

China Business Weekly

19 May 2026



FCCC/EUCBA ACTIVITIES

Webinar: Digital Marketing for Industrial Goods: From online presence to industrial growth – 21 May 2026, 9:30 AM



The Flanders-China Chamber of Commerce is organizing a webinar on **Digital Marketing for Industrial Goods in China**, taking place on **May 21 at 9:30 AM**.

For **European industrial companies**, China remains a critical growth market. However, succeeding in **China today requires more than a strong product or global brand presence**.

China's digital ecosystem operates fundamentally different from Western markets. **Buyers rely on local platforms to discover, evaluate, and shortlist suppliers. Search behavior, content expectations, and brand credibility** are all highly localized and more demanding.

Many European industrial companies with strong offerings and local operations in China are still not optimally positioned digitally to support lead generation and commercial growth.

This session will provide **a practical overview of how industrial companies can build an effective digital presence in China and translate this into concrete business opportunities**.

Topics that will be covered:

- How Chinese B2B buyers search for and evaluate suppliers.
- Key digital platforms in China (e.g. Baidu, WeChat, industry platforms).
- Common mistakes European companies make when entering the Chinese digital landscape.
- How to align branding, content, and channels to support lead generation.
- Practical examples of what works in industrial B2B marketing in China.

The programme is as follows:

09:30 – 09:35 Introduction by **Ms Gwenn Sonck**, Executive Director, Flanders-China Chamber of Commerce

09:35 – 10:10 Presentation on Digital Marketing for Industrial Goods in China by **Mr Jonathan Kullman**, Founder & CEO of NBH

10:10 – 10:30 Q&A Session

Practical Information

Date: 21 May 2026

Time: 09:30 – 10:30 AM

Location: Online

Participation fee: Members: Free

About the Speaker: Jonathan Kullman, Founder & CEO, NBH

Jonathan Kullman has over 12 years of experience working with digital marketing and international growth, with a strong focus on China as a market. He is the **Founder and CEO of NBH**, a digital marketing agency established in 2014, **helping European companies grow in China**. With teams in Europe and Shanghai, NBH supports industrial B2B companies with strategy, lead generation, and digital execution across China's key platforms.

[SUBSCRIBE HERE](#)

Webinar: AI & IP: Protecting Innovation for European SMEs in China 27 May 2026, 9h30 AM



The Flanders-China Chamber of Commerce is organizing a webinar on **AI & IP: Protecting Innovation for European SMEs in China**, taking place on 27 May 2026 at 09h30 CEST.

As **artificial intelligence** continues to reshape **innovation** and **business strategies**, European SMEs operating in or with China are facing new challenges in protecting their **intellectual property** and safeguarding the **value generated through AI**.

This webinar will provide **practical insights** into the most common IP issues encountered by European SMEs working with AI in a China-related context, with particular attention to:

- Key **IP risks** linked to AI use in China
- Practical strategies to **protect innovation** and **business value**

- **Best practices** illustrated through real-life case studies
- Common pitfalls and how to **avoid them**

As AI becomes increasingly integrated into **business functions** such as product development, partnerships, data management, and cross-border operations, companies must navigate a complex and evolving landscape of **risks and opportunities** when engaging with China.

This webinar will highlight how European SMEs can effectively protect innovation, maintain **control over key assets**, and manage **risks** when working with Chinese partners or entering the Chinese market.

This session is designed to support the **strategic decision-making** of European SMEs regarding China-related activities, offering practical guidance on how to anticipate and address **IP challenges** at an early stage.

The programme is as follows:

09:30 – 09:35 Introduction by **Ms Gwenn Sonck**, Executive Director, Flanders-China Chamber of Commerce

09:35 – 10:15 Presentation on **AI & IP: Protecting Innovation for European SMEs in China** by **Mr Jari Vepsäläinen**, Chairman, Fintrade-Mercer Group

10:15 – 10:30 Q&A Session

Practical Information

Date: **27 May 2026**

Time: **09:30 – 10:30 CEST**

Location: **Online**

About the speaker

Mr Jari Vepsäläinen is Chairman of Fintrade-Mercer Group. He is a China-trained attorney and has been actively involved as a strategic investment advisor and corporate lawyer in the People's Republic of China for more than 36 years.

[**SUBSCRIBE HERE**](#)

PAST EVENTS

In-person Strategy Session: Learning to ride the dragon in 2026: How to Deal with the new dominant China – 5 May 2026 – Ghent



On 5 May, the Flanders-China Chamber of Commerce (FCCC) had the pleasure of welcoming members to Hotel Falligan in Ghent for **an insightful session on China's evolving role in the global economy with Philippe Snel** (lawyer and founder of Dawo Law Firm in Shanghai).

The event opened with remarks by Gwenn Sonck, (Executive Director FCCC), who underlined that China offers a predictable policy environment compared to other major economies. In today's geopolitical context, marked by uncertainty, predictability is exactly what companies need in order to plan, invest and grow sustainably. With 5% growth in the first quarter of the year, China also remains one of the fastest-growing major economies in the world.

This was followed by an in-depth presentation by Philippe Snel on the opportunities, risks and strategic dilemmas European companies face in today's rapidly evolving China landscape.

Drawing on nearly 25 years of experience in China and his daily legal practice in Shanghai, **Philippe shared practical insights into how foreign companies are reassessing their China strategies and adapting to a new reality** in which China is no longer only a market, but increasingly a driver of global supply chains, innovation and industrial transformation.

