



EUROPEAN BUSINESS COUNCIL IN JAPAN
THE EUROPEAN (EU) CHAMBER OF COMMERCE IN JAPAN

AUTOMOBILE

ISSUES AND RECOMMENDATIONS



FUTURE IMPLEMENTATION OF INTERNATIONAL WHOLE VEHICLE TYPE APPROVAL (IWVTA)

Future Implementation of International Whole Vehicle Type Approval (IWVTA)

YEARLY STATUS REPORT: Some Progress

- ❑ The implementation of a partial IWVTA system in Japan, scheduled for 2019, will mark an important step towards mutual recognition of vehicle certification between Japan and the EU.
- ❑ However, Japan still retains unique national regulations.



Future Implementation of International Whole Vehicle Type Approval (IWVTA)

RECOMMENDATIONS

- ❑ Japan should abolish its remaining unique regulations.
- ❑ Japan should work closely with the European Commission to extend the scope of the IWVTA system so that it covers all the requirements of the Japanese type approval system.



Tax

TAX REFORM



Tax Reform

YEARLY STATUS REPORT: Little Progress

- ❑ Compared with other countries, Japan imposes an excessively heavy tax on the purchase and ownership of motor vehicles.

RECOMMENDATIONS

- ❑ The Government of Japan should reduce the Automobile Tax rate and abolish the Tonnage Tax in order to lower the tax burden on vehicle owners and ensure fair tax treatment of registered vehicles and *kei*-cars.
- ❑ The Japanese authorities should simplify the structure of automobile taxation and reduce the overall tax burden on motorists in line with international best practice.
- ❑ Japan should adopt and implement, in step with the EU, internationally harmonised standards for measuring fuel efficiency and exhaust emissions as used to assess tax incentives for environmentally friendly vehicles.





KEI CARS



Kei Cars

YEARLY STATUS REPORT: Little Progress

- ☐ The continued existence of regulatory and fiscal privileges for *kei*-cars distorts competition with compact cars.

RECOMMENDATION

- ☐ Japan should put *kei*-cars and other motor vehicles on the same regulatory and fiscal footing.



AUTOMATED & CONNECTED DRIVING

Automated and Connected Driving

YEARLY STATUS REPORT: New Issue

- ❑ SIP-adus, the Japanese Government's Strategic Innovation Program for automated driving technologies, plans to start a large-scale Field Operation Test (FOT) from September 2017.
- ❑ The aim of the FOT is to promote global standardisation and R&D in respect of automated and connected driving technologies.
- ❑ The Government is also considering revising and establishing regulations and standards in response to the deployment of these technologies.

RECOMMENDATION

- ❑ Japan should promote international harmonisation of regulations and standards for automated and connected driving.



SAFETY SUPPORT CARS (S)



Safety Support Cars (S)

YEARLY STATUS REPORT: New Issue

- ☐ Japan has issued a report on its plan to promote "Safety Support Cars (S)" to reduce the increasing number of accidents by senior drivers.
- ☐ This plan focuses on an Autonomous Emergency Braking System and a "System to prevent sudden acceleration caused by pedal misapplication", which is being developed uniquely in Japan.
- ☐ Test procedures and evaluation criteria for both systems are still being studied.



Safety Support Cars (S)

RECOMMENDATIONS

- ❑ Japan should promote vehicles equipped with wide-ranging advanced safety technologies and not focus on a Japan-unique system to prevent sudden acceleration caused by pedal misapplication.
- ❑ Japan should establish test procedures and evaluation criteria to prevent sudden acceleration caused by pedal misapplication that ensure fair and reasonable assessment of all vehicles, regardless of origin.
- ❑ Japan should accept test results obtained at overseas technical services and from the overseas New Car Assessment Programme (NCAP) in evaluating the performance of an Autonomous Emergency Braking System.

