

# China Regulatory & Compliance Observation

August 2023



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## Highlights of this edition

### Call for Comments - Mandatory Truck Tyre and Passenger Car Standard in China

On August 18 2023, China's Ministry of Industry and Information Technology (MIIT) issued the draft mandatory national standard of passenger car and truck tyres. The documents are open for public comments until September 17 of 2023.

**Full article available at Page 9 and 10 or visit:**

[https://www.bestao-consulting.com/detail?id=1515&status=china\\_compliance](https://www.bestao-consulting.com/detail?id=1515&status=china_compliance)

[https://www.bestao-consulting.com/detail?id=1516&status=china\\_compliance](https://www.bestao-consulting.com/detail?id=1516&status=china_compliance)

### Call for comments - GB/T 31274 China RoHS Standard

On July 28, 2023, the national technical committee on test methods of hazardous substances, the SAC/TC 297/SC3, issued a draft of GB/T 31274 Restricted substances management systems of electrical and electronic products-Requirements to call for public comments.

**Full article available at Page 13 or visit:**

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### Lithium-ion Battery Fire-protection Enclosure Mandatory Requirements Clarified Officially

On June 27, 2023, SAC/TC588 (Electronic Equipment Safety) issued explanation document No.9 for the mandatory national standard GB 4943.1-2022 Audio/video, information, and communication technology equipment—Part 1: Safety requirements.

**Full article available at Page 17 or visit:**

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### China New Intelligent Networked Vehicle Standard System Published

China New intelligent networked vehicle (ICV) standard system can support combined driving assistance and automatic driving by 2025. On 26 July 2023, the Ministry of Industry and Information Technology (MIIT) and the Standardization Administration of China (SAC) issued a notice on the "Guidelines for the Construction of the National Internet of Vehicles Industry Standard System (2023 version)

**Full article available at Page 19 or visit:**

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## Horizontal

### 1. Interim Regulation Implemented for the Flight of Unmanned Aircraft in China

On June 28, 2023, the State Council and the Central Military Commission of China jointly issued the ***Interim Regulation on the Administration of the Flight of Unmanned Aircraft*** (hereinafter referred to as "the Regulation"), which consists of 63 articles in 6 chapters. The Regulation will come into force on January 1, 2024.

The Regulation is the first in China to comprehensively regulate the flight management of unmanned aircraft. It clarifies the management system, objects, and contents, and legalizes the classification, scope, authority, procedures and responsibilities for this field. It also provides an important compliance basis for high-quality low-altitude safety management. The main contents of the Regulation include:

- Accelerate the formation of a strong supporting standard system.

The Regulation strengthens the top-level design for unmanned aircraft management on multiple links including R&D, production, use and other links. Regulators would include involving the General Administration of Civil Aviation of China, Ministry of Public Security, Ministry of Industry and Information Technology, State Administration for Market Regulation, and other state authorities. It is formulated on the basis of a series of standards that have been implemented, including *GB/T 38931-2020 General Requirements for Safety of Civil Small and Light Unmanned Aircraft System*, *GB/T 38909-2020 Electromagnetic Compatibility Requirements and Test Methods for Civil Small and Light Unmanned Aircraft System* and *GA/T 1411-2017 Police Unmanned Aircraft System* etc. The regulation will further promote the development of a safety control system for the standard system construction on R&D, production, and use of unmanned craft, and facilitate a standardized and orderly market development.

- Promote the construction of an integrated supervision and service platform for unmanned aircraft.

According to the Regulations, the national regulators on air traffic management shall coordinate the construction of an integrated and comprehensive supervision and service platform for unmanned aircraft and implement dynamic supervision and service for unmanned aircraft throughout the country.

- Strengthen flight airspace and activities control.

Low-altitude airspace is an important strategic resource for all countries. It is also the airspace closest to the surface, which contains huge economic, national defence and social value. The Regulation stipulates that the state, on the premise of ensuring safety, shall actively innovate systems for airspace supply and use. The provisions also state that airspace control for unmanned aircraft should be based on needs, and other airspace outside the controlled scope are suitable for micro, light and small unmanned aircraft. Such measures will effectively release airspace resource while regulating organization and implementation of flight activities. The Regulation provides legal basis for the unmanned aircraft management.

- Regulate the control for countermeasures equipment of unmanned aircraft.

The management measures for the installation, configuration, use and authorization of countermeasure equipment shall be formulated by involving the General Administration of Civil Aviation of China \*(CAAC), Ministry of Public Security (MPS), Ministry of Industry and Information Technology (MIIT), State Administration for Market Regulation (SAMR) in conjunction with other relevant state departments and military organs. The MIIT and the SAMR have led the formulation of supportive regulations and standards on the R&D and production of unmanned aircraft countermeasures equipment. Regulations and standards like the use and equipment management, together with the conformity assessment like the testing and certification of countermeasures equipment are under development by the MPS. All supportive measures aim to standardize all aspects of production and use, and effectively avoid adverse effects on civil aviation and important national communications facilities due to the improper use and configuration of countermeasures equipment.