One of the key takeaways of the evening was that **companies can no longer afford to observe China from a distance**. Businesses increasingly need to strengthen their presence in China, follow developments in real time and build long-term partnerships with Chinese stakeholders.

Particularly relevant for participants was the discussion on China's growing leadership across industries such as EVs, shipbuilding, renewable energy and advanced manufacturing, the implications this has for European companies operating globally, and how businesses increasingly need to work together with China.

A valuable and highly interactive exchange, with engaging discussions throughout the evening.

ACTIVITIES SUPPORTED BY FCCC

Visit to Dahua's Experience Center – 28 May 2026 – Zoetermeer, The Netherlands



Dahua Technology, a **Structural Partner** of the Flanders-China Chamber of Commerce (FCCC), is inviting FCCC Members to **visit its Experience Center in Zoetermeer, The Netherlands**, on **May 28, 2026**.

Dahua Technology is a world-leading video-centric AIoT solution and service provider. Committed to enabling a smarter society and better living, Dahua actively implements its Dahua Think#2.0 strategy, evolving from “Intelligence” to “Integrated Intelligence” to drive digital innovation and transformation for cities and enterprises. The company supports urban development by enhancing management efficiency, enabling autonomous city operations, upgrading public safety systems, and advancing ecological governance. In the enterprise sector, Dahua focuses on strengthening security systems, increasing operational productivity, and enabling data-driven decision-making to help businesses thrive.

Website: www.dahuasecurity.com

Practical Information

Date: 28 May 2026

Time: 11 AM CEST

Location: Houtsingel 19, 4th Floor, 2719 EA Zoetermeer, The Netherlands

[SUBSCRIBE HERE](#)

Hybrid Food Fair China – 13 & 15 October, 2026 – Shanghai & Beijing

Present your products to buyers in Shanghai and Beijing and participate in the **Hybrid Food Fair organized by the Flanders Investment & Trade offices in Shanghai (13 October) and Beijing (15 October)**. You can choose to present your products yourself or have them presented by our FIT-teams.

Target sector: Food & beverage

Target market: China-EU

For whom?: Units of companies and organizations in the Flemish Region.

Where: Shanghai & Beijing, China-EU

When: 13 to 15 October 2026

Why participate? Many Chinese buyers and importers in the food sector are looking forward to finding new suppliers and discovering new products and trends in the sector. Are you interested in presenting your products in China in an accessible way? That's perfect! Flanders Investment & Trade is happy to match the needs of buyers with your export plans and is organizing a hybrid networking day in Shanghai on October 13 and in Beijing on October 16 to this end!

Our offer: Both FIT offices have strong contacts in the food sector with importers/distributors, e-commerce players, and department store chains. We will invite these buyers to a hybrid food fair where they can get acquainted with and taste the products of Flemish companies. After the hybrid food fair, we will provide you with a personalized report containing all the contact details of the interested buyer(s), after which you can contact them. If desired, FIT can support you in this.

Register before May 31. After registration, you will receive an email with practical information and a booking link to schedule an online intake interview with the Flemish Economic Representative in Beijing and/or Shanghai.

Please note: your participation can only be confirmed after this intake interview.

You will provide FIT-Shanghai and FIT-Beijing with product samples for the tasting during the hybrid food fair. To ensure your products are received on time, we recommend sending your samples before September 10. More information on this will follow after your participation has been approved. Based on your profile, our teams in China will look for potential buyers.

Presentation of your company and products by our colleagues in Shanghai and Beijing to Chinese buyers during the: Hybrid Food Fair Shanghai October 13; Hybrid Food Fair Beijing October 15.

Your products will be presented in a professional manner. After the tasting, we will provide you with a personalized report containing all the contact details of the interested buyer(s), after which you can contact them. If desired, FIT can support you in this. If you wish, and after consultation with our offices in Shanghai and Beijing, you can attend in person to present your products (max. 1 representative / company). We will provide you with more information about the program, digital catalog, samples, and marketing materials after your participation has been approved.

You can check which tariffs and taxes are levied on your products via [Access2Markets](#). Please check whether your products are subject to specific restrictions for importing into the Chinese market before registering for this promotion.

For logistical reasons, participation with frozen products is not possible, unless these products are already present in China.

Prices:

Hybrid Food Fair Shanghai October 13

First participant: €400.00

Additional participants: €200.00

Hybrid Food Fair Beijing October 15

First participant: €400.00

Additional participants: €200.00

In addition to this participation fee, you are responsible for the costs of shipping your samples.

Any questions?

Contact Frederic Deprez: E: frederic.deprez@fitagency.be T: +32 2 504 87 48

6th Innovation Fair Sino-Euro Business Development Conference – October 26-30 – Jiangsu province



Welcome to Innovation Fair – Supporting Innovators in China since 2018

Building on the success of previous editions, the 6th Innovation Fair is scheduled to take place from 26–30 October 2026. The fair promotes international business development, uncovers sourcing opportunities, and provides direct access to the Chinese market, while also offering opportunities to represent and distribute products and services of Chinese businesses in Europe. Showcase your products, pitch your ideas, and connect with the right partners through curated, industry-focused matchmaking. Join us to connect, collaborate, and create new possibilities for your business.

Target participants/industry: Advanced manufacturing; artificial intelligence; environment & new energy; life science & medtech; digital service & software; education & training; mobility; and import & export.

