

China Business Weekly

30 September 2025



FCCC/EUCBA ACTIVITIES

Webinar: “Should I Stay or Should I Go?” - European Business Challenges in China in Times of Populism – 2 October 2025, 16:00 CEST



The **EU-China Business Association** and the **Flanders-China Chamber of Commerce** are organizing an insightful webinar on the evolving challenges and opportunities for European businesses in China, set against the backdrop of rising populism and shifting geopolitical dynamics. As global trade realigns and the triangle between **Europe, China, and the United States** becomes increasingly complex, this conversation will provide much-needed clarity for business leaders navigating uncertain times. **Guest Speaker: Jörg Wuttke**, Partner, DGA Group (Washington, DC), Former **Vice President, BASF China** (27 years); Former **President, European Union Chamber of Commerce in China**; Advisory Board Member, **Mercator Institute for China Studies (MERICS)**. With more than 35 years of experience in China, Mr. Wuttke brings unparalleled expertise on the country's economic and political landscape, as well as its impact on European business.

Discussion Topics

- **Trade & Economic Policy**
 - China's current economic climate and implications for European businesses
 - U.S.-China trade dynamics, tariffs, and supply chain shifts
 - De-risking: strategy or rhetoric?
- **Investment Strategy & Market Access**
 - In the face of rising political risks, how should businesses rethink long-term investments in China?
- **Technology & Innovation**
 - How is the U.S.-China tech rivalry impacting European firms' innovation roadmaps and global partnerships?
 - Is Europe's push for digital and technological sovereignty a competitive edge - or a regulatory burden - in China?
 - How can firms remain agile as data, IP, and security regulations diverge across the three blocs?
- **Future Outlook & Resilience**
 - What U.S.-China flashpoints could be most disruptive to American and European businesses over the next 5 years?

Why Attend? This webinar is designed for business leaders, policymakers, and analysts seeking actionable insights into how geopolitics and populism are reshaping the European business environment in China. **Register now to secure your spot** and join us for this critical conversation.

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Exclusive Luncheon: His Excellency Mr. Cai Run, Ambassador of the People's Republic of China and Head of the Chinese Mission to the EU

9 October, 12h00 CEST – Brussels



The **EU-China Business Association** is organizing an **exclusive luncheon** with His Excellency **Mr. Cai Run, Ambassador of the People's Republic of China and Head of the Chinese Mission to the EU**. The Chinese Ambassador will deliver an address on the opportunities and challenges shaping the future of **EU-China trade and investment relations**.

This exclusive event is a unique opportunity to meet the Chinese Ambassador to the EU and raise subjects you would like to discuss.

This luncheon will take place on **9 October at 12h00 CEST at 'De Warande', Zinnerstraat 1, 1000 Brussels**.

The programme is as follows:

12h00 – 12h30 Registration Networking Cocktail

12h30 – 12h35 Introduction, by Mr. Jochum Haakma, Chairman, EU-China Business Association

12h35 – 12h50 Speech on the outlook of EU-China trade and investment relations by H.E Mr Cai Run, Ambassador of the People's Republic of China and Head of the Chinese Mission to the EU

12h50 – 13h10 Q&A Session

14h00 End of luncheon

The luncheon is certain to be well attended, so we strongly recommend you book now to guarantee your place.

Practical information:

Date: 9 October, 2025

Time: 12h00 - 14h00 CEST

Location: De Warande, Zinnerstraat 1, 1050 Brussels

Price: €185 excl. 21% VAT (€47.25)

Deadline for subscription: 29 September 2025

About EUCBA:

The EU-China Business Association is the EU-wide federation of business organisations in the EU promoting business relations with China. EUCBA is offering platinum and silver partnerships for European and Chinese companies. If you are interested to raise your profile and sponsor this luncheon, please send an email to: info@eucba.org

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Webinar: “Belgian Customs and its activities in China” – 16 October, 10 AM CEST



The **Flanders-China Chamber of Commerce (FCCC)** is organizing a webinar focused on 'Belgian Customs and its activities in China', which will take place online on **16 October 2025** at **10 am CEST**.

The program is as follows:

10h00-10h05: Introduction by **Ms Gwenn Sonck**, Executive Director, Flanders-China Chamber of Commerce

10h05-10h25: Procedures and regulations of the Chinese customs and other institutions related to import or export by **Mr. Emmanuel Geronnez**, Customs Attaché in Beijing

10h25-10h45: Support given by the Federal Agency for the Safety of the Food Chain (FASFC) to local companies when exporting to China by **Ms. Annabelle Schreiber**, Agricultural Attaché, Embassy of Belgium in China

10h45-11h00: Q&A Session

Practical Information:

Date: 16 October 2025

Time: 10 AM - CEST

Location: Online

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Webinar: “EU Circular Economy – Compliance & Opportunities” 21 October 2025, 10H00 CEST



The **Flanders-China Chamber of Commerce (FCCC)** is organizing a webinar focused on “**EU Circular Economy – Compliance & Opportunities**”, which will take place on **21 October 2025 at 10 am CEST**.

Navigating the European Union's rapidly evolving circular economy regulations is no longer just about meeting requirements, but a strategic necessity for any business that imports or is doing business in the region. The old “take, make, dispose” model is being replaced by a regenerative system, which brings a whole new set of legal obligations. To avoid risks and find new market opportunities, it's critical to understand and adapt to this new framework.

