



CPP Quarterly Report

Energy-saving and Green-development Assessment Center for Automotive Industrial

Issue 2, 2024

The China Automobile Industry Chain Carbon Publicity Platform (CPP) has published carbon footprint data for over 7,100 passenger vehicle models, encompassing mainstream models available on the market as of September 30, 2024. Among these, domestic brands are showing an emerging low-carbon advantage. In terms of carbon footprint levels across company models, Dongfeng Motor, Chang'an Qiyuan, and Seres Landian have demonstrated strong performance, whereas Fujian Benz, Chery Jaguar Land Rover, and Voyah have shown relatively weaker performance. Regarding carbon footprint grading of vehicle models, companies such as Seres Landian, Fujian Benz, Deepal, SAIC Audi, Dongfeng, Hozon, GAC Toyota, FAW Toyota, and Leapmotor performed well, while Beijing Hyundai, Jiangling Motors, Lotus, Chery Jaguar Land Rover, Chery New Energy, and Dongfeng Peugeot Citroën performed less favorably. In the initial assessment of automotive companies' carbon management systems, 11 companies, including Chang'an Automobile, Geely Automobile, Volvo Asia Pacific, XPeng, and Chery Automobile have received the highest "five-star" rating for carbon management system performance.

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1. Current Status of the Automotive Industry Carbon Footprint¹

(1) Enterprise Carbon Management Levels²

The Assessment Center has completed the first batch of carbon management system assessments for automotive enterprises, with eleven companies receiving the "Five-Star" honor for their carbon management systems.

Recently, following the release of the latest "Guidelines for Carbon Management System Evaluation of Automotive Enterprises," we conducted carbon management system assessments for the first batch of 50 companies. Among these, 11 companies, including Changan, Geely, Volvo Asia Pacific, XPeng, and Chery, received the "Five-Star" honor for their carbon management systems, with Chang'an achieving the highest score of 173 points. Additionally, 14 companies were awarded "Four Stars", 2 companies received "Three Stars", 1 company received "Two Stars", and 22 companies earned "One Star".

Table 1 The evaluation results of the carbon management system of the automotive enterprise - Score

SN	Company	Scores	SN	Company	Scores
1	Chang'an	173	26	FAW-Volkswagen	87
2	Geely Auto	160	27	BAIC Motor	73
3	Chery	153	28	Chang'an Ford	60
4	Volvo	140	29	Beijing Hyundai	53
5	FAW Group	140	30	SAIC-GM-Wuling	53
6	SAIC Volkswagen	133	31	GAC AION	53
7	SERES	133	32	FAW Toyota	47
8	GWM	127	33	Tesla	47
9	NIO	120	34	SAIC Motor Passenger	47
10	GAC Group	120	35	BAIC Benz	40
11	Xpeng	113	36	Chang'an Mazda	33
12	BMW Brilliance	113	37	SAIC General	27
13	Dongfeng Nissan	107	38	Dongfeng Honda	27
14	BYD Auto	107	39	SAIC MAXUS	27
15	Denza	107	40	Jiangling Electric Vehicle	20
16	GAC Honda	100	41	Dongfeng Liuzhou	13
17	Dongfeng Motor Passenger	100	42	Yueda-Kia	13
18	Dongfeng Group	100	43	Beijing Automotive Manufacturing	13
19	Dongfeng Peugeot Citroen	100	44	JIDU	13
20	Leapmotor	100	45	ARCFOX	13
21	Li Auto	93	46	FAW BESTUNE	13
22	GAC Toyota	93	47	IM Automobile	7
23	VOYAH	93	48	Zhengzhou Nissan	7
24	Dongfeng Mengshi	93	49	Chery Jaguar Land Rover	7
25	GAC Motor	93	50	Juneyao Auto	7

¹ Unless otherwise specified, this section only presents the carbon footprint data analysis results of the models currently on sale, without applying sales-weighted adjustments. The data statistics are based on the cutoff date of September 30, 2024.

² The data reporting deadline for the carbon management system evaluation of automotive enterprises is October 14, 2024.

Table 2 The evaluation results of the carbon management system of the automotive enterprise - Star

SN	Company	Stars	SN	Company	Stars	SN	Company	Stars
1	Chang'an	★★★★★	18	Dongfeng Mengshi	★★★★★	35	SAIC General	★
2	Geely Auto	★★★★★	19	Dongfeng Motor Passenger	★★★★★	36	BAIC Benz	★
3	Xpeng	★★★★★	20	Dongfeng Group	★★★★★	37	SAIC Motor Passenger	★
4	Volvo	★★★★★	21	Dongfeng Peugeot Citroen	★★★★★	38	Dongfeng Honda	★
5	Chery	★★★★★	22	BYD Auto	★★★★★	39	Dongfeng Liuzhou	★
6	GAC Honda	★★★★★	23	Denza	★★★★★	40	Yueda-Kia	★
7	Dongfeng Nissan	★★★★★	24	GAC Motor	★★★★★	41	Beijing Automotive Manufacturing	★
8	BMW Brilliance	★★★★★	25	Leapmotor	★★★★★	42	JIDU	★
9	NIO	★★★★★	26	BAIC Motor	★★★☆☆	43	ARCFOX	★
10	SAIC Volkswagen	★★★★★	27	FAW-Volkswagen	★★★☆☆	44	Jiangling Electric Vehicle	★
11	FAW Group	★★★★★	28	Chang'an Ford	★★☆☆☆	45	SAIC MAXUS	★
12	Li Auto	★★★★☆	29	Beijing Hyundai	★☆☆☆☆	46	IM Automobile	★
13	GAC Group	★★★★☆	30	SAIC-GM-Wuling	★☆☆☆☆	47	Zhengzhou Nissan	★
14	GWM	★★★★☆	31	Chang'an Mazda	★☆☆☆☆	48	Chery Jaguar Land Rover	★
15	SERES	★★★★☆	32	FAW Toyota	★☆☆☆☆	49	Juneyao Auto	★
16	GAC Toyota	★★★★☆	33	Tesla	★☆☆☆☆	50	FAW BESTUNE	★
17	VOYAH	★★★★☆	34	GAC AION	★☆☆☆☆			

The Assessment Center will subsequently revise the "Evaluation Guidelines" and solicit feedback, continuously improving the evaluation system. The scope of the evaluation will be expanded to include all automotive enterprises. The evaluation results will be publicly announced on the CPP platform (accessible only to platform members).

(2) Enterprise Carbon Footprint Levels

a. Analysis of Carbon Footprint Levels for Enterprise Models

Nearly 50% of enterprises face significant challenges in developing low-carbon vehicle models.

A summary comparison of the average carbon footprint data for the vehicle models of various enterprises against the industry average reveals that the proportion of companies with vehicle models having a carbon footprint below the industry average is shown in Table 1. Nearly 50% of enterprises have a percentage below 50%, indicating that the development of low-carbon vehicle models remains a long-term challenge for automotive companies.

When comparing the new energy brands of the three major state-owned enterprises, Dongfeng Group, which owns Dongfeng Motors (Dongfeng NAMMI and Dongfeng $\epsilon\pi$), ranks jointly in 1st place. Dongfeng Passenger Vehicles (Dongfeng AEOLUS) ranks 8th, and VOYAH ranks 62nd. Chang'an Group's new energy brands include Chang'an Qiyuan (ranked 1st jointly), Deepal (ranked 6th), Chang'an (ranked 16th), and Avatr (ranked 55th). FAW Group has not established a separate new energy brand, with its FAW Passenger (including the Besturn and Hongqi brands) ranked 31st.

Table 3 The comparison between the average carbon footprint of vehicles from various companies/brands and the industry average