## Automotive and Machinery

### 2. MIIT Calls for Comments on Mandatory Standard of Fuel Consumption of Light-duty Commercial Vehicles

On July 28, MIIT issued a call for comments on mandatory national standard “Limits of Fuel Consumption for Light-duty Commercial Vehicles (Draft for Comment)”. The deadline to make comments is September 28.

This standard stipulates the limits of fuel consumption of light commercial vehicles, the calculation method and evaluation index of enterprise average fuel consumption, the requirements on production conformity, the determination of the type, and the date of implementation of the standard.

This standard applies to category N1 vehicles with a maximum design speed higher than or equal to 50 km/h and category M2 vehicles with a maximum design mass not exceeding 3,500 kg, including petrol or diesel vehicles, pure electric vehicles, fuel cell vehicles, and vehicles combusting gas fuel and alcohol ether fuel.

This standard does not apply to vehicles for special operations.

The new standard will replace its 2015 edition. Compared with it, the draft for comments made the following major changes:

- a) Modified the scope of application;
- b) Modified the method for fuel consumption determination;
- c) Added the method for the calculation of reference values of CO2 emissions;
- d) Modified fuel consumption limit requirements;
- e) Added requirements for average enterprise fuel consumption;
- f) Modified the requirements for production conformity;
- g) Modified the requirements for type determination;
- h) Added the type certification report/type certification application report for the energy consumption of hybrid vehicles.

### 3. MIIT Calls for Comments on Mandatory Standard of Vehicles Carrying Dangerous Goods

On July 28, MIIT issued a call for comments on mandatory national standard “Safety technical specifications of vehicles for the carriage of dangerous goods (draft for comments)”. The deadline for comments is September 28, 2023.

This standard stipulates the classification and safety requirements of vehicles for dangerous goods transportation. It applies to category N vehicles, category O semi-trailers vehicles, and articulated vehicles for the transportation of dangerous goods.

This standard will replace GB 20300-2018 "Safety specifications for road transportation vehicle of explosive substance and chemical toxic substance", GB 21668-2008 "Provisions of vehicles for the carriage of dangerous goods with regard to their specific constructional features" and GB 36220-2018 "Safety technical requirements of oil transport tankers and refueling tankers".

Compared with above standards, the new standard (draft) will bring about the following changes:

- a) Changed the terms and definition of dangerous goods;
- b) Added terms and definitions for medical waste, light fuel, controlled temperature, volume, combustion heaters, dangerous goods vehicle signs, safety signs, dangerous goods transport truck, dangerous goods transport vehicles, atmospheric tank dangerous goods transport vehicles and pressure tank dangerous goods transport vehicles;
- c) Changed the classification of vehicles for dangerous goods transportation;
- d) Added requirements for prohibiting axle lifting, electronic stability control system, tire pressure monitoring system, and active safety devices;
- e) Deleted loading mass and tank volume restrictions for vehicles carrying highly toxic chemicals, explosive substances, etc.;
- f) Added the requirements for safety accessories;
- g) Increased the requirements for wires;
- h) Added the requirements for the number and capacity of portable fire extinguishers
- i) Added the limits on the number and volume of fuel tanks

#### 4. Call for Comments - Standard on Accommodation Vehicle Liquefied Petroleum Gas System

On July 18, 2023, SAC/TC114 (Road Vehicles) issued the draft of the national voluntary standard ***Leisure accommodation vehicle—Requirements for liquefied petroleum gas system*** (project no. 20214645-T-339, hereinafter referred to as “the Standard Draft”) to call for public comments. The public-opinion-seeking period will end on September 16, 2023.

The key takeaways of the Standard Draft include:

- It specified the technical requirements for the liquefied petroleum gas system installed on leisure accommodation vehicles and is not fit for other energy sources except liquefied petroleum gas. It also does not apply to portable liquefied petroleum devices or the gas supply of such devices.
- The definition of “leisure accommodation vehicle” should refer to China’s standard ***GB/T 22552-2023 Leisure accommodation vehicles—Terminology***, and ***GB/T 3730.1 Terms and definitions of motor vehicles, trailers, and combination vehicle— Part 1: Types***.
- A total of 11 chapters elaborates on requirements for a cylinder storage room for liquefied petroleum gas, pressure reducing valve and working pressure, components of liquefied petroleum gas system, installing design, liquefied petroleum gas device, ventilation system, and product manual.
- The standard was formulated regarding ***DIN EN 1949 Specification for the installation of LPG systems for habitation purposes in leisure accommodation vehicles and accommodation purposes in other vehicles***, and ***NFPA\_1192\_2018\_XLH Leisure accommodation vehicles - Heating Systems***. However, it is not a direct adoption of the above standards or any other international standards or laws.