During this webinar, we'll provide a clear breakdown of the key legal instruments shaping the EU's circular economy. **The experts will share forward-looking, practical advice drawn from extensive experience with multinational corporations.** They will deconstruct the core objectives, analyze key legal instruments, and explore practical case studies to illustrate compliance challenges and successful strategies.

Furthermore, the EU offers a wide range of **grants and incentive schemes** to support companies in advancing **green technologies, sustainable business models, and low-carbon solutions**. In this webinar, we will therefore also present **key opportunities** available to companies in **Europe and Belgium**, including **Chinese companies investing in Europe**. The session will highlight **practical pathways** to leverage EU **sustainability-oriented programs**, such as **Horizon Europe** and the **Innovation Fund**, as well as Belgian **tax incentives** for green investment, such as the new **thematic investment deduction**. Thus, we will demonstrate how companies can **unlock financial support** while aligning with **Europe's strategic sustainability agenda**.

The program is as follows:

10h00-10h05: Introduction by **Ms. Gwenn Sonck, Executive Director, Flanders-China Chamber of Commerce**
10h05-10h15: Introduction & European Context by **Mrs. Els Van Poucke, Partner, Deloitte Legal Lawyers**
10h15-10h25: Key Legal Instruments Shaping the EU's Circular Economy by **Mrs. Dominique Vanherck, Director, Deloitte Legal Lawyers**
10h25-10h35: Practical implications for importers – Case study by **Mr. Charles D'Haene, Junior Associate, Deloitte Legal Lawyers**
10h35-10h45: EU Grants, Incentives & Belgian Tax Opportunities by **Mr. Xu Lin, Manager, Deloitte's Grants & Incentives Team**
10h45-11h00: Q&A Session

Practical Information:

Date: 21 October 2025

Time: 10 AM - CEST

Location: Online

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European Industry Visit to Weihai City – 10-11 November 2025



EU-CHINA
Business Association
欧盟中国贸易协会



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精致城市 幸福威海
Fine City
Happy Weihai

The **EU-China Business Association** and the **Flanders-China Chamber of Commerce** are organising a two-day industry visit to **Weihai City, Shandong Province** from **10 to 11 November 2025**.

The aim of the visit is to get a better understanding of the unique investment environment of Weihai City and the

excellent cooperation opportunities. During the visit, you will meet with high-level government leaders, have meetings with potential Chinese partners, visit development zones and be shown around leading Weihai companies.

Why Weihai?

Several of our member companies, including **Beaulieu** and **Bekaert**, have major investments in Weihai and have benefitted from the city's highly business-friendly investment environment. The Flanders-China Chamber of Commerce and the Weihai Foreign Investment Bureau have formed a strong bond to help build and strengthen trade and investment relations. The city is located on the eastern tip of Shandong Province, facing Korea and Japan across the sea. It has a coastline of almost 1,000 km.

The leading eight Industrial Clusters of Weihai are:

- Advanced equipment and intelligent manufacturing
- New medicine and medical devices
- New generation information technology
- Green energy
- Carbon fibre and other composite materials
- Marine life and healthy food
- Textiles and leisure sports
- Health tourism

Practical information:

Date and time: 10-11 November 2025

Location: Weihai, Shandong Province

Deadline for subscription: 7 October 2025

Participation fee: €450

This includes:

- Participation in all organized activities (including lunches and dinners)
- 2 hotel nights in Weihai
- Presentation of your company in Brochure (English/Chinese)

The number of participants will be limited. In case you are interested in joining this visit, please send an e-mail to: gwenn.sonck@flanders-china.be.

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PAST EVENTS

Shandong Business Forum – 22 September, 2025 – Bekaert, Zwevegem



On 22 September 2025, the **Flanders-China Chamber of Commerce (FCCC)** and the **Province of Shandong** welcomed distinguished guests to **Bekaert Headquarters in Zwevegem** for an exclusive seminar showcasing Shandong's dynamic business environment and vast potential for cooperation.

The event was opened by **Ms. Gwenn Sonck, Executive Director of the Flanders-China Chamber of Commerce (FCCC) and the EU-China Business Association (EUCBA)**, and featured in-depth presentations:

Mr. Yu Lei, Chief Representative of Shandong Province and Shandong Economic & Trade Representative Office in Europe

Mr. Zhang Gang, Vice Mayor of Weihai Municipal People's Government

Mrs. Annie Xu-Huhmann, Divisional CEO Rubber Reinforcement, Member of the Bekaert Group Executive. She shared the company's investment experience in Shandong and highlighted the highly efficient government support in Weihai. The Weihai plant has become the world's largest single steel cord production base of the Bekaert Group.

Mr. Thierry Schmidt, Chairman of Esco Group, underlined China's essential role in Esco's growth. Esco China today holds a 50–60% market share in metro projects, with 100% local manufacturing and strong support from Shandong's industrial subcontractors and suppliers.

Participants gained valuable insights into Shandong's strengths in advanced manufacturing, green energy, healthcare, IT, and international trade and heard about success stories from Belgian companies, including Bekaert and Esco Group. The morning concluded with a tour of Bekaert and a lunch meeting chaired by **CEO Yves Kerstens**, fostering lively exchanges and new connections with the Shandong delegation.

Mr. Carl Decaluwé, Governor of the Province of West-Flanders, joined the event.

Interested in joining the European Industry visit to Weihai on 10–11 November? Please contact: gwenn.sonck@flanders-china.be

Shandong & Weihai: Strengths and Opportunities for Belgian Businesses

Shandong Province

Shandong, located in Eastern China, is one of the country's most important provinces, with a population exceeding one hundred million people and extensive land and sea areas of around 160,000 square kilometers each. It is a major hub of connectivity with hundreds of maritime and air routes, and its ports rank first in China for cargo throughput, positioning the province as a global gateway for energy and raw materials.