Benefits & cost of participation:

Benefits

- Travel 1x Eco Class Ticket (roundtrip)
- Airport Pickup and Drop-off
- Transportation, Hotel, and Meals Throughout the Event
- Exhibitor Booth 9 m2 (incl. backdrop & basic facilities)
- Networking Opportunity
- Local Company Discovery Tour

Registration Fees

- Standard Rate: €1,480 (valid by 30 June)
- Late Registration: €1,680 (valid by 31 August)
- Group Rate: €3,600 (for 3 people)

Optional Add-Ons

- Pre-event Matchmaking Services: starting from €1,000
- Post-event Follow-Up Support: starting from €1,000
- Larger / Joint Booths: upon request
- Tailored Proposals: upon request

How to participate:

1. Registering following the QR code.
2. Complete your company descriptions and your target Chinese counterparts.
3. Payment instructions will be sent via email after we confirm your registration.

Website: <http://innovationfair.mikecrm.com/aMNRQ1J>



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VIP VISITS

Presidents Trump and Xi reach consensus on trade and the countries' relationship at Beijing summit



The American and Chinese Presidents, Donald Trump and Xi Jinping, reached consensus on several issues during two days of talks at the Great Hall of the People in Beijing, as Trump paid a state visit to China. According to the Chinese report of the meeting, they agreed to establish a **“constructive China-U.S. relationship of strategic stability”** as the new framework for bilateral relations. The trade teams of both countries **“reached an overall balanced and positive outcome”** during their discussions.

But **President Xi warned that Taiwan “is the most important issue in China-U.S. relations”**, adding that, if handled poorly, “the two countries will clash or even come into conflict, pushing the entire China-U.S. relationship into a very dangerous place”. China will mainly judge the U.S. commitment “not to support” Taiwan independence by the level of arms sales to Taipei. The Trump Administration approved a USD11 billion arms package late last year, drawing condemnation from Beijing. Another package worth around USD14 billion is awaiting final approval from Trump, who has delayed a decision for months. Trump said he was “not looking to have somebody go independent” or to send U.S. troops “9,500 miles to fight a war”. But he also reiterated that the U.S. policy on Taiwan remained unchanged. Trump added: “I think we’ll be fine, [Xi] doesn’t want to see a war.” Bonny Lin, Senior Adviser and Director of the China Power Project at the Center for Strategic and International Studies (CSIS), told a think tank panel that “China takes Taiwan as the most important bilateral issue,

and if it’s not handled well, whatever the two sides agree on will be at risk”.

The Chinese President expressed the hope that the U.S. and China “would be able to **transcend the Thucydides Trap** and forge a new paradigm for great power relations”. Xi said **Beijing’s door “to the outside world will only open wider and American companies will enjoy even brighter prospects in China”**. The two leaders exchanged views on major international and regional issues, including the **Middle East, Ukraine and the Korean peninsula**.

President Trump invited Xi for a state visit to Washington around September 24. The White House commented that Trump and Xi **“had a good meeting”**, where they discussed enhancing **economic cooperation, expanding market access for U.S. businesses into China and increasing Chinese investment**. They also agreed that the Strait of Hormuz should remain open. They “highlighted the need to build on progress in ending the flow of fentanyl precursors into the United States, as well as increasing Chinese purchases of American agricultural products”. Xi told Trump that the vision to “Make America Great Again” could coexist with “China’s great rejuvenation”.

Trump told his Chinese counterpart: “You’re a great leader. Sometimes people don’t like me saying it, but I say it anyway, because it’s true. I only say the truth,” adding that “the relationship between China and the U.S. is going to be better than ever before.” President Xi said that a stable China-U.S. relationship is a boon for the world. Cooperation benefits both sides, while confrontation harms both. We should be partners and not rivals.” “All I can say is that was a great success. It was fantastic, we made great deals,” Trump said.

On the second day of the visit, Xi invited Trump to the Zhongnanhai leadership compound, site of the offices of the Chinese Communist Party and government and of Xi’s private residence. For decades, the compound has been among China’s most secretive sites. “Washington and Beijing both appear eager to cast the meeting as a historically important moment,” said Xie Maosong, Senior Researcher at the National Institute of Strategic Studies at Tsinghua University. He said the “rare access” Trump had been given to Zhongnanhai showed both how much importance Xi placed on U.S.-China relations and could

help him “forge a closer personal bond that is vital to broader bilateral ties” with the American President. Gao Zhikai, a former interpreter for Deng Xiaoping who is now a Professor at Soochow University, rated the visit “9.99 out of 10” for restoring relations.

Zhao Minghao, Deputy Director of the Center for American Studies at Shanghai’s Fudan University, cautioned about the structural tensions still shaping the relationship beneath the surface. “This new concept of a constructive China-

U.S. relationship of strategic stability is aspirational, but it is not where the relationship actually is right now. The real test is how the two powers find ways to cooperate constructively within an inherently competitive relationship,” he said.

On May 20, Russian President Vladimir Putin is scheduled to pay a one-day visit to Beijing. This overview is based on reports by the China Daily, Global Times and South China Morning Post.

Results from President Trump’s Beijing visit



At the Summit meeting between Presidents Donald Trump and Xi Jinping, both leaders agreed to **establish a “constructive strategic and stable relationship” between China and the U.S.** They will also establish a Trade Council and an Investment Council and “agreed in principle to lower tariffs on products of respective concern on a comparable scale”. President Trump said the two countries have “made some fantastic trade deals, great for both countries.”

