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FOURIN China Automotive Intelligence

Monthly Analysis of Present Performance and Future Prospects

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● Size: A4 / 45 pages ● Publication: Monthly on the 15th ● Price: 168,000 JPY (free shipping, VAT for Japan orders) ● See Details Inside ●

China made 18.26 million vehicles in 2010

China's vehicle production scale reached 18.26 million vehicles in 2010, an over 30% increase from 2009's 13.79 million units. By maintaining this trend, production scale is likely to reach 20 million units in 2011, entering a domain where no country has ever been before.

Two thousand nine's growth and 2010's

surge can be viewed as the result of major stimulative measures and their continued after effect. However, the industry widely thinks that dull growth is unavoidable in 2011 due to the end of reduced purchase tax among other stimulants. According to information collected by FOURIN from various sources, the most common view is

that production scale will likely grow by 15% year-on-year to 21 million units.

While China's vehicle export grows at a sluggish pace of less than 600,000 units annually, imports, primarily of luxury cars, will probably expand to 800,000 units. As a result, dependence on domestic demand will intensify, calling into question the maintenance of lasting growth potential in the future.

Beginning of the Electric Vehicle Age

The 12th Five-Year Plan (2011-15) of China, which maps the upcoming path for the nation's economic growth, highlighted electric vehicles (EV) as one strategic industry sector. Its inclusion more or less cements the government's aim to add greater weight toward fostering the EV industry. From 2008 through 2010, already tens of billions of CNY have been poured into subsidy packages, kicking off the current EV boom. Regulations governing technology for low-speed low-cost EVs said to be introduced in 2012, are seen as aims by the Chinese government to further ignite the EV market.

In this respect, the World Electric Vehicle Symposium and Exposition (EVS25) held in Shenzhen City in November 2010, in a way, served as a dress rehearsal, with the major manufacturers competing to display their respective EV and plug-in hybrid electric vehicle (PHEV) products.

Parking area for demo cars. Toyota displayed the IQ EV and ten Prius PHEVs.



China: Spotlighted HEV/PHEV/EV Models at EVS25

HEV	PHEV	Mid-Size Executive EV	Standard EV	Low-Cost Low-Speed EV
Toyota Prius (HEV)	BYD F3DM (PHEV)	BYD e6 (EV)	Nissan Leaf (EV)	Geely EK-1 (EV)
Production started 2005	Production started 2007	Production started 2010	Production slated for 2011	Production slated for 2011
Speed 160km/h	Speed 150km/h	Speed 160km/h; Distance 300km	Speed 140km/h; Distance 160km	Speed 80km/h; Distance 80km
Besturn B70 HEV (HEV)	GM Volt (PHEV)	Chery G5EV(Mid-Size Executive EV)	Chery M1 (S18) EV (Standard EV)	Lifan 320EV (Low-Cost EV)
Testing to start 2011	Import sales from 2011	Production started 2010	Production slated for 2010	Production slated for 2012
Speed 180km/h	Battery-only driving max. 80km	Speed 150km/h; Distance 300km	Speed 120km/h; Distance 150km	Speed 75km/h; Distance 100km

Distance : Travel distance on one full charge.

(Compiled by FOURIN using various media sources)

YOUR BEST SOURCE OF INFORMATION ON THE CHINESE AUTOMOTIVE INDUSTRY AND MARKET

About FOURIN

FOURIN, Inc. is a privately-owned research and publishing company specializing in the automotive industry and market with over 30 years of business experience. The company is based in Nagoya, Japan with a branch office in Beijing, China. Our various business reports, written in English, Japanese, and Chinese, are designed for and read by many professionals involved in the global automotive industry.

