

## 特写 · Featured

### 极端天气频发，气候适应的“软件”亟待发挥作用

2021年河南特大暴雨造成的伤亡凸显了灾害预警和应急响应的短板，除了修建堤坝等“硬件”措施，中国各地正在探索应对极端天气的“软件”升级。

### Improving China's extreme weather response

The 2021 Henan floods showed the importance of upgrading early warning and response systems nationwide



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## 精选 · Editors' picks

## 《湿地公约》如何塑造了中国湿地保护？

### How has the Ramsar Convention shaped China's wetland protection?



自 1992 年加入《湿地公约》以来，中国的湿地保护体系在履约的促进和影响下逐渐成型。

China has an impressive track record of wetland protection since joining Ramsar in 1992, but economic development still poses several challenges

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## News digest

This week's big environmental story, synthesised and translated from across Chinese-language media by our editorial team (6–12 January)

### China ends electric vehicle subsidies

As of 1 January, the Chinese government no longer provides subsidies to buyers of electric vehicles (EVs), but other policies are expected to keep stimulating the industry.

The government started granting subsidies to EV buyers in 2010, to level the

price difference with combustion vehicles, and to support commercialisation. Originally set to stop at the end of 2020, the subsidy was extended to 2022 due to the pandemic and its economic impact.

Developing EVs used to be seen only in terms of reducing air pollution in China but in recent years carbon emissions are also discussed. A 2011 [study](#) by Tsinghua University found that an EV's whole lifecycle emissions are 20% lower than a combustion vehicle. Later studies noted that the mitigation benefits will increase as renewables form more of the energy mix.

Despite the end of subsidies, most experts believe the EV market will keep growing. Car companies have devoted major R&D resources to EVs, and consumer interest has grown a lot, Gongmin Guan, head of automotive industry research at UBS ChinaCar, told [Caixin](#). EVs are gradually transitioning from policy-driven to market-driven, Nishita Aggarwal, industry analyst at the Economist Intelligence Unit (EIU), told the [BBC](#).

Meanwhile, some other incentives remain. EV buyers are entitled to a 10% purchase tax [exemption](#) until the end of 2023, which had initially been planned to end with the subsidy. Also, the government has been putting more teeth into the green car credit [system](#) that sets annual compliance requirements for car makers. Companies that exceed the EV proportion target can sell any surplus credits, while those who fail must buy credits or pay a fine.

An even stronger policy would be to ban the sale of combustion vehicles. This is a controversial matter in China but local governments could lead the way. In August 2022, the government of Hainan province [proposed](#) a complete ban on the sale of combustion cars by 2030 in its implementation plan for peaking carbon emissions. Some experts [suggest](#) Beijing city should do the same.

*Read China Dialogue's earlier [report](#) on whether China can electrify all new passenger vehicles by 2030.*