SN	Company	X% of models with CO ₂ below average	SN	Company	X% of models with CO ₂ below average	SN	Company	X% of models with CO ₂ below average
1	Dongfeng Motor	100.0%	24	Yueda-Kia	64.4%	47	SAIC Motor Passenger	39.8%
2	Chang'an Qiyuan	100.0%	25	Jiangling Motors	63.3%	48	Jinai	36.4%
3	SERES Landian	100.0%	26	Skywell	62.5%	49	Great Wall	35.7%
4	Beijing Hyundai	92.1%	27	SAIC-GM-Wuling	61.8%	50	BAIC Electric Vehicle	31.3%
5	SERES (Hubei)	91.7%	28	LEVC	60.0%	51	BMW Brilliance	30.0%
6	Deepal	90.0%	29	GAC Honda	58.8%	52	Denza	28.6%
7	GAC Toyota	88.7%	30	Beijing Automotive Manufacturing	58.8%	53	BAIC Motor	22.6%
8	Dongfeng Motor Passenger	87.0%	31	FAW Passenger	56.3%	54	SAIC MAXUS	22.3%
9	Hozon	85.7%	32	Geely Holding	54.7%	55	Avatr	22.2%
10	FAW Toyota	83.3%	33	GAC AION	54.1%	56	NIO	21.1%
11	Dongfeng Peugeot Citroen	81.8%	34	Xpeng	52.0%	57	FAW Audi	18.5%
12	Li Auto	81.8%	35	Chery New Energy	52.0%	58	Renault Jiangling	14.3%
13	Tesla	80.0%	36	BYD	51.4%	59	Cowin	10.0%
14	FAW-Volkswagen	79.7%	37	Chang'an Ford	51.4%	60	IM Automobile	8.3%
15	SAIC Volkswagen	79.7%	38	Dongfeng Honda	50.0%	61	BAIC Off-road Vehicle	8.3%
16	Chang'an	77.4%	39	Chery	48.8%	62	Zeekr	6.3%
17	Leapmotor	76.2%	40	BAIC Benz	48.8%	63	Fujian Benz	0.0%
18	Dongfeng Nissan	72.7%	41	Jianghuai	47.3%	64	Chery Jaguar Land Rover	0.0%
19	SAIC General	71.2%	42	Livan Auto	46.9%	65	VOYAH	0.0%
20	Dongfeng Liuzhou	68.1%	43	SERES	46.2%	66	Chang'an Lincoln	0.0%
21	Xiaomi	66.7%	44	Chang'an Mazda	41.4%	67	Jiangxi ISUZU	0.0%
22	SAIC Audi	65.7%	45	Volvo	41.4%	68	Smart	0.0%
23	GAC Motor	65.4%	46	HYCAN	40.0%	69	Lotus	0.0%

Note: The calculation method for "the proportion of vehicle models with a carbon footprint lower than the industry average, η " in the table is as follows:

Summarize all vehicle models of the enterprise, with the total number recorded as M.

Compare the carbon footprint of each vehicle model with the industry average within its respective category. The number of vehicle models with a carbon footprint lower than the industry average is summed, recorded as m.

Calculate the "proportion of vehicle models with a carbon footprint lower than the industry average," $\eta = m \div M \times 100\%$.

The CPP platform has publicly announced the carbon footprint class indicators for each model, divided into five classes: Class 1 "Low Carbon+", Class 2 "Low Carbon-", Class 3 "Moderate", Class 4 "High

Carbon-", and Class 5 "High Carbon+". According to the current statistical data, the models with the Class 1 "Low Carbon+" indicator (the optimal level) from certain companies are shown in Table 4. The percentage of Class 1 models for Seres Landian and Fujian Benz is 100%, while the percentage of Class 1 models for Deepal Automotive, SAIC Audi, Dongfeng Motor, Hozon Auto, GAC Toyota, FAW Toyota, and Leapmotor all exceed 80%.

Table 4 The proportion of models with Class 1 label among certain enterprises

SN	Company	Percentage of Class 1 Label, %	Number of Models	SN	Company	Percentage of Class 1 Label, %	Number of Models	SN	Company	Percentage of Class 1 Label, %	Number of Models
1	BAIC Hyundai	0.0%	0	24	Chang'an	19.2%	28	47	Beijing Automotive Motor Group	40.8%	20
2	Jinai	0.0%	0	25	Dongfeng Honda	20.0%	14	48	NIO	44.4%	56
3	Jiangling Motors	0.0%	0	26	Yueda-Kia	20.0%	9	49	FAW Passenger	48.5%	33
4	Jiangxi ISUZU	0.0%	0	27	HYCAN	20.0%	3	50	GAC Honda	50.0%	4
5	Renault Jiangling	0.0%	0	28	Dongfeng Lüzhou	20.2%	19	51	VOYAH	52.5%	62
6	Lotus	0.0%	0	29	SAIC Motor Passenger	20.4%	19	52	SAIC Volkswagen	53.8%	71
7	Chery Jaguar Land Rover	0.0%	0	30	Chang'an Mazda	20.7%	6	53	SAIC General	62.5%	5
8	Chery New Energy	0.0%	0	31	Chang'an Ford	21.6%	8	54	Chang'an Qiyuan	63.3%	50
9	Dongfeng Peugeot Citroen	0.0%	0	32	SAIC MAXUS	22.3%	23	55	FAW-Volkswagen	65.5%	19
10	Smart	0.0%	0	33	Livan Auto	25.0%	8	56	Volvo	66.7%	2
11	Chery	7.0%	21	34	Li Auto	27.3%	3	57	Xiaomi	68.4%	13
12	IM Automobile	8.3%	1	35	Skywell	28.1%	9	58	Beijing Benz	70.7%	29
13	SERES (Hubei)	8.3%	4	36	Dongfeng Nissan	29.9%	23	59	BYD	77.6%	83
14	Cowin	10.3%	4	37	Geely Holding	30.8%	49	60	Denza	78.6%	11
15	Avatr	11.1%	1	38	Great Wall	34.5%	29	61	Leapmotor	81.0%	17
16	BAIC Electric Vehicle	12.5%	4	39	Chang'an Lincoln	34.8%	8	62	FAW Toyota	81.1%	73
17	Dongfeng Motor Passenger	15.2%	7	40	BMW Brilliance	35.0%	14	63	GAC Toyota	85.5%	53
18	SERES	15.4%	2	41	GAC AION	35.1%	13	64	Hozon	85.7%	12
19	SAIC-GM-Wuling	15.8%	12	42	Zeekr	37.5%	6	65	Dongfeng Motor	86.7%	26
20	BAIC Off-road Vehicle	16.7%	2	43	LEVC	40.0%	2	66	SAIC Audi	88.6%	31
21	FAW Audi	16.9%	11	44	Xpeng	40.0%	10	67	Deepal	90.0%	9
22	Jianghuai	17.0%	39	45	Tesla	40.0%	2	68	Fujian Benz	100.0%	10
23	BAIC Motor	17.9%	5	46	GAC Motor	40.4%	21	69	SERES Landian	100.0%	5

b. The Carbon Footprint Levels from the Top Ten Automotive Groups

The carbon footprint differences among vehicle models across different automobile groups are significant.

BYD Automotive, due to its exclusive production of new energy vehicles (plug-in hybrid and battery electric), has the lowest average carbon footprint for its models. Among the other nine companies, Geely Holding, GAC Group, and Dongfeng Group performed relatively well, with their carbon footprints all below the industry average. Chery Holding, BAIC Group, and Great Wall Motors (GWM) performed

relatively poorly.

Average carbon footprint of the top ten automobile groups in China

gCO₂e/km

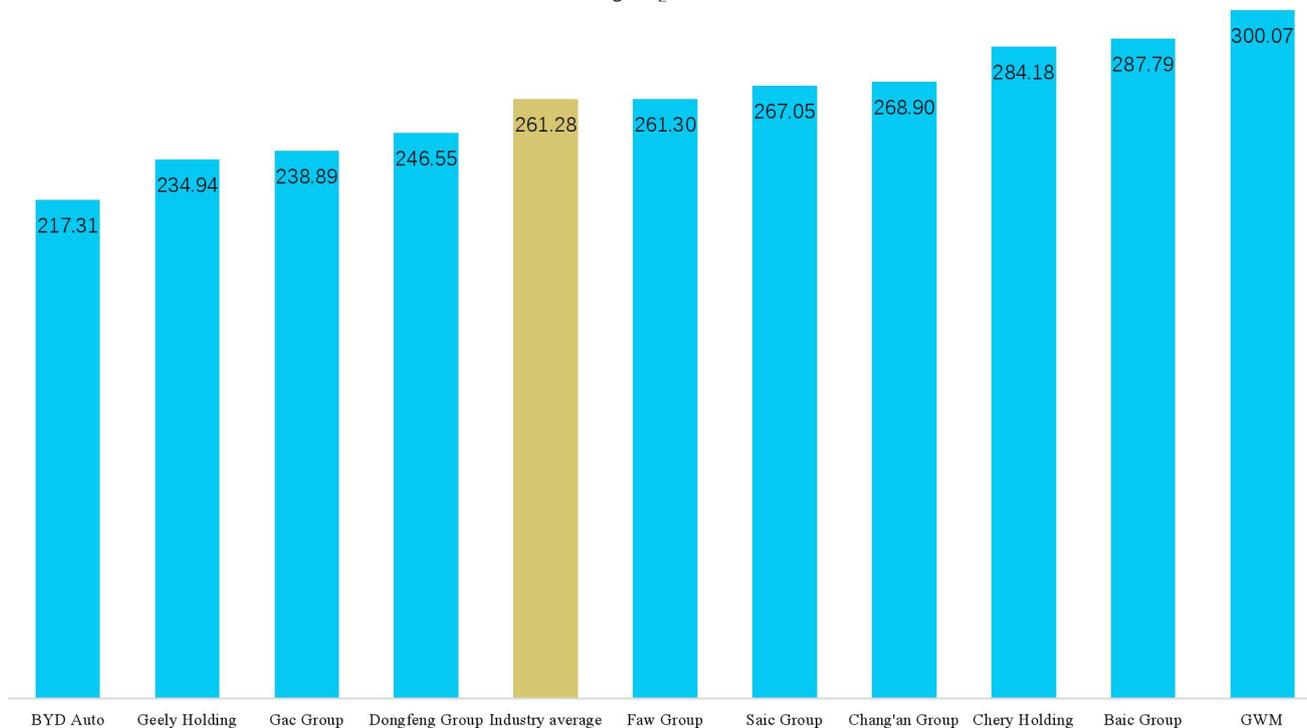


Figure 1 The average carbon footprint of vehicle models from the top ten domestic automobile groups

Note: All data in the chart are calculated based on the arithmetic mean of the carbon footprint values for each vehicle model from the respective companies, without applying a sales-weighted adjustment.

