

China's Transport Sector

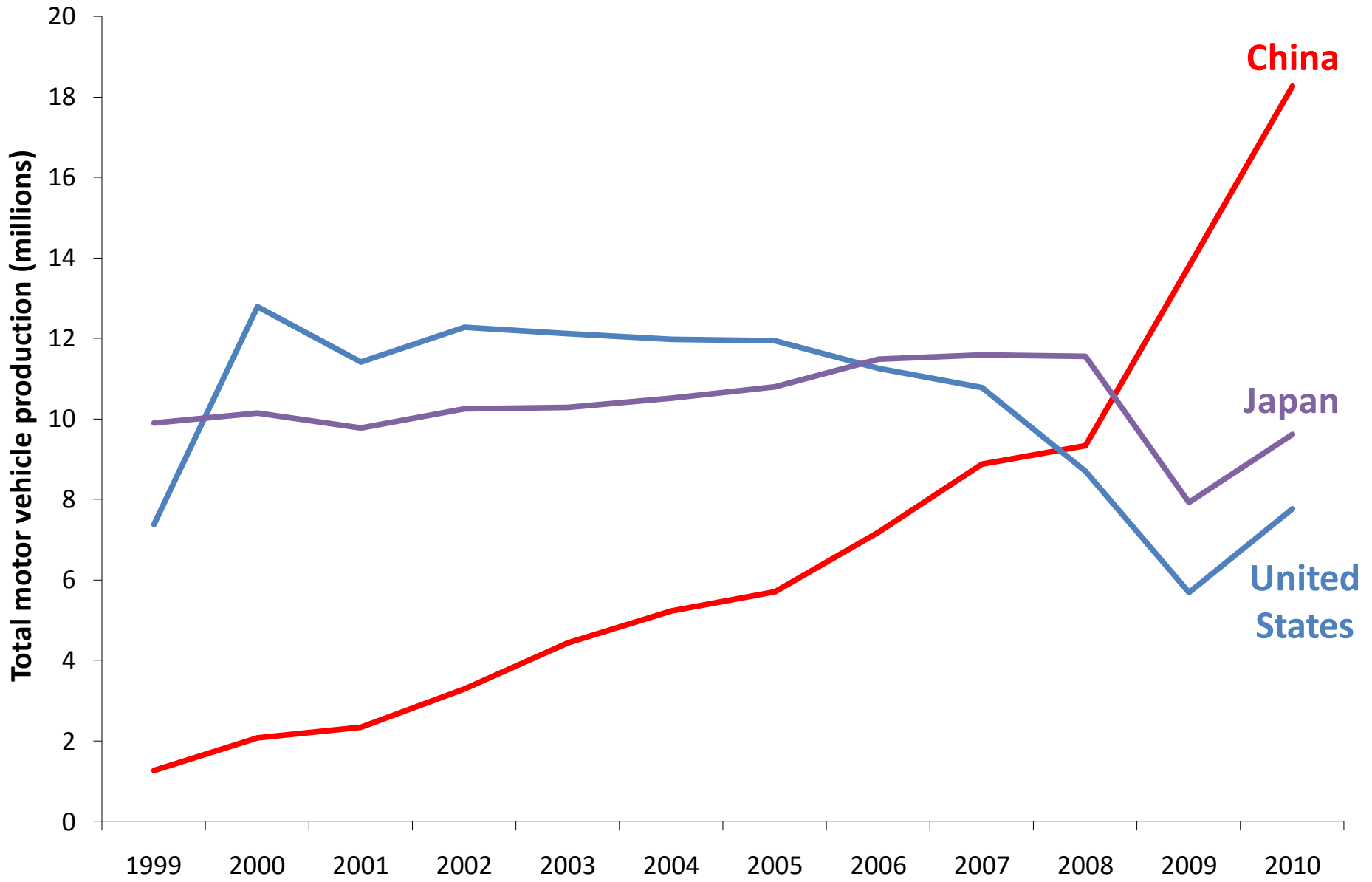


David Sandalow

