



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

**Brussels and Tokyo (hybrid meeting), 9 October 2024**

The Fifth 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 9 October 2024 in a hybrid mode.

On the Japanese 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, the Ministry of Internal Affairs and Communications (MIC), and of Japan’s Mission to the EU. On the EU side, participants included representatives of Directorate-General for Trade, Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs, and of the EU Delegation to Japan.

Japan and the EU exchanged information on developments in their respective automotive markets, including by presenting trade flows on vehicles and car parts. The EU asked Japan for further details regarding the increase in exports into the EU by Japanese automakers.

The EU updated Japan on the latest policies and regulations impacting the automotive sector, including information on the anti-subsidy investigation on electric vehicles.

Regarding the update of Appendix 2-C-2 of the EPA, Japan reassured that they would concur with the EU on the dates for applying the UN Regulations (UNR) No. 73 and No. 126 within the deadline set out in the EPA. The EU pointed out that the deadline of 1 February 2026 is approaching. Japan explained that it would be possible to reflect UNR No. 168 to No. 171 in the Appendix 2-C-1, and the timing of the amendment should be the same as for Appendix 2-C-2. Both sides confirmed that they would discuss the exact process and the timing for amending the Appendices 2-C-1 and 2-C-2.

On the frequency management, the EU welcomed the creation by an ad hoc expert group in MIC dealing with Tire Pressure Monitoring Systems/Remote Keyless Entry (TPMS/RKE) systems and the progress of work so far. The EU also welcomed the conclusions of the MIC draft report which states that TPMS/RKE systems using 433 MHz band can be introduced to the extent that it can be shared without causing harmful interference to existing amateur radio and other systems using the same frequency band. The EU appreciated the launch of technical

standardisation procedures in Japan concerning TPMS/RKE systems using the 433 MHz band and expected that TPMS/RKE systems installed in cars imported to Japan would soon be authorised to use the 433 MHz band.

Lastly, on tanks for hydrogen-fuelled vehicles, the EU requested Japan to support establishing the requirements for material specifications in UNR No. 134, given the lack of progress in the context of the UN Global Technical Regulation No. 13 Phase 2 workstream. This would facilitate trade in hydrogen vehicles between the two sides as it would address different national or regional approaches for material compatibility. Japan responded that it is appropriate to continue the discussion at the UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) and expressed their willingness to participate in the discussion on UNR No. 134 when discussions are initiated.

\*\*\*