

● Act Partially Amending the Road Transport Vehicle Act

Background and Necessity

- In April 2016, a series of wrongful fuel economy cases involving Japanese automobile manufacturers came to light in relation to type designation inspections.
- In addition, instances of emissions fraud by overseas manufacturers have been discovered.



It is necessary to deter wrongful acts and secure domestic and international trust in the performance and type designation of automobiles.

<Necessary background information>

- Fuel efficiency and emissions performance are important indicators for automobile users when choosing an automobile, and are also criteria for determining whether they qualify for eco-car tax reductions and exemptions, so it is necessary to ensure their authenticity.
- It is necessary to ensure the international credibility of the type approval system of Japan to increase its influence in the formulation of international regulations and mutual recognition, leading to the acquisition of international competitiveness

◆ Outline of wrongful practices in fuel efficiency and emissions testing

Measurement of rolling resistance values on a test course (manufacturers)



Falsified rolling resistance values that are the basis for fuel efficiency and emissions tests

Set the running resistance value on the test equipment

Chassis dynamometer test for fuel efficiency and emissions (Government (NALTEC))



Unfair calculation of fuel efficiency and emissions

◆ Outline of eco-car tax reductions

Eco-car tax reductions and exemptions are applied depending on fuel efficiency and emissions performance.

(Example of eco-car tax reduction for gasoline-powered passenger cars (FY2016))

	Fuel efficiency standards for FY2015		Fuel efficiency standards for FY2020		
	+5%	+10%	Achieved	+10%	+20%
Automobile weight tax	▲25%		▲50%	▲75%	Tax exempt
Automobile acquisition tax	▲20%	▲40%	▲60%	▲80%	Not subject to tax

Limited to vehicles that achieve 75% reduction in exhaust gas regulations in FY2005

◆ Outline of the international regulations for formulation and mutual recognition of fuel efficiency and emissions testing methods



Discussions are underway to harmonize regulations and mutual recognition among countries regarding fuel efficiency and emissions testing methods, currently varying from country to country

(Fuel economy and emissions testing method of Japan)

JC08 mode

(European Fuel Consumption and Emissions Test Method) NEDC Mode

Harmonization → WLTC mode*

* In Japan, this is scheduled to be implemented from FY2018

Outline of the Act

① Revocation of type approval which has been obtained by wrongful means

- If a type **approval** has been obtained through fraudulent means, the type approval can be revoked
(e.g., when data necessary for measuring fuel efficiency has been falsified)

② Strengthening of penalties

- **Strengthen penalties** for those who are submitting false reports when reports are requested or are undergoing on-site inspections of manufacturers type-approved vehicles

[Current] A fine of up to 300,000 yen (for violators and corporations)

⇒ [After the amendment] • Violators will be subject to imprisonment not exceeding one year or a fine not exceeding 3 million yen, or both.

• A fine not exceeding 200 million yen (corporations)

The process for automobile type approval

Application from the manufacturer

Safety standard compliance review
→ Add a method for measuring appropriate fuel efficiency

An examination that quality control is being used to ensure uniform production

Type designation

- ✓ Loss of compliance with safety standards
- ✓ Loss of uniformity
- ✓ Obtain a type approval through wrong means

Revoke a type approval

- ✓ False reporting during on-site inspections

Strengthen penalties

Objectives and effects

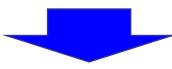
Prevent wrongful acts by automobile manufacturers and ensure public confidence in the performance of automobiles

(KPI) Wrongful acts by automobile manufacturers concerning type approval: 2 cases (2016) ⇒ 0 cases (2017)

●道路運送車両法の一部を改正する法律

背景・必要性

- 平成28年4月、我が国自動車メーカーによる型式指定審査における燃費の不正事案が相次いで発覚
- また、海外メーカーによる排出ガスの不正事案が発覚



不正行為を抑止し、自動車の性能や型式指定に対する国内外の信頼を確保することが必要

<必要となる背景>

- ・ 燃費・排出ガス性能は、自動車ユーザーが自動車を購入する際の選択の重要な指標であり、エコカー減税等の判定要件となることから、その真正性の確保が必要
- ・ 國際基準策定・相互承認における発言力を高め、国際競争力確保につなげるため、我が国型式指定制度への国際的な信頼性の確保が必要

◆ 燃費・排出ガス試験における不正行為の概要

テストコースにおける走行抵抗値の測定(メーカー)



燃費・排出ガス試験の基となる走行抵抗値を不正に改ざん等

台上における燃費・排出ガス試験(国・機関)



試験装置に走行抵抗値を設定

不正な燃費・排出ガスの算定

◆ エコカー減税の概要

燃費・排出ガス性能に応じ、エコカー減税の減免措置が適用される

【ガソリン乗用車のエコカー減税(平成28年度)の例】

	平成27年度燃費基準		平成32年度燃費基準			平成17年度排出ガス規制75%低減達成車に限る
	+5%	+10%	達成	+10%	+20%	
自動車重量税		▲25%	▲50%	▲75%	免税	
自動車取得税	▲20%	▲40%	▲60%	▲80%	非課税	

◆ 燃費・排出ガス試験法の国際基準策定・相互承認の概要



現在は各国で異なっている燃費・排出ガスの試験方法等について、基準の国際調和及び各国間の相互承認に向けた議論が進展

【日本の燃費・排出ガス試験法】JC08モード
【欧州の燃費・排出ガス試験法】NEDCモード



WLTCモード※

※ 我が国では平成30年度から適用開始予定

法律の概要

① 不正な手段によりなされた型式指定の取消し

- 不正な手段により型式の指定を受けた場合に、型式の指定を取り消すことができるとしている
(燃費の測定に必要となるデータを改ざんしていた場合等)

② 罰則の強化

- 型式指定を受けた者に対し報告徴収・立入検査を行った場合に、虚偽の報告等を行った者に対する罰則を強化する

〔現行〕30万円以下の罰金(違反者・法人)
⇒〔改正後〕1年以下の懲役若しくは300万円以下の罰金
又はこれらの併科(違反者)
・2億円以下の罰金(法人)

自動車の型式指定の流れ

メーカーからの申請



保安基準適合性の審査
→適正な燃費の測定方法を追加

均一に製作されるよう品質管理が行われていることの審査

型式の指定

- ✓ 保安基準適合性の消失
- ✓ 均一性の消失
- ✓ 不正な手段による型式指定取得

型式指定の取消し

- ✓ 立入検査等での虚偽報告

罰則の強化

【目標・効果】

自動車メーカーによる不正行為の発生の防止及び自動車の性能に対する国民の信頼の確保

(KPI) 自動車メーカーによる型式指定に係る不正行為 2件(H28) ⇒ 0件(H29)