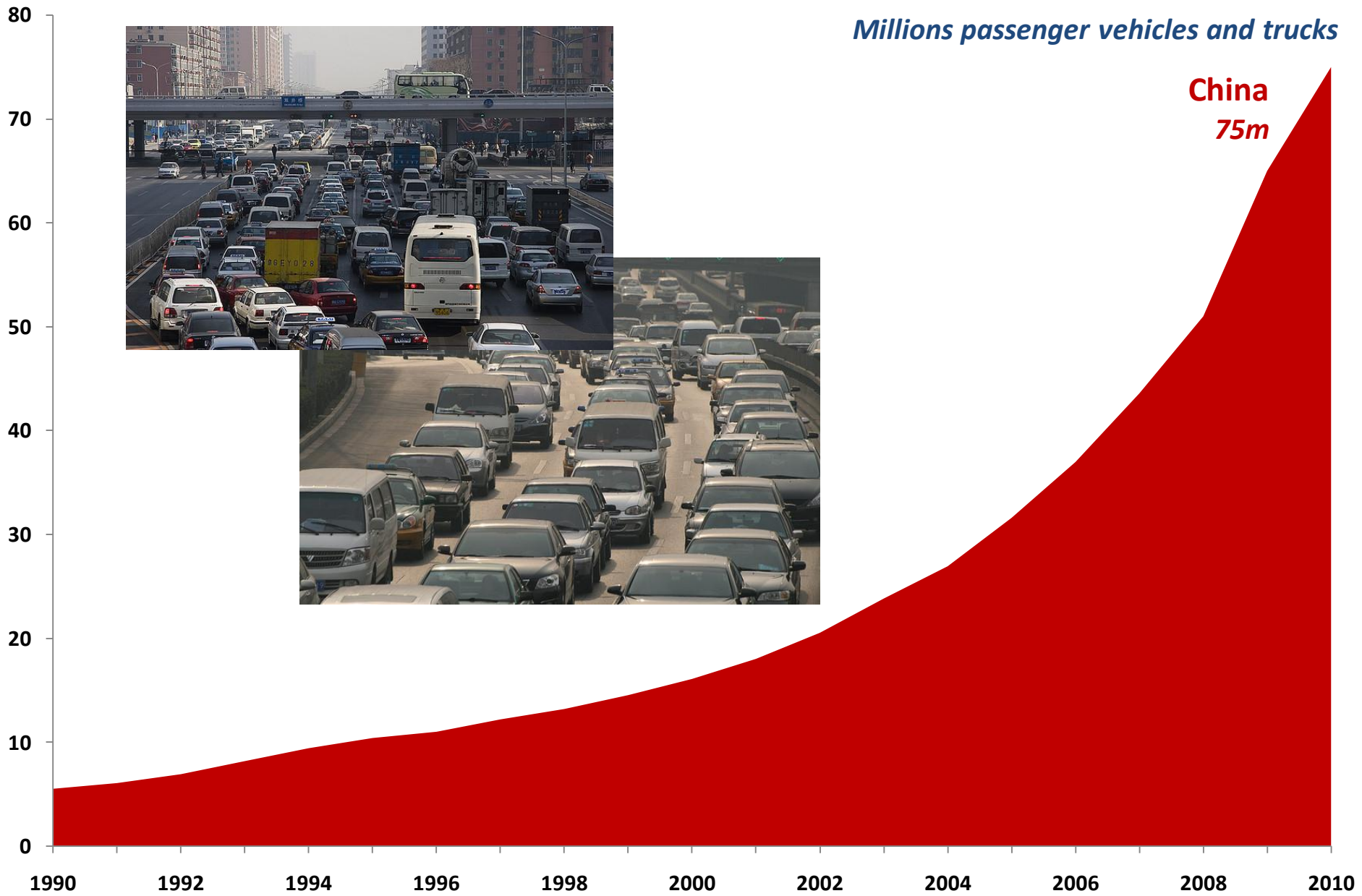
EIA Annual Energy Conference

April 27, 2011

