

## 《CCTV9英语新闻：我国多地汽油将升级国IV标准》

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#### "4th-phase" fuel standard rolled out across China

2014 and a new start, but the public frustration at one of the worst polluted seasons in China's history is still lasting into the new year. Measures were taken to fight smog, but so far, any major progress is yet to be seen. Now a new measure has been added to the anti-smog campaign.

Anchor: Yingqiao, tell us about the measures and how they work?

Jin: This is indeed a tough fight in the making. We've had emergency plans rolled out by local governments, preparing to shut down factories and control traffic when pollution reaches high level. Following that, Beijing, Tianjin and Hebei established an anti-smog joint mechanism. And now, a nation-wide move, requiring all cars to use cleaner fuel.

A sign for greener fuel.

As of January first the "fourth phase" fuel standard will be rolled out nationwide. Liu Zhanwen has been refuelling vehicles at this station in Shijiazhuang in north China for ten years, and has seen the quality petrol dramatically improve .

"In 2005, phase one was replaced by phase two. And in 2010, phase three replaced phase two. I think fuel is getting cleaner and cleaner." Liu said.

"Phase four" gasoline indeed significantly reduces some pollutants found in phase three petrol.

"The "4th-phase" fuel has a sulphur content of less than 50 part per million. While "phase three" allowed for a sulphur content greater than 150 ppm. This pollutant has been cut by two thirds." Liu said.

The upgrade means petrol prices have jumped by about 0.25 yuan per liter. Most motorists seem willing to pay extra for cleaner gas.

"I don't know if I'll be able driver further with this new standard but it might be better."

"I think the new standard is good for my car, and will benefit the environment."

In November a number provinces including Shandong, Guangdong and Hainan made the switch to "phase four" gas. On New Year's day all provinces, municipalities and autonomous regions of China were required to make the switch.

Beijing is the only city in China to have adopted an even higher standard... Phase Five ... the same standard for car emissions as Europe.

Anchor: And on December 30, China's top research institute released a study detailing the sources of airborne PM 2.5 particulates. Tell us more about that..

Jin: Scientists from the Chinese Academy of Sciences sampled PM 2.5 in different seasons and analyzed its chemical composition from 2009 to 2010. According to the study, biomass burning accounted for 12%, soil dust accounted for 15%, coal burning, 18%, industrial pollution, 25%, and secondary inorganic aerosols, which is a catch-all term for inorganic particulates produced by chemical reactions of different pollutants already in the air..it accounts for 26%. And notably, car emissions only account for less than 4 percent of Beijing's PM 2.5 levels. So, the biggest culprit of pollution, scientists say is coal burning and industrial pollution. This is in sharp contrast of the popular belief that the big number of cars and bad traffic are the most to blame.

