

# **1.1 FY 2022 Activity Report**

**Japan Automobile Importers Association**

## FY 2022 Activity Report

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# FY 2022 Activity Report

## A. Overall State of the Association

### I. Date of Incorporation

November 1, 1965

### II. Purpose of Incorporation Prescribed in Statute

The purposes of JAIA are to ensure orderly importing practices and to conduct activities for the enhancement of the members' common benefits in a way that will promote sound automobile importing business.

### III. Activities Prescribed in Statute

#### Article 8

Activities to promote the members' common benefits:

- (a) Research of the internal and external conditions relating to the import of motor vehicles.
- (b) Preparation of statistics on the import of motor vehicles.
- (c) Compilation of information and data on the import of motor vehicles, and provision thereof to the members.
- (d) Joint exhibition and advertisement of imported motor vehicles.
- (e) Improvement of price and trade conditions etc. of imported motor vehicles.
- (f) Communication and cooperation with government offices concerning imported motor vehicles.
- (g) Mediation for settling claims and disputes on the import of motor vehicles.
- (h) Other activities contributing to sound development of the Association and its members.

### IV. Competent Ministry

Ministry of Economy, Trade and Industry

### V. Association Membership

#### 1. Number of members in Fiscal Year 2022

Type	End of FY 2022 (End of FY 2021)
Regular members (4-wheelers)	26 (25)
Regular members (Motorcycles)	12 (11)

#### 2. Accession, secession and merger during Fiscal Year 2022

Accession: BYD JAPAN Co., Ltd. (April, 2022)

Accession: PCI Co., Ltd. (January, 2023)

## VI. List of Members of the Association

(As of End of FY 2022)

## 1. Four-wheelers

Member Company		Line-up
1.	Aston Martin Japan Limited	Aston Martin
2.	BMW Japan Corp.	BMW, MINI, Rolls-Royce
3.	B-ON K.K.	StreetScooter
4.	BYD JAPAN Co., Ltd.	BYD brand's EV bus
5.	CARROSSER Co., Ltd.	PROTON
6.	Ferrari Japan KK	Ferrari
7.	General Motors Japan Ltd.	Cadillac, Chevrolet
8.	Honda Motor Co., Ltd.	Honda
9.	Hyundai Mobility Japan Co., Ltd.	HYUNDAI
10.	Jaguar Land Rover Japan Limited	JAGUAR, LAND ROVER
11.	LCI Ltd.	LOTUS
12.	Maserati Japan Ltd.	Maserati
13.	McLaren Automotive Asia Pte Ltd.	McLaren
14.	Mercedes-Benz Japan Co., Ltd.	Mercedes-Benz, smart
15.	NICOLE RACING JAPAN LLC	BMW ALPINA
16.	PCI Co., Ltd.	Saab
17.	Porsche Japan K.K.	Porsche
18.	Renault Japon Co., Ltd.	RENEULT, ALPINE
19.	RTC Corp.	RUF
20.	Scania Japan Ltd.	Scania
21.	Stellantis Japan Ltd.	Alfa Romeo, ABARTH, CITROËN, FIAT, FIAT Professional, DS Automobile, Jeep, PEUGEOT
22.	Tesla Motors Japan G.K.	TESLA
23.	Toyota Motor Corp.	Toyota
24.	UD Trucks Corporation	VOLVO TRUCK
25.	Volkswagen Group Japan K.K.	Volkswagen, Audi, Bentley, BUGATTI, LAMBORGHINI
26.	Volvo Car Japan Limited	VOLVO

## 2. Motorcycles

	Member company	Lin-up
1.	BMW Japan Corp.	BMW Motorrad
2.	BRP Japan Ltd.	Can-Am Spyder, Can-Am Ryker
3.	Ducati Japan Ltd.	Ducati
4.	Harley-Davidson Japan K.K.	Harley-Davidson
5.	Kawasaki Motors Corporation Japan	Bimota
6.	KTM Japan K.K.	KTM, Husqvarna Motorcycles, GASGAS
7.	KYMCO Japan Inc.	KYMCO
8.	PCI Co., Ltd.	Royal Enfield
9.	Piaggio Group Japan Corporation	Aprilia, MOTO GUZZI, PIAGGIO, Vespa
10.	PLOT Inc.	ZERO ENGINEERING、BENELLI
11.	Polaris Japan Inc.	Indian Motorcycle
12.	Triumph Motorcycles Japan K.K.	Triumph

## VII. Main Office

5th Floor, Shiba Boat Building, 3-1-15, Shiba, Minato-ku, Tokyo

## VIII. Directors and Auditors

### 1. Change of Directors and Auditors in FY 2022

Resigned			Appointed		
Chairman	Christian Wiedmann	2022.12	Chairman	Kintaro Ueno	2023.1
Vice Chairman	Pontus Häggström	2022.12	Vice Chairman	Matthias Schepers	2023.1
Vice Chairman	Kintaro Ueno	2022.12	Vice Chairman	Tadashi Wakamatsu	2023.2
Director	Noriaki Abe	2022.5	Director	Mitsuru Uno	2022.5
Director	Michael Kirsch	2022.7	Director	Philipp von Witzendorff	2022.7
Director	Tsukasa Daigoku	2022.7	Director	