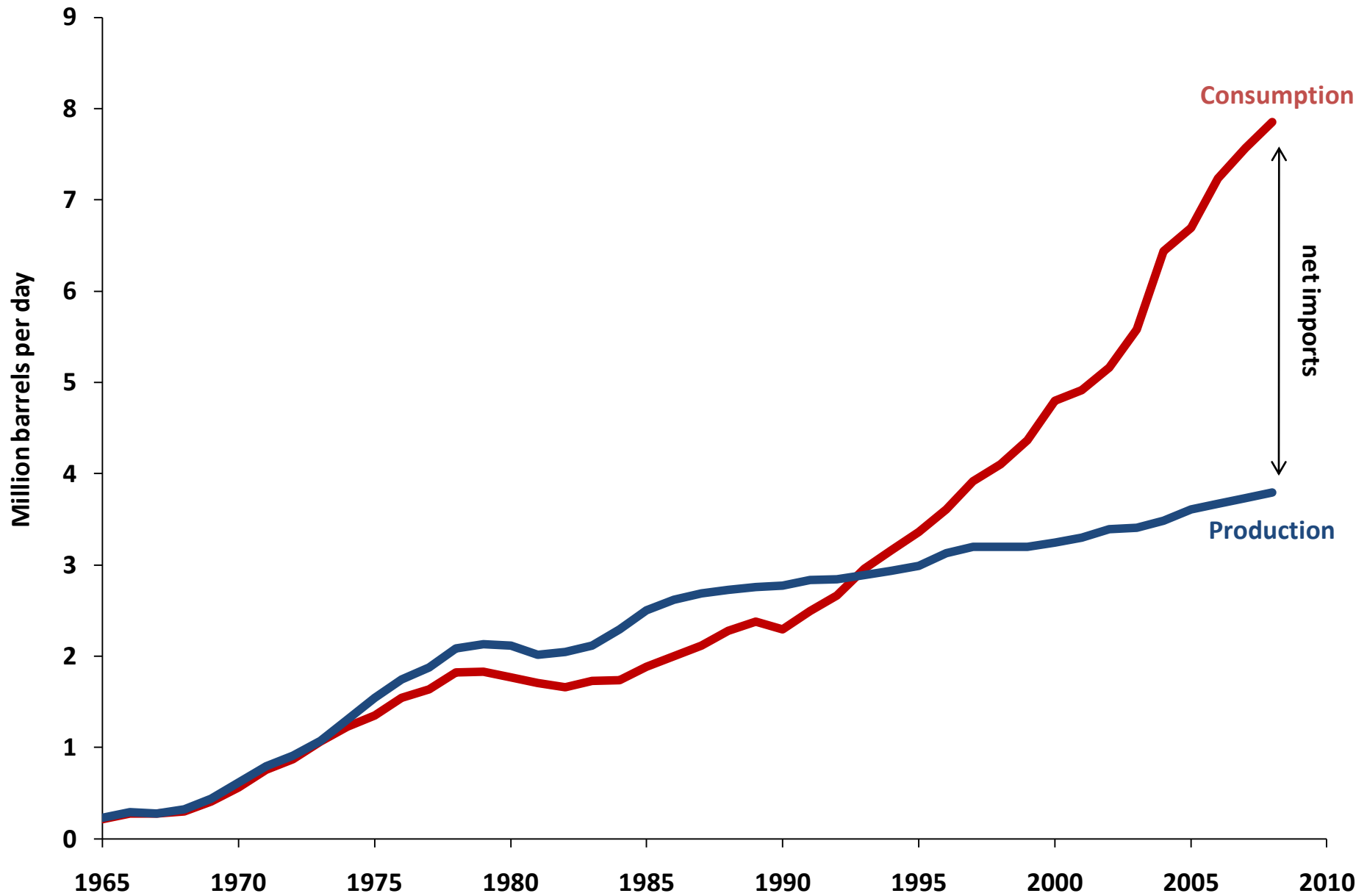
Chinese auto production is skyrocketing



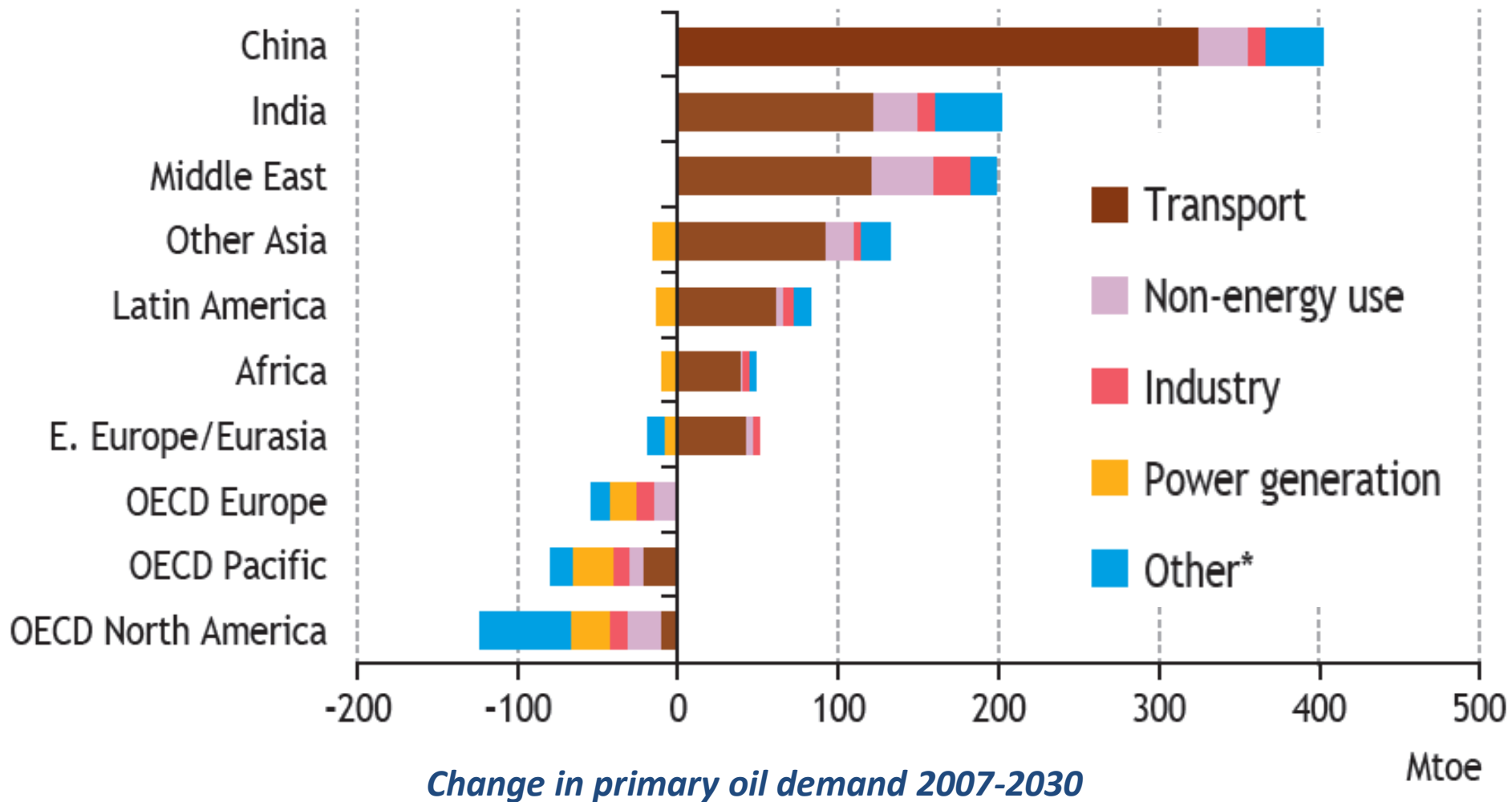
Almost all Chinese production sold to rapidly growing domestic market



