

Industrial Parks' High-quality Growth Trajectory

Policy Express

By LIN Yuchen

Industrial parks are vital carriers of China's industrial growth, and in the era of innovation they are expected to play an even greater role in advancing new industrialization and developing new quality productive forces. To accelerate their transformation and upgrading, the recently issued *Guideline for the High-Quality Development of Industrial Parks* provides a comprehensive roadmap.

The guideline defines industrial parks as manufacturing- and service-oriented clusters approved by provincial-level governments, with clear spatial boundaries and listed in the Catalogue of Development Zones. These parks are not only hubs of production but also key platforms for innovation, green development, and international cooperation.

The overarching requirement is clear: industrial parks must fully implement the new development philosophy, balance growth and security, and advance a trajectory of specialization, intensification, digitalization, green trans-



An aerial view of Suzhou Industrial Park in Jiangsu province. (PHOTO: XINHUA)

formation, and standardized governance.

The development orientation relies on several pillars. First, strengthening characteristic and advantageous industries: each park should identify no more than three leading sectors, avoid low-level homogeneous competition, and foster chain-based industrial clusters through coordinated innovation and targeted investment. Second, enhancing

spatial governance: by intensifying land use, redeveloping low-efficiency areas, and improving infrastructure, parks can expand capacity while ensuring sustainable urban integration.

Enterprises remain the key actors. The guideline calls for building a gradient cultivation system that nurtures leading firms, "little giants" (specialized tech companies), single champions, and

innovative SMEs, while promoting synergy between large and small enterprises. Complementary services, from intellectual property to finance, will form a robust support ecosystem.

Innovation capacity should be increased through joint R&D platforms, open testing facilities, and integration with universities and research institutes. Digital transformation is also emphasized, with 5G, industrial internet, and AI shaping "digital parks" and empowering supply chains with intelligent upgrades.

Meanwhile, green and safe development constitutes another cornerstone. From distributed photovoltaics and micro-grids to recycling and zero-carbon initiatives, parks are tasked with becoming models of ecological transformation. In addition, strict safety management, technological safeguards, and training programs will ensure resilient operations.

Finally, openness and cooperation will be expanded. Parks are encouraged to participate in industrial transfers, explore cross-park collaboration models, and broaden international ties under the Belt and Road Initiative, fostering mutual investment and technological exchanges.



intellectual property (IP) and data flow. They encourage the transformation and transaction of IP by improving valuation systems and promoting IP pledge financing. To foster digital trade, the government will formulate a catalogue of important data and explore the creation of a national negative list for data exit from pilot free trade zones. Support is also earmarked for establishing international data centers in areas like the Lin-gang Special Area of the China (Shanghai) Pilot Free Trade Zone and Hainan Free Trade Port.

Finally, the measures include strong support for market expansion, promising to increase assistance for service trade companies participating in international exhibitions and to help them cultivate their own overseas exhibition brands.



Power Measures to Spike Service Exports

By Staff Reporters

China's Ministry of Commerce, together with eight other government departments, recently unveiled 13 measures targeting the promotion of exporting services. This initiative aims to accelerate the development of the services trade, expand high-standard opening-up, and cultivate new growth drivers for the nation's foreign trade.

The comprehensive measures address multiple facets of the services trade ecosystem. A key focus is financial and fiscal support, directing central and local government funds to bolster emerging service export sectors. These include digital services, high-end design, research and development, supply

chain management, and green services like environmental consulting and carbon management. Furthermore, the government will enhance the role of the service trade innovation and development guidance fund, encouraging more social capital to flow into services and digital trade.

To improve the business environment, the measures streamline administrative procedures. This optimizes the zero-tax-rate declaration process for service exports, promoting the use of electronic information to replace paper-based documents for export tax rebates, thereby increasing efficiency. Additionally, export credit insurance support will be expanded, with institutions like China Export & Credit Insurance

Corporation encouraged to broaden coverage and improve underwriting capabilities for sectors ranging from transport to internet advertising.

The measures also introduce practical facilitations for international business operations. This pledges to optimize visa policies for foreign business professionals, researchers, and high-level experts, and to expand the list of countries eligible for unilateral visa-free entry. For cross-border finance, the measures will advance pilot programs for multinational companies' cross-border capital pools and simplify cross-border settlement processes for service trade.

