



Joint Minutes of the 2nd Meeting of the Working Group on Motor Vehicles and Parts under the Agreement between the United Kingdom of Great Britain and Northern Ireland and Japan for a Comprehensive Economic Partnership

London and Tokyo (Hybrid meeting via Video Conference), 11th December 2024.

The second meeting of the Working Group on Motor Vehicles and Parts (“the WG”) under the Agreement between the United Kingdom of Great Britain and Northern Ireland and Japan for a Comprehensive Economic Partnership (“the Agreement”) was hosted by the UK and took place on 11th December 2024 in London and via video-conference connecting Tokyo.

Japanese participants from the Ministry of Foreign Affairs (MOFA), the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and the Ministry of Economy, Trade and Industry (METI) and the Embassy of Japan in London as well as the UK's participants from the Department for Transport (DfT) and the Department for Business and Trade (DBT) had a fruitful exchange of views on matters related to Annex 2-C of the Agreement (Motor Vehicles and Parts).

The enclosed meeting agenda was adopted (cf. attachment).

UNECE/WP29

The UK set out its strategic priorities for UNECE/WP29 in 2025, including automated and connected vehicle technologies, as well as continued improvements in vehicle safety and environmental performance. Japan noted the strategic importance of these areas. Both sides acknowledged the close on-going collaboration at UN level and confirmed to continue and strengthen that collaboration where possible.

Updates on respective regulatory activities

The UK set out its immediate and long-term plan to update the GB type-approval scheme. This would focus on the application of UN regulations, stating its preference to harmonise at UN level but highlighted the need to consider EU regulations given their application to Northern Ireland and the need to maintain an effective domestic regime.

Japan requested the UK to notify changes to UK domestic regulations if they could impact the provisions of the Agreement. Both sides noted the importance of providing updates on regulatory activities in writing.

The UK set out recent updates to the GB scheme with regard to emissions regulations. These changes were to recognise approvals to UN regulations equivalent to Euro 6e

emissions for both light and heavy-duty vehicles. Further consultation is planned for 2025 on amending the GB scheme with regards to the utility factor for plug-in hybrid vehicles, and how Euro 7 requirements might be included. Japan outlined its status that the next round of emission regulations for Light Duty and Heavy Duty Vehicles was under consideration, with specific items yet to be determined, and its implementation of UN Regulations 154 and 168.

Automated and connected vehicles and cyber security

The UK outlined its domestic regulatory framework for automated vehicles, as well as plans for more detailed technical regulations. Japan noted the benefits of automated vehicles and the importance of regulatory clarity for them, and highlighted that level 4 automation had been available on public roads in Japan since January 2023.

Both sides noted the challenges associated with connected vehicles and confirmed that further consideration was required to understand how the supply chain might be affected.

The UK outlined its plans for implementing UN Regulations 155 and 156 regarding vehicle cyber security and software updates. Japan also outlined its implementation of these UN Regulations and noted that Japan would take necessary actions continuously in harmony with the UN regulations based on the discussion at WP29 regarding the expansion to the scope of those regulations.

EV related matters

The UK highlighted the importance of clean mobility and that advanced automotive manufacturing was at the centre of its Industrial Strategy to grow the economy and meet the net zero target, as well as the importance of Japanese manufacturers to the UK economy. Japan outlined its strategy to promote the uptake of alternatively fueled vehicles, including fuel cell and non plug-in hybrids.

Both sides noted the importance of their respective automotive sectors, of the need for resilient automotive supply chains, and domestic targets and investment to increase EV battery production capacity.

The UK outlined its Zero Emission Vehicle mandate to incentivise the sale of zero emission vehicles and that the 2030 target would remain in place, but there would be a consultation on options for the type of vehicles that can continue to be sold after 2030.

Both sides noted the shared challenges and objectives for the automotive sector as well as the importance of our trading relationship and that further dialogue would be beneficial.



UK-Japan Comprehensive Economic Partnership Agreement
2nd Meeting of the Working Group on Motor Vehicles and Parts
London

Agenda

- 1. Welcome and short opening remarks**
- 2. Approval of the Agenda of the second meeting of the Working Group on Motor Vehicles and Parts**
- 3. UNECE/WP29**
- 4. Updates on respective regulatory activities**
- 5. Automated and connected vehicles and cyber security**
- 6. EV related matters**
- 7. Any Other Business**
- 8. Closing remarks**