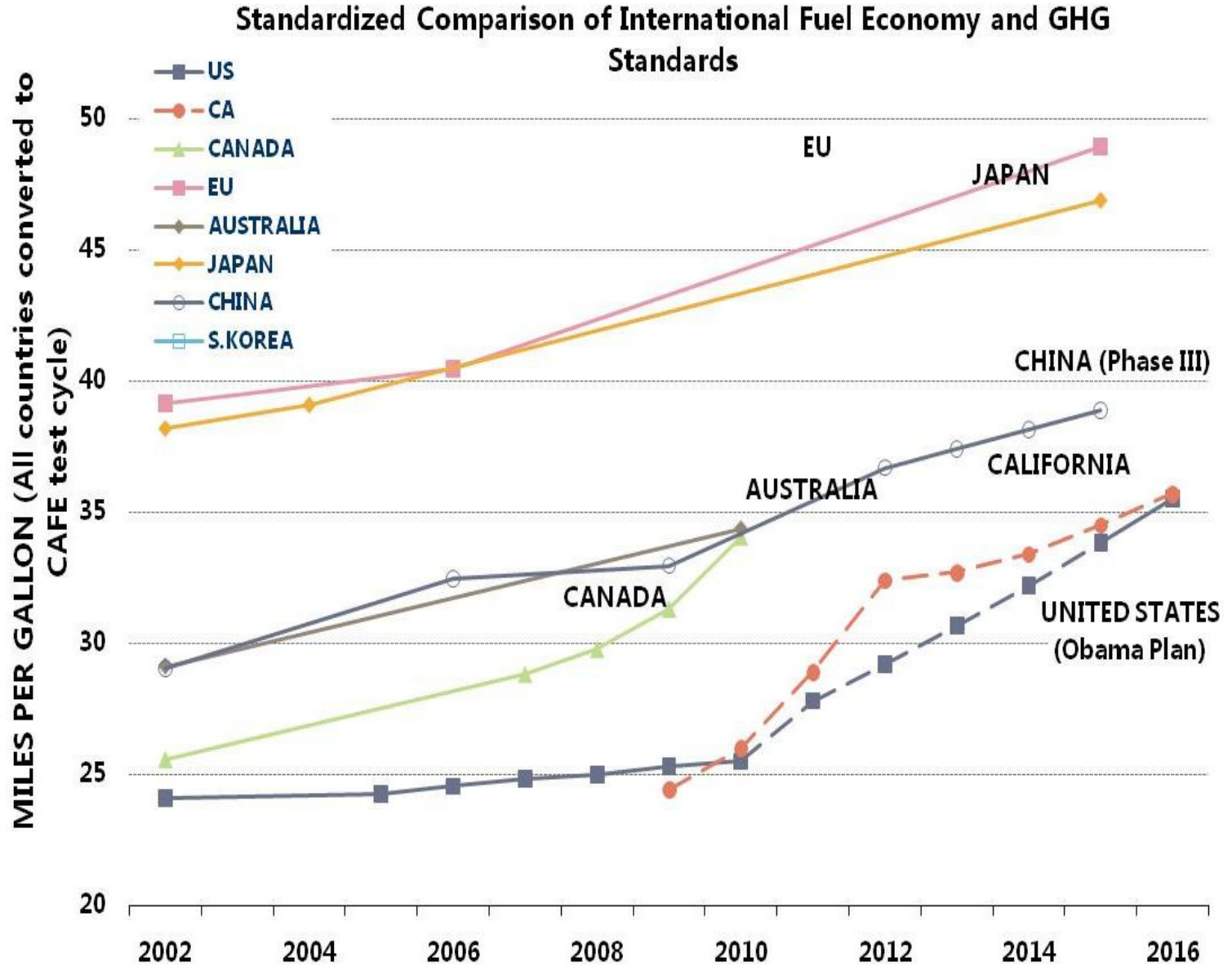
China became a net importer in 1990s; now imports ~50% of oil