Recognizing the critical role of innovation and data, the measures emphasize

2025 WNEVC Calls for Green Transformation

By LU Zijian

"I firmly believe that the number of new energy vehicles (NEVs) will continue to rise very dynamically in China, but also in other regions of the world," Hildegard Müller, president of the German Association of the Automotive Industry (VDA), told *Science and Technology Daily* in an interview during the 2025 World New Energy Vehicle Congress (WNEVC), held in Haikou, Hainan province in south China, from September 27 to 29.

The global NEV market is growing quickly. In the first half of 2025, global sales of NEVs reached a new high of more than 9.7 million, increasing by 31.3 percent year on year. Over 6.9 million NEVs were sold in China, a surging 40.3 percent year-on-year increase and a market penetration rate of 44.3 percent, said Wan Gang, president of the China Association for Science and Technology and president of WNEVC, in his keynote speech at a plenary session.

However, continuous significant growth of the NEV market will not be easy as there are many issues to be addressed.

Exploring paths for green transformation

NEV50@2035 was a key consensus proposed at the first WNEVC in 2019, aiming to achieve a 50 percent global share for NEVs by 2035.

An essential prerequisite for continuously significant growth of the NEV market is the infrastructure, such as power grids, charging stations, electricity

prices for charging, and other issues, according to Müller.

Wan also pointed out that efforts should be made to accelerate the deployment of distributed new energy power generation and on-site hydrogen refueling along highways.

Pure electric vehicles (EVs) have become the mainstream choice in the market, but adopting multiple technological paths, including EVs, plug-in hybrids, and fuel cell EVs, is essential to the future development of the NEV industry, according to the professionals attending the conference.

Global NEV transformation cannot rely only on a single technology. Regional variations in energy, infrastructure and market demand require complementary technology pathways, Müller said.

This was also echoed by Wang Xiaoqi, chairman of SAIC Motor Corporation, who pointed out the unique advantages fuel cell vehicles possess — clean efficiency and extended range — in specific scenarios like long-distance heavy-duty transport and commercial vehicles. Besides, the strategic value and long-term potential of fuel cell vehicles in ecological decarbonization cannot be overlooked.

The development of batteries is also a major issue. Wan suggested stepping up innovation of intrinsically safe, all-weather, high-specific energy liquid-state batteries, and establishing rules and systems covering battery production, recycling, echelon utilization and

reuse to form a traceable and recyclable closed-loop system throughout the entire life cycle of batteries.

Battery life cycle management and recycling systems are increasingly critical from the environment, social and governance and long-term sustainability perspectives, Müller said, adding that well-established recycling frameworks elevate raw materials pressure and reduce the carbon footprint.

Talk of competition, work in cooperation

Dealing with these complicated issues needs joint efforts, and trade protectionism is not going to help.

"The automotive industry is a highly globalized sector. We should jointly uphold the multilateral trading system, eliminate trade barriers, and promote the formation of a fair and transparent international market environment," Wang said.

Müller said the German automotive industry criticizes the tariffs imposed by the European Union on cars produced in China.

The four-decade cooperation between China and Germany in the automobile industry proves that it is not all gloom and doom. The collaboration has now extended to the NEV sector and autonomous driving. Volkswagen and the JAC Automobile Group have established an NEV joint venture in Anhui province in east China, while Geely Auto has opened an R&D center in Raunheim, near Frankfurt Airport in Germany.

Mercedes-Benz has recently announced its collaboration with ByteDance, the parent company of TikTok, and will soon launch a new intelligent driver assistance system with the Chinese autonomous driving startup Momenta, according to Oliver Thöne, member of the Board of Management, Mercedes-Benz Group AG, responsible for Greater China.

The relationship between German and Chinese companies is based on mutual trust and partnership, Müller said. "We always talk about competition, but at the same time we also cooperate, as was recently demonstrated at the IAA Mobility event in Munich, where many companies from Germany and China presented cooperation projects."

As the current developments pose a major challenge, it would be better if companies join forces and share this challenge, Müller said. "In this respect, we welcome any initiative that focuses on cooperation, whether here in China or about jobs in Germany. I believe that this is exactly what we need in the future. It is an optimal situation for all companies and is expressly supported by the VDA."