A large business delegation of 18 chief executives accompanied Trump to Beijing, where he commented: “I didn’t want the second or the third in the company. I wanted only the top, and they’re here today to pay respects to you [Xi] and to China”. CEOs from big American conglomerates, including Tesla’s Elon Musk, Apple’s Tim Cook, Blackrock’s Larry Fink, Boeing’s Kelly Ortberg, Blackstone’s Stephen Schwarzman, Cargill’s Brian Sikes, Meta’s Dina Powell McCormick, Visa’s Ryan McInerney, Citi’s Jane Fraser, GE Aerospace’s Larry Culp, Goldman Sachs’ David Solomon, Mastercard’s Michael Miebach and Qualcomm’s Cristiano Amon joined Trump’s delegation to China, as Nvidia CEO Jensen Huang joined the delegation at the last minute, boarding Air Force One during a refueling stop in Anchorage, Alaska. The executives had meetings with the Ministry of Commerce (MOFCOM), the National Development and Reform Commission (NDRC) and the Council for the Promotion of International Trade (CCPIT).

MOFCOM confirmed that it had reached an agreement to purchase airplanes, jet engines and components from the U.S. Trump said China would buy at least 200 Boeing aircraft and possibly up to 750, and 450 engines from General Electric. Boeing said in a statement: “We had

a very successful trip to China and accomplished our major goal of reopening the China market to orders for Boeing aircraft.” If the purchase of 200 Boeing aircraft is finalized, it would be the company’s largest order from China since the USD37 billion deal for 300 aircraft reached during Trump’s 2017 visit. After 2017, China suspended major orders amid rising tensions with the U.S. over trade, technology and other issues.

China granted five-year export licenses to 77 U.S. beef facilities, while renewing expired licenses of 425 other plants for another five years, which appears to be a marginal addition after factoring in previous commitments, analysts said, adding that new orders could reduce China’s reliance on Brazil for soybeans and other agricultural products. Last year, Brazil accounted for over 70% of China’s total soybean imports. Under a measure Beijing announced in December, beef shipments from Brazil, Argentina, Uruguay and the United States that exceed fixed country-by-country caps in 2026 will face a 55% tariff, up from the standard 12%.

U.S. Trade Representative Jamieson Greer said that he **expects to see China buy a 10-figure sum in agricultural products annually** over the next three years, but most of this estimate appears to be based on earlier soybean purchase agreements. China had already agreed to buy at least 25 million tons of soybeans annually from the U.S. from 2026 to 2028 following Trump and Xi’s meeting in Busan, South Korea last autumn. New purchases of products aside from soybeans would be incremental.

“Beijing will not accept purchase demands exceeding its actual needs or driven purely by political motives,” said Lin Shen, Researcher with the Institute of World Economics and Politics at the Chinese Academy of Social Sciences (CASS). The new agreement, the details of which have yet to be confirmed, is expected to reflect China’s need to maintain a balance between imports and low domestic prices. On other high-profile products such as beef, “China will exercise restraint, because more imports would further pressure the domestic market,” Zhang Zhixian, head of research at Cngrain.com, said. Shipments of U.S. beef and related products to China fell about 67% between 2024 and 2025. Because of this, the US had not used a large share of its quota allocation. Brazil shipped a record 119,630 tons of beef to China in January alone, and more than 40% of the annual ceiling was consumed in the first quarter

Data released in November by the Chinese Embassy in the U.S. showed that more than 80,000 U.S. companies have invested in China, while 7,000 Chinese firms operate in the U.S.

Some commentators stressed that the deliverables of the meeting were poor, but Rush Doshi, Director at the Council on Foreign Relations (CFR) and former China Adviser

during the Biden Administration, said “the meeting was the deliverable”. “The summit reduced near-term escalation risk,” said Zoe Liu, Senior CFR fellow. “But it doesn’t really remove the structural risks that matter most.”

This overview is based on reports by the China Daily, Global Times and South China Morning Post.

HIGH-TECH

R&D centers new benchmark for multinationals in China



Multinational companies once measured their presence in China by the number of factories they operated and the scale of their supply chains. Today, the number of research and development (R&D) centers has emerged as a more telling indicator of how deeply foreign businesses are embedded in the Chinese market and how committed they are to long-term innovation. As of March this year, Beijing had 332 foreign-funded R&D centers, with 55 newly established this year, while Shanghai had 647 such centers, including 15 new additions this year, data from the Ministry of Commerce (MOFCOM) showed. That shift is also becoming more evident in capital flows. The actual use of foreign direct investment (FDI) in China's high-tech industries rose 30.7% year-on-year to CNY102.73 billion in the first quarter of 2026, accounting for 41.2% of the country's total FDI. Of this, the actual use of FDI in R&D and design services rose by 127.8% on a yearly basis.

Zhao Yang, an official with the Ministry of Commerce's Department of Foreign Investment Administration (FIA), said China's industrial and innovation strengths are translating into tangible advantages. Foreign-funded R&D centers are entering a phase of both quantitative expansion and qualitative upgrading, shifting from local adaptation hubs to integral nodes in multinational companies' global innovation networks, said Zhao.

Yin Zheng, Executive Vice President of China and East Asia Operations at Schneider Electric, said that running businesses, especially in the manufacturing sector, is no longer about simply taking orders and scaling up

production in China. **“For many multinational corporations today, the country has evolved from a cost-efficient production base into a critical hub for innovation, market expansion and long-term strategic positioning,”** Yin said. The French industrial group is currently building two new plants in Xiamen, Fujian province, and Wuxi, Jiangsu province, while upgrading its Beijing R&D center, focusing on energy management, optimization, efficiency and digitalization. Bai Ming, Researcher at the Chinese Academy of International Trade and Economic Cooperation in Beijing, said the trend reflects growing confidence among foreign investors in China's economic resilience and its capacity for sustained innovation.