Foreign manufacturers of relevant products are advised to review the draft and provide feedback if necessary.



The Chinese version of this standard can be downloaded here:

[https://www.bestao-consulting.com/detail?id=1491&status=bestao\\_library](https://www.bestao-consulting.com/detail?id=1491&status=bestao_library)

## 5. SAMR Publishes Three-Year Action Plan for Elevator Safety

On June 20, 2023 the State Administration for Market Regulation (SAMR) issued the **Three-Year Action Plan for Elevator Safety (2023-2025)** (hereinafter referred to as "the Action Plan"). The purpose is to further improve the quality and safety level of elevators and ensuring that people can take the elevator safely. The Action Plan clearly puts forward key tasks such as centralized investigation and rectification of illegal elevator use, vigorous support for the renewal and transformation of old elevators, and improvement of emergency rescue capabilities.

The Action Plan mentioned that in recent years, China have been in a stable and positive situation in regards of elevator safety, but due to the continuous growth of elevator ownership, the rapid increase of old elevators leads to various potential risks and hidden dangers. There is still a gap between the elevator safety level and the people's increasing demand for safe and convenient elevators.

The main objectives of the Action Plan are:

- Effectively clarify and strengthen main responsibility of elevator production and use units; rectify illegal elevator use; support the renewal and transformation of old elevators to build a solid foundation for elevator quality and safety.
- Improve emergency rescue capabilities to achieve 100% coverage of emergency disposal service platform for passenger elevators.

- Deepen reform and innovation, comprehensively promote the separation of inspection and testing; continuously improve the maintenance and repair mode;
- Encourage eligible areas to build demonstration areas for elevator industrial cluster and brand; promote the high-quality development of the elevator sector so as to essentially improve the elevator quality and safety.

The Action Plan elaborates that:

- Before the end of August 2023, each provincial government should have at least one prefecture-level city (or district of a municipality directly under the central government) that have built an elevator emergency disposal service platform (such as 96333). The platform should give play to the function of emergency coordination and command and doing a good job for safety guarantee.
- By the end of December 2023, all provinces shall achieve full coverage of passenger elevator emergency handling service platforms in medium-sized cities and above.
- By the end of December 2024, public services should be further enhanced for a full coverage of emergency handling service platform for the passenger elevator on provincial level. Emergency rescue service should be more intelligent. Further study should be carried on promoting the application of intelligent alarm models.

## 6. Call for Comments - Mandatory Truck Tyre Standard in China

On August 18 2023, China's Ministry of Industry and Information Technology (MIIT) issued the draft of mandatory national standard of *Truck Tyres*. The document is open for public comments until September 17 of 2023.

This standard specifies the requirements, test methods, judgment principles, marks and implementation requirements for truck tires. It applies to new pneumatic tires for trucks. This standard replaces GB 9744-2015. Compared with the 2015 edition, the main technical changes it will bring are as follows:

- Changed the relevant regulations on the main parameters of tires;
- Deleted the corresponding relationship between speed, air pressure and load;
- Added the minimum destructive energy value of some tires;
- Added the performance requirements for tire rolling resistance;
- Added the relative grip performance requirements of tires on wet road surfaces;
- Delete other appearance quality requirements for tires and pads;
- Added the rounding-off requirements for tire rolling resistance performance test methods and test results;
- Added rounding-off the requirements for the test methods and test results of the relative grip performance of tires on wet roads;
- Added the principle of judgment;
- Delete the name of the manufacturer or place of origin, and the factory inspection mark;
- Added the requirement that special-purpose tires, tires with electronic tags and traction tires should have corresponding marks;
- Added the implementation requirements of the standard.

At present, the international standards and regulations about truck tires are mainly DOT/FMSS119, FMSS139, ECE 54, and ECE R117. Among them, ECE R117 stipulates the requirements on tire rolling resistance, wet-skid resistance and passing noise limit. All these standards and regulations were used as reference during the revision, however, considering the actual situation in China, the new standard only adopted the requirements for tire rolling and wet skid resistance performances, while abandoned the requirements for tire passing noise.

In terms of implementation date, the standard-setting TC suggested a transition period of 12 months, but the implementation of the rolling resistance and the wet skid resistance would be given another 12 months of transition period.

## 7. Call for Comments - Mandatory Passenger Car Tyre Standard China

On August 18, 2023, China's Ministry of Industry and Information Technology (MIIT) issued the draft mandatory national standard of *Passenger Car Tyres*. The document is open for public comments until September 17 of 2023.

This standard specifies the requirements, test methods, judging principles, marks and implementation requirements of standards for passenger car tires. It applies to new pneumatic tires for passenger cars.

