



Source: Courtesy of the Ministry of Industry and Information Technology

(<http://www.mofcom.gov.cn/article/zcfb/zcwg/201101/20110107386485.shtml>) 2011-01-31 10:02

Announcement of the Ministry of Industry and Information Technology of the People's Republic of China announcing the Tire Industry Policy

【Issued by】Ministry of Industry and Information Technology of the People's Republic of China

【Release Number】Industrial Policy [2010] No. 2

【Release Date】2010-09-15

In order to implement the "Petrochemical Industry Adjustment and Revitalization Plan", standardize the development of the tire industry, prevent low-level duplicate construction, strengthen environmental protection, improve the comprehensive utilization efficiency of resources, and promote the technological progress and structural upgrading of the tire industry, according to the relevant national laws, regulations and the development situation of the tire industry, our ministry has formulated the "Tire Industry Policy", which is hereby announced and requested to be implemented by relevant units.

Relevant departments should refer to this industrial policy when carrying out investment management, land supply, environmental assessment, energy conservation assessment, safety permits, credit financing, power supply and other aspects of projects such as production and construction and scientific and technological development in the tire industry.

Annex: Tire Industry Policy (<http://www.mofcom.gov.cn/accessory/201101/1296439736752.doc>)

Ministry
of Industry and Information Technology of the People's

Republic of China September 15,
2010 (Source: Ministry of Industry and Information Technology).

Annex:

Tire Industry Policy

In order to implement the scientific outlook on development, promote the transformation of the tire industry, adjust the structure, improve the comprehensive competitiveness, and guide the healthy and sustainable development of the tire industry, this policy is formulated in accordance with relevant national laws and regulations.

Chapter 1 Policy Objectives

Article 1 According to the needs of economic and social development, in accordance with the overall plan and objectives for the development of the petrochemical industry, actively promote the structural adjustment of the tire industry through mergers and reorganization, optimization of layout, control of the total amount, elimination of backwardness, technological transformation, energy conservation and emission reduction, etc., to achieve the transformation from large to strong.

Article 2: Adhere to the market-oriented approach, encourage backbone enterprises with comparative advantages, merge and reorganize difficult and backward enterprises through strong alliances, brand sharing, integration of production and marketing, etc., promote the concentration of resources to advantageous enterprises, promote the development of enterprises into collectivization, increase industrial concentration, and optimize organizational structure; Guide the agglomeration and development of production enterprises and optimize the layout structure; Accelerate the elimination of backward production capacity, and promote product structure adjustment, optimization and upgrading.

Article 3 Tire manufacturers are encouraged to improve their independent research and development capabilities, increase investment in research and development, carry out technological innovation, implement brand strategies, improve product technology levels, and improve the core competitiveness of enterprises.

Article 4 Regulate the behavior of all types of economic entities in tire production, circulation, consumption and other aspects, create a fair and unified market environment, establish a tire recall system, and improve the service level of the industry.

Article 5: Develop a circular economy and improve the level of energy conservation, pollution reduction, pollution control and comprehensive utilization of resources; Establish and improve the management system for waste tire recycling, and promote the coordinated development of new tire production, old tire retreading and waste tire recycling.

Chapter II Product Adjustment

Article 6 encourages the development of safe, energy-saving and environmentally friendly high-performance radial tires, giant engineering radial tires, wide-section, flattened passenger radial tires and tubeless radial tires. In 2015, the meridian rate of passenger car tires reached 100%, the tire meridian rate of light trucks reached 85%, and the tire meridian rate of trucks reached 90%; Focus on the development of engineering radial tires, aviation radial tires and low-speed vehicle radial tires.

Article 7 Encourage automobile enterprises to assemble new tire products, increase the meridian rate of assembled tires for domestic large buses and trucks, and basically realize the meridian and tubeless assembly of tires in 2015.

Article 8 Strictly restrict the development of bias tires, except for aviation tires, no new production capacity of bias tires. Eliminate tire production lines with an annual output of 500,000 or less bias tires and a tire line with natural cotton cord as the framework. Limit the development of radial tires with inner tubes.

Chapter III Technology Policy

Article

9 Adhere to the combination of introduction and independent innovation, track and develop cutting-edge tire technology, encourage the continuous development of advanced and applicable technologies with independent intellectual property rights through original innovation, integrated innovation and introduction, digestion, absorption and re-innovation, and promote the industrialization of independent innovation technology.