Economically, Shandong is consistently the third largest contributor to China's GDP, which reached CNY9.86 trillion in 2024. Consumption also ranks third nationwide, at CNY3.79 trillion. The province boasts a comprehensive industrial base,

with all forty-one industrial categories represented and more than one hundred products ranking in the top three nationwide. Agriculture is another strong pillar, generating CNY1.28 trillion in 2024, the highest value in the country.



Shandong is open to international collaboration, maintaining ties with over two hundred countries and regions, and hosting subsidiaries of 236 Fortune 500 companies. Foreign trade in 2024 amounted to 3.38 trillion RMB, and bilateral trade with Belgium alone reached 16.96 billion RMB.

Opportunities for Belgian Businesses

- **Biomedicine and healthcare:** new avenues for joint research and production.
- **Clean energy:** collaboration in solar power, hydrogen technologies, storage systems, and smart grids.
- **Advanced manufacturing:** expansion of industrial partnerships and technological exchange.
- **Agriculture and agri-food:** cooperation along the full agricultural value chain, from production to processing.
- **Trade and logistics:** development of cross-border e-commerce and overseas warehouses.
- **Two-way investment:** Shandong welcomes Belgian investment with supportive government services and an open business climate.

Weihai City



Weihai, a coastal city in Eastern Shandong, has nearly one thousand kilometers of coastline, high air quality, and numerous national awards for its ecological environment. It has built a robust blue economy, producing more than three million tons of aquatic products annually and leading in advanced processing of marine resources. High-sea fisheries, including tuna and squid, are also growing rapidly. In terms of energy, Weihai has developed a comprehensive green energy structure combining nuclear, wind, solar, and storage, with an installed capacity of more than 7.6 gigawatts.

Weihai's geographic position offers strategic access to South Korea and Japan, with a flight to Seoul taking only forty-five minutes. The city is a national pilot zone for services and cross-border e-commerce, and it maintains trade relations with more than two hundred countries and regions. It hosts nearly 1,900 foreign-funded enterprises and achieved more than 200 billion RMB in foreign trade in 2024. Its customs system is unique in China, integrating sea, land, air, rail, and postal supervision to reduce clearance time by five hours and costs by 30%.

Weihai's manufacturing base is equally strong, with more than fifteen thousand enterprises and over three thousand product types. Seven categories of products rank first globally. The city is home to eight specialized industrial clusters: - **Next-generation IT** - **Pharmaceuticals and medical devices** - **Advanced machinery and smart manufacturing** - **Carbon fiber composites** - **Marine biology and healthy food** - **Fashion and sports** - **New energy** - **Health and tourism**.

Weihai is also a global hub for the laser printer supply chain, producing around twenty-two million units annually, equivalent to one-fifth of the world's total output.

The city fosters innovation through eleven universities and various research institutes, driving advances in surgical robotics, high-performance carbon fiber, aerospace materials, and ocean observation technologies. Its efficient business environment is another strength, with licenses issued in less than one day and full project procedures completed in just thirty-nine days.

Opportunities for Belgian Businesses

- **Integration in industrial clusters:** participation in IT, medical devices, advanced machinery, carbon composites, and new energy.
- **Marine economy:** collaboration in sustainable aquaculture, advanced food processing, and marine food technology.
- **Laser printer supply chain:** partnerships in components, materials, and services for a highly localized industry.
- **Green energy:** joint projects in solar, wind, nuclear, and storage technologies.
- **Trade facilitation:** leveraging Weihai's unique customs system for faster and cheaper logistics, especially toward South Korea and Japan.
- **Innovation partnerships:** cooperation with universities and institutes for research and industrial pilots.
- **Business establishment:** benefiting from fast-track registration and supportive government services.

Conclusion

Shandong Province and Weihai City both stand out for their economic vitality, comprehensive industrial systems, openness to the world, and commitment to innovation and green growth. For Belgian businesses, they offer significant opportunities in key sectors such as healthcare, clean energy, advanced manufacturing, agri-food, marine industries, and digital commerce.

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FOREIGN TRADE

China won't seek special treatment at WTO, but is keeping its status as a developing country



Chinese Premier Li Qiang announced that China will not seek any new special and differential treatment in the current and future World Trade Organization (WTO) negotiations. But Professor Cui Fan clarified that China is not relinquishing its status as a developing country.

China is also ready to work with all parties to further implement the Global Development Initiative (GDI), Premier Li said at a **high-level meeting on the GDI** held by China on the sidelines of the general debate of the 80th session of the United Nations (UN) General Assembly. WTO Director General Ngozi Okonjo-Iweala hailed the decision as “major news key to WTO reform”, saying that “this is a culmination of many years of hard work and I want to applaud China’s leadership on this issue.” The move stands as an important step in firmly upholding the multilateral trading system and actively advancing the GDI and the Global Governance Initiative (GGI), Li Chenggang, China’s International Trade Representative and Vice Minister of Commerce (MOFCOM), told a press briefing.

Han Yong, Director General of the Department of WTO Affairs at MOFCOM, stressed at the briefing that China will continue to approach current and future WTO negotiations with **three unchanged principles**, which are specifically **its status as a developing member, its determination to safeguard the legitimate rights and interests of developing members, and its commitment to advancing the liberalization and facilitation of global trade and investment.** Foreign Ministry Spokesperson Guo Jiakun noted on the same day that the decision is not

only a proactive step taken by China in supporting the multilateral trading system, but also an important move in China’s effort to implement the GDI and the GGI. China will stay committed to high-quality development and high-standard opening up and continue to uphold the multilateral trading system and participate in the WTO reform, Guo said.