The carbon footprint ratings of vehicle models vary across subsidiaries and brands within the same automotive group³.

³ Due to rounding errors in the data, the sum of the carbon footprint rating percentage values for certain brand models may not equal 100%

BYD Auto

The carbon footprint rating distribution of BYD's vehicle models is well-balanced, with most models under its brands classified as Class 1 "Low Carbon+" and Class 2 "Low Carbon-" vehicles.

The proportion of vehicles with a Class 1 emblem in the "Dynasty Series" is 84%, with 9% having a Class 2 label, and 7% having a Class 3 label. There are no vehicles with Class 4 or Class 5 label.

The proportion of Class 1 label for Denza models is 79%, the proportion of Class 2 label is 7%, and the proportion of Class 3 label is 14%. There are no models with Class 4 or Class 5 label.

The proportion of Class 1 label for the "Alphabet Series" models is 75%, the proportion of Class 2 label is 25%, and there are no models with Class 3, Class 4, or Class 5 label.

For the "Ocean Series" models, the proportion of Class 1 label is 74%, Class 2 label account for 15%, and Class 3 label make up 10%. There are no models with Class 4 or Class 5 label.

For the "FANGCHENGBAO" brand models, the proportion of Class 2 label is 33%, while Class 3 label account for 67%. There are no models with Class 1, Class 4, or Class 5 label.

BYD Auto- CO₂ Class Distribution



Figure 2 BYD Auto The Carbon Footprint Classification Distribution

Geely Holding

Volvo Cars, a subsidiary of Geely Holding, has performed well, with 66% of models bearing the Class 1 label, 17% bearing the Class 2 label, 3% bearing the Class 4 label, and 14% bearing the Class 5 label.

LEVC offers a limited range of models, with 40% of the vehicles carrying a Class 1 carbon footprint label and 60% carrying a Class 3 label.

Zeekr has 38% of its models carrying both Class 1 and Class 2 label, 13% with Class 3 and Class 5 label, and no models with a Class 4 label.

Geely Auto, with its numerous sub-brands and models, has a relatively even distribution of carbon footprint label: 31% of its models carry a Class 1 label, 19% a Class 2 label, 23% each a Class 3 and Class 4 label, and 3% a Class 5 label.

Livan has 25% of its models carrying a Class 1 label, 13% a Class 2 label, 28% a Class 3 label, 31% a Class 4 label, and 3% a Class 5 label.

Smart models are all marked with a Class 2 label, while Lotus models are all marked with a Class 5 label.

GAC Group

Among the brands within GAC Group, GAC Toyota performed well, with 85% of its vehicles carrying Class 1 label, 13% with Class 2 label, and 2% with Class 3 label. There are no vehicles with Class 4 or Class 5 label.

GAC Honda has a 1st-Class label ratio of 49%, a 2nd-Class label ratio of 21%, a 3rd-Class label ratio of 19%, a 4th-Class label ratio of 10%, and a 5th-Class label ratio of 1%.

Geely Holding - CO₂ Class Distribution



Figure 3 Geely Holding The Carbon Footprint Classification Distribution

Gac Group - CO₂ Class Distribution



Figure 4 GAC Group The Carbon Footprint Classification Distribution

GAC Motor (GAC Trumpchi) has a 1st-Class label ratio of 40%, a 2nd-Class label ratio of 27%, a 3rd-Class label ratio of 23%, a 4th-Class label ratio of 10%, and no vehicles with a 5th-Class label.

GAC AION has a 1st-Class label ratio of 35%, a 2nd-Class label ratio of 30%, a 3rd-Class label ratio of 11%, a 4th-Class label ratio of 19%, and a 5th-Class label ratio of 5%.

HYCAN has a 1st-Class label ratio of 20%, a 2nd-Class label ratio of 47%, a 3rd-Class label ratio of 7%, a 4th-Class label ratio of 20%, and a 5th-Class label ratio of 7%.

Dongfeng Group

Dongfeng Motor within the Dongfeng Group has shown solid performance, with a Class 1 label rate of 87%, while Classes 2 and 3 each have a label rate of 7%, and there are no vehicles with Class 4 or Class 5 label.

VOYAN, the Class 1 label rate is 50%, Class 2 is 13%, Class 4 is 25%, and Class 5 is 13%.

For Dongfeng Nissan, the distribution of model Classes is as follows: Class 1 models account for 30%, Class 2 models for 17%, Class 3 models for 29%, Class 4 models for 17%, and Class 5 models for 8%.

For Dongfeng Liuzhou, the distribution of model Classes is as follows: Class 1 models account for 20%, Class 2 models for 36%, Class 3 models for 5%, Class 4 models for 23%, and Class 5 models for 15%.

For Dongfeng Honda, the distribution of model Classes is as follows: Class 1 models account for 20%, Class 2 models for 29%, Class 3 models for 31%, and Class 4 models for 20%. There are no Class 5 models.

For Dongfeng Passenger Vehicle, the distribution of model Classes is as follows: Class 1 models account for 15%, Class 2 models for 30%, Class 3 models for 17%, Class 4 models for 35%, and Class 5 models for 2%.

For Dongfeng Peugeot Citroën, the distribution of model Classes is as follows: Class 2 models account

Dongfeng Group - CO₂ Class Distribution

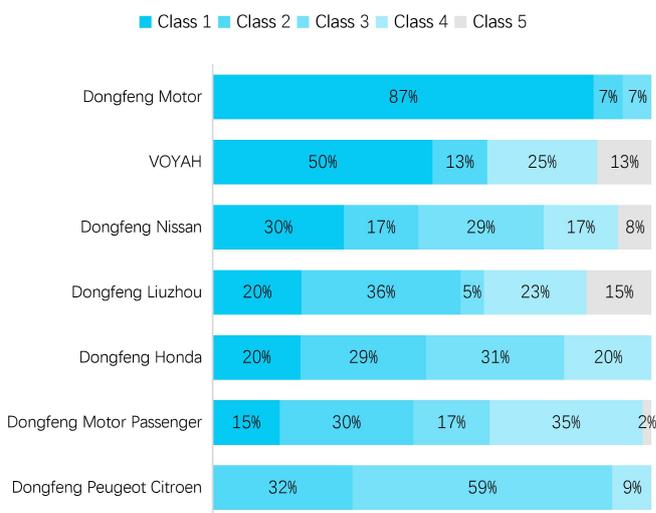


Figure 5 Dongfeng Group The Carbon Footprint Classification Distribution

for 32%, Class 3 models for 59%, and Class 4 models for 9%. There are no Class 1 or Class 5 models.

FAW Group

FAW Toyota models performed well, with 81% rated as Class 1 and 19% rated as Class 2. There were no models rated as Class 3, Class 4, or Class 5.

For FAW-Volkswagen, the proportions of brand Label Classes are as follows: Class 1 Label is 63%, Class 2 is 20%, Class 3 is 8%, Class 4 is 6%, and Class 5 is 3%.

For FAW Passenger, the proportions of brand Label Classes are as follows: Class 1 Label is 44%, Class 2 is 11%, Class 3 is 16%, Class 4 is 10%, and Class 5 is 18%.

For FAW Audi, the proportions of brand Label Classes are as follows: Class 1 Label is 17%, Class 2 is 55%, and Class 3 is 28%. There are no Class 4 or Class 5 Label models.

Faw Group - CO₂ Class Distribution



Figure 6 FAW Group The Carbon Footprint Classification Distribution

SAIC Group

SAIC Audi has performed well, with a Class 1 Label ratio of 89% and a Class 2 Label ratio of 11%, with no models classified under Classes 3, 4, or 5.

SAIC General reports a Class 1 Label ratio of 54%, Class 2 at 15%, Class 3 at 24%, and Class 4 at 7%, with no models at Class 5.

SAIC Volkswagen: The proportion of Class 1 Label is 53%, Class 2 is 15%, Class 3 is 12%, and Class 4 is 9%. No Class 5 models.

SAIC Maxus: The proportion of Class 1 Label is 22%, Class 2 is 17%, Class 3 is 33%, Class 4 is 19%, and Class 5 is 9%.