As a result, investment decisions that were once seen as optional are increasingly being elevated to strategic imperatives, particularly in high-tech and consumer goods sectors, Bai said. **Sean Stein, President of the U.S.-China Business Council**, said the shift is evident. **“Twenty-five years ago, no one came to China to do R&D. Now, what I am seeing is that the best companies are doing some of their most important R&D in China,”** said Stein. For example, U.S. cosmetics group Estée Lauder is tailoring products for Chinese consumers, not only in packaging, but also in formulations and research and development (R&D). Tapestry, the parent company of U.S. fashion brands Coach and Kate Spade, has established an R&D center in Dongguan, Guangdong province, he added. As part of its expansion in China, Estée Lauder launched two projects in Shanghai in late March – the China Fulfillment Center and the Group Open Innovation Center – to boost its R&D and intelligent supply chain operations. “China is more than one of the world's largest beauty markets. It is a global leader in shaping consumer trends, digital innovation and the future of our industry,” said Stephane de La Faverie, the group's president and CEO.

Similar momentum is seen in other sectors. **Louis Dreyfus Company (LDC)**, a Rotterdam-headquartered trader and processor of agricultural commodities, has continued to expand its footprint in China, investing in four greenfield projects to strengthen processing capabilities. James Zhou, LDC's Chief Commercial Officer, said his group has already set up a global R&D center in Shanghai and launched two production lines for specialty feed ingredients in Tianjin, aiming to translate research into commercial applications. “We are looking to expand our integrated

specialty phospholipid production model, pioneered through innovation and advanced oilseed processing capabilities in China, to other LDC plants worldwide,” said Zhou. “Meanwhile, we have launched various plant-based food and feed ingredients and solutions, tailored to evolving needs in China.”

Alexander Bassler, CEO of German anchoring system manufacturer **Fischer**, said that the Chinese market is one of the most dynamic and forward-looking globally for the group, with the speed at which innovations emerge and are

implemented at scale standing out in particular. The company also sees new growth opportunities in areas such as digitalization, smart infrastructure, sustainable construction and high-tech industries.

Kim Fausing, President and CEO of **Danfoss Group**, said the Danish industrial conglomerate aims to deploy more resources in China’s data center sector, drawing on its global expertise and technologies to support scalable, energy-efficient infrastructure for artificial intelligence-led digital expansion, the China Daily reports.

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CHINA NEWS ROUND-UP

Shanghai to build international shipping hub

The port of Shanghai, the world’s largest container port for 16 consecutive years, handled 55.06 million twenty-foot equivalent units (TEU) throughout 2025, and is targeting an annual container throughput of 58 million TEU during the 15th Five Year Plan period, Chu Beiping, President of the Shanghai Maritime University, said at the Shanghai International Shipping Center Capacity Enhancement Think Tank Forum held recently in Shanghai. “The growth in scale is merely part of the capacity enhancement in the development of the Shanghai International Shipping Center. More important are talent supply, rule-making capacity and competition for international influence, which are key to elevating the center’s status and capability,” Chu said at the Forum, which was jointly held by the Shanghai Federation of Social Science Association and Shanghai Maritime University.

Chu said future efforts should focus on the emerging needs of the shipping industry by developing new interdisciplinary fields, jointly cultivating professionals with cross-disciplinary integration capabilities, and building a knowledge hub that is demand-driven, collaboration-based and underpinned by standards development. Against this backdrop, Shanghai Maritime University launched the country’s first **undergraduate program in international cruise management** in 2025, enrolling 31 students, a move expected to help address Shanghai’s shortage of high-end maritime service talent, said Wu Xianhua, Dean of the University’s School of Economics and Management. “Through the integration of industry and education, the bachelor’s program aims to sharpen students’ practical skills, foreign-language proficiency and international outlook,” Wu said.

According to Wu, the program is in response to **China’s fast-developing cruise economy**, which is evolving from

a pure cruise consumer market into a comprehensive industrial chain spanning construction, independent design and operations. “The undergraduate program is designed to fill the significant gap in medium- to high-end cruise management talent in China, and is expected to become a stable source of high-quality talent supporting Shanghai’s development as an international shipping center,” Wu said. “Taking a medium-sized cruise ship as an example, there are at least 1,000 crew members onboard on a regular basis, with mid- to high-level management talent accounting for more than 5%,” Wu added.

According to Liu Xin, Director of the Transport Planning and Research Institute, the focus will be on enhancing four key capabilities: facility resilience and safety, global shipping resource allocation, leadership in intelligent and green development, and comprehensive financial and legal support, the China Daily reports.

Foreign car makers use Chinese plants as export hubs

Foreign automakers, once content to manufacture and sell in China, are turning their joint-venture factories into global export hubs, tapping the world’s largest auto market for cost advantages and advanced local technology as they seek to boost competitiveness. **Nissan** is among those using China as a production and innovation springboard to enhance competitiveness in overseas markets. The Japanese automaker will soon ship the N7 sedan, made by Dongfeng Nissan, to Latin America and Southeast Asia. The Frontier Pro pickup will also go to those regions plus the Middle East, with NX8 SUV exports planned. “These products are good not only for China. The technologies, the speed of development and the cost that we have achieved in the China ecosystem can play a very important role for us overseas,” Nissan Chief Executive Ivan Espinosa said at Auto China 2026 in Beijing in late April. The automaker has set up an import-export joint

venture in China with a short-term export target of more than 100,000 units and a longterm goal of around 300,000.