Xiong Jijun, China's vice minister of industry and information technology, said the ministry will deepen international cooperation and strengthen mutual recognition of international standards and alignment of rules, creating a better environment for the globalized development of the NEV industry.

Vibrant China

From Jiangsu to the World: Openness Fuels Shared Growth

By LIN Yuchen, JIN Feng & TAN Lin

As global trade faces mounting uncertainties and protectionist barriers, China's eastern province of Jiangsu is charting a confident new course in high-quality, innovation-driven development.

Defying U.S. tariff pressures, local companies such as Youao Intelligent Technology are expanding into Europe and Southeast Asia. Despite a 20 percent decline in U.S. revenue in the first half of 2025, Youao achieved 823 million RMB in export sales, a year-on-year increase of 10.38 percent — an achievement emblematic of Jiangsu's resilience and adaptability.

This and other success stories helped drive Jiangsu's foreign trade to a record 5.62 trillion RMB in 2024, maintaining its position as China's second largest trading province for 22 consecutive years. The province also attracted 19.05 billion USD in utilized foreign investment, leading the nation for seven straight years.

At the heart of Jiangsu's open economy is a deep commitment to technological innovation. Nanjing Kangni Mechanical & Electrical Co. demonstrated this when it stepped in to supply train doors for a 400 km/h German high-speed rail prototype after a European supplier failed to deliver.

Partnering with local universities, Kangni completed the project in just five months, meeting the highest international safety standards. Such capabilities have earned the company entry

into over 40 global markets, showing how China's precision engineering can compete at the highest levels.

For firms like Youao, innovation is the key to breaking through trade barriers. Allocating 3.5 percent of annual revenue to R&D, the company has cultivated a rapid development cycle, cutting production time by nearly half compared to foreign competitors.

This spirit of constant innovation has elevated Jiangsu's technology competitiveness, placing it third nationwide in the 2025 China Regional Innovation Report.

Equally crucial is Jiangsu's ability to align innovation with industrial ecosystems. In Nanjing, Bosch Home Appliances upgraded its R&D center to a global headquarters, recognizing China's vast talent base and market potential. In Yangzhou, Dutch-based Hyva Group relocated its Far East marketing center from Poland to China, citing the efficiency of the local supply chain where components can move from supplier to delivery in just five days.

Through comprehensive industrial clustering, policy coordination, and "nanny-style" services that link foreign investors with local suppliers, Jiangsu is not only stabilizing trade but also enhancing quality.

From advanced medical device manufacturing in its Changzhou city to efforts by the city of Wuxi to open Central Asian markets, the province is forging a model of open, innovative, and inclusive development.



An employee works with collaborative robots in a valve production workshop in Yancheng city, Jiangsu province. (PHOTO: XINHUA)

China's Space Rendezvous and Docking Tech Evolution

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In September 2017, the Tianzhou-1 cargo spacecraft conducted the in-orbit autonomous rapid rendezvous and docking with Tiangong-2 space lab in 6.5 hours after the launch, marking another leap forward for China in this technology.

China's benchmark

In 2020, when China's 6.5-hour plan had demonstrated a high level of maturity and stability, Xie put forward a bold challenge: "Under the current engineering conditions, the theoretical limit is two hours. Can we achieve it?"

The team decided to remove the "seek" step, which is used in the short-distance stage to eliminate long-distance guidance deviation. This alone can save about 40 minutes. They overcame nearly a hundred technical challenges, optimized the core design 127 times, and were finally able to design a 2-hour rendezvous and docking plan.

In November 2022, the Tianzhou-5 spacecraft completed the rendezvous

and docking with the Chinese space station in just 1 hour and 57 minutes after launch, setting a new world record.

Although this plan is faster, it is not economical, said the CASC's Chen Changqing, explaining that this plan has high requirements for rocket performance, and greatly increases the fuel consumption.

Therefore, the scientists no longer blindly pursued speed but have chosen to redesign a three-hour plan based on the previous plans. According to Chen, this plan takes into account both efficiency and reliability, and has been implemented in the Tianzhou-7, Tianzhou-8 and Tianzhou-9 missions and will continue to be used in the future.

So far, all 37 rendezvous and docking missions carried out by China in Earth orbit and Lunar orbit have been completed. The country has independently developed this technology and set its benchmark for the rest of the world.