Article 10 Guide and encourage tire manufacturers to strengthen the construction of technology centers, use technology integration and engineering application development of new technologies, improve

independent innovation capabilities and new product development capabilities, and encourage joint development and commissioned development of "production, education and research". In accordance with the provisions of tax laws and regulations, the expenses incurred by enterprises to develop new technologies, new products and new processes can enjoy relevant preferential tax policies.

Article 11: Guide and encourage tire manufacturers to implement talent strategies, and jointly train and entrust the cultivation of urgently needed technical talents with relevant scientific research institutes and colleges and universities; Establish postdoctoral mobile stations, introduce high-level talents, and gather intellectual resources.

Article 12 According to the technological development status of China's tire and tire retreading industry and the development trend of international tire standards, timely formulate and revise China's tire and tire retreading related standards and technical specifications. Guide and encourage the construction of tire performance testing centers, evaluation test sites and engineering technology centers that serve the whole industry.

Article 13 Guide tire enterprises to cooperate with upstream and downstream enterprises, especially automobile manufacturers, to jointly develop new tire varieties.

Article 14 Vigorously promote energy conservation, emission reduction and comprehensive utilization of resources. Guide and encourage tire manufacturers to promote the integration of informatization and industrialization, and carry out technological transformation focusing on increasing variety, improving quality, energy saving, emission reduction, pollution control and safe production.

Development of recyclable rubber, environmentally friendly additives and other raw materials, waste tire recycling technology; Improve and promote low-temperature rubber refining and nitrogen-filled vulcanization processes; Strengthen the treatment of mixture, rubber and vulcanized flue gas, and promote cleaner production technology; Simplification and phasing out of tire packaging.

Article 15 Tire enterprises are encouraged to promote the application of information technology such as barcode technology and radio frequency identification in tire products and their production processes, build an information integrated system covering all links of enterprise production, operation and management, and innovate the information management and service mode of tire products.

Chapter IV Construction

of Supporting Conditions Article

16 Tire enterprises are encouraged to participate in the planting and processing of natural rubber, optimize the primary processing of natural rubber, and improve the level of process technology, product quality and logistics services; Guide enterprises to "go out" to establish overseas natural rubber planting and processing bases.

Improve the natural rubber reserve mechanism, strengthen the construction of the natural rubber futures market, and maintain the smooth operation of the domestic natural rubber market.

Article 17 Accelerate the development of isoprene rubber, halogenated butyl rubber and other varieties, increase the grades of cis-butadiene rubber and styrene-butadiene rubber and other synthetic rubber varieties, and gradually increase the proportion of synthetic rubber used and the development and production capacity.

Article 18 Actively encourage the development and use of new structural steel wire cord and high-modulus, low-shrinkage polyester cord fabric, high-strength nylon cord and other tire skeleton materials, and accelerate the industrialization and application development of aramid fiber.

Article 19 Encourage the development of environmentally friendly rubber additives and special carbon black, silica and other raw materials.

Article 20 Encourage the research and development of key equipment for radial tires, such as large-scale and new mixing units, tread composite extrusion units, steel wire calenders, steel wire cord cutting machines, radial tire building machinery and semi-finished tires, product non-destructive testing and online testing equipment, and improve the level of production equipment and monitoring and control.

Chapter V Industry Access

Article

21: Newly constructed, renovated and expanded tire production and tire retreading enterprises must comply with the national tire industry development plan and the overall industrial development plan of the province, autonomous region and municipality directly under the Central Government; It must comply with the environmental protection plan or pollution prevention plan formulated by the national and provincial governments.

Article 22 In lawfully established scenic spots, nature reserves, drinking water source protection zones and around residential gathering areas, no new tire production enterprises, used tire retreading enterprises and waste tire recycling enterprises shall be established. Tire production, used tire retreading and waste tire recycling enterprises that have been put into operation in the above areas should be gradually withdrawn through relocation and production conversion according to the planning requirements of the region.

Article 23 The new construction, reconstruction and expansion of radial tire projects for trucks shall have an annual production capacity of more than 1.2 million pieces at one time; New construction, reconstruction and expansion of light truck radial tires and car radial tire projects, one-time productionThe capacity should reach an annual output of more than 6 million pieces. New construction, reconstruction and expansion of load, light load, car radial tire hybrid projects, single variety production capacity must also meet the above requirements.