The WTO Agreements contain provisions which give developing countries “special and differential treatment”. These special provisions include longer time periods for implementing agreements and measures to increase trading opportunities for developing countries. China joined the WTO in 2001 as a developing member. It is entitled to special and differential treatment as an institutional right under the WTO framework, Li Chenggang stressed. Since joining the WTO, while benefiting from the treatment, China has actively participated in multilateral trade negotiations, pragmatically addressing relevant issues in specific talks based on its development level and capabilities, the MOFCOM official noted, adding that this approach has significantly contributed to promoting freer global trade.

Cui Fan, Professor at the School of International Trade and Economics, University of International Business and Economics, clarified that while **China** will not seek new special and differential treatment in future WTO negotiations, **it is not relinquishing all its existing rights or its status as a developing nation.** “It will not alter China’s developing-country status, which is affirmed by both the WTO’s self-designation mechanism and its accession protocol. Also **the country’s per capita GDP remains significantly lower than that of developed nations,**” Cui said. It also does not affect the country’s entitlements as a developing member in other international frameworks such as the World Bank and the Paris Agreement, Cui told the Global Times. “While China itself will not seek new such treatment, it staunchly supports other developing countries’ right to such treatment, viewing it as a vital principle for an inclusive and equitable trading system,” Cui said.

Li Chenggang emphasized that China remains the largest developing country in the world, and its status and identity as a developing country have not changed. China has always been a part of the “Global South” and will always stand with developing countries, the Global Times reports.

HIGH-TECH

China is leaving Europe behind in the race for a high-tech future



In 1978, as Deng Xiaoping prepared to launch the policy of reform and opening up, a high-powered delegation went on a whirlwind 36-day mission to western Europe, covering 25 cities in five countries and touring dozens of factories, mines, ports, farms, universities and research institutes. **China was at least 20 years behind Europe in science, technology and industry** – and modernization in general. **Today, China has** freed itself in many areas from its dependence on Western technology, moving up in the global value chain to **become an innovation powerhouse**. As China and the EU mark 50 years of diplomatic ties, Europe is on the defensive, wondering how it can catch up. Observers say the competition in technology is only set to grow, but it does not have to be zero-sum. Some European players are aiming to stay in the game by taking a tactic from the Chinese technology transfer playbook. For decades, the deal was simple: China traded market access to European firms for Western technology.

At first, the technology flowed largely one way. Then, according to Ding Chun, Director of the Center for European Studies at Fudan University in Shanghai, it started flowing in the other direction. **“Europe used to be the teacher and China the student,”** Ding said. **“But now, in many areas, the student has outpaced the teacher, and that shift has created both anxiety and fear on the European side – which is understandable.”** The tables began turning around 2001, when China joined the World Trade Organization (WTO), speeding up the country’s opening to foreign investment and forcing Chinese companies to keep up. Tim Rühlig, Senior Analyst at the European Union Institute for Security Studies, said **European firms appeared to underestimate the ability of their Chinese counterparts to innovate**. “For too long, they believed that China would only catch up by mimicking Western technology. Today, nobody doubts China’s innovativeness,” he said. “China and Europe are now less complementary and rather compete over similar market segments. This is one of several reasons why EU-China relations are more complicated now.”

Nevertheless, Europe still held a lead in many fields and there was much for China to learn, Ding said. EU firms have retained an edge in advanced manufacturing, mechanical engineering, aerospace, robotics, precision instruments, industrial software, advanced semiconductor machinery, pharmaceuticals, nuclear technology, and foundational sciences. Those firms are even more important to China as sources of technology as the United States restricts access to its own developments, according to Ding. Yet Europe’s pace of innovation has slowed, falling behind the rapid advances of both China and the U.S. “China has advanced rapidly by learning, digesting, and innovating, while Europe’s first-mover advantages in traditional industries have turned into relative disadvantages,” he said. Ding said **Europe** had focused too much on its traditional industries like cars, machinery, chemicals, and electronics, and **had not paid enough attention to frontier technologies** such as artificial intelligence and information technology. China, meanwhile, was forging on in areas like AI, the digital economy, telecommunications, renewable energy, photovoltaics, lithium batteries, electric vehicles (EVs), drones, quantum computing and supercomputers.

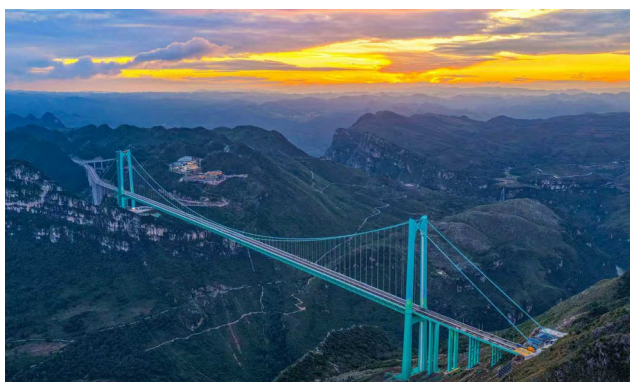
In the EU, there was a feeling that Europe had missed the boat and been left behind, said Javier Borràs Arumí, a researcher at the Barcelona Center for International Affairs, a Spanish think tank. “The prevailing mood is one of pessimism and stagnation,” he said. But Alicia García-Herrero, Chief Economist for the Asia-Pacific region at Natixis, said the big issue for the EU was its reliance on China’s highly developed industrial capacity – rather than the technology itself. “It is the technology embedded in the industrial products, in the industrial capacity, that makes China kind of impossible to avoid. Everything you buy has a Chinese component in it,” she said.