SAIC Passenger Vehicle: The proportion of Class 1 Label is 20%, Class 2 is 25%, Class 3 is 8%, Class 4 is 38%, and Class 5 is 10%.

Saic Group - CO₂ Class Distribution

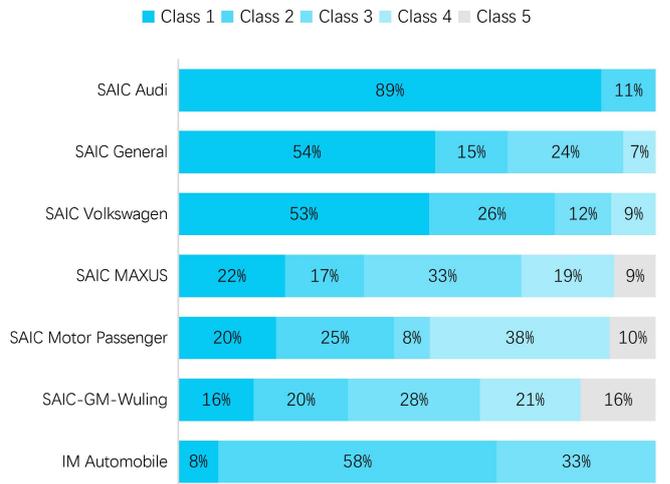


Figure 7 SAIC Group The Carbon Footprint Classification Distribution

is 38%, and Class 5 is 10%.

SAIC-GM-Wuling: The proportion of Class 1 Label is 16%, Class 2 is 20%, Class 3 is 28%, Class 4 is 21%, and Class 5 is 16%.

IM Automobile: The proportion of Class 1 Label is 8%, Class 2 is 58%, and Class 3 is 33%. No Class 4 or Class 5 Label models.

Chang'an Group

Deepal models have a distribution of Class 1 Label at 90%, Class 2 Label at 10%, with no models under Class 3, Class 4, or Class 5 Label.

Chang'an Qiyuan models have a Class 1 Label proportion of 63%, Class 2 Label at 13%, Class 3 Label at 25%, and no models under Class 4 or Class 5 Label.

For Chang'an Lincoln, the distribution of Class 1 Label is 35%, Class 2 Label is 13%, Class 3 Label is 17%, and Class 4 Label is 35%. There are no

vehicles classified under Class 5 Label.

For Chang'an Ford, the distribution of Class 1 Label is 22%, Class 2 Label is 14%, Class 3 Label is 19%, and Class 4 Label is 46%. There are no vehicles classified under Class 5 Label.

For Chang'an Mazda, the distribution of Class 1 Label is 21%, Class 2 Label is 10%, Class 3 Label is 45%, and Class 4 Label is 24%. There are no vehicles classified under Class 5 Label.

For Chang'an, the distribution of Class 1 Label is 19%, Class 2 Label is 36%, Class 3 Label is 29%, Class 4 Label is 12%, and Class 5 Label is 5%.

For Avatr, the distribution of Class 1 Label is 11%, Class 3 Label is 33%, and Class 4 Label is 56%. There are no vehicles classified under Class 2 or Class 5 Label.

Chang'an Group - CO₂ Class Distribution

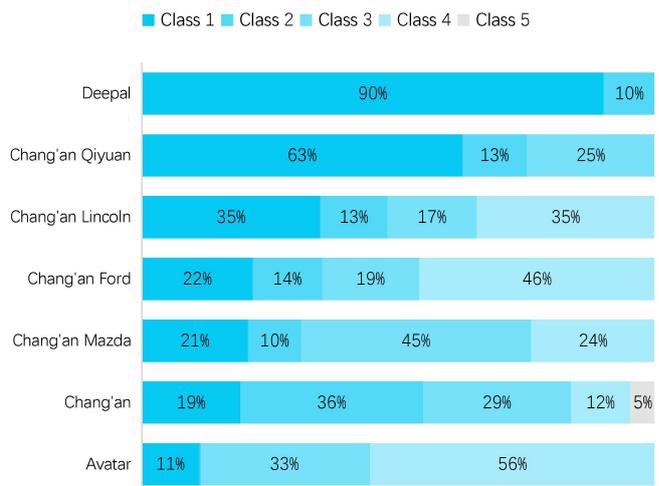


Figure 8 Chang'an The Carbon Footprint Classification Distribution

Chery Holding

Cowin: the 1st label ratio is 10%, the 2nd label ratio is 13%, the 4th-Class label ratio is 28%, and the 5th-Class label ratio is 49%.

Chery: The proportion of vehicles with Class 1 Label is 7%, Class 2 Label is 9%, Class 3 Label is 22%, Class 4 Label is 42%, and Class 5 Label is 20%.

Chery New Energy: The proportion of vehicles

with Class 2 Label is 20%, Class 3 Label is 44%, and Class 4 Label is 16%. There are no vehicles with Class 1 or Class 5 Label.

Chery Jaguar Land Rover: The proportion of vehicles with Class 2 Label is 19%, Class 3 Label is 44%, and Class 4 Label is 38%. There are no vehicles with Class 1 or Class 5 Label.

Chery Holding - CO₂ Class Distribution

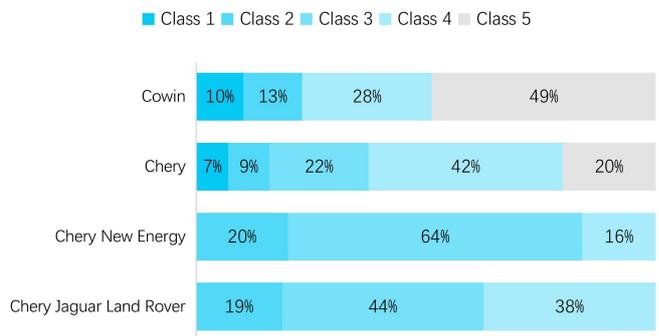


Figure 9 Chery Holding The Carbon Footprint Classification Distribution

BAIC Group

All Fujian Benz models are marked with a Class 1 label.

BAIC Benz models have a 71% proportion of Class 1 label, 24% of Class 2 label, and 5% of Class 4 label. There are no models with Class 3 or Class 5 label.

For BAIC Motor:

The proportion of vehicles with Class 1 label is 18%, Class 3 label is 14%, Class 4 label is 50%, and Class 5 label is 18%. There are no vehicles

with Class 2 label.

For BAIC Off-road Vehicles:

The proportion of vehicles with Class 1 label is 17%, and Class 5 label is 83%. There are no vehicles with

Baic Group - CO₂ Class Distribution

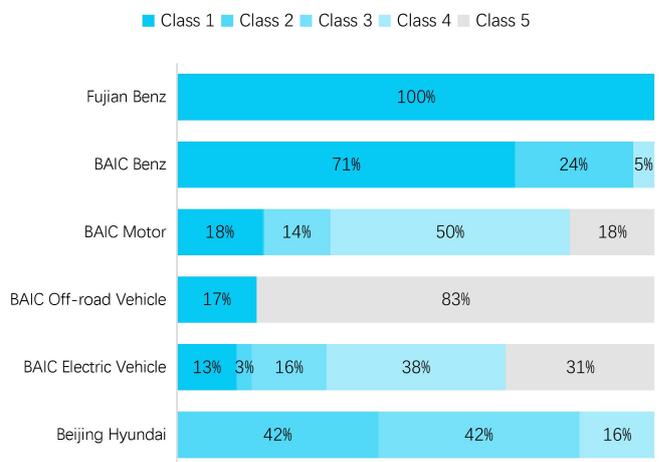


Figure 10 BAIC Group The Carbon Footprint Classification Distribution

Class 3, Class 4, or Class 5 label.

For BAIC Electric Vehicle:

The proportion of vehicles with Class 1 label is 13%, Class 2 label is 3%, Class 3 label is 16%, Class 4 label is 38%, and Class 5 label is 31%.

For BAIC Hyundai:

The proportion of vehicles with Class 2 and Class 3 label is both 42%, Class 4 label is 16%, and there are no vehicles with Class 1 or Class 5 label.

Great Wall Motors

The performance of WEY brand models is relatively good, with the proportion of Class 1 models at 86%, Class 2 models at 14%, and no Class 3, Class 4, or Class 5 models.

The ORA brand has a 1st-Class label proportion of 80%, and both 3rd and 4th-Class label proportions at 10% each. There are no models with 2nd or 5th-Class label.

For the HAVAL brand, the 1st-Class label accounts for 30%, the 2nd-Class label 15%, the 3rd-Class label 45%, the 4th-Class label 6%, and the 5th-Class label 4%.

For the TANK brand, the 1st-Class label proportion is 5%, the 2nd-Class label is 10%, the 3rd-Class label is 30%, the 4th-Class label is 35%, and the 5th-Class label is 20%.

