



## **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**

**Geneva, Tokyo and Brussels (hybrid meeting), 24 June 2022**

The third 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 24 June 2022 in a hybrid mode.

On the Japan’s side, participants included representatives of the Ministry of Foreign Affairs, the Ministry of Land, Infrastructure, Transport and Tourism, the Ministry of Economy, Trade and Industry and of Japan’s Mission to the EU; on the EU side, participants included representatives of DG TRADE, DG GROW and DG CNECT.

Japan and the EU exchanged information on developments on their respective automotive markets, stressing the challenging post-COVID situation, further aggravated by supply chain issues such as semiconductors' shortages. The EU asked questions on the data regarding the global production and sales presented by Japan, which the latter committed to answering in writing.

Furthermore, Japan and the EU discussed potential updates of Annex 2-C to the EPA, as a follow up to previous discussions on the matter, in particular, in order to ensure regulatory convergence in important areas such as conformity of production procedure, frequency management or harmonisation issues in the areas of cyber security and close-proximity field of vision for vehicle moving off from standstill.

The Parties confirmed the need of updating Annex 2-C to the EPA to reflect recent regulatory developments at UN level but also to increase legal certainty for the EU and Japanese automotive manufacturers. In reply to EU’s proposal for updating Annex 2-C to the EPA by including recent UN Regulations (UNR) Nos 143-163, Japan responded that it applied UNR Nos 148-163, and that it would be possible to reflect these UNR into Appendix 2-C-1 in the future. Also, Japan explained that it didn’t have a plan to apply UNR No 143 since there has been no request from the market. With regard to Appendix 2-C-2, Japan explained that it hadn’t decided yet when to apply UNR No 73 and No 126, but would respect the deadline as set out by the EPA. For streamlining the amendment procedure, the EU suggested the possibility of updating Appendix 2-C-1 at the same time as updating Appendix 2-C-2. Japan reaffirmed the need of updating the Annex 2-C but indicated that internal consultation is required taking into consideration the EU’s suggestions. Japan would revert to the EU with concrete information on the scope and timeline for updating Appendix 2-C-1 and Appendix 2-C-2 to the EPA.

On conformity of production procedure, the EU asked Japan to consider the rationalization of COP, taking into account the request from the EU to accept verification activities by EU type approval authorities. Japan was asked to revert to the EU on this matter. Japan replied that the rationalization of COP needed to be discussed continuously taking into account the request from the EU.

On frequency management, where the EU calls for regulatory convergence, Japan confirmed that it needs to receive specific data from the EU industry in order to continue the discussion regarding the matter. The EU underlined that it is necessary to make sure that such discussions might be commercially sensitive and this should be taken into account in the data request. The EU committed to liaising with the EU industry to facilitate a re-initiation of these discussions on the subject.

The Parties also confirmed to continue the discussion in WP.29 on Certificate of Compliance for Cyber Security /Software Update Management System to promote convergence that would benefit both parties.

The Parties welcomed the closure of the discussion on close-proximity field of vision for vehicle moving off from standstill given the agreement reached on this matter in the UNECE. Once the UN Regulation on Driver's Awareness of Vulnerable Road Users in Close-Proximity to the Front and Lateral Sides of Vehicles is adopted, Japan explained that the internal procedure to apply the new requirement would be initiated.

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