The new construction, reconstruction and expansion of construction machinery tires (except giant construction machinery tires) projects, the production capacity should reach more than 30,000 pieces per year.

Article 24 Energy-saving and environmentally friendly process equipment shall be used for new construction, reconstruction and expansion of tire projects, large-capacity closed rubber mixers shall be used for rubber mixing, and nitrogen-filling processes shall be used for tire vulcanization.

Article 25 For new construction, reconstruction and expansion of tire projects, the comprehensive energy consumption shall be less than 950 kg of standard coal/ton of three rubber (Note: three rubber refers to natural rubber, synthetic rubber and recycled rubber).

Article 26 For new construction, reconstruction and expansion of tire projects, environmental protection measures shall meet the requirements of GB50469 of the Code for Environmental Protection Design of Rubber Factories, and the recycling rate of water used in production water of enterprises shall reach more than 90%.

Article 27 Existing tire manufacturers shall meet the requirements of Articles 24, 25 and 26 before the end of 2012.

Article 28 Used tire retreading enterprises shall have the ability to implement the "three guarantees" of products, the tests and tests necessary to ensure product quality, as well as the comprehensive utilization of waste tires and the realization of solid waste resources.

Waste tire comprehensive utilization enterprises should have the ability to realize solid waste recycling. Encourage used tire retreading enterprises and waste tire comprehensive utilization enterprises to carry out comprehensive utilization of resources in accordance with the Administrative Measures for the Identification of Comprehensive Utilization of Resources Encouraged by the State.

Article 29 Tire enterprises must pass the quality management system, environmental management system certification and occupational health and safety management system certification.

Article 30 Tire manufacturers that comply with the provisions of Articles 23, 24, 25, 26 and 27 can enter the market only if they meet the technical specifications and implement the "three guarantees" service. Tire products that must be subject to compulsory certification can only be sold after passing the compulsory certification.

Tires for three-wheeled vehicles and low-speed trucks (including agricultural tires) implement the corresponding technical specifications, and tires dedicated to three-wheeled vehicles and low-speed trucks must have a mark that clearly distinguishes them from other tires.

Article 31 Institutions engaged in tire testing and certification shall carry out their work in strict accordance with relevant national regulations and be responsible for the results of testing and certification. Testing institutions and certification bodies shall not conduct repeated testing and charge for the same product, and if the interests of consumers and producers are harmed due to work errors, they shall bear corresponding responsibilities in accordance with relevant laws and regulations. Institutions that fail to pass the assessment in accordance with the relevant provisions of the State must be promptly revoked.

Article 32 Those engaged in the scientific research and production of military tires shall be included in the management of weapons and equipment scientific research and production licenses in accordance with relevant national regulations.

Article 33 The access conditions for motorcycle tires and tire industries, the access conditions for used tire retreading and waste tire recycling industry will be formulated separately in due course.

Chapter VI Investment Management

Article 34: In accordance with the "Decision of the State Council on the Reform of the Investment System" and the "Interim Administrative Measures for the Approval of Foreign-invested Projects" and other documents, a filing system is implemented for domestic-funded tire construction projects and an approval system is for foreign-funded tire projects.

Article 35 In order to actively respond to changes in the development environment of tires, except for relocation and technological transformation of existing enterprises (including mergers and reorganizations), no new or expanded tire projects will be built or expanded during the industrial adjustment and revitalization planning period (2009-2011).

Article 36 Domestic-funded enterprises' investment in new construction, reconstruction and expansion of tire projects (including mergers and reorganization construction in different places and construction by non-independent legal person branches in different places) shall be recorded by the relevant departments confirmed by the provincial-level people's governments.

Encourage powerful domestic-funded enterprises to set up tire branches overseas, and domestic enterprises investing in overseas tire production projects shall be handled in accordance with relevant national regulations.

Article 37: Foreign-invested new tyre projects, renovated and expanded projects, with a total investment of less than US\$300 million, shall be approved by the relevant departments confirmed by the provincial-level people's governments; Projects with a total investment of US\$300 million or more shall be submitted to the competent national authorities for approval by the relevant departments confirmed by the provincial-level people's governments.