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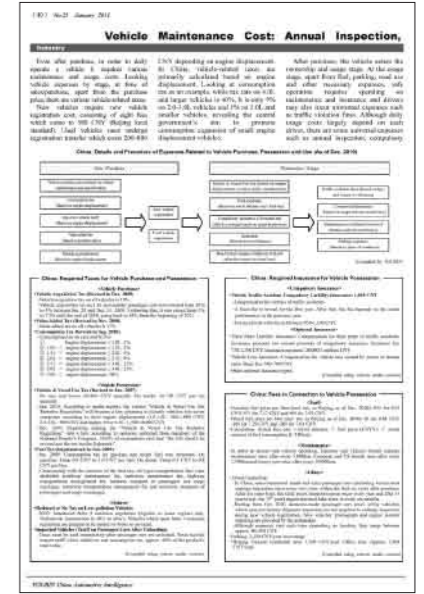
Outline

Description: Monthly periodical published in both in electronic and printed form
 Length: 55 pages/month
 Staff: A group of professionals from six countries of three continents
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FOURIN provides in-depth coverage of major motor shows in Asia. See our photograph and video reports on the Taipei Motor Show (Jan. 2010), New Delhi Motor Show (Jan. 2010), Beijing Motor Show (Apr. 2010), Shenzhen EVS25 (Nov. 2010) and Shanghai Automechanika (Dec. 2010) by visiting FOURIN's website at WWW.FOURIN.COM

