

INSIGHTS

Who's Disrupting Global Chip Supply Chain?

Clear Voice 

By LIANG Yilian & HU Dingkun

Dutch chipmaker Nexperia has suspended wafer supplies to its Chinese assembly plant in Dongguan, Guangdong province in south China, as of October 26, citing the factory's "failure to comply with agreed contractual payment terms."

Nexperia China strongly rejected the allegation, saying it was "completely fabricated and a deliberate attempt to discredit" the Chinese management.

"There has been no breach of contract on our side," the company said in its statement on November 1. On the contrary, Nexperia's Dutch company owes the Dongguan facility payments totaling about one billion RMB, the company added.

At the end of September, the Dutch government interfered in the normal operation of Nexperia, owned by China's Wingtech Technology Co., Ltd., forcibly replacing its management team under the banner of protecting the "economic security of the Netherlands and the EU."

The move triggered a crisis in the chip supply chain across Europe and even the world.

According to multiple media reports, Nexperia is a key supplier for automakers such as Volkswagen, Mercedes-Benz and Volvo. The crisis provoked by the Dutch government has already ex-



Banner flags with the Nexperia Holding BV logo outside their headquarters in Nijmegen, Netherlands, October 24, 2025. (PHOTO: VCG)

tended the delivery cycle of related products from 12 weeks to over 20 weeks, with the prices of some chip components surging tenfold.

Several automakers, including Japanese carmaker Nissan, have announced that they are facing chip supply difficulties, with inventories nearing depletion and production cuts looming.

Against this backdrop, Nexperia has nevertheless chosen to further "double down" by halting wafer supplies to its packaging and testing plant in Dongguan — an act that is undoubtedly inflicting additional harm on the already fragile global chip supply chain.

The *Guardian* and Reuters reported that Nexperia's move "threatens to halt production at carmakers around the world" and disrupt inexpensive chip supply. Euronews commented that the decision is "raising the risk of fresh supply disruptions for Europe's biggest carmakers," while German news outlet DPA-AFX expressed concern that Nexperia's delivery problems could increase, severely impacting Germany's automotive industry.

China will not accept the unjustified interference by a foreign government in a Chinese-funded enterprise and has both the right and the capability

to take corresponding countermeasures. Fielding questions on the Nexperia issue, a spokesperson for China's Ministry of Commerce stated that as a responsible major country, China fully considers the security and stability of domestic and global industrial and supply chains. It welcomes enterprises facing practical difficulties to contact the ministry or local commerce authorities. The ministry will comprehensively assess each enterprise's specific circumstances and grant exemptions to those that meet the eligibility criteria.

On one side are those who create, ignore and escalate crises; on the other side are those who act responsibly to safeguard the stability and security of industrial and supply chains. It is clear who the true disruptor of the global chip supply chain is. There is no doubt that in this unnecessary crisis, it is the Netherlands — not China — that bears the responsibility.

After being acquired by Chinese investors, Nexperia has seen rapid growth in both production capacity and profits, with its revenue reaching 14.7 billion RMB in 2024. Its strong performance has benefited not only from the management by the Chinese team but also from China's market demand driven by emerging industries and the nation's robust manufacturing ecosystem.

The most responsible course of action for the Netherlands would be to end its intervention and allow the company to return to a healthy development path.

Opinion

China's NEVs Transform to Mobile Smart Agents

By LIANG Yilian & CUI Shuang

The 2025 World Intelligent Connected Vehicles Conference was held in Beijing recently, offering a revealing glimpse into the future of smart mobility.

"With joint efforts from all sides, China has built a complete industrial system covering intelligent cockpits, autonomous driving, and connected cloud control," said Xin Guobin, vice minister of industry and information technology.

Innovation fuels industrial transformation

Researchers at the Institute of Metal Research, Chinese Academy of Sciences, recently developed a new flexible material that enables integrated batteries to withstand 20,000 bending cycles. Used as a polymer electrolyte in composite cathodes, it increases energy density by 86 percent, offering a new path to tackling the challenges of high interfacial resistance and low ion transfer efficiency in solid-state batteries.

Behind such progress lies years of sustained innovation. Over the past five years, China's battery charging efficiency has quadrupled, its motor and control systems have become globally competitive, and localization rates for new energy vehicles (NEVs) now exceed 95 percent. NEVs have become a key driver of high-quality economic growth.

Meanwhile, intelligent technologies are redefining cars as "mobile intelligent terminals." With integrated voice commands, drivers can adjust temperature or seat positions, while in-car displays serve as infotainment and social platforms. In

addition, facial and motion sensors monitor fatigue and emotions, automatically switching driving modes or issuing alerts to ensure safety.

