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## 福建政策铺路资金保障细化电动汽车推广计划 Fujian Policy: Funds Safeguard and EV Promotion Plan

福建是40个电动汽车推广应用城市或区域之一，福建省经贸委和财政厅、科技厅、发改委四部门联合上报的《福建省电动汽车推广应用实施方案(2013-2015年)征求意见稿》也已获国家四部委同意，福建的电动车梦即将变成现实。其要点如下：

### 目标明确任务清楚

福建省电动汽车产业发展基本具备了三大核心要素：整车厂、动力锂电池企业、电网。目前，福建省已基本形成电动汽车产业格局。福建省累计投入运行电动汽车1100辆，已建成充换电站7座、充电桩381台，另有一批充换电站及充电桩正在建设中。

至2015年，福建省在海西经济区的福州、厦门、漳州、泉州、三明、莆田、南平、龙岩、宁德、平潭综合实验区“9+1”城市群累计推广应用10000辆电动汽车，其中公交、出租、公务、环卫、电力、邮政、物流、租赁、旅游等公共领域推广应用6950辆车；在私人乘用车市场推广应用3050辆。

Fujian is one of 40 cities or regions for promoting electric vehicle application. In this province, economic and trade commission, financial dept, science and tech dept, and development and reform commission (NDRC) jointly submitted the draft on the electric car application promotion plan (2013-2015). It was approved by four national ministries. EV dream in this province will come true. For this plan, its main points are as follows:

### Clear goal and task

In this province, there are three major core factors for the electric car industry development: car makers, power lithium battery producers, and power grids. At present, the pattern has basically formed in the electric car industry in Fujian. This province has accumulated 1100 electric vehicles operated, built 7 charging and power changing stations, 381 charging piles. Another batch of charging and power changing stations as well as charging piles is under construction.

To 2015, the province will accumulatively promote 10000 electric cars in Fuzhou, Xiamen, Zhangzhou, Quanzhou, Longyan, Sanming, Putian, Nanping, Ningde, Pingtan and so forth. Of which, 6950 electric vehicles will be promoted in the following fields: public bus, taxi, public service, sanitation, electricity, postal service, logistics, leasing, tourism and other public domains, and 3050 electric vehicles in the private field.



## 推广应用公车先行

福建电动汽车推广应用车辆计划全部通过招标方式采购, 择优选用省内外品牌的电动汽车产品, 省外品牌的新能源产品比例不低于30%。

福建省将选取福州、厦门、泉州为推广重点, 鼓励沿海等其他城市推广使用新能源公交车2700辆。推广使用省市公务车820辆, 私人乘用车3050辆。

2013年, 全省通过示范运营形式共推广150 辆纯电动出租汽车投入运营, 2014-2015年结合省各地市出租汽车新增或更新, 逐步推广1800辆纯电动出租汽车。

2013年在厦门等地租赁行业投放30辆纯电动乘用车, 用于商业租赁, 同时结合“9+1”城市群现有企事业单位通勤车报废情况, 以后再逐步更新300辆纯电动客车。

在福州、厦门、泉州、龙岩等旅游城市的环卫系统先行推广应用新能源环卫系统用车230辆; 在福建省邮政专用车和从事省内物流(快递)业务的企业中推广纯电动或增程式新能源物流、邮政系统用车620辆; 推广使用电力、电



信系统专用车170辆; 在福州、厦门、泉州、龙岩、武夷山等全省重点旅游景区投放纯电动观光车130辆。

## 分类建设基础设施

公交采用换电模式。纯电动换电式公交车换电工位按照每工位服务25辆公交车计算, 每个充换电站建设4个工位; 充电式纯电动公交车充电桩按照车桩比2: 1的原则建设。按照以上原则测算: 300辆纯电动(换电式)公交车需建设3个充换电站, 120个换电站工位; 2400辆插电式混动公交车需建设1200台充电桩。

公务车、私人乘用车采用充电模式。充电820辆公务电式纯电动汽车, 以每50辆建设1个换电站, 共需建设

## The public bus being the first

In Fujian, all of the electric vehicles promoted will be subject to the bidding procurement. They will be from the famous makers in the province or outside it. Of which, the new energy products will account for no less than 30% from makers outside it.