The EU claims that China has gained some of this industrial might – and an unfair competitive advantage – by bending international trade rules. This includes using state subsidies in sectors such as EVs and solar panels, resulting in excess capacity that is exported to other countries at below cost – claims China has repeatedly rejected. It has reached the point where the EU mainly views Chinese technology with fear – fear for its economy, security and values, according to Borràs.

“The EU’s attitude towards Chinese technology is now mostly defensive; it is mainly something we need to protect ourselves from,” he said. “This is also strongly influenced by U.S. pressure to ban certain Chinese technologies.” Analysts said part of the problem was that European firms and policymakers were too slow to realize that China had become an innovative industrial powerhouse and to address the challenges it raised. **While Europe dragged its feet, China closed the gap**, the South China Morning Post reports.

INFRASTRUCTURE

World's tallest bridge shows China's new development philosophy



The Huajiang Grand Canyon Bridge, the world's tallest bridge, officially opened to traffic on September 28 in China's Guizhou province, marking another achievement in China's infrastructure construction, and becoming a symbol of China's new development philosophy, according to the Global Times. With a vertical height of 625 meters above the Beipan river – roughly twice the height of the Eiffel Tower – the Huajiang Grand Canyon Bridge has surpassed the 565-meter-tall Beipanjiang Bridge, which is also in Guizhou, to become the tallest bridge in the world. The 2,890-meter bridge, with a span of 1,420 meters, is also the world's largest span bridge to be built in a mountainous area.

The bridge is also an engineering masterpiece. Construction began in 2022, and the bridge achieved multiple technological breakthroughs in wind-resistant design, high-altitude construction, and other critical areas. Advanced technologies such as an intelligent cable hoisting system and 2,000 MPa high-strength steel wire were used. Spanning the border between Qianxinan Buyi and Miao Autonomous Prefecture and Anshun city in Guizhou, the bridge reduces travel time between the two banks from two hours to two minutes, significantly improving regional connectivity and spurring economic and social development.

China has emerged as the global leading power in infrastructure building, and **Guizhou has become known globally for its world-class bridges.** To date, **this mountainous province has more than 32,000 bridges** built or under construction. Among the top 100 highest bridges in the world, Guizhou fills nearly half the spots, and the top three, are all located in the province. To further improve its transport network, China has continued to make investments in infrastructure during the 14th Five Year Plan period (2021-25). China has built the world's largest highway network, with a total length of 191,000

kilometers, covering 99% of cities with a population of more than 200,000.

According to the Global Times, **the Huajiang Grand Canyon Bridge is “a three-dimensional projection of China's new development philosophy featuring innovative, coordinated, green, open and shared development** deep in the mountains and valleys, and a concrete manifestation of the transformation from “Made in China” to “Created in China.” Innovation is a pragmatic breakthrough driven by problems. Faced with complex terrain, the builders adopted an innovative “asymmetrical anchorage design,” wind-resistance measures tested in physical wind tunnel experiments, and a fourth-generation “intelligent cable hoisting system.” These efforts enabled new breakthroughs in complex bridge engineering, including millimeter-level precision docking of key steel structure joints at an altitude of more than 600 meters. Such innovation was not pursued for its own sake, but arose from the tireless efforts of China's engineers to address the pressing challenge of “turning natural barriers into thoroughfares.” It is a concrete example of the principle of the problem-oriented approach in China's development philosophy.

Coordination is the key engine that activates regional development. Coordinated development is not about mere balance, but about achieving breakthroughs at key nodes to drive overall progress. **The bridge has shortened the journey between Anshun and Liupanshui from two hours to just two minutes.** What appears to be a simple shift in time and space is, in fact, a restructuring of the region's economic system. While strengthening links between the region and its neighbors, the bridge also integrates infrastructure with cultural tourism through a “bridge plus tourism” model. Projects such as a cloud-top café and a 625-meter bungee jump are incorporated into the bridge complex.

Green has become an integral element of development. The entire construction process utilized “zero excavation” technology to minimize damage to the native vegetation. Openness and sharing represent the mutual learning of civilizations, allowing us to share and admire the beauty of each civilization. The bridge significantly enhances the efficiency of transit in southwest Guizhou, directly benefiting approximately 500,000 residents along the route. It connects essential resources for education, healthcare, and employment, embodying the principle of “shared development for all.” The bridge's opening not only injects new momentum into domestic regional development but also provides a replicable and scalable model for the globe, contributing a “Chinese solution,” the Global Times concludes.

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CHINA NEWS ROUND-UP

President Xi announces updated climate action plan

Chinese President Xi Jinping announced an updated climate action plan under the landmark 2015 Paris Agreement, underscoring China's commitment in addressing climate change. In a video speech to the United Nations Climate Summit 2025 in New York, Xi said that **China will, by 2035, reduce economy-wide net greenhouse gas emissions by 7% to 10% from peak levels**. The country also aims to increase the share of non-fossil fuels in total energy consumption to over 30% and expand the installed capacity of wind and solar power to more than six times the 2020 levels, bringing the total to 3,600 gigawatt, he said. By that time, Xi added, China's total forest stock will exceed 24 billion cubic meters, and new energy vehicles will dominate new vehicle sales. China's national carbon emissions trading market will be expanded to cover major high-emission sectors, and a climate-adaptive society will be basically established, he said.

