



Joint Minutes of the Second Meeting of the Working Group on Motor Vehicles and Parts under the Agreement between the European Union and Japan for an Economic Partnership

Tokyo and Brussels (by video-conference), 1 March 2021

The second meeting of the Working Group on Motor Vehicles and Parts under the Agreement between the European Union (“EU”) and Japan for an Economic Partnership (“EPA”) took place on 1 March, 2021, by video-conference.

In this meeting, Japan and the EU provided updates on the topics discussed in the first meeting and exchanged views on their relevant policies related to motor vehicles and parts, allowing a fruitful discussion on this matter. On Japan side, participants from MOFA, METI, MLIT, MIC and the Mission of Japan to the European Union were represented, and there were participants from DG TRADE, DG GROW, DG CNECT as well as the EU Delegation in Tokyo from the EU side.

The enclosed meeting agenda was adopted (cf. annex). In addition to the original items, both sides concurred with inclusion of a new item 5.3. (IWVTA certificates) on the agenda.

Japan and the EU exchanged views on trade flows in the automotive sector between Japan and the EU with a particular focus on the negative impact of COVID-19, referring to the recent data and patterns of import and export of this sector.

As a follow-up to the first meeting, Japan provided the EU with updates on the state of play of regulations and policies on embossment and stamping of electric motors in electric vehicles (EVs), conformity of production procedure, and small-engine cars. These are the issues reported by the EU to continue affecting the

market access of the EU industry. On embossment and stamping, Japan informed that the Japanese authority (MLIT) had already addressed it in principle, in consultations with Japan Automobile Importers Association (JAIA) and that it would meet with JAIA again to follow up the matter on practical issues. Japan also confirmed that it would provide a written answer, at the latest a month after the meeting, to the questionnaire sent by the EU on 21 January 2020. The EU welcomed the recent development and requested on further updates on the process, hoping for a swift resolution. Japan and the EU confirmed that they would hold a follow-up meeting on this matter by the end of April 2021, once Japan have sent its reply.

Upon enquiry by the EU for a possible harmonisation of the use of spectrum, Japan provided information relative to its frequency management with a particular focus on the 315MHz band and the 433 MHz band, used for the Remote Key Entry (RKE) and Tire Pressure Monitoring System (TPMS) respectively in Japan and Europe. Japan explained that an exchange of views, based on radio equipment information (RKE and TPMS datasheets) expectedly submitted by the Japanese automobile importers organization, will take place between the Japanese automobile importers organization and the Japan's Amateur Radio organization on the possibility of sharing the 433MHz band among RKE, TPMS and the radio amateurs. The EU asked Japan to keep it updated on developments, in particular as regards the outcome of the exchange of views between the Japanese automobile importers organization and the Japan's Amateur Radio organization. Japan and the EU confirmed that they would follow up on this matter during the meeting that will take place in April 2021.

Japan expressed its appreciation to the EU for its continued cooperation in the UNECE VRU Proxi Informal Working Group as Co-chair. Both sides confirmed that they would cooperate in establishing a new harmonised UN Regulation, which should provide the framework for the close-proximity field of vision requirements with a view to improving the safety of pedestrians.

Japan expressed its concern over the case reported by a Japanese manufacturer in which the certificates of IWVTA had not been accepted by one of the EU's type approval authorities, raising serious concerns in view of the obligations under the 1958 UNECE Agreement and the Japan-EU EPA. The EU commented that in principle the acceptance of IWVTA approvals should not be denied. Both sides

concurrent with addressing this topic in greater detail during the upcoming Japan-EU WP29 coordination meeting, scheduled for 5th of March.

Both sides discussed automated driving topics, where the EU provided Japan with updates on EU General Safety Regulation (GSR) and Japan explained recent regulatory developments concerning the requirements for Levels 3 and 4 of vehicle automation (Automated Lane Keeping System: ALKS). Japan requested the EU to ensure sufficient time for automotive industry to prepare for GSR, as well as to align GSR with relevant UN regulations.

Both sides also exchanged views on cybersecurity topics and green strategies with a particular focus on implications for the automotive industry, referring to recently published documents such as the new EU Cybersecurity Strategy and Japan's Green Growth Strategy 2050. The EU informed that it intends to implement the UN Regulation on the cybersecurity approval process of motor vehicles as from July 2022, while the European certification scheme is yet to be adopted. The EU also requested Japan to make available in English all relevant laws on Cyber security and software updates for the purpose of type approval.

The EU stressed the importance for both sides to continue relevant exchanges of views on the implementation of green strategies with a particular focus on the application of these strategies to passenger cars. Japan explained the concerns of Japan's automotive industries about EURO 7, and requested the EU to provide sufficient time for relevant stakeholders to submit their comments during the public comment process. The EU explained that internal combustion engines (ICE) would not be pushed out of the market, while the update of the CO₂ regulations is also important.

Japan proposed to amend Appendices 2-C-1 and 2-C-2 taking recent developments of UN regulations into account, and both sides confirmed that they would work on the matter but will decide at a later stage when the administrative process of amending the Appendices should be launched. Japan confirmed that they would provide the EU with a draft of possible amendments.

Japan stressed the need to appoint a new Co-chair of UNECE IWVTA Informal Working Group at the earliest convenience, while the EU proposed to attach the work of IWVTA to GRSG. Both sides recognized the importance of the UN Regulation 154 on WLTP, however, the EU proposed to wait with its inclusion into IWVTA until the adoption on the new UNR on RDE and the amendment of UNR 83. Japan expressed their hope for an early amendment of UNR 83. Japan explained its intention to utilize IWVTA certification more globally, and called for cooperation of the EU in accordance with Article 10 of Annex 2-C of the Agreement. In this context, Japan expressed its hope that European countries would start issuing IWVTA certificates in the near future.