For South Korea's largest auto group, **Hyundai Motor**, China is not only a production base and R&D center, but will become a hub for launching new products to other markets, President and CEO Jose Munoz said. The automaker will deploy cutting-edge technologies in China and expects to leverage the Chinese market to popularize these technologies and export them to other regions, he added.

Germany's **Volkswagen** is also evaluating China as an export base. By partnering with local companies including XPeng, Horizon Robotics, Gotion and CATL, Volkswagen is accelerating its move to smart electric vehicles, reducing development time by 30% and development costs by 40%. Volkswagen Group CEO Oliver Blume said in late April that considering cost positioning and the technological advantages, Volkswagen aims to provide products and services to the Southern hemisphere from China. SAIC Volkswagen's ID. ERA 9X, the German automaker's first extended-range electric model that features Momenta's driving assistance system and CATL's battery, will also be exported to Germany in the future, the automaker announced at the SUV's launch event in late April.

Yale Zhang, Managing Director of Shanghai-based consulting firm Automotive Foresight, said that China has emerged as a global leader in electrification and intelligent driving technologies, becoming indispensable for foreign automakers striving to catch up in the new energy vehicle race. "By relying on China to develop new models, foreign automakers gain both superior product capabilities and the cost benefits of China's powerful industrial chain," he added. "It's a smart move with good prospects."

In 2025, the market share of joint-venture brands in China plummeted to around 30%, a sharp drop from the 60% to 70% they held at their peak around 2014. This decline has directly squeezed sales volumes and left significant factory capacity idle. Some plants have even been forced to shut down, yet exports have effectively revitalized this unused capacity, the China Daily reports.

China ranks third in global AI competitiveness in life sciences

China ranked third in a new global index measuring competitiveness in AI for biotechnology, healthcare and longevity. The latest edition of the **Global AI Competitiveness Index by the Deep Knowledge Group**, a consortium focused on deep-tech research, analytics and investment, ranked China behind only the U.S. and UK in its country-level listing with a score of 85.3, which reflects "major scale in AI, biotechnology and talent", followed by Switzerland and Germany. China's National Health Commission (NHC) and four other agencies, including the Ministry of Industry and Information Technology (MIIT) and the National Development and Reform Commission (NDRC), rolled out a plan late last year to accelerate AI adoption across the healthcare sector.

Under the plan, China will push for AI-assisted diagnosis and treatment in its primary-level institutions – hospitals and clinics distributed across localities that mainly provide

primary care – by 2030, a goal that would effectively make AI-enabled healthcare available nationwide. Meanwhile, Hong Kong placed third among 20 city-level innovation hubs, behind Boston and San Francisco but ahead of London and New York. The report said the city's strengths lie in capital-market access, institutional credibility, deployment conditions and its strengthening interface with the Greater Bay Area.

Hong Kong's 2025 Policy Address framed AI-enabled healthcare less as a stand-alone software opportunity than as part of a wider life-sciences infrastructure push. The city government pledged to promote generative AI in clinical workflows and AI-assisted digital pathology, while also building the regulatory, clinical-trial and real-world-data infrastructure needed to turn medical AI and advanced therapies into deployable products, the South China Morning Post reports.

International car makers need Chinese suppliers to compete

Collaboration with Chinese suppliers is 'the only way international carmakers can compete with Chinese carmakers', Morgan Stanley analyst says. A Ford Motor electric vehicle (EV) battery plant in the U.S. state of Michigan, edging closer to inauguration, has shed light on global marques' reliance on Chinese technologies to accelerate their EV transition. The USD3 billion facility, with a capacity of more than 400,000 EVs a year, has heightened expectations for similar deals that would allow Chinese technologies to play a vital role in reviving America's once-booming manufacturing industries.

Ford and China's EV battery maker Contemporary Amperex Technology (CATL) announced the BlueOval Battery Park Michigan in 2023, only to face strong opposition from local residents and lawmakers due to frayed U.S.-China relations. CATL, as a technology and service provider to the project, is only involved in manufacturing operations, with Ford fully owning the facility. "The only way international carmakers can compete with the Chinese carmakers is to collaborate with the Chinese suppliers," said Tim Hsiao, Director of the Greater China Auto and Shared Mobility Research Team at Morgan Stanley. The U.S. bank predicted that international automotive groups would act to bring Chinese-developed technology to markets outside China as soon as possible, because their Chinese rivals were planning aggressive overseas expansion to combat weakening demand at home.

Chinese car makers and automotive suppliers were seen as the vanguard of EV technology, buoyed by government support and consumer appetite for innovation, according to analysts. Chinese-developed EVs, many with preliminary self-driving systems, digital cockpits and sometimes even on-board fridges, have eclipsed international petrol-car brands in mainland China, the world's largest automotive and EV market. Analysts said the collaboration between Ford and CATL was the latest landmark deal to underscore the trend of foreign carmakers adopting Chinese manufacturing expertise before copying it to other markets despite geopolitical risks.

CATL reiterated that it would only provide Ford with “services and knowledge” for the Michigan plant, which was expected to start production within months. “As agreed by both parties, CATL licenses its battery technology to Ford. U.S. automakers need the best lithium iron phosphate technology to compete globally.”

“EVs provide a typical example of Chinese firms’ go-global drive because the carmakers have huge potential to expand their global footprints with increased market share,” said David Zhang, General Secretary of the Shanghai-based International Intelligent Vehicle Engineering Association. “It’s inevitable that Chinese carmakers and auto part suppliers will become powerful international players in the coming years.” In March, Volkswagen Group began mass-producing a model featuring Chinese EV maker Xpeng’s autonomous driver-assistance systems, which are currently available only in mainland China. Other established brands from Audi to Hyundai’s Ioniq are using systems developed by Chinese self-driving technology firm Momenta, the South China Morning Post reports.