Fuzhou, Xiamen, Quanzhou will be a focus. 2700 new energy public buses will be promoted in coastal cities and so forth. Official-use 820 electrical cars and 3050 private passenger vehicles will be promoted.

In 2013, the province promoted a total of 150 pure electric taxis in operation. In 2014-2015, this figure will be up to 1800 pure electric cars.

In 2013, Xiamen and other places put 30 pure electric passenger cars for the sake of commercial leasing. At the same time, "9 + 1" cities will scrap some existing commuter cars which are gradually replaced by 300 pure electric passenger cars.

In Fuzhou, Xiamen, Quanzhou, Longyan and other tourism cities, the sanitation system will promote the use of 230 electric vehicles. In the enterprises engaged in logistics (express delivery), 620 new energy cars including pure electric cars or range-extended cars will be promoted. In the fields of electric power and telecom, 170 new energy cars will be promoted. In Fuzhou, Xiamen, Quanzhou, Longyan, Wuyi Mountain and so forth with provincial key scenic spots, 130 pure electric sightseeing cars will be used.

## Construction of infrastructure

Public buses are used in electric mode. Pure electric buses are charges in the charging and power Changing station which has a 4 working sites. The charging piles are constructed according to the principle of the car-pile ratio 2:1. In a word, for 300 pure electric buses (power change type) need 3 charging and power changing station with 120 working sites. 2400 plug-in hybrid buses need 1200 charging piles.

The official and private passenger vehicles adopt the charging mode. 820 plug-in electric cars are of charge type. Considering the consistency in use time, the piles are constructed according to the car / pile ratio 1:1, so 820 charging piles are needed. 1950 taxi cars are pure electric vehicles, and each 50 taxi cars need a power change station, so a total of 39 power change stations is needed. 330 commuter cars are pure electric cars; according to the car-pile ratio 1:1, 330 charging piles are needed. 1150 pure electric cars in sanitation, postal service, electric power,







车为充电式纯电动汽车，考虑使用时段的一致性，按车桩比1:1建设，需建设820台充电桩；1950辆出租车为换电式纯电动汽车，以每50辆建设1个换电站，共需建设39个换电站；330辆通勤车为充电式纯电动汽车，按车桩比1:1建设，需建设330台充电桩；1150辆环卫、邮政、电力、电信、物流、旅游等专用车为充电式纯电动汽车，按车桩比1:1建设，需建设1150台充电桩；3050辆私人乘用车为充电式纯电动汽车，按车桩比1:1建设，需建设3050台充电桩。

上述充换电基础设施除依托现有公交场站、企事业单位停车场等地建设外，为确保福建省电动汽车推广应用工作成效，还需按照以下政策配建充换电设施：

在福建省各地市区科学选址，利用立交中心绿地、道路环岛绿地、城市公园边角空地等地块，按照占地面积3000平米的规模，各建设一座500车位(充电桩位)的公共纯

telecommunications, logistics, tourism, and other fields are charged electrically; according to the car – pile ratio 1:1, 1150 charging piles are needed. 3050 private passenger vehicles are pure electric cars; according to the car – pile ratio 1:1, 3050 charging piles are needed.

The charging infrastructure is constructed in the existing bus terminals, enterprises and parking spaces. In order to ensure the good work in the electric vehicle application promotion, the charging and power changing stations should be set up according to the following policies.

Scientific site selection. Green space in road interchange, around the island, and corner space in the park are ideal places for the charging and power changing stations. For example, a public bus charging tower with 500 parking spaces can be built in a land of 3000 square meters. In a parking lot for the sake of profit-making, when the capacity scale is more than 100 cars, the charging piles should be set up according to the ratio of 5%; and this ratio is used in the construction of the charging piles in the companies and institutions if they have the mature conditions. This ratio is also used in residential areas.