This standard will replace the earlier passenger car tyres standard GB9743—2015. Compared with GB9743—2015, the main technical changes are as follows:

- Changed the relevant requirements on the main parameters of tires;
- Deleted the corresponding relationship between speed, air pressure and load;
- Changed the product range of tire strength performance assessment;

- Changed the product range of tubeless tire bead-off resistance performance assessment;
- Added the performance requirements for tire rolling resistance;
- Added the relative grip performance requirements of tires on wet road surfaces;
- Delete other appearance quality requirements for tires and pads;
- Delete the test conditions for the durability performance of snow tires;
- Added the rounding-off requirements for tire rolling resistance performance test methods and test results;
- Added rounding-off the requirements for the test methods and test results of the relative grip performance of tires on wet roads;
- Added the principle of judgment;
- Delete the name of the manufacturer or place of origin, and the factory inspection mark;
- Added the requirement that special-purpose tires, tires with electronic tags and self-supporting run-flat tires should have corresponding signs;
- Added the implementation requirements of the standard.

At present, the international standards and regulations about passenger car tires are mainly DOT/FMSS109, FMSS139, ECE 30, and ECE R117. Among them, ECE R117 stipulates the requirements on tire rolling resistance, wet-skid resistance and passing noise limit. All these standards and regulations were used as reference during the revision, however, considering the actual situation in China, the new standard only adopted the requirements for tire rolling and wet skid resistances, while abandoned the requirements for tire passing noise.

In terms of implementation date, the standard-setting TC suggested a transition period of 12 months, but the implementation of the rolling resistance limit and the wet road grip index would be given another 12 months of transition period.

## 8. Call for Comments-Safety assessment rules for shipbuilding gantry cranes

On 27 July 2023, China National Cranes Machinery Technical committee (SAC/TC227) released the drafted standard "Safety assessment rules for shipbuilding gantry cranes" to public for commenting .

Main drafting units: China Shipbuilding Ninth Design and Research Institute Engineering Co., Ltd., Beijing Crane Transport Machinery Design and Research Institute Co., Ltd. The planned completion date is November 22, 2024.

This document stipulates the principles, methods, assessment procedures, and safety assessment reports for the safety evaluation of ship gantry cranes. This document is applicable to the safety assessment of ship gantry cranes specified in GB/T 27997-2011 and does not cover issues related to usage management, routine maintenance, operational environments, and safety hazards associated with lifting materials.

This standard specifies the principles and methods for the safety assessment of ship gantry cranes. The assessment principles consider the entire ship gantry crane as the safety assessment object. The safety state level of the whole machine is determined by two components: the safety state level of important structural components, which determine the service life of the entire machine, and the safety state level of key components, which are related to local safety. The safety state level of important structural

components is related to the overall safety of the gantry crane, while the safety state level of key components is related to local safety. Based on clarifying the relationship between the safety state level of the whole machine and the safety state level of important structural components and key components, the safety assessment principles are divided into whole machine assessment principles, important structural component assessment principles, and key component assessment principles, and are explained accordingly.

The assessment methods are borrowed from GB/T 41510-2022 "Crane Machinery Safety Assessment Specification General Requirements" and are divided into current state assessment, predictive assessment, and comprehensive assessment. The assessment methods involve checking the historical performance of the crane, inspecting and testing the current state of the crane, conducting further analysis based on condition monitoring, and assessing the overall safety of the crane while predicting the impact of future use on safe operations. This standard adopts a comprehensive assessment approach, which combines the assessment conclusions of the crane to determine the safety state level of the entire machine.

This standard specifies the safety assessment procedure for ship gantry cranes, which mainly includes the collection of assessment object information, selection of assessment units, unit assessment, unit risk estimation, unit safety state level determination, gantry crane safety state level determination, and the preparation of a safety assessment report. It provides a summary explanation of each step in the assessment procedure. The specific guidelines for these steps draw from standards such as GB/T 41510-2022 "Crane Machinery Safety Assessment Specification General Requirements," GB/T 16856-2015 "Guidance and Examples of Risk Assessment for Machinery Safety," GB/T 15706-2012 "General Principles for Safety Design of Machinery - Risk Assessment and Risk Reduction," GB/T 33080-2016 "Safety Assessment Regulations for Tower Cranes," and others.

The Chinese draft for this standard can be downloaded here

[https://www.bestao-consulting.com/detail?id=1520&status=bestao\\_library](https://www.bestao-consulting.com/detail?id=1520&status=bestao_library)

The drafting explanation materials in Chinese can be downloaded here

[https://www.bestao-consulting.com/detail?id=1521&status=bestao\\_library](https://www.bestao-consulting.com/detail?id=1521&status=bestao_library)



## China RoHS

### 9. Call for comments - GB/T 31274 China RoHS Standard

On July 28, 2023, the national technical committee on test methods of hazardous substances, the SAC/TC 297/SC3, issued a draft of GB/T 31274 Restricted substances management systems of electrical and electronic products-Requirements (hereinafter referred to “the Standard”) to call for public comments. All stakeholders are allowed to submit comments and feedback for this national voluntary standard draft before September 5, 2023.