Chinese Chambers oppose the EU’s CSA2 revisions

Multiple Chinese business chambers in the EU have expressed strong opposition to the proposed revision of the Cybersecurity Act (CSA2). They reiterated that mandatory, comprehensive, and time-bound exclusion policies across multiple key industries would cause disruption to normal market operations. They would also undermine the EU’s own green and digital transitions, and harm China-EU economic and trade relations. The China Chamber of Commerce to the EU (CCCEU) said that the Chamber has submitted its feedback on the CSA2, stating that strengthening cybersecurity and protecting critical infrastructure should adopt a proportionate, risk-based, evidence-based, and technology neutral regulatory approach, while safeguarding the openness and competitiveness of the EU single market, according to a statement provided to the Global Times.

The Chinese Chamber noted that certain elements of the current CSA2 proposal could introduce overly broad restrictive measures that are not based on a transparent, evidence-based risk assessment methodology. In particular, the proposed mandatory, comprehensive, and time limited exclusion clauses across multiple critical sectors raise serious concerns. **These measures could disrupt normal market operations, increase compliance costs for businesses, and have broader adverse effects on Europe’s green and digital transitions,** industrial competitiveness, and economic relations with key trading partners, it said. The fresh warning came as the European Commission (EC) proposed a new cybersecurity package including a “Proposal for a Regulation for the EU Cybersecurity Act” in January, which aims to gradually phase out components and equipment from “high-risk suppliers” in critical infrastructure. This move is widely seen as targeting Chinese companies and forms part of a broader set of EU protectionist tools targeting China.

Brussels is targeting “high-risk” vendors, commonly

understood to be Chinese suppliers in critical sectors, Politico.eu reported. The proposed rules set new criteria for European governments when deciding to ban vendors from their networks, including assessing “non-technical risks” like whether companies are subject to political pressure, according to the report.

In addition to the CCCEU, a number of Chinese business chambers based in European countries, including Chambers in Poland, Spain and Italy, have also voiced their concerns in recent days. For example, the Chinese business chamber in Spain (CCINCE) issued a statement saying that an open, fair and fully competitive market is the foundation for Europe’s long-term industrial competitiveness, adding that **“excluding specific suppliers in the name of security essentially sacrifices market efficiency and technological diversity for so-called security.”** This not only fails to create a sustainable risk governance mechanism, but may also introduces new vulnerabilities, according to the CCINCE statement. The Cybersecurity Act will be applicable immediately after approval by the European Parliament and the Council of the EU. The EU’s proposed revision of the CSA2 could carry a price tag of nearly €367.8 billion if it forces the replacement of Chinese suppliers across 18 critical sectors, according to a report released by the CCCEU and London-based professional services provider KPMG, as reported by the Global Times.

China’s NEV exports increase 1.2 times in first four months

China’s new-energy vehicle (NEV) exports reached 1.384 million units in the first four months of the year, up 1.2 times year-on-year, according the China Association of Automobile Manufacturers (CAAM). A Chinese industry analyst said that the trend highlights the growing global popularity of Chinese NEVs, driven by rising demand for green transformation. The analyst also noted that China’s NEV development has provided global consumers with more choices and contributed to faster technological iteration and cost reductions. In April alone, production of NEVs reached 1.32 million units, up 5.5% year-on-year, while sales totaled 1.344 million, up 9.7%. NEV sales accounted for 53.2% of total new car sales during the month, according to the CAAM. On the export side, NEV shipments totaled 430,000 units in April, up 1.1 times year-on-year.

“The rapid growth in exports reflects strong international demand for China-made NEVs,” Cui Dongshu, Secretary General of the China Passenger Car Association, told the Global Times, noting that this industry growth is closely linked to advances in electrification technologies and aligns with the global trend of green transition. The continued growth in NEV exports, together with technological progress, shows that China’s automotive industry is developing in an open and cooperative way, said Cui.

At the recently concluded Beijing Auto Show, multiple foreign car brands, including BMW and Mercedes-Benz, showcased new electric vehicles (EVs) developed with Chinese technology in an effort to stay relevant in the world’s largest car market. Last year, China’s NEV production and sales both exceeded 16 million units,

ranking first in the world for the 11th consecutive year. Against this backdrop, a workshop held alongside an Asia-Pacific Economic Cooperation (APEC)-related meeting in Shanghai brought together government officials and industry representatives from China and abroad to discuss cooperation in the vehicle sector, including electrification and supply chains. Speaking on the sidelines of the workshop, Ausein Wirojtacha, Analyst at the Office of Industrial Economics under Thailand's Ministry of Industry, told the Global Times that decarbonization "is something we must pursue," which means accelerating the development of electric vehicles (EVs) and electrified vehicles.

In related news, the South China Morning Post reports that JPMorgan predicted that **Chinese smart cars would control 20% of the western European market by 2028**. Chinese carmakers were expected to deliver 2.5 million cars to customers in western Europe in 2028, a surge of 150% from about 1 million units last year, Nick Lai, head of auto research in the Asia-Pacific at JPMorgan, said. Last November, McKinsey forecast that up to five Chinese vehicle assemblers were likely to make the list of the world's top 10 carmakers by 2030, disrupting the pecking order in the global automotive industry.