GWM - CO₂ Class Distribution



Figure 11 GWM The Carbon Footprint Classification Distribution

c. The Carbon Footprint Levels of Vehicle Models from New Energy Vehicle Companies

The carbon footprint of models from new energy vehicle manufacturers varies significantly, mainly due to brand positioning and vehicle planning. For example, high-end brands like VOYAH, Denza, SERES, and Li Auto predominantly produce mid-to large-sized SUVs and MPVs, resulting in a higher carbon footprint. In contrast, Chery New Energy—which focuses on small to mid-sized vehicles—has a lower carbon footprint. There is no significant difference in the carbon footprints between new energy brands from emerging automakers and traditional car manufacturers.

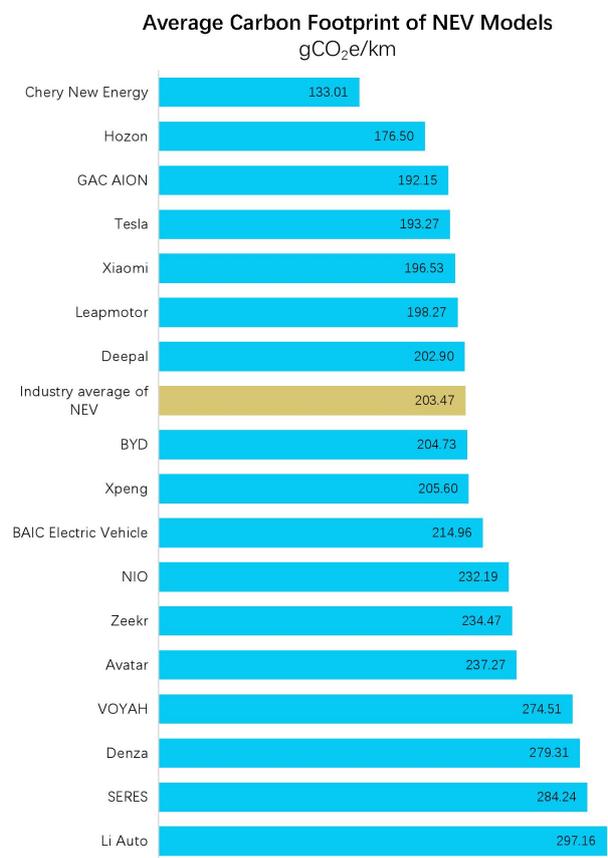


Figure 12 The average carbon footprint of models from new energy vehicle manufacturers

(3) The Carbon Footprint Levels of the Industry

As of September 30, 2024, the China Automobile Industry Chain Carbon Publicity Platform (CPP) has disclosed the carbon footprints of 62 automotive companies, over 105 brands, more than 600 vehicle series, and over 7,100 models. This includes 4,527 gasoline vehicles, 1,787 battery electric vehicles, and the remaining vehicles consist of plug-in hybrid electric vehicles, conventional hybrid electric vehicles, and a small number of diesel vehicles, covering the mainstream models available in the market.

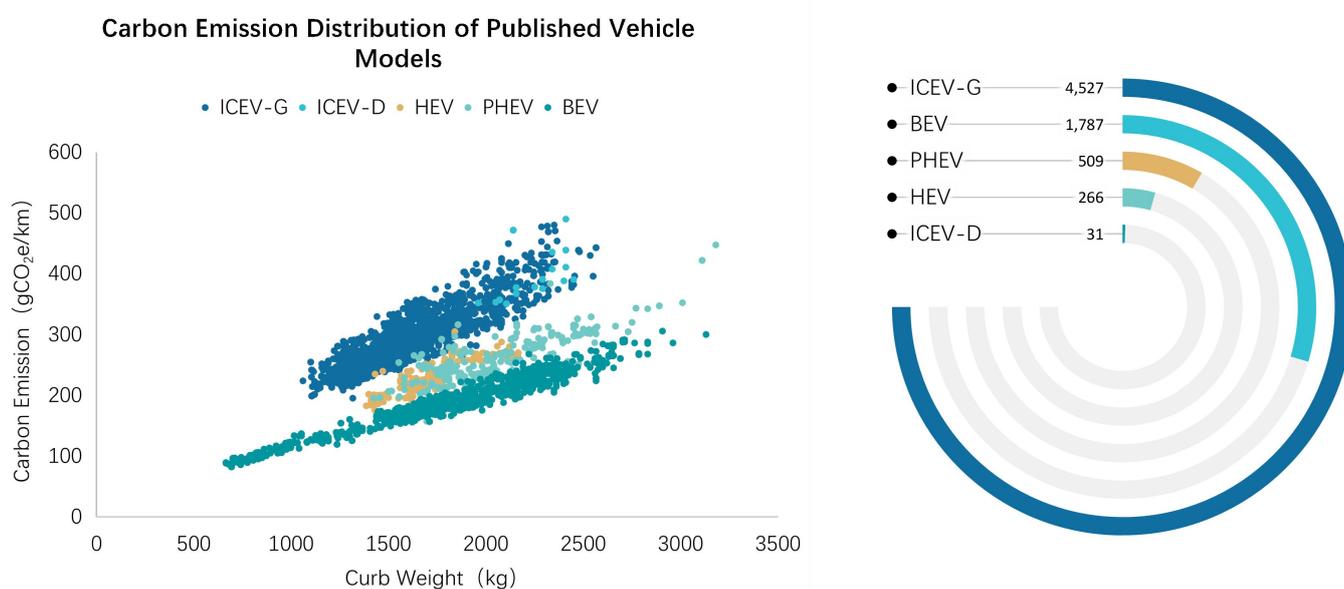


Figure 13 The carbon footprint distribution and the number of models for the vehicles that have been announced

a. The Carbon Footprint Levels of Models Across Different Series

The carbon footprint of domestic brand vehicles is at the mid-level within the industry.

❖ **The average carbon footprint of different powertrain vehicle models**

The carbon footprint of domestic brand vehicles is at the mid-level within the industry.

The average carbon footprint across different styles is 261.27gCO₂e/km, with the carbon footprint of domestic brand vehicles standing at 260.81gCO₂e/km. This is lower than the industry average and superior to the carbon footprints of brands from Korea style, Swedish style, German style, American style, and the British style. However, it is higher than those of French style and Japanese style vehicles, which predominantly feature small and compact vehicles.

❖ **The average carbon footprint of new energy vehicles across different series**

The carbon footprint of new energy vehicles (Plug-in Hybrid Electric Vehicles + Battery Electric Vehicles) of domestic brand vehicles is at a mid-level within the industry, with significant low-carbon advantages. The carbon footprint is 201.16gCO₂e/km, which is lower than the average and superior to that of American, German, Swedish, and British, but higher than that of Japanese, Korean, and French brand vehicles. This can be attributed to two main factors: firstly, domestic brands offer a wide range of vehicle types, with a full lineup of sedans, SUVs, and MPVs; secondly, Korean and French have fewer models, most of which are small to medium, resulting in lower carbon footprint.

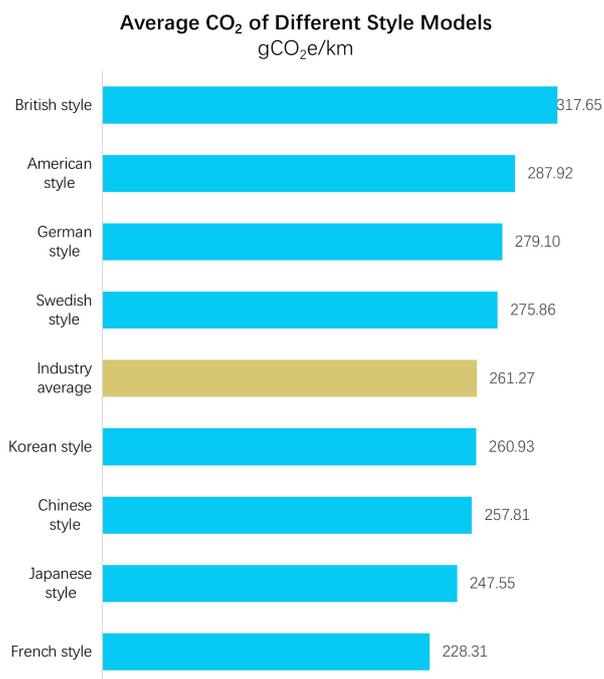


Figure 14 The average carbon footprint of models across different series

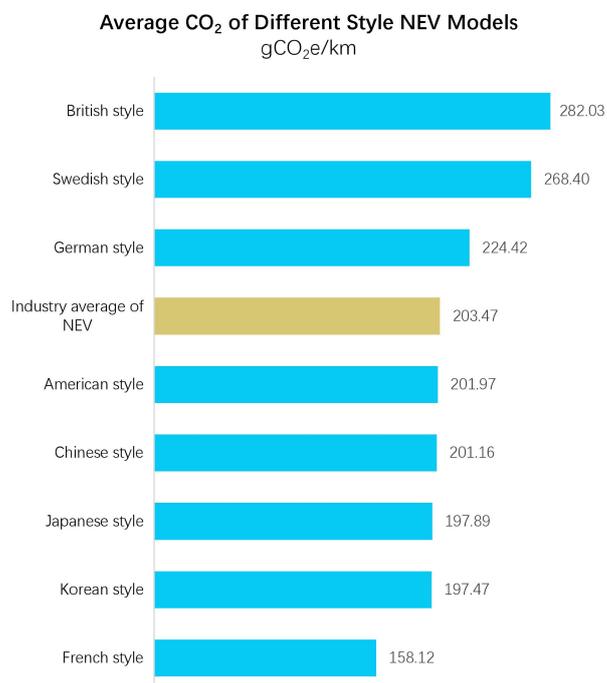


Figure 15 The average carbon footprint of new energy vehicles across different series