Chinese oil demand growth (mainly for transport) leads world



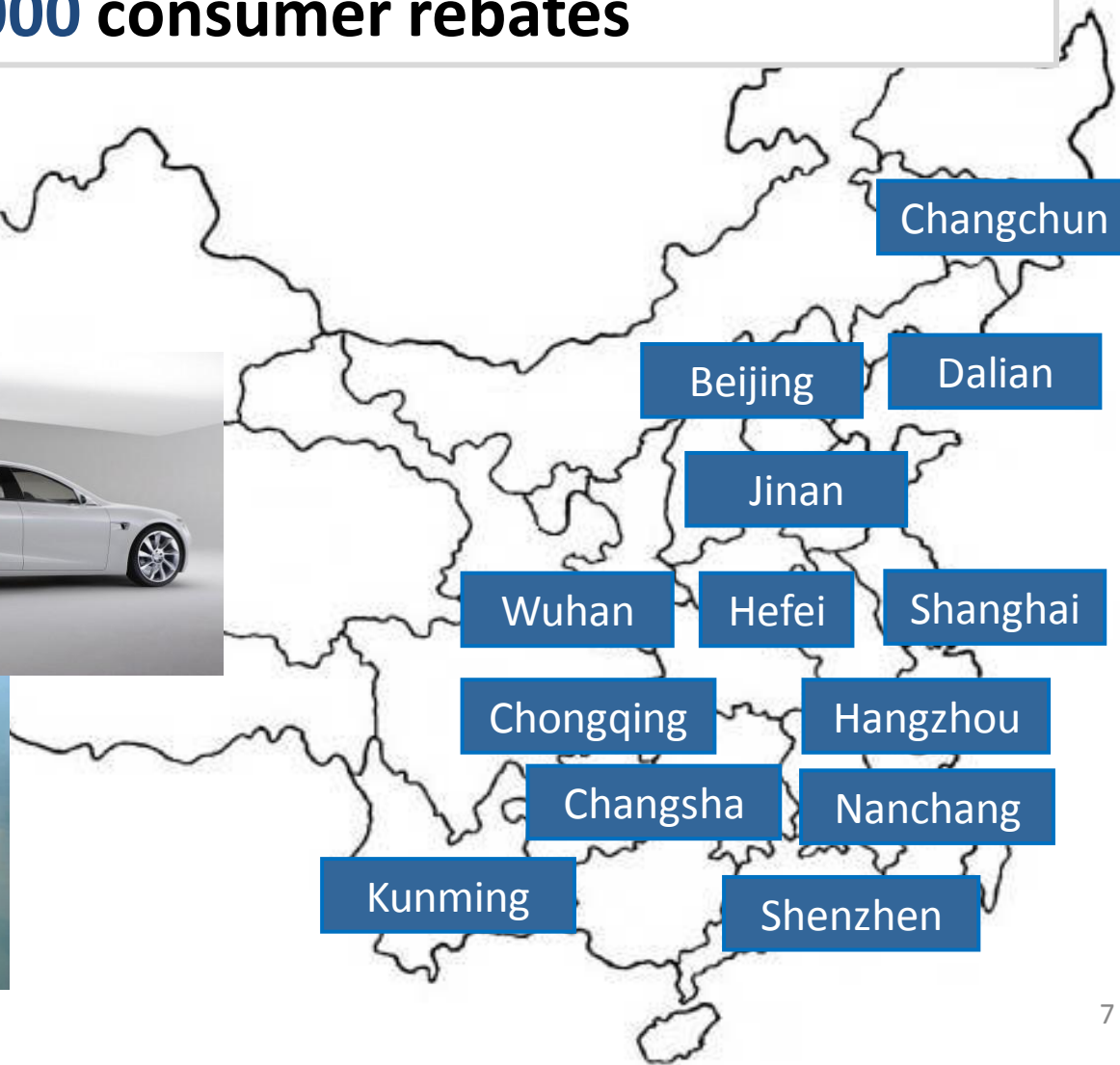
China has adopted increasingly stringent fuel economy standards



Source: ICET

China has strong incentives for advanced vehicle deployment

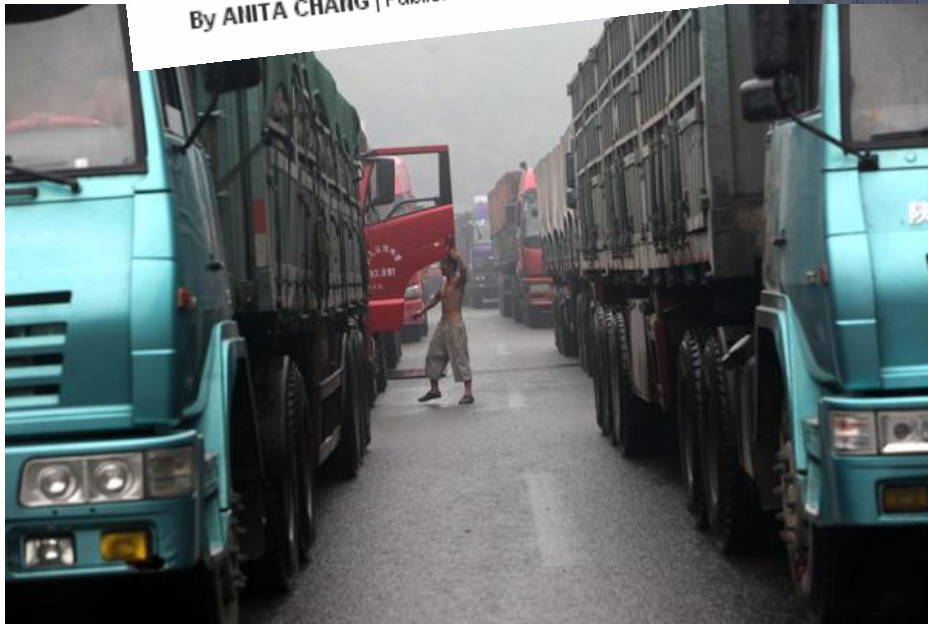
>\$3 billion for public and taxi fleets in 20 cities
\$9,000 consumer rebates



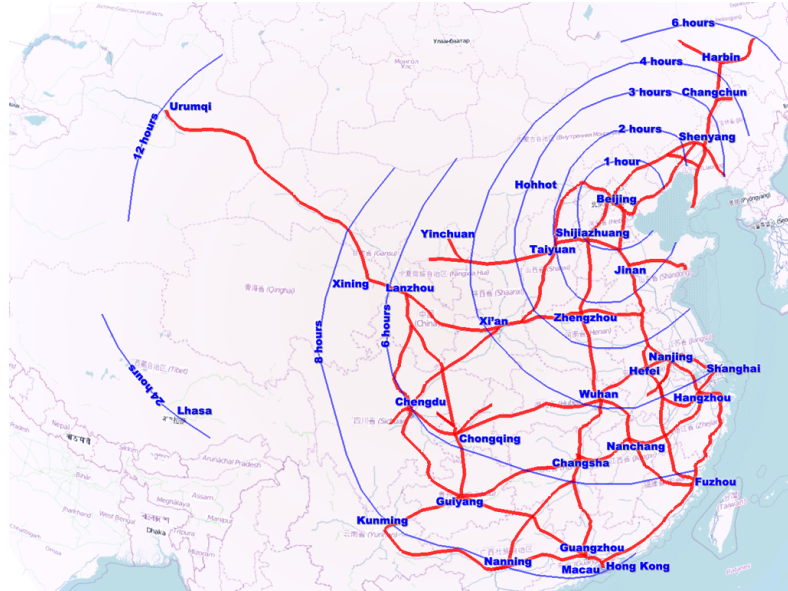
Traffic challenges

China's massive traffic jam could last for weeks

By ANITA CHANG | Published: 2:57 AM 08/24/2010 | Updated: 9:06 PM 08/24/2010



China has the world's fastest and largest high-speed rail network



Expected travel times between Chinese provincial capitals

- **Fastest speeds:** Chinese trains now reach operating speeds of **220 mph**, faster than their European and Japanese counterparts, and a Chinese train holds the world speed record of **260 mph**

- **Largest network:** China's **4,600 miles** of HSR lines is the **world's largest**, and by 2020 is expected to more than double to 9,700 miles (**more than the rest of world combined**)

- **Technology dominance:** in **just six years** (from 2004-2010) China went from HSR importer to exporter (to Turkey, Brazil, Venezuela and others)



The Beijing-Tianjin intercity railway

Compare and contrast...

S&T have long been a foundation of U.S.-China cooperation

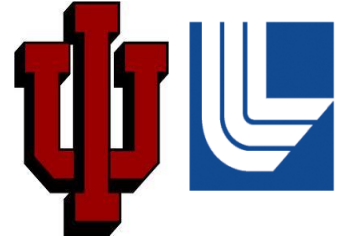


*Deng Xiaoping and Jimmy Carter sign the **U.S.-China S&T Agreement** – the first bilateral agreement after normalization of relations in 1979*

***Nov. 2009:* President Obama and President Hu announce seven new joint U.S.-China clean energy initiatives**



U.S.-China Clean Energy Research Center



中美清洁能源论坛
US-CHINA Clean Energy Forum

