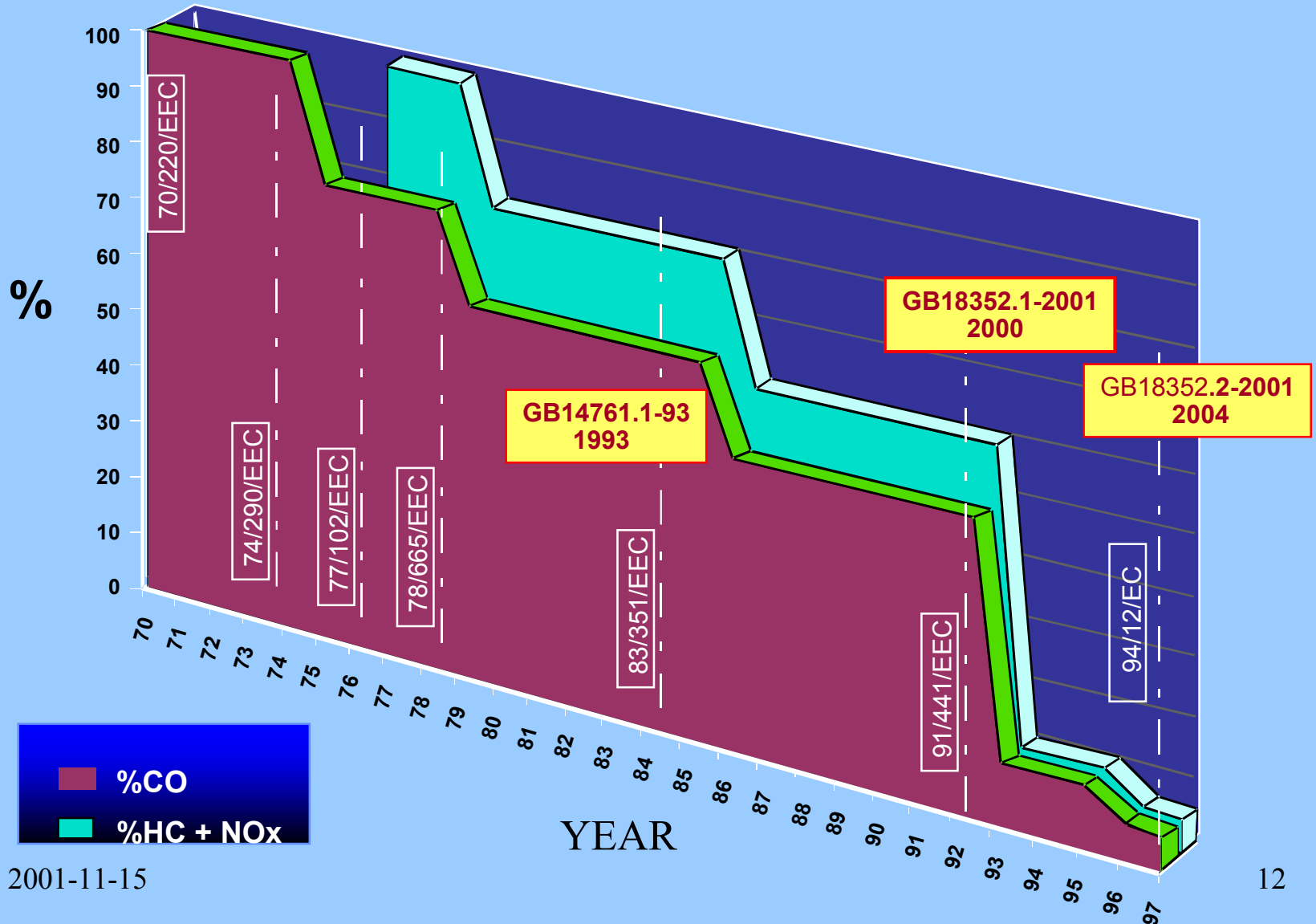
## **2. RELATED STRATEGY for ESTABLISHING the NATIONAL VEHICLE EMISSION STANDARDS**

- **SEPA, MOST and NMA set up a national technical strategy for vehicle emission control, 《Technical strategy of vehicle emission control》 in 1999. The targets of emission control for LDV, HDV and MC are regulated as following:**
  - 2000~2001 Euro I**
  - 2004~2005 Euro II**
  - 2010 reach the advanced international level**

### **3. DEVELOPMENT of VEHICLE EMISSION STANDARDS in CHINA**

- **The system of Chinese vehicle emission standards was following the European's**
- **There were 3 phases for Chinese vehicle emission standards in according to the control levels**

# EVOLUTION OF THE REGULATORY EXHAUST EMISSION STANDARDS FOR PASSENGER CARS IN THE EU AND CHINA



# ***Current Vehicle Emission Standards***

- 1. LDV emission standards***
- 2. HD gasoline engine standards (>3.5t)***
- 3. Evaporative standards***
- 4. Crankcase standards***
- 5. Idle standards for gasoline in use vehicle***
- 6. Diesel engine free acceleration smoke standards***
- 7. Diesel engine full load smoke standards***
- 8. Motorcycle emission standards***
- 9. LDGV emission limit values and measurement method (I)***
- 10. LDGV emission limit values and measurement method (II)***
- 11. Limit values and measurement method of visible pollutant from diesel engine and vehicle equipped with diesel engine***

## 4. **An COMPLETED VEHICLE EMISSION STANDARDS SYSTEM in CHINA**

### **Current new and revised standards tasks:**

- **Revise the emission standard for the HDGE**
- **Revise the emission standard for MC**
- **Setup new emission standard for Agricultural use vehicle**
- **In-use vehicle emission standard**

### **Problems and challenges:**

- **Implementation and supervision of the standards**

## **5. BRIEF INTRODUCTION of the NEW IN-USE VEHICLE EMISSION STANDARDS**

- Idle and high speed idle,
- ASM and IM 195 will be the testing methods for strengthening I/M, but depend on local government's need for controlling air pollution
- Limit values for different vehicle are different according to the new vehicle's standard be used
- LPG and NG vehicle be included

- Diesel vehicle be included

***Thank You !***