"Technological innovation is driving industrial transformation, and new automobiles are realizing five major changes — intelligent electrification, digital space, smart connectivity, continuous upgrading and mobility partnership," said Zhang Xinghai, founder and chairman of Chongqing-based automaker Seres. He added that the automotive industry is rapidly entering an era of deep AI integration, evolving toward "mobile intelligent agents."

Collaboration accelerates growth

New "vehicle-road-cloud integration" systems are helping autonomous cars overcome challenges such as poor visibility and complex traffic conditions, by transmitting real-time road and signal data directly to vehicle terminals. As part of this integration, pilot results featuring ten new application scenarios supporting smart buses and unmanned delivery systems were recently released.

Collaborative innovation across hundreds of supply chains — from chips and robotics to materials and software — is fueling new industrial momentum.

"At present, AI has been applied in many Chinese and joint-venture automakers," said Cao Xudong, CEO of Chinese autonomous driving startup Momenta, noting that global observers can clearly see China's rapid progress in electrification and intelligent mobility.

China Leads with 'Science Beyond Borders'

Voice of the World

By LONG Yun & BI Weizi

"No country can be great without great science. This is clearly the case with China," said Norwegian biologist Nils Christian Stenseth, serving as ANSO science ambassador, president of the International Society of Zoological Sciences, and a foreign member of the Chinese Academy of Sciences (CAS). His words captured the spirit of the 2025 General Conference of Alliance of National and International Science Organizations for the Belt and Road Regions (ANSO).

As scientists from around the world gathered in Beijing, a shared recognition emerged: China is no longer just a participant in global science. It is helping to shape its future. Through sustained investment in research infrastructure, open data initiatives, cross-border partnerships and talent cultivation, China is playing an increasingly pivotal role in addressing planetary challenges, from climate change to sustainable development.

At the same time, it is building a new generation of globally connected researchers who are using science not just to publish papers, but to serve communities and transform societies.

Rising sci-tech power

Stenseth spoke with deep admiration about China's scientific transformation since his first visit in 1982. He highlighted China's leadership in the Third Pole Environment program, an international effort to study the interconnected systems of water, ice, air, ecology and human activity across the Qinghai-Tibet Plateau and beyond. Linking this region with the Arctic and Antarctic is essential for understanding global climate dynamics, he said.

His own collaborative research with Chinese scientists has shown how climate warming affects northern and southern China in different ways. These findings were made possible only through sustained Sino-Norwegian cooperation.

Gretchen Kalonji, special advisor to the International Research Center of Big Data for Sustainable Development Goals (CBAS) and former assistant director general for Natural Sciences at UNESCO, echoed this view. Kalonji told the ANSO conference that she credited decades of strategic investment by China and the CAS in Earth observation and big data infrastructure as being foundational to CBAS's success. The center operates on the principle of open science, sharing all data freely with researchers worldwide and setting a benchmark for equitable global cooperation.

Kalonji also praised the ANSO

Disaster Risk Reduction (DRR) project between China and Pakistan, which strengthens resilience along the Belt and Road route. She called the Belt and Road Initiative "a fantastic contribution of China" to the world, noting that multilateral platforms like the Shanghai Cooperation Organization are increasingly vital for science-driven development.

One of the most ambitious efforts she highlighted is a joint engineering capacity-building program between the China Association for Science and Technology and the World Federation of Engineering Organizations. It aims to train 100,000 engineers and establish five international engineering centers co-led by Chinese and African institutions. The global hub will be based at Tongji University in Shanghai.

A hub for young researchers

This vision of empowering talent across borders came vividly to life during a panel discussion titled "Youth as a Bridge: Toward Our Shared Future" at ANSO General Conference 2025. Young researchers from Pakistan, Yemen, Kenya and beyond shared how their experiences studying in, or with support from China, were transforming both their careers and their home communities.

Pakistani Khurram Shehzad described the leap in research capability he experienced at the University of Science and Technology of China (USTC). "Back home, getting an XRD or SEM

analysis could take months. At USTC, I could complete these within one or two weeks." This efficiency allowed him to focus on developing new materials for wastewater treatment.

Meanwhile, Ali Alsakkaf from Yemen used China's supercomputing resources and mentorship by Chinese scientists to build a national weather prediction model. The tool is now used daily in Yemen. "This wouldn't have been possible without China's support," he said.