The targets Xi announced are inscribed in China's new Nationally Determined Contribution (NDC) part of a climate action plan under the Paris accord to cut greenhouse gas emissions to keep the rise in global temperatures this century below 2°C above pre-industrial levels while pursuing efforts to limit it to 1.5°C. Zhang Haibin, Associate Dean of Peking University's School of International Studies, said that China's NDC update once again sends a strong and clear signal that the country is an active participant, contributor and trailblazer in global climate governance. A statement from the National Center for Climate Change Strategy and International Cooperation said that the NDC update represents **the first time China has proposed a comprehensive set of post-2030 climate targets encompassing the entire economy** and aiming for net reductions across all greenhouse gases.

Wang Can, Director of the Joint Pollution Control and Carbon Reduction Research Center at Tsinghua University's Institute for Carbon Neutrality, said the aggregated ambition of current NDCs is far from sufficient to meet the targets under the Paris Agreement. "If all countries fully implement their NDCs, global emissions could be reduced by -1% to 7% by 2030 and 4% to 13% by 2035 compared to 2019 levels, far from the Paris Agreement aligned mitigation pathway," he said, as reported by the China Daily.

EU preparing 20 new anti-dumping probes against China

The European Union is preparing 20 new anti-dumping investigations against China, according to former EU Trade Commissioner Cecilia Malmstrom speaking at an event hosted by the Institute for International and Economic Affairs in Dublin. "So I think they will be opened consecutively in the coming weeks," said the former Swedish official. Responding to questions from the South

China Morning Post, Malmstrom described Beijing as "a complicated partner" that has "very cleverly taken advantage of countries across the world who are disappointed with the United States" since the return of President Donald Trump at the beginning of the year. "Many people said that now, when the EU and U.S. have increasing tensions, this will push the EU towards China. That hasn't happened," she said. "Other countries have been pushed towards China, but not the EU – we still have these massive concerns."

While the European Commission did not confirm the comments, a series of top officials have spoken in recent days about their mounting grievances with Beijing's trade policies. These have been amplified by the perceived threat of trade diversion emanating from Trump's tariffs, which has led to fears that under-pressure Chinese exporters will reroute their goods to Europe at a discount, thereby endangering local producers. Officials have complained about China's industrial overcapacity and "weaponization" of its global market dominance in rare earth minerals and magnets, through the roll-out of new rules in April requiring licenses to export the commodities that has led to dozens of industrial closures in Europe.

"This is a clear example of the weaponization of dependencies," said the EU Director General for Trade Sabine Weyand, who said the Commission had lodged a complaint against China's provisional tariffs on EU pork imports, which she said showed "significant shortcomings" under global trading rules. "We are now assessing these provisional measures and will consider all options to protect the EU industry and our economic interest," Weyand said. While the pace of trade investigations has slowed this year – there have been eight new anti-dumping cases against Beijing in 2025, compared to 20 over the course of 2024 – officials say that the situation has not improved.

The EU used its international procurement instrument for the first time against China earlier in the year, blocking its firms from lucrative public tenders across the single market, while there were "serious discussions" taking place about triggering the anti-coercion instrument against China, which would also mark its first use. The Commission is preparing to impose tariffs from 25% to 50% on Chinese steel products, and Commission President Ursula von der Leyen announced earlier this month the roll-out of "buy Europe" provisions to help bolster EU industry, the South China Morning Post reports.

China International Industry Fair (CIIF) now bigger than Hannover Messe

The 25th China International Industry Fair (CIIF) in Shanghai showcased more than 1,000 new technologies and products either nationally or globally, setting a new record. Covering about 300,000 square meters, another record, the CIIF has now outgrown its peer, the 78-year-old Hannover Messe, in size. This year's CIIF also has more international

exhibitors than previous editions, attracting 3,000 companies from 28 countries and regions including Germany, Japan and the United States. Switzerland's ABB unveiled its Integrated Vision 2.0 version at the CIIF. By applying artificial intelligence (AI), this latest vision-guided robotics solution can adapt to most cameras in the market and connect to the entire system in 30 minutes, significantly lowering costs. In light of the breakthroughs in technology innovation, China will explore new trajectories like humanoid robots, brain-computer interfaces, the metaverse and quantum information to accelerate its new industrialization process, Minister for Industry and Information Technology Li Lecheng said during the opening ceremony.

Shanghai Mayor Gong Zheng said the city has been attaching greater importance to fundamental research into core technologies and building high-quality incubators, centers for proof of concept and institutions for technology transfers, in a bid to transform more research results into products and, eventually, industries. Leading Chinese robotics companies including Siasun Robot & Automation, Chaifu Robot and Jaka Robotics displayed their latest technologies during the fair. Chaifu is showcasing the world's first heavy-duty industrial robot with a rated load capacity greater than 5 metric tons at the wrist, enough to lift a car. The robot can be used for transporting oversized tools and handling extreme conditions in manufacturing, logistics, construction and mining.

Shanghai SmartState Technology demonstrated the application of AI in machine tools. Its smart agent can serve as the brain for machine tools, enabling them to think and evolve on their own. Once given a task, the agent can work out plans, make decisions and optimize processing paths on its own, making its efficiency rate 40% higher than other industrial software. Haizol, a digital platform for industrial components, showcased AI tools that can help Chinese companies discover new business opportunities. In Yongkang, Zhejiang province, where nearly 70% of the world's stainless drinkware is produced, Haizol helped a client to redefine itself into a stainless steel stamping factory. The company has thus extended its business from bottles to high-performance water storage equipment used in the aerospace field and insulin injection liquid storage devices with vacuum layers, the China Daily reports.