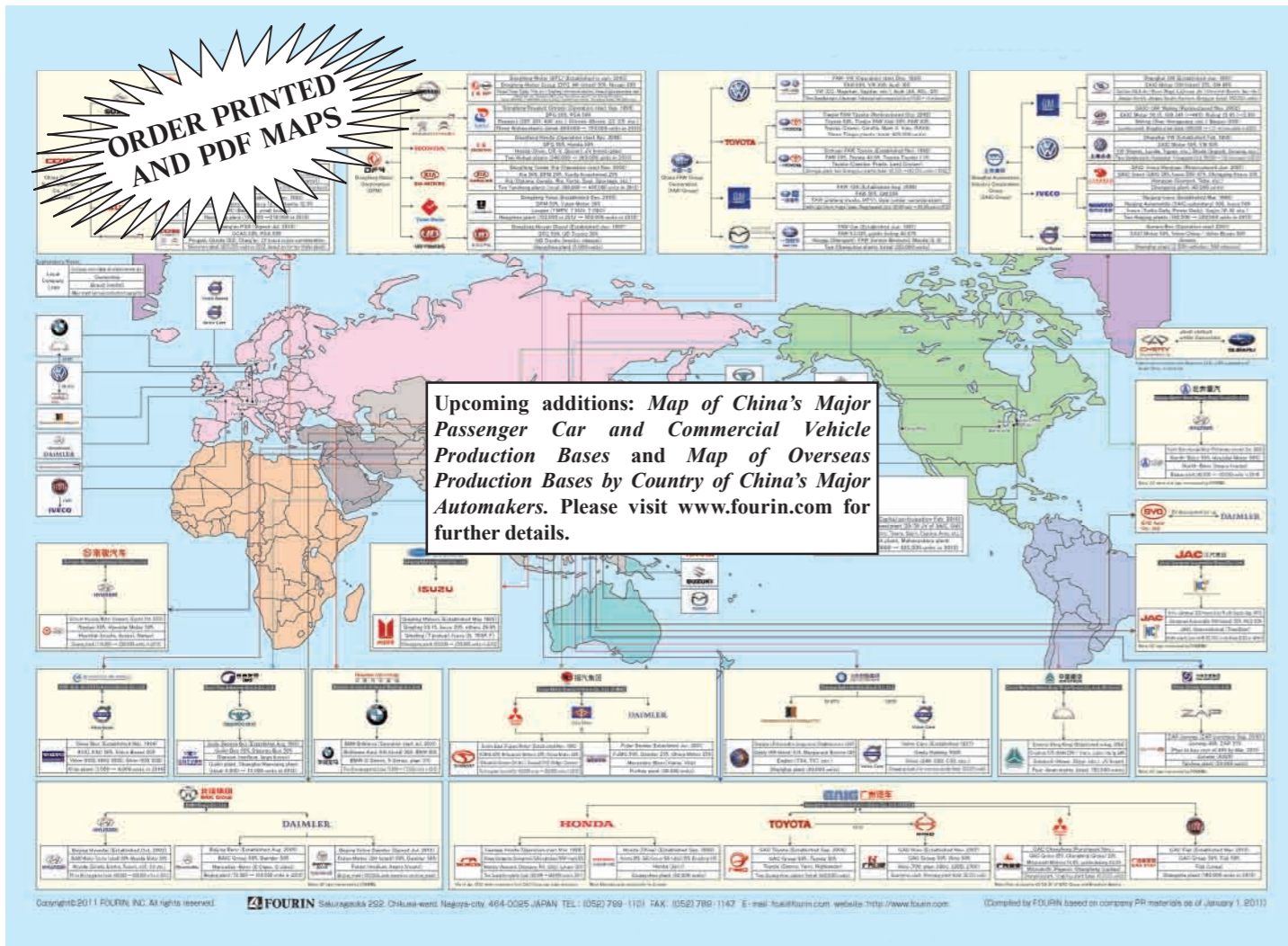


"China's passenger car market will likely enter from ultra-high-speed growth to high-speed growth period, growth rate in 2011 dropping to 15%." (Xu Changming, Director and Senior Economist of the Department of Information Resource Development under the State Information Center)



"2009's growth is the result of economic stimulus measures. 2010's growth is fueled by 2009. Dull growth of 2011's vehicle market is inevitable." (Liu Jinliang, Vice President of Geely Group)

Map of Global Tie-ups of China's Major Automakers



Special Reports

Range from six to 20 pages in length. Some of our recurring topics: Half-year and year-round analysis of production, sales, and international trade of parts and complete vehicles; business performance of listed Chinese companies in the automotive industry; analysis of new laws and regulations; new trends in design, product development, safety, sales strategy, cost reduction, logistics, local/regional/national demand and vehicle ownership.

Vehicle Makers

In addition to major Chinese auto groups, topics are broken down further into rising Chinese and two foreign automakers. Subjects also cover other vehicles, such as motorcycles, special-purpose vehicles and construction equipment.

New Energy

Reports on manufacturers and products as well as on raw materials, technology, human resources, etc.

Parts Industry

Deals with a particular sector as well as a Chinese and two foreign automotive parts maker.
By sector: Commercial vehicle transmissions and engines, vehicle navigation, chemical materials, etc.
By Chinese company: NORINCO (electronics), Tempo (chassis, drive, etc.), Yunsheng (motors etc.), Xingfeng (common rails), etc.
By foreign company: Magna, Takata, Visteon, NTN, Federal-Mogul, Continental, Tata, Toyota Industries, etc.

Industry/Policy/Market

In addition to general trends as well as government and industry regulations in the automotive industry, also covers market developments.
By general trends/policies: Recycling and rebuilding, tax system, fuel consumption, vehicle loans, etc.
By market: Presence in Syria, residual value ratio of cars, car dealers, imported cars, etc.

Statistics/Data

Three major areas (vehicles, engine, export/import).
Vehicle: Vehicle Production Overview; Vehicle Production and Factory Shipment by Class and Segment, and by Group, Maker and Segment; Passenger Car Production and Factory Shipment by Origin and Brand, and by Maker and Model.
Engine: Engine Production and Factory Shipment by Maker and Type.
Export/Import: Vehicle and Parts Trade (Im/Ex Value/Vol.) by Region, Trading Bloc and Country; Vehicle and Parts Trade (Im/Ex Value/Vol.) by Category, HS Code and Item.
 FOURIN obtains production/sales data from CAAM and export/import data from the China Customs. FOURIN is said to be the only worldwide distributor of CAAM data.

FOURIN China Automotive Intelligence

Monthly Research of Research, Performance and Future Prospects

No. 27, March 2011

"The Car China" Passenger Car Sales Projection

2011 Passenger Car Sales Target

Vehicle Production Capacity

FAW Group

Jiangnan Automobile

Dongfeng Motor

Zotye Auto

Haval Automobile

Foreign Automaker ①

Foreign Automaker ②

Motorcycles etc.

Makes/Products

Materials etc.

Newcomer

Chinese Supplier

Foreign Supplier ①

Foreign Supplier ②

Industry/Policy/Market

Market

Vehicle Production and Factory Shipment

Engine

Export/Import

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 Engine Production and Factory Shipment by Maker and Type --- ()
 Vehicle and Parts Trade (Im/Ex Value/Vol.) by Region, Trading Bloc and Country --- ()
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