For many young scientists, the goal is no longer just to publish papers but to influence policy and improve lives. At the ANSO conference, Beryl Akinyi Ochieng, an environmental scientist from Kenya, recalled a defining moment during her fieldwork near Lake Victoria. A community member asked, "What happens after your research?" That question pushed her to engage with policymakers. Today, she advises the United Nations Development Programme on Environmental Governance.

She credited ANSO not only for funding her PhD but for enabling her to think beyond academia. "The platform allowed me to focus on how my work can serve society." She urged more support for researchers from the Global South to lead studies in their own regions. "We understand the local challenges best. When we lead, the outcomes are more relevant."



An employee works on a production line of Jiangsu Yueda Kia Motors Co., Ltd. in Yancheng city, east China's Jiangsu province, October 16, 2025. (PHOTO: XINHUA)

CIIE Turns China's Vast Market into Global Opportunity

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Logistics giant DHL emphasized its long-term commitment to China, exhibiting automation, smart equipment and green logistics solutions. Its GoGreen Plus sustainable aviation fuel service was adopted by more than half of its corporate customers in China by September this year.

"The CIIE provides an exceptional platform for multinationals, including DHL, to share in China's development opportunities," said Wu Dongming, CEO of DHL Express China. "Our commitment to the Chinese market remains unwavering. We will continue to increase our investment and connect China with the rest of the world in a more sustainable manner."

A market shared globally

Beyond commerce, the CIIE also serves as an international public good that helps reduce entry barriers and connects developing countries and small businesses to global markets.

This year, 123 Belt and Road Initiative partner countries have been represented, up 23.1 percent year on year. Companies from least developed countries (LDCs) number 163, up 23.5 percent, and participation by African exhibitors surged about 80 percent.

For the first time, the expo featured a dedicated area for products from LDCs and promoted preferential "zero-tariff" arrangements for some partner nations to help them better access the Chinese market. This includes 53 African countries with diplomatic ties to China.

"Taking part in the expo for three years has helped me find more Chinese customers," said Erica Kim Pamhidzai Muzhingi, a Zimbabwean exhibitor of organic African products. "The tax-free policy will make trading easier."

"More and more developing countries are choosing to cooperate with China because it offers open markets and tangible benefits," commented Manzoor Hussain Soomro, founding president of the Economic Cooperation Organization Science Foundation and a Chinese Government Friendship Award recipient.

Overseas chambers of commerce are also playing a growing role. More than 80 associations from over 50 countries organized nearly 2,000 small and medium-sized enterprises to exhibit, with delegations from Malaysia, Canada, Australia and others expanding their presence.

John Madew, deputy consul-general and senior trade and investment commissioner at the Australian Consulate-General in Shanghai, said the expo provides Australian small and medium-sized enterprises with channels to enter the Chinese market. Besides agricultural products, the two countries can strengthen cooperation in areas such as new energy vehicles and solar and wind power generation.

The eighth CIIE illustrates China's commitment to safeguarding free and fair trade, and promoting common development and prosperity. As Premier Li said, a more modernized China will bring more stability and positive energy to the world.

T1400: A Push Towards Tonne-class Era of Low-altitude Equipment

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The helicopter can fly over 900 kilometers carrying 200 kilograms of cargo, or operate continuously for more than eight hours, making it ideal for long-range missions.

Engineered to withstand temperatures from -40°C to 55°C, the T1400 can operate seamlessly across highlands and endure complicated weather in the northern part of the country. Its dual 130-kilowatt engine, redundant flight control system, and intelligent obstacle avoidance

form a triple safety shield, ensuring reliability even in the harshest conditions. A "one-click takeoff and landing" function simplifies operation, lowering the threshold for use across industries.

These capabilities mark a breakthrough for China's aviation manufacturing, positioning the T1400 as a true representative of the nation's entry into the tonne-class UAV era.

Expanding application boundaries

The T1400's real strength lies in its versatility. In modern agriculture, it can

conduct plant protection operations on 2,000 mu (One mu equals 666.67 square meters) of cultivated land per hour — nearly a thousand times that of manual operations — making it particularly suited to the vast farmlands of northeast China.

In logistics, the drone's ability to switch between internal cargo storage, external sling transport, and precision air-drop modes enables it to deliver up to three tonnes of supplies per hour within a five-kilometer radius, extending logis-

tics coverage to remote mountain villages and plateau pastoral area.

If disaster strikes, the T1400 can transform into an airborne rescuer. Equipped with firefighting payloads, it can extinguish over 1,000 square meters of fire per sortie, while its medical module — complete with stretcher and oxygen system — allows two medics and a patient to be transported simultaneously. Whether in forest fires or flood rescues, it offers a powerful new tool for emergency response.