Agreement reached on the sale of TikTok

U.S. President Donald Trump declared that a deal for TikTok satisfied the requirements of the U.S.' sale-or-ban law for the Chinese-owned short-video app, following months of deliberations. "I have determined that the proposed divestiture would allow the millions of Americans who enjoy TikTok every day to continue using it while also protecting national security," Trump wrote in an executive order. "We have very good controls, it's going to be as secure as you can be," he added. Trump also reiterated that Chinese President Xi Jinping had given him the "go-ahead" on the deal during a phone call. Speaking at the Oval Office alongside Trump, Vice President J.D. Vance said the new version of TikTok will be valued at around USD14 billion. "Ultimately, the investors are going to make the determination about what they want to invest in and what they think is proper value," he said, adding that

details about "who exactly is involved in the deal" will be announced "in the days to come".

For years, Washington lawmakers have warned that TikTok's ownership makes it beholden to the Chinese government and that Beijing could use the app to spy on Americans or conduct influence operations. Last year, then-U.S. President Joe Biden signed into law a bill requiring TikTok to be sold or banned if a "foreign adversary" retained control – defined as a stake of 20% or more. The law set a January deadline and allowed for a one-time extension if "significant" progress towards a sale was evident, but President Trump has repeatedly delayed its enforcement. The executive order did not specify a timeline for the deal with Beijing, but it delayed enforcement of the TikTok law by 120 days from the day of the order. Trump had already extended the deadline to mid-December – the fourth such extension – a move that came a day after Washington and Beijing announced they had reached a "framework" for a TikTok deal during trade talks in Madrid.

The new app is expected to be owned by a joint venture between a U.S. investor consortium that includes Oracle and private equity firm Silver Lake, and current parent company **ByteDance**, which **would retain a minority stake** and take one of seven board seats. American investors will own around 80% of the app, while ByteDance and its affiliates will own less than 20%, the South China Morning Post reports.

EV maker BYD expects exports to top 20% of output this year

Chinese electric-vehicle (EV) maker BYD expects exports to make up about 20% of its global sales this year, spurred by improved logistics and new model launches. The Shenzhen-based carmaker forecasts 800,000 to 1 million deliveries outside mainland China in 2025, compared with projected total sales of 4.6 million units, said Li Yunfei, General Manager of Branding and Public Relations. In 2024, BYD's sales outside mainland China accounted for less than 10% of its total of 4.26 million deliveries. Li said BYD's own fleet of car-carrier ships supported the export surge. The carmaker now has eight large vessels, the largest of which can transport 9,200 vehicles. The ships ply ocean routes connecting China with major overseas markets such as Europe and Southeast Asia.

BYD is also expanding its line-up of vehicles for overseas markets by **introducing all of its China-developed cars to international buyers**. The company planned to double showrooms in Europe to 2,000 in 2026 and aimed to create a complete local supply chain for its European production, Stella Li, Executive Vice President, said on the sidelines of the IAA Mobility in Munich earlier this month. BYD's assembly plant in Hungary, with an annual capacity of 150,000 units, is expected to start production early next year, Li Yunfei said. The company also operates factories in Thailand and Brazil.

Chinese carmakers, led by BYD, are at the vanguard of EV technology and production, buoyed by government support and consumers' willingness to embrace new innovations, according to analysts. Chinese-made EVs featuring high-

performance batteries, sophisticated in-car entertainment systems and preliminary self-driving software are increasingly popular around the globe thanks to their attractive prices.

BYD's projected sales outside mainland China this year would beat an ambitious target Beijing set in its Made in China 2025 industrial strategy, which was first unveiled in 2015. The central government hoped the country's top two EV makers, which it did not name, could sell more than 10% of their cars to markets abroad. BYD's second-quarter deliveries outside mainland China jumped 145% from a year earlier to 258,182, a rise of 25.3% from the previous quarter.

Overseas sales accounted for 22.5% of the total in the three months to June. Controlled by billionaire Wang Chuanfu, the company is one of the four mainland EV builders that have become profitable, in a playing field where around 50 companies are competing, the South China Morning Post reports.

Boot camps speed up development of robots

China is going all out to outpace the United States in the race to develop advanced humanoid robots. Its latest strategy: sending its bots to boot camp. Cities across the country are opening huge humanoid robotics training bases, which put robots through their paces in a variety of different scenarios and harvest training data to help manufacturers accelerate their product development. The biggest of these facilities, located in Beijing's Shijingshan district, covers an area of more than 10,000 square meters and will generate over 6 million data points every year, the local government announced.

China and the U.S. are the clear front-runners in the emerging humanoid robot industry, which aims to create robots with humanlike bodies that can replace human workers in a range of settings – from factory floors to nursing homes. The training bases are designed to address “the current data shortage” that is holding back China's domestic industry, according to a local government statement.

The Beijing center provides 16 specific scenarios for robot training, including settings that mimic a manufacturing facility, a retail outlet, an elderly care center and a smart home. In the past, robotics companies collected training data in isolation, resulting in inconsistent quality. **The new training base will enable standardized, large-scale data generation**, delivering high-quality data at lower costs, the statement said. The training bases are part of a broad effort by the Chinese authorities to foster a world-leading humanoid robot industry, as a group of domestic players vie with American competitors including Tesla's Optimus to roll out robots on a commercial scale.