GB/T 31274 is one of the standards that supports the China RoHS system. It specifies the requirements of the restricted substances management system for organizations related to the production of electronic and electrical products and aims to help organizations identify the processes related to the use of restricted substances in accordance with relevant laws and regulations or customer requirements, while establishing and implementing the restricted substances management system.

The Standard is applicable to organizations of all types and sizes involved in the production of electrical and electronic products to meet their needs to establish, implement, maintain and improve a restricted substance management system in order to improve their ability to manage restricted substances and thereby reduce and/or eliminate the use of restricted substances.

China’s RoHS-related management system certification are mostly based on **IECQ QC080000:2017 IEC Quality Assessment System for Electronic Components (IECQ System) - Hazardous Substance Process Management (HSPM) System Requirements** with localized adjustment in accordance with domestic experience and practice.

Key takeaways of this round of revision for foreign stakeholders include:

- Changes in terms and definitions: adding 6 new terms and deleting “restricted substance control”.
- Supplementing some notes to further explain stipulations, and specifying more details for the management system based on the corporate practices in the past few years.
- Modifying the Annex B in the 2014 version: provided the factors that can be utilized to identify and assess the risks of restricted substances in products and the risks introduced by restricted substances in the process



## Green and Environmental Protection

### 10. China: Catalogue of Strictly Restricted Hazardous Chemical Substances (2023 Edition)

On June 16, 2023, the Chinese Ministry of Ecology and Environment introduced a preliminary draft for an announcement regarding the inventory of highly restricted hazardous chemical substances (2023 version). This draft announcement seeks to amend the existing inventory from the 2020 edition.

Included in the proposed Announcement is Annex 1, which provides a comprehensive list of highly restricted chemical substances, complete with their respective names, CAS numbers, custom numbers, control classifications, and approved uses.

Importers and exporters are obligated to secure an environmental management clearance notification for the import and export of toxic chemicals that fall within the purview of the listed chemical substances. This clearance notification must be obtained prior to initiating any import or export activities. The procedures and prerequisites for submitting applications for import and export are exhaustively detailed in Annexes 2 and 3.

In Annex 1, there are 9 categories of substances earmarked for inclusion, which are as follows:

- Perfluorooctane sulfonic acid, its salts, and perfluorooctane sulfonyl fluoride (PFOS category).
- Mercury.
- Tetramethyllead.
- Tetraethyllead.
- Polychlorinated terphenyls (PCT).
- Tributyltin compounds.
- Short-chain chlorinated paraffins (SCCPs).
- Decabromodiphenyl ether.
- Perfluorooctanoic acid, its salts, and related compounds (PFOA category).

Annex 2 endeavors to elucidate the step-by-step instructions for processing notifications concerning the clearance of environmental management for the importation of toxic chemicals.

Conversely, Annex 3 aims to meticulously delineate the guidelines for addressing notifications related to the environmental management clearance for the export of toxic chemicals.

### 11. CNCA Announcement on the Fourth Batch of Green Product Certification Implementation Rules

According to the "Opinions of the State Council Office on Establishing a Unified System of Green Product Standards, Certification, and Labeling" (State Council Document [2016] No. 86) and the "Announcement of the State Administration for Market Regulation on the Release of the List of Green Product Evaluation Standards and Certification Catalog (Fourth Batch)" (SAMR Announcement No. 24 of 2023), the State Administration for Market Regulation is now releasing the "Green Product Certification Implementation Rules for Kitchen and Bathroom Hardware Products" (Number: CNCA-CGP-18:2023) and the "Green Product Certification Implementation



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Rules for Household Gas Appliances" (Number: CNCA-CGP-19:2023). These rules will be implemented starting from the date of publication.

**Attachments:**

*Green Product Certification Implementation Rules for Kitchen and Bathroom Hardware Products*

Chinese version can be downloaded here:

[https://www.bestao-consulting.com/detail?id=1524&status=bestao\\_library](https://www.bestao-consulting.com/detail?id=1524&status=bestao_library)

*Green Product Certification Implementation Rules for Household Gas Appliances*

Chinese version can be downloaded here:

[https://www.bestao-consulting.com/detail?id=1523&status=bestao\\_library](https://www.bestao-consulting.com/detail?id=1523&status=bestao_library)



## Standardization, Testing and Certification

### 12. MEM Calls for Comments on Mandatory Standard of Work Safety in Confined Spaces

On July 3, 2023, the Ministry of Emergency Management (MEM) issued a call for comments on mandatory national standard "*Technical specification of work safety in confined spaces (draft for comments)*". The deadline for comments is September 3.