Chapter VII Import and Export Administration

Article 38 Give full play to the role of tax rates in regulating industrial development, scientifically formulate tariff items and tax rates for tire products and tire production raw materials, and coordinate the development of the tire industry and related industries.

Article 39 Under the guidance of relevant state departments, establish and improve the early warning system for industrial damage in the tire industry to maintain the safety of China's tire industry.

Article 40 Export tires must be purchased from enterprises that meet the industry access conditions of this policy, and the products must meet China's standards; If the importing country has higher standard requirements, it must also meet the standards of the importing country.

Article 41: Imported tires must comply with China's relevant national standards and management regulations.

Chapter VIII Brands and Services

Article 42 Tire manufacturers must use legal trademarks, and it is strictly forbidden to produce cut tires, relabeled tires and fake and shoddy tires.

Article 43 Guide and encourage tire enterprises to formulate brand cultivation plans and implement brand management strategies. Develop its own trademark products, maintain its own brand image, improve brand awareness and reputation, and continuously enhance brand value.

Article 44 Tire manufacturers and brand marketers are encouraged to establish long-term and stable cooperative relations, and promote the construction of brand product sales and service systems.

Article 45 Tire manufacturers are encouraged to establish strategic cooperative relationships with automobile manufacturers and tire marketers, innovate service concepts, and change tire business methods.

Foreign investors are allowed to set up enterprises engaged in tire sales and after-sales service in accordance with Chinese laws and administrative regulations.

Article 46 It is strictly forbidden to market smuggled tires, unqualified tires, cut tires, relabeled tires, and cargo tires and passenger tires without compulsory product certification marks; It is strictly forbidden to distribute tires without three packs.

Article 47 Guide tire manufacturers to cooperate with marketing enterprises, large transportation groups, and waste tire comprehensive utilization enterprises to establish tire marketing models such as retreading and trade-in.

Article 48 Establish a tire (including retreaded tire) recall system. The recall system will be implemented starting with ML tires (passenger vehicles with up to 9 seats, including the driver's seat) and gradually implementing all tire products.

Article 49 It is strictly forbidden to provide tire products to overloaded vehicles that attempt to illegally produce and modify.

Article 50: Advocate tire consumers to use branded products and consciously regulate their use behavior; In order to maintain traffic safety, the use of tires that have reached the limit of wear is prohibited.

Chapter IX Recycling and Utilization of Waste Tires

Article 51: Establish and improve the management system for the recycling of waste tires, and standardize the construction of a market system for the recycling of waste tires.

Article 52: Guide and encourage tire manufacturers to develop circular economy, develop used tire retreading and waste tire recycling technology, and participate in the construction of waste tire recycling system.

Scientifically and reasonably increase the retreading rate and number of retreads of trucks, engineering tires and aviation tires, and extend the mileage of tires throughout their life cycle; Newly designed and manufactured tire products should have retreadability, and new tire design and manufacturing should gradually increase the retreadability and retreadread; Retreaded tires should be regarded as new tires in accordance with the provisions of the compulsory certification system, retreaded tires before entering the market, products that need to carry out compulsory certification must first pass certification.

Article 53 Enterprises engaged in retreading old tires and reusing waste tires must adopt clean production technologies and process equipment that meet the requirements of environmental protection and energy conservation and emission reduction, and put an end to secondary pollution. It is strictly forbidden to use waste tire soil method oil refining, and the built waste tire soil method oil refining device is banned according to law.

Article 54 Enterprises engaged in the recycling of waste tires shall be based on the domestic source of waste tires. In order to prevent the transfer of overseas pollution to China, the import of used tires should be strictly implemented in accordance with the relevant laws and regulations of the state to prevent the disguised illegal import of waste tires.

Article

Promote the establishment of dialogue, consultation and information exchange mechanisms between industry associations and foreign industry associations and industries, strengthen communication, establish mutual trust, enhance cooperation and resolve trade frictions.

Article 57: This industrial policy shall be implemented from the date of promulgation, and the Ministry of Industry and Information Technology shall be responsible for interpreting it and revising it in a timely manner according to the development of the industry.

[网站管理](#)
[网站地图](#)
[网站声明](#)
[信息统计](#)
[工作人员](#)
[怀念旧站](#)
[联系我们](#)
[内部邮箱](#)