The Chinese government highlighted “embodied intelligence” – referring to artificial intelligence integrated into physical machinery, such as robots – as a key future industry for the first time in March. In recent months, China has hosted high-profile events to showcase its progress in robotics, with humanoids taking part in a half-marathon, a kickboxing match and a dance performance at the popular Spring Festival Gala. In late August, Beijing also rolled out

guidelines about promoting the deployment of AI-powered devices across broad sectors of the economy, with a target of raising the adoption level to over 90% by 2030, the South China Morning Post reports.

China expected to export 10 million cars a year by 2030

China's auto industry is likely to sell more than 40 million vehicles per year over the next five years – including 10 million to the overseas market – as the sector still has “vast potential” for growth. The estimate by Cui Dongshu, Secretary General of the China Passenger Car Association (CPCA), indicates that China's auto industry – already the world's top exporter in volume terms – could see overseas sales nearly double by 2030. Cui acknowledged that his estimate may be more optimistic than the general consensus, but stressed that China had the ability to achieve it as there was still plenty of room for growth in both the domestic and global markets. “There is still vast potential for market expansion in China's less developed regions, such as mid-western districts and rural areas, where car ownership levels could gradually surpass those in metropolises like Beijing and Shanghai,” he said. **China's vehicle ownership rate – 250 cars for every 1,000 people – remains relatively low compared with developed countries**, Cui pointed out.

In Europe, there were 641 vehicles in use for every 1,000 people as of 2020, while in the United States there were 860, according to the International Organization of Motor Vehicle Manufacturers. The Global South will “inevitably” become a key growth market for Chinese cars, with more buyers choosing cost-effective Chinese brands rather than cheap second-hand vehicles from the U.S., Europe, Japan and South Korea, according to Cui. He also noted that the shorter lifespan of electric vehicles – around 10 years, compared with 18 years for petrol-powered cars – was likely to boost overall demand as the adoption of electric cars continued to rise.

China has emerged as the world's largest car manufacturer, seller and exporter in recent years, with the country's early adoption of electric vehicles helping domestic brands establish themselves as global industry leaders. **In 2024, China's total auto sales reached a record-breaking 31.4 million units, with electric vehicles accounting for more than 40% of the total**, according to the China Association of Automobile Manufacturers (CAAM). The country exported 4.96 million passenger cars that year. China's passenger car sales climbed to 14.74 million units in the first eight months of 2025, up 9.5% year-on-year, according to the CPCA. The country's car exports over the same period reached 4.29 million units, up 13.7% year-on-year, CAAM data showed, as reported by the South China Morning Post.

China-Europe Arctic express route inaugurated

The China-Europe Arctic express route was launched last week with the departure of the container ship Istanbul Bridge from Ningbo-Zhoushan Port in Zhejiang province, with as destination the Port of

Felixstowe, the largest container port in the UK. **Taking the Arctic route north of Russia, the cargo will arrive in Felixstowe in 18 days, setting a new record for shipping time from Ningbo to Europe.** This Arctic route links major Chinese ports including Ningbo, Shanghai, Qingdao, and Dalian on one end, and key European ports such as Felixstowe in the UK, Rotterdam in the Netherlands, Hamburg in Germany, and Gdańsk in Poland. It is the fastest container shipping route between China and Europe's main ports. By crossing the Arctic Ocean, the route significantly shortens the transport time, giving Chinese companies a valuable edge in aligning with Europe's peak stocking season for Christmas.

"The cargo on board covers a wide range of goods, including daily necessities, clothing, and components, as well as emerging products such as energy storage cabinets and power batteries. Once it arrives, it will be distributed across Europe," Zhou Xiaoping, Deputy Director of Daxie Customs, a subsidiary of Ningbo Customs, told the Global Times. The European Union is currently the largest trading partner of Ningbo Port. In the first eight months of this year, the total value of imports and exports between Ningbo Port and the EU reached CNY330.74 billion, a year-on-year increase of 12%, accounting for about 18% of Ningbo Port's total foreign trade. When

talking about the advantage of this express compared with traditional routes, Li Xiaobin, Chief Operating Officer of Sea Legend, told the Global Times that the China-Europe Arctic Express Route is shorter in distance and highly efficient, significantly improving timeliness while reducing costs and enhancing the speed of logistics supply chains. The route also offers a relatively safe geopolitical environment. "The regions it passes through are politically and economically stable, which reduces risks such as piracy, congestion, and the spillover of conflicts. This enhances the safety of shipping fleets, opens up the Ice Silk Road, and secures the third corridor of the China-Europe supply chain," explained Li.

Zhou Chujing, Logistics Procurement Manager at Sigenergy, a smart manufacturing hub in Nantong, Jiangsu province, told the Global Times that his shipment consists of household energy storage equipment, with each container valued at about USD300,000, to be exported via the Netherlands to various parts of Europe. "The main reason for choosing the China-Europe Arctic express route is its favorable transit time, which greatly benefits the entire marketing chain," Zhou noted. In 2018, China released a white paper titled "China's Arctic Policy," saying that China hopes to work with all parties to build a "Polar Silk Road" through developing the Arctic shipping routes.

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Contact

Flanders-China Chamber of Commerce
Office: Ajuinlei 1, B-9000 Gent, Belgium

New telephone and fax numbers:

T ++32/9/269.52.46

F ++32/9/269.52.99

E info@flanders-china.be

W www.flanders-china.be

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The FCCC Newsletters are edited by Michel Lens, who is based in Beijing and can be contacted by e-mail michel.jc.lens@gmail.com

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