The standard specifies the safety management requirements for the works conducted in confined spaces as well as the safety technical requirements for their whole work processes, aiming to provide a fundamental and generic technical standard for regulating all the works carried out in confined spaces.

Many overseas standards were used for reference in developing this standard, including amongst others, the United States standard "*Criteria for a Recommended Standard: Working in Confined Spaces (No.80-106)*", "*Safety Requirements for Confined Spaces (ANSI/ASSP Z117.1)*", "*Guide for Safe Confined Space Entry and Work (NFPA350)*", British standard "*Safe Work in Confined Space Approved Code of Practice and Guidance*" and Canadian standard "*Management of work in confined spaces(Z1006)*", etc.

This standard has basically covered the technical content of *GB 8958-2006 Safety regulation for working under hazardous condition of the oxygen deficiency*, so would replace it in the future. This standard would also supplement two other work safety standards *GB 30871-2022 Safety specifications of special work in hazardous chemicals enterprises* and *GB 16993-2021 Safety regulations for avoid working under hazardous condition of oxygen deficiency in enclosed spaces aboard ships*, to further improve the safety of China's work environment.

### 13. Notice on implementing compulsory re-examination of national standards from SAC

On August 16, 2023, SAC issued 'Notice on implementing compulsory re-examination of national standards', specifying

- Scope: all standards implemented or re-examined more than five years ago or longer included
- Re-examining the content of standards: covers new products, technologies, services; applicability

### 14. CNCA Promotes E-certificate of Approval of Accreditation Bodies

On 19th July 2023, CNCA released 'Announcement on promoting e-certificate of approval of accreditation bodies', specifying the implementation time as:

- implementing e-certificates of approval of accreditation bodies nationwide starting from date of publication of Announcement, and no longer issuing paper certificates
- paper certificates issued before release of Announcement that are still valid can continue to be used.



## Energy and Energy Efficiency

### 15. Lithium-ion Battery Fire-protection Enclosure Mandatory Requirements Clarified Officially

On June 27, 2023, SAC/TC588 (Electronic Equipment Safety) issued explanation document No.9 for the mandatory national standard **GB 4943.1-2022 Audio/video, information, and communication technology equipment—Part 1: Safety requirements** (hereinafter referred to as “GB 4943.1-2022”).

GB 4943.1-2022 is a supportive mandatory standard in the China Compulsory Certification (CCC) system, and it is adopted from IEC 62368-1:2018 with modification. It will come into force on August 1, 2023, and replace two currently effective standards:

- *GB 8898-2011 Audio, video, and similar electronic apparatus - Safety requirements*
- *GB 4943.1-2011 Information technology equipment - Safety - Part 1: General requirements*

In this explanation document no. 9, following question is clarified:

**Q: For secondary lithium battery that requires fire-proof, when the cell enclosure of the battery has already met the fire-proof request (e.g.: made of aluminum or steel), does it need an additional fire enclosure?**

A: The cell enclosure of a secondary lithium-ion battery is not considered as the battery enclosure, so it can not be served as the fire enclosure of the secondary lithium-ion battery. For further clarification:

- For the secondary lithium-ion battery that does not contain an enclosure, or for those directly use cell instead of battery in the whole unit (e.g.: the cell protective circuit is installed in the whole unit), the whole unit that it matched with should provide the fire enclosure when one is needed.
- For the lithium-ion battery with protective circuit and is also conformed with safety requirements stipulated in GB 31241 (***Lithium ion cells and batteries used in portable electronic equipment—Safety technical specification***), then the fault simulation is not needed.
- Corresponding stakeholders are advised to carry out the certification based on the aforementioned explanation after the implementation of GB 31241-2022 (January 1, 2024).

Foreign stakeholders should be aware that this kind of explanation document is the reply of the standard drafting organization to the frequently asked questions or common issued of the standard. It will only be released after the internal discussion and vote of the corresponding TC. Such explanation document aims at providing reference for the testing and certification practice in the country, as well as giving technical support for the government management department. Therefore, it is advised to follow-up on the updates of explanation documents and take necessary actions based on the contents when necessary.



## Cybersecurity and Data Protection

### 16. Call for Comments: Management Measures on Railway Information Infrastructure in China

On July 18, 2023, the National Railway Administration of China (NRA) issued the draft of **Administrative Measures of Railway Critical Information Infrastructure Security Protection** (hereinafter referred to as “the Administrative Measures”) to call for public comments. The call-for-comment period will close on August 17, 2023.

The Administrative Measures is formulated in accordance with laws and regulations including but not limited in the **Cybersecurity Law of the People's Republic of China**, and the **Regulation on Protecting the Security of Critical Information Infrastructure**. It applied to the security protection, supervision, and management of railway critical information infrastructure. Specifically, it regulates the **“railway critical information infrastructure”** as “the important network facilities and information systems in the field of railway that may seriously endanger national security, national economy and people's livelihood and public interests once they are damaged, their functions are lost, or any data is leaked”.