### Subsidy policy to guarantee money

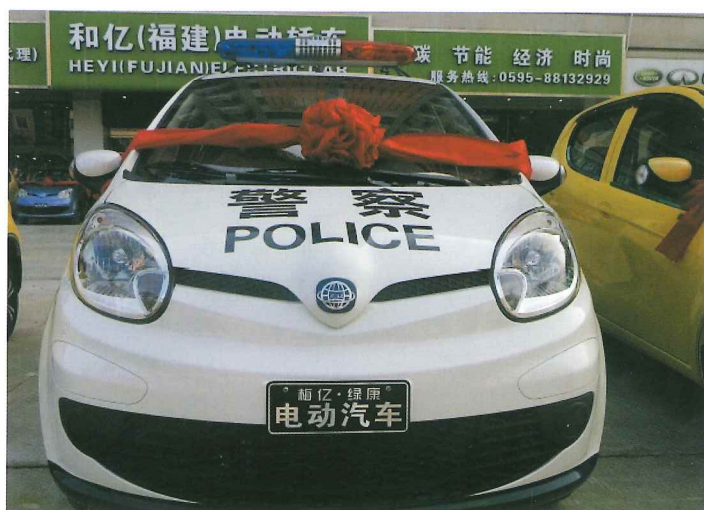
The policy relating to the subsidies management from Fujian clearly specifies that 40% of the total price of the vehicle will be a subsidy for the new energy public buses which are newly bought in the center cities. In the other areas, the subsidy is as follows: 35% of the total price of the vehicle as a subsidy is for economically developed areas, and 45% for areas having an average development level.

The capital support is provided for the research, development and industrialization of key parts including power batteries; and for the construction of charging and power changing stations and so forth. The special capital also is provided for the demonstration operation with the electric vehicles.

In government agencies, public institutions and so forth, the priority is given to the electric cars in vehicle purchase. The ratio of electric cars in the new cars will be not lower than 30% in the public transportation, office, logistics, sanitation and etc.

Except for the unified arrangement in the province, including the purchase subsidy funds, local governments will develop the corresponding supporting policies and measures according to the financial resource conditions.

Fujian Province will take the land for the charging and power bus





电动车充电塔；在福建省各地市区规模达100辆以上的经营性停车场，按照5%的比例，配建纯电动汽车专用充电桩；有条件的企事业单位停车场按照5%的比例，配建纯电动汽车专用充电桩；凡建有停车设施的居住小区，按照5%的比例配建纯电动汽车专用充电位。

## 补助政策保障资金

福建省交通运输厅《新购置城市公交车辆省级补助资金管理暂行办法》明确规定：设区市(区)中心城市新购置新能源公交车辆按车辆总价的40%进行补助。其它各县(市)新购置城市公交车辆补助标准：经济较发达县(市)、中等发展水平县(市)35%，一般发展水平县(市)45%。

对电动汽车整车和动力电池等关键零部件研发、产业化培植及充换电站建设给予专项资金支持，并对组织实施电动汽车示范运营给予专项资金支持。

福建省政府机关、公共机构等领域车辆采购要向电动汽车倾斜，新增或更新的公交、公务、物流、环卫车辆中电动汽车比例不低于30%。

除按照省里统一安排，给予电动汽车相应购置补助资金外，地方政府根据财力给予相应的配套政策措施支持。

福建省将充换电站建设用地纳入公共设施范围内，享受公共设施项目建设的相关政策，在立项、规划、用地等环节给予支持。充分利用现有公交场站、停车场等设置充电桩、充换电站，确需建设用地的，可按公交设施或电力设施等办理立项、规划和土地划拨手续。同时制定福建省充换电站服务收费标准，充换电收费采取收取不高于燃油成本费用的形式，也可采取电池租赁等形式。

推广应用电动汽车主要资金来源：一是国家和省、市三级财政资金补贴。省、市政府的补贴资金列入年度财政预算。二是承担单位自有资金、公共事业专项基金、其他社会化融资。

保障补贴资金，实现电动车梦。



changing stations into the scope of public facilities. Their construction will enjoy public policies in initiation, planning, land use and etc. It will make full use of the existing bus terminal and parking lots to set up the charging piles and charging plus power changing stations. If necessary, the initiation, planning and land transfer can be deal with in which the projects can be considered as public facilities. The province also specifies the criteria for the fee in the charging and power changing stations. This fee will not be higher than the cost of fueling. The battery lease can be adopted.

For the popularization and application of electric automobiles, the main funding sources are the fiscal subsidies at national, provincial, and city levels. Provincial and municipal government-given subsidy funds are included in the annual budget. The second sources are enterprise funds, special funds for public utilities, and other social financing.

Subsidies facilitate the realization of electric vehicle dreams.