Blaming China's industrial rise won't help EU address its woes, Global Times

The Global Times, a Chinese English-language newspaper, published an editorial, **admonishing the European Union that blaming China's for its problems and taking protectionist measures were counterproductive**. Confronted with its declining competitiveness, **the EU has chosen a misguided path of protectionism**. Instead of tackling the root causes of its economic malaise, it has aggressively escalated protectionist rhetoric and actions directed at China, according to the editorial.

In the latest example, an analysis by the European Central Bank (ECB), titled "The impact of China's industrial rise on the euro area," claimed that euro area producers have been losing market shares where they face competition from China, particularly since 2020. China's import penetration has increased considerably in the European market, especially in medium- and high-tech industries, putting pressure on European producers, the report asserted. The analysis largely repeated claims that have already been made by various European institutions or politicians. It further reflects anxiety within the EU, which tends to simplistically blame China's industrial ascent as the primary culprit behind Europe's own economic woes. In essence, this is an ill-advised attempt to shift responsibility for Europe's industrial development problems onto external factors.

This "blame China" narrative is politically convenient. It allows some EU politicians to point outward rather than inward, and to blame an external competitor rather than confront uncomfortable truths about their own economies. It has provided them with a seemingly plausible justification for trade protectionism and unreasonable trade restrictions. However, **political expediency and protectionist actions cannot hide, let alone address, the fundamental**

problems within the EU. The root cause of the EU's economic woes has never been China, but rather the deep seated structural economic problems that the bloc has accumulated over the long term. Attributing internal development ailments to external competition not only oversimplifies the issue but is also highly misleading. This line of thinking deliberately avoids confronting Europe's real economic problems. Yet, gains and losses in market share always reflect the combined effect of multiple factors. Exaggerating the impact of external competition while ignoring one's own structural defects can only lead to one sided and distorted conclusions, and will further delay Europe's needed reforms and transformation.

In recent years, Europe's industrial upgrading has fallen badly behind. European businesses are strangled by a fragmented maze of divergent standards, overlapping technical regulations, and cumbersome layers of approval processes across member states. This regulatory chaos severely cripples their ability to respond quickly to market demands. As a result, the competitive advantage of Europe's traditionally strong industries has eroded sharply. At the same time, labor costs in Europe have remained high for a long time, coupled with a sharp rise in energy prices that have further pushed up producers' production and operation costs and weakened the competitiveness of European manufacturing in the global market.

These problems have nothing to do with China, they are the accumulated product of the EU's internal policy choices and development models. Even without the rise of Chinese manufacturing, European industry would still have faced these very problems. China's exports of intermediate goods have actually helped European companies lower production costs and sustain the operation of their domestic manufacturing supply chains, the Global Times concludes.

Chinese DRAM maker CXMT only one to achieve mass production

Chinese memory module manufacturers are accelerating the release of consumer and enterprise storage products powered by domestic DDR5 chips, as breakthroughs by Changxin Memory Technologies (CXMT), the nation's leading memory chipmaker, filter through the supply chain. Powev, one of China's major memory module vendors, recently said its Sinkor-branded DDR5 server memories had entered mass production and delivery. The 64GB DDR5-5600 RDIMM product passed testing by multiple major customers and was ready for bulk supply to enterprise clients, channel partners and branded vendors, the firm said. The company also introduced the Sinkor DDR5 memory modules, said to fully use domestic components, while other Chinese vendors, including Comay, have released DDR5 products based on CXMT dies for industrial and enterprise applications.

In the consumer market, Powev's Gloway and KingBank DDR5 models based on Chinese made DRAM chips were being sold as early as late 2024, marking one of the first visible signs that domestic DDR5 supply was moving beyond demonstration products and into commercial channels. The downstream push follows CXMT's official debut of its DDR5 product portfolio in November last year.

The Hefei-based company said its DDR5 chips supported speeds of up to 8,000 Mbps and die densities of 16 Gb and 24 Gb, targeting servers, workstations and personal computers. The 24 Gb density leaves CXMT roughly one generation behind the most advanced 32 Gb DDR5 chips from Samsung Electronics, SK Hynix and Micron Technology, but still represented a significant step forward for China's domestic DRAM industry.

Founded in 2016 and headquartered in Hefei, Anhui province, **CXMT is widely regarded as China's only domestic DRAM maker to have achieved mass production.** Its products span DDR memory used in servers and desktops, as well as Low-power DDR (LPDDR) for smartphones, tablets and wearable devices. Its LPDDR products have entered the supply chains of Chinese electronics makers including Xiaomi, OPPO, Vivo,

Transsion and Lenovo.

CXMT is also moving towards a domestic listing to fund further expansion. On December 30, the Shanghai Stock Exchange (SSE) accepted the company's application for a Star market initial public offering (IPO), with its prospectus showing a planned fundraising of CNY29.5 billion. The filing showed CXMT's revenue rose 97.8% year-on-year to CNY32.08 billion in the first nine months of 2025, while its net loss narrowed to CNY5.98 billion from CNY6.84 billion a year earlier.

The latest product roll-outs come as the global memory industry enters one of its strongest up-cycles in years, driven by AI servers, high-bandwidth memory demand and tight conventional DRAM supply, the South China Morning Post reports.

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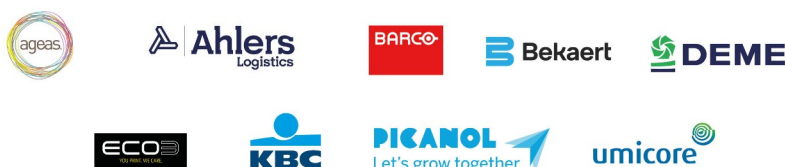
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