The main contents of the draft include identification of railway critical information infrastructure, operator's responsibilities, supervision and guarantee measures and legal obligations.

- NRA will identify the critical infrastructure in accordance with identification rules and notify the operators of such infrastructure in time.
- The identification would mainly consider: the importance of network facilities, information systems, etc. to the key core business of the railway; the extent of harm that may be caused by the damage, loss of function or data leakage of network facilities and information systems; the correlation effect on other industries and sectors.
- All critical data and personal information collected should be stored within China. If cross-border transfer is needed for such information, then a security review should be applied in accordance with relevant China's laws and regulations.



## ICT and ICV

### 17. China New intelligent networked vehicle standard system published

China New intelligent networked vehicle (ICV) standard system can support combined driving assistance and automatic driving by 2025.

On 26 July 2023, The Ministry of Industry and Information Technology (MIIT) and the Standardization Administration of China (SAC) issued a notice on the **"Guidelines for the Construction of the National Internet of Vehicles Industry Standard System (Intelligent Connected Vehicles) (2023 Edition)"**.

It stated that, in the first stage, by 2025, an ICV standard system that can support general functions of combined driving assistance and automatic driving will be systematically formed. China will formulate and revise more than 100 relevant standards for ICV, covering combined driving assistance, key systems for autonomous driving, basic network functions and operating systems, high-performance computing chips and data applications, etc. It will also run through safety standards such as functional safety, expected functional safety, network security, and data security to meet the standardization needs of intelligent networked vehicle technology, industrial development, and government management.

In the second stage, by 2030, an ICV standard system that can support the coordinated development of single-vehicle intelligence and networked empowerment will be fully formed. China will formulate and revise more than 140 relevant standards for ICV and establish implementation effect evaluation and dynamic improvement mechanisms in this stage. The new ICV standards system will meet the full-scenario application requirements of combined driving assistance, automatic driving and networked functions, establish and improve the safety assurance system, software, hardware, and data resource support system. In this stage, China will coordinate international standards and regulations in key areas such as automatic driving to an advanced level, with intelligent networked vehicles as the core Carriers and application carriers lead the coordinated development of "vehicle-road-cloud" and realize innovation integration drive, cross-field collaboration, and domestic and international coordination.

MIIT stated that this is the second part of the **"Guidelines for the Construction of the National Internet of Vehicles Industry Standard System"**, which is the inheritance, extension, and improvement of the **"Guidelines for the Construction of the National Internet of Vehicles Industry Standard System (Intelligent Networked Vehicles) (2018 Edition)"**.

After an objective summary of the construction of the standard system in the first phase and an in-depth analysis of the new needs and trends of the intelligent networked automobile industry, the construction of a standard system with a more complete framework, more comprehensive content, and clearer logic is formed. The high-quality development of the intelligent networked automobile industry has laid a solid foundation by this publication.

In the document, a total of 53 standards have been either released, reported for approval or recently initiated as standardization projects. Among them, 92% are national standards, while the remaining are sectoral standards; 17 standards consist of conversions from international standards (i.e. ISO standards and UN standards). Furthermore, the Guidelines present an innovative element, namely a clear indication of the standardization priorities for each category. For instance, for automobile chips, the standardization priorities include:

- Automobile safety chip technical requirements and testing methods;
- Automobile intelligent driving computing chip technical requirements and testing methods;
- Automobile intelligent cockpit computing chip technical requirements and testing methods, etc.

As for the next steps, MIIT will:

- Promote the construction of the intelligent and connected vehicle standard system.
- Continue to guide the Intelligent Connected Vehicle Sub-standard Committee of the National Automobile Standards Committee (SAC/TC114/SC34) and relevant units.
- Focus on key standardization areas and priorities, such as functional safety, cybersecurity, and operating system
- Participate in the coordination and formulation of international standards and regulations.
- Promote the implementation of key standards.
- Accelerate the integrated development of new energy vehicles with information and communication, intelligent transportation, and smart cities
- Leverage the guiding role of standards to promote the high-quality development of China's intelligent connected automobile industry.

## **18. Interim Measures for the Administration of Generative AI Services of China**

In mid-July of 2023, representatives from the Cyberspace Administration of China (CAC) held a press conference to elucidate the Interim Measures for the Regulation of Generative Artificial Intelligence Services, subsequently referred to as "the Measures." These Measures, jointly sanctioned by the CAC and six other ministerial departments, officially came into effect on August 15, 2023. These Measures mark a significant development as they constitute China's inaugural set of regulatory rules governing the provision and utilization of generative AI technology. The Measures encompass five main sections:

- General Provisions
- Technology Development and Oversight
- Service Regulations
- Supervision, Inspection, and Legal Responsibilities
- Supplementary Provisions

To bolster the effective implementation of the Measures, the CAC addressed inquiries concerning their context, applicability, core principles, and essential definitions. These discussions extended to strategies for fostering the responsible evolution of generative AI, guidelines pertaining to both providers and consumers of generative AI, the management of AI services, and the establishment of mechanisms for complaints and reporting. For instance, when discussing the context



surrounding the Measures, the CAC underscored their role in addressing the challenges presented by recent technological advancements and the associated risks.