(4) The Carbon Footprint Ratings of Vehicle Models⁴

a. In September: Carbon Footprint Ratings of Best-Selling Models

Table 5 The September Total Sales Ranking: Carbon Footprint Ratings of Best-Selling Models

SN		Model Series	Carbon Footprint Rating
01		Model Y	 Class 3 Mid C 
02		Seagull	 Class 1 Low C- 
03		Song PLUS	 Class 3 Mid C 
04		Qin L	/ ⁵
05		Qin PLUS	 Class 1 Low C- 
06		Seal 06 DM-i	/
07		Sylphy	 Class 3 Mid C 
08		Hongguang MINIEV	 Class 4 High C- 
09		LAVIDA	 Class 3 Mid C 
10		Yuan Plus	 Class 1 Low C- 

⁴ Sales ranking data as of October 15, 2024, based on the official website of Autohome. The carbon footprint rating indicates the highest carbon footprint level among the models available for each vehicle series

⁵ “/” indicates that the carbon footprint information for this vehicle series is included in the calculation.

b. In September: Carbon Footprint Ratings of Best-Selling NEV Models

Table 6 The September Total Sales Ranking: Carbon Footprint Ratings of Best-Selling NEV Models

SN		Model Series	Carbon Footprint Rating
01		Model Y	 Class 3 Mid C 
02		Seagull	 Class 1 Low C- 
03		Song PLUS	 Class 3 Mid C 
04		Qin L	/
05		Qin PLUS	 Class 1 Low C- 
06		Seal 06 DM-i	/
07		Hongguang MINIEV	 Class 4 High C- 
08		Yuan plus	 Class 1 Low C- 
09		Li L6	 Class 1 Low C- 
10		Binguo EV	 Class 2 Low C+ 

c. Carbon Footprint Rating of Best-Selling Models in September (Price Range: Below 100,000 CNY)

Table 7 Carbon Footprint Rating of Best-Selling Models in September (Below 100,000 CNY)

SN	Model Series		Carbon Footprint Rating
01		Seagull	 Class 1 Low C- 
02		Qin L	/
03		Qin PLUS	 Class 1 Low C- 
04		Seal 06 DM-i	/
05		Hongguang MINIEV	 Class 4 High C- 
06		LAVIDA	 Class 3 Mid C 
07		Binguo EV	 Class 2 Low C+ 
08		KING 05	 Class 1 Low C- 
09		Tiggo 8	 Class 5 High C+ 
10		Panda	 Class 3 Mid C 

d. Carbon Footprint Rating of Best-Selling Models in September (Price Range: 100,000-150,000 CNY)

Table 8 Carbon Footprint Rating of Best-Selling Models in September (100,000-150,000 CNY)

SN	Model Series		Carbon Footprint Rating
01		Song PLUS	 Class 3 Mid C 
02		Qin L	/
03		Qin PLUS	 Class 1 Low C- 
04		Seal 06 DM-i	/
05		Sylphy	 Class 3 Mid C 
06		LAVIDA	 Class 3 Mid C 
07		Yuan Plus	 Class 1 Low C- 
08		Sagitar	 Class 1 Low C- 
09		Song L DM-i	/
10		KING 05	 Class 1 Low C- 

e. Carbon Footprint Rating of Best-Selling Models in September (Price Range: 150,000-200,000 CNY)

Table 9 Carbon Footprint Rating of Best-Selling Models in September (150,000-200,000 CNY)

SN	Model Series		Carbon Footprint Rating
01		Song PLUS	 Class 3 Mid C 
02		Qin PLUS	 Class 1 Low C- 
03		Sylphy	 Class 3 Mid C 
04		LAVIDA	 Class 3 Mid C 
05		Sagitar	 Class 1 Low C- 
06		PASSAT	 Class 1 Low C- 
07		Song L DM-i	/
08		Tiggo 8	 Class 5 High C+ 
09		Han	 Class 2 Low C+ 
10		Xingyue L	 Class 4 High C- 

f. Carbon Footprint Rating of Best-Selling Models in September (Price Range: 200,000-300,000 CNY)

Table 10 Carbon Footprint Rating of Best-Selling Models in September (200,000-300,000 CNY)

SN		Model Series	Carbon Footprint Rating
01		Model Y	 Class 3 Mid C 
02		Li L6	 Class 1 Low C- 
03		Model 3	 Class 3 Mid C 
04		PASSAT	 Class 1 Low C- 
05		Han	 Class 2 Low C+ 
06		Tayron	 Class 2 Low C+ 
07		AITO M7	 Class 2 Low C+ 
08		Magotan	 Class 1 Low C- 
09		RAV4	 Class 2 Low C+ 
10		Camry	 Class 1 Low C- 

g. Carbon Footprint Rating of Best-Selling Models in September (Price Range: Above 300,000 CNY)

Table 11 Carbon Footprint Rating of Best-Selling Models in September (Above 300,000 CNY)

SN		Model Series	Carbon Footprint Rating
01		Model Y	 Class 3 Mid C 
02		Model 3	 Class 3 Mid C 
03		AITO M7	 Class 2 Low C+ 
04		Audi A6L	 Class 2 Low C+ 
05		Mercedes-Benz GLC	 Class 1 Low C- 
06		AITO M9	 Class 2 Low C+ 
07		Mercedes-Benz E Class	 Class 1 Low C- 
08		Audi Q5L	 Class 2 Low C+ 
09		Li L7	 Class 3 Mid C 
10		Mercedes-Benz C Class	 Class 4 High C- 

2. CPP Work Progress

(1) 2024 Low Carbon Car Top Runner Awards Successfully Held

On July 9, 2024, the “2024 Low Carbon Action Plan Development Forum for the Automotive Industry Chain” was successfully held. The Assessment Center announced the 2024 China Low Carbon Car Top Runner awards, which include the Dongfeng NAMMI - NAMMI 01, Geely Galaxy - Galaxy E5, Chang’an Ford - Mondeo, GAC Honda - Odyssey, and Xiaomi Auto - Xiaomi SU7.

The “Low Carbon Car Top Runner” brand is operated by the Energy-saving and Green-development Assessment Center for Automotive Industrial. The related exhibition work is organized by China Automotive Carbon (Beijing) Digital Technology Center Co., Ltd.. The brand is used to recognize the efforts and actions of companies in the development of low-carbon products. This qualification is granted by the Ministry of Industry and Information Technology and is the only Energy-saving and Green-development Assessment Center in the automotive industry. Over the years, the Assessment Center has actively collaborated with various sectors of the industry, promoting the green and low-carbon transformation and upgrading of the automotive industry. It has been awarding the “Low Carbon Car Top Runner” Medals and Certificates for three consecutive years.

The “Low Carbon Car Top Runner” model selection is currently the only program in China dedicated to identifying the lowest-carbon vehicle within each model segment, specifically targeting low-carbon leaders in each category. The carbon footprint data used in this evaluation process is sourced from the China Automobile Industry Chain Carbon Publicity Platform (CPP). Unlike voluntary certifications or other evaluation programs, the “Low Carbon Car Top Runner” designation signifies the model with the absolute lowest carbon footprint (No. 1) within its segment, making it a highly credible recognition.



Figure 16 2024 China Low Carbon Car Top Runner Awards

Following a rigorous process of data filtering and analysis, the Assessment Center has selected six representative low-carbon leader models: the Dongfeng NAMMI 01 by Dongfeng NAMMI, the Galaxy E5 by Geely Galaxy, the Mondeo by Chang'an Ford, the Odyssey by GAC Honda, and the Xiaomi SU7 by Xiaomi Auto. The Assessment Center awarded medals and certificates to these six models and hosted an exhibition event showcasing the vehicles. Each participating company leveraged the event to promote their low-carbon initiatives and enhance the low-carbon image of their products.

In the future, the Assessment Center will leverage vehicle carbon footprint information published on the CPP platform to identify more low-carbon leading models. This will guide green and low-carbon consumer choices and continuously promote the industry's sustainable, low-carbon development.



Figure 17 Low Carbon Car Top Runner Models Promotion Case by Automotive Enterprises

(2) Three Brands of Dongfeng Group Awarded the "Class 1 Low Carbon+" Label

The full range of products across Dongfeng Group's three brands and four vehicle series have been awarded the "Class 1 Low Carbon+" label!