In a broader context, the Measures share certain parallels with the Regulations on the Administration of Deep Synthesis of Internet-based Information Services from 2022. Both documents establish provisions for content generated through AI or related technologies. The primary distinction between these two sets of regulations lies in their objectives: while the Measures primarily seek to ensure the authenticity, accuracy, and impartiality of content generated by generative AI, the Regulations chiefly concentrate on ensuring that synthetic content is appropriately identified and documented as required. To a certain extent, the introduction of these two sets of departmental regulations signifies China's commitment to supervising AI and AI-related technology with a primary focus on the oversight of generated content. The specific aim of this supervision is to prevent the public from being deceived or misinformed by AI-generated content.

Currently, in terms of standardization, two standard projects that support the Measures are in development, although they have not yet been formally initiated:

- Security Specifications for Manual Labeling of Generative AI (supporting Article 8 of the Measures)
- Data Security Specifications for Generative AI Pre-training and Optimized Training (supporting Article 7)

During the Standardization Week of SAC/TC 260 Information Security, the draft versions of these two standard projects were deliberated upon and assessed. Moreover, more recently, SAC/TC 260 sought public input on the Cybersecurity Standard Practice Guide: Method for Identification of AI Generated Content, which is a normative standardization document also aligned with the Measures.



## Medical Devices

### 19. China NMPA Announced to Adjust Medical Device Classification Catalogue

On 15 August 2023, China NMPA announced 'Adjusting the medical device classification catalogue', based on existing regulations, specifying:

**Rationale:** To deepen reform of medical device review and approval system

**Content being adjusted:** 58 types of medical devices will have their classifications updated

#### Implementation

- Certain devices like ultrasound surgical equipment will now have to register under new categories
- Devices waiting for approval will be assessed under their old category but need to change to the new system by 31 December 2025
- Production, import and sales of these categories are prohibited without legal third-class medical device registration certificates from 1 Jan 2026

- For other products involved in adjustments, the drug regulatory authorities will process registrations or record filing based on the newly adjusted categories
- The existing registration certificate continues to be valid within its validity period even if the category of a registered medical device is adjusted
- There are specific guidelines for devices changing categories
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#### Administrative duties

- All levels of drug regulatory authorities must enhance training related to the adjustment and effectively manage
- Related product review
- Approval
- Filing
- Post-market supervision

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## BESTAO Reviews and Translations

### 20. English Version - Management Requirements of China Compulsory Certification Mark

Price: Free of download  
Page: 3  
Number of Words: 864

On August 8, 2023, the Certification and Accreditation Administration of China (CNCA) issued a notice on the optimized management of the certificate and mark of CCC and this document is an important annex that support the new measures. Full English version of **Management Requirements of China Compulsory Certification Mark** available at:

[https://www.bestao-consulting.com/detail?id=1528&status=bestao\\_library](https://www.bestao-consulting.com/detail?id=1528&status=bestao_library)

### 21. English Version - Management Requirements of China Compulsory Certification Certificate

Price: Free of download  
Page: 4  
Number of Words: 734

On August 8, 2023, the Certification and Accreditation Administration of China (CNCA) issued a notice on the optimized management of the certificate and mark of CCC and this document is an important annex that support the new measures. Full English version of **Management Requirements of China Compulsory Certification Certificate** available at:

[https://www.bestao-consulting.com/detail?id=1527&status=bestao\\_library](https://www.bestao-consulting.com/detail?id=1527&status=bestao_library)

### 22. English Translation – CNCA-00C-008: 2019 Self-Declaration Rule of Compulsory Product Certification (CCC)

Price: USD 48.00  
Page: 24  
Number of Words: 3336

Self-Declaration is an important conformity assessment method for China Compulsory Certification (CCC). **CNCA-00C-008: 2019 Implementation Rule of Compulsory Product Certification (CCC) – Self-declaration** provides guidance on how to do self-declaration for products under the CCC scope.

For preview or purchase of this document, please visit:

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- The government affairs team supports our clients in identifying key stakeholders in China to build connections and improve business development.
- Our consulting team helps our clients understand China's legal framework, technical regulations, standardization system and certification schemes, including but not limited to CCC, China RoHS, Medical Device Registration, and Special Equipment Certification. We advise our clients on market access requirements and draw comparisons between EU/US and China.
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- For more information on how BESTAO can help your company enter and grow in the Chinese market, please contact us at:

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