Recently, Dongfeng Group's three major brands - Dongfeng AEOLUS, Dongfeng eπ, and Dongfeng NAMMI - along with their flagship models, AEOLUS L7, eπ007, eπ008, and NAMMI 01, applied for and received the Product Carbon Footprint Class Label from the Assessment Center. After a rigorous assessment, all models were awarded the "Class 1 Low Carbon+" label!



Figure 18 The entire range of products, including AEOLUS L7, eπ007, eπ008, and NAMMI 01, have been awarded the "Class 1 Low Carbon+" certification

In this selection, four models - Dongfeng AEOLUS L7, eπ007, eπ008, and NAMMI 01 - stood out from over 7,100 products publicly listed on the CPP platform (data as of August 2024). The “Class 1 Low Carbon+” label not only recognizes the low-carbon performance of Dongfeng Group’s products but also affirms its efforts in promoting green development in the automotive industry.

Against the backdrop of "carbon peak and carbon neutrality", Dongfeng Group continues to fulfill its social responsibility as a central state-owned enterprise, actively advancing its ESG strategy. Dongfeng AEOLUS, Dongfeng eπ, and Dongfeng NAMMI adhere to Dongfeng Group's philosophy of "building energy-efficient and environmentally-friendly cars, and creating energy-efficient and environmentally-friendly vehicles". They promote low-carbon production methods, develop green and low-carbon automotive products, and work hand in hand with upstream and downstream value chain partners to build a sustainable development model. Their comprehensive efforts contribute to the achievement of the "dual carbon" goals, striving to become a low-carbon benchmark in the automotive industry.

(3) Automotive Digital Carbon Management Case—has been included in the “Carbon Peak and Carbon Neutrality Case Selection”

The "Digital Carbon Management Boosting the Green and Low Carbon Transformation of the Automotive Industry", drafted and recommended by China Automotive Carbon (Beijing) Digital Technology Center Co., Ltd., has been selected as a typical case in the *Carbon Peak and Carbon Neutrality Case Selection*.

The *Carbon Peak and Carbon Neutrality Case Selection* organized and compiled by the Resource Conservation and Environmental Protection Department of the National Development and Reform Commission and the Office of the National Cadre Training Textbook Editorial Advisory Committee, was published by the Party Building Reading Materials Press. This book focuses on the practices of carbon peaking and carbon neutrality, covering ten aspects such as advancing the energy revolution, promoting energy conservation and carbon reduction efficiency, driving industrial optimization and upgrading, enhancing the quality of green and low carbon urban and rural development, and accelerating the construction of a low carbon transportation system. It includes 56 outstanding cases from across the country and various organizations in the process of implementing carbon peaking and carbon neutrality initiatives.

One of the exemplary cases selected is "Digital Carbon Management Boosting the Green and Low Carbon Transformation of the Automotive Industry", presented by China Automotive Technology & Research Center Co., Ltd. (hereinafter "CATARC"). This case was recommended and compiled by China Automotive Carbon (Beijing) Digital Technology Center Co., Ltd. (hereinafter "China Automotive Carbon Digital"), which focuses on data and model development, digital tools and platform construction, and talent training, contributing to the promotion of green and low carbon transformation in the automotive industry.

Achieving carbon peaking and carbon neutrality in the automotive industry, as well as comprehensively improving the carbon management level in the sector, is critical. The inclusion of this exemplary case fully demonstrates CATARC's innovative capabilities and practical achievements in promoting green and low carbon development in the automotive industry in recent years. Moving forward, CATARC will

continue to fulfill its responsibilities as a central enterprise, focusing on serving the government, the industry, and society, driving major breakthroughs in green and low carbon scientific research and technology, effectively promoting the sustainable, high-quality development of the automotive industry, and contributing to the achievement of the national "dual carbon" goals on schedule.

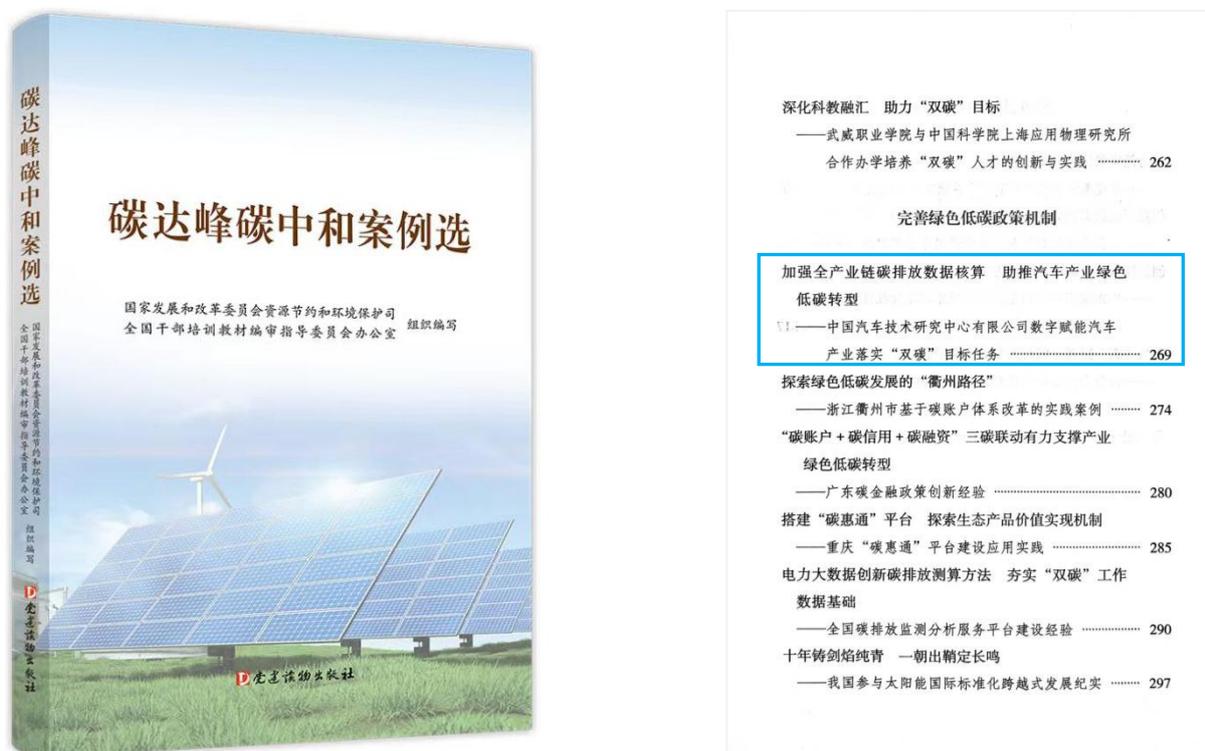


Figure 19 The "Digital Carbon Management Boosting the Green and Low Carbon Transformation of the Automotive Industry" has been selected as a typical case.

(4) Issuance of the First Automobile Carbon Footprint-Linked Loan

China Automotive Carbon Digital has successfully issued the first-ever domestic automotive carbon footprint-linked loan in collaboration with the Wuhan Branch of China Minsheng Bank.

The target recipient of this carbon footprint-linked loan is a car rental company in Wuhan. After assessing the company's financing needs, the Wuhan Branch of China Minsheng Bank recommended the carbon footprint-linked loan program, with a total credit line of RMB 20 million, and fast-tracked its approval.

The carbon footprint data used in this program is based on the carbon quantification and carbon level Label results from the China Automobile Industry Chain Carbon Publicity Platform (CPP). The loan interest rate is directly linked to the carbon footprint level of the vehicles to be purchased. This aims to incentivize the car rental company to choose more environmentally friendly vehicle models, thereby reducing the overall carbon emissions of its operations.

Previously, China Automotive Carbon Digital and the Wuhan Branch of China Minsheng Bank signed a cooperation agreement to jointly establish the "Automotive Industry Chain Green Finance Joint Innovation Center." The two parties will collaborate to explore innovative green finance models in the automotive sector, promote the green transformation of upstream and downstream enterprises in the automotive industry chain, and jointly build a green and low-carbon automotive industry ecosystem.

(5) The fourth batch of vehicle carbon footprint disclosures will be launched by CPP

China Automotive Carbon Digital launched the fourth batch of vehicle carbon footprint public disclosure work in September 2024, with the completion expected by the end of October.

To continuously improve the content of the CPP carbon footprint disclosure, China Automotive Carbon Digital launched the fourth batch of carbon footprint disclosure for vehicle models in October 2024. The fourth batch includes newly launched vehicle models from April to September 2024, totaling approximately 1,300 models.

To ensure data reliability, in accordance with the work process, China Automotive Carbon Digital has provided the preliminary carbon footprint results for the fourth batch of vehicle models to automotive companies for review. The companies are also supported in submitting vehicle information and data feedback forms. Based on the feedback from the companies, China Automotive Carbon Digital will recalculate the carbon footprints of the vehicle models and disclose the results on the CPP. As per the plan, the carbon footprint calculation and disclosure for the fourth batch of models are expected to be completed by the end of October 2024.

3. "One-Five-Three" Project Progress

(1) The release of Scientific Carbon Target-Vehicles

On July 9, 2024, the Assessment Center announced the Automotive Enterprise Science-Based Carbon Targets at the *2024 Automotive Industry Chain Low-Carbon Action Plan Development Forum*.

To actively respond to the national "30·60" carbon goals and implement the low-carbon revolution in China's automotive industry, the Scientific Carbon Target-Vehicles (SCT[®]) initiative was introduced. Guided by China's dual-carbon "30·60" targets, SCT[®] sets out to define the carbon reduction objectives and principles for the Chinese automotive industry. It establishes scientifically sound target-setting and evaluation methodologies, alongside clear and feasible technical roadmaps to achieve these goals.

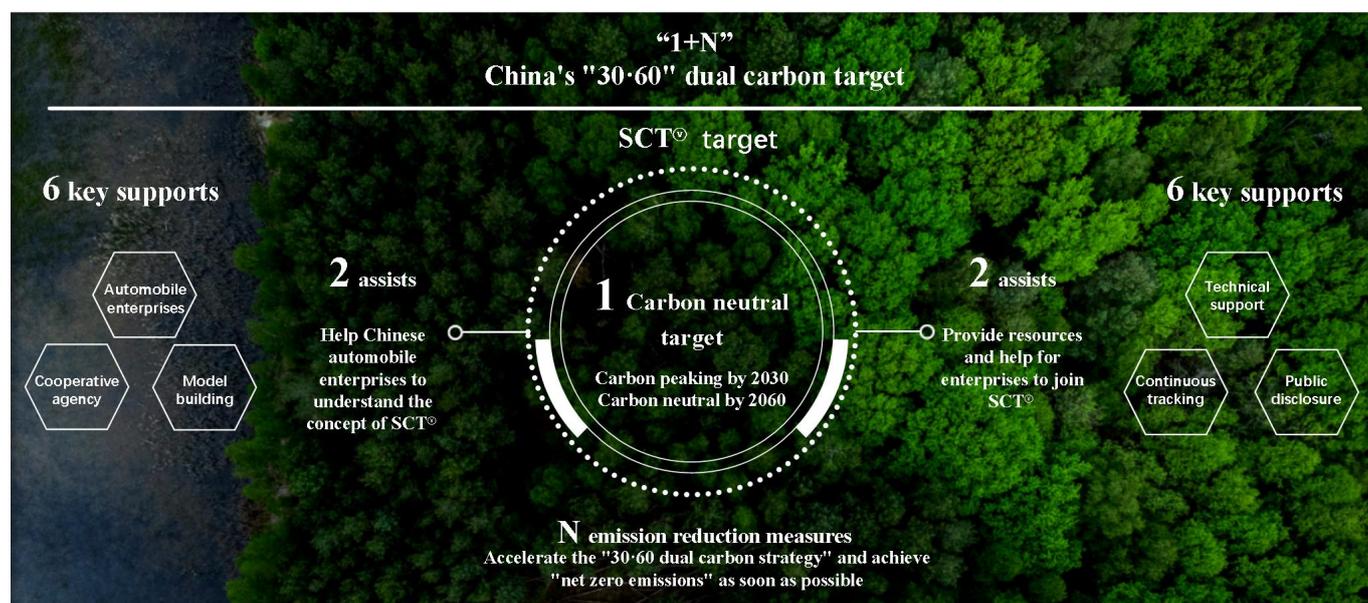


Figure 20 Scientific Carbon Target-Vehicles (SCT[®])

SCT[®] comprehensively takes into account the actual conditions of various segments across the automotive value chain and their respective emission reduction potentials, setting emission reduction targets that are both ambitious and achievable. Additionally, the targets are established with clear timelines and measurable indicators to ensure effective monitoring and assessment throughout the implementation process.

SCT[®] Implement Procedures:

(1) **Goal Setting and Guidance:** By publishing the "Scientific Carbon Target for the Automotive Industry Chain (SCT[®]) Guide", we assist companies in defining the scope and dimensions of their target-setting process. This guide aims to address the three core questions: What is SCT[®]? Why adopt it? How to implement it? It also clarifies the advantages of applying for SCT[®], including potential benefits and brand promotion strategies. The guide serves as an "instruction manual," helping companies understand the key application process of SCT[®], laying a solid foundation for subsequent accounting and disclosure efforts.

(2) **Utilization of the Target-Setting Model:** Once a company decides to participate in SCT[®], it has one year to establish its targets. The company will refer to the target-setting models for the chosen scope (at the organizational level or product level) to conduct a baseline assessment of carbon emissions and complete the establishment of carbon reduction targets.

(3) **Target Verification and Disclosure:** The company submits its targets to the SCT[®] expert panel for validation. The expert panel will verify the reasonableness of the submitted targets. Upon approval, the targets will be publicly disclosed on the CPP platform. Companies are required to provide updates on their target achievement status at the verification checkpoints.

SCT[®] establishes a scientific and standardized methodology for setting "dual carbon" targets within China's automotive supply chain. This initiative aims to drive the sustainable development of the automotive industry under the framework of the "30·60 dual carbon" policy, promote fair competition among enterprises, and further advance the green and low-carbon transformation of the automotive supply chain.

(2) The Release of Guidelines for the Evaluation of Carbon Management Systems in Automotive Enterprises

The Assessment Center has developed the *Guidelines for the Evaluation of Carbon Management Systems in Automotive Enterprises* to assist automotive companies in systematically quantifying their carbon management levels, identifying gaps, and enhancing their carbon management capabilities.

In response to the challenges faced by Chinese automotive companies in carbon management, such as "high complexity, involvement of multiple departments, and broad knowledge coverage," the Assessment Center, in collaboration with various enterprises, has carried out the "Automotive Enterprises Carbon Management System Evaluation Guidelines" study. The aim is to provide carbon reduction and emission reduction pathways through carbon management system evaluation, gain insights into the industry's carbon management level and stage, improve enterprises' carbon management capabilities, and promote carbon reduction efforts by enhancing value through low-carbon publicity.

The evaluation combines online surveys and supplementary company materials, distinguishing essential and bonus items across five dimensions: raising carbon neutrality awareness, building carbon accounting capabilities, formulating carbon neutrality plans, implementing carbon reduction measures, and publicly disclosing carbon reduction results. Based on the actual circumstances of the enterprises, a star rating is conducted. After scoring and rating, the results will be shared with the companies, and once confirmed as accurate, the results will be publicly announced.

Table 12 The method of classification for evaluation results

Star Rating Result	Overall Score	Compliance Ratio of Mandatory Items
★★★★★	Score \geq 90	80%
★★★★	80 \leq Score < 90	60%
★★★	70 \leq Score < 80	/
★★	60 \leq Score < 70	/
★	Score < 60	/

Recently, the Assessment Center completed the first batch of carbon management system assessments for 50 automotive companies. The scope of assessments will be expanded to include all automotive companies in the future. The evaluation results will be publicly disclosed on the CPP platform (accessible to platform members only).

(3) Carbon Emission Reduction Engineer Talent Certificate Issuance

The carbon management talent training program has been successfully completed, with all three

phases of academy the receiving Carbon Emission Reduction Engineer position competency certification.

Automotive Data Center (ADC) has jointly developed the "Carbon Management Talent Job Competency Requirements" standard with the Talent Exchange Center of the Ministry of Industry and Information Technology (MIIT). ADC is also conducting carbon management talent training programs. Trainees who successfully complete the training and pass the evaluation will receive the Carbon Emission Reduction Engineer Certificate issued by the Talent Exchange Center of the MIIT.

This year, ADC has already conducted three sessions of carbon management talent training, with participants from various automotive manufacturers, including GAC Toyota, GAC Motor, Jaguar Land Rover China, BAIC Foton, Geely Auto, Volvo, Xpeng, Dongfeng Nissan, SAIC Group, BAIC Research Institute, and Alliance, as well as component suppliers and third-party organizations such as Schaeffler, Toyota Boshoku, CITIC Dicastal, Xiangyang Daan Auto Testing Center, Enfu Oil Seals, Landigi Engineering Plastics, Aisin (Suzhou) Automotive Technology Center, and Changchun Automotive Testing Center. A total of over 60 participants took part in the training.

Following the training, ADC organized the three batches of trainees to take the job competency certification test hosted by the Talent Exchange Center of the MIIT. All trainees successfully obtained the Carbon Emission Reduction Engineer Job Competency Certification.



Figure 21 Carbon Emission Reduction Engineer Talent Certificate Issuance



China Automobile Industry Chain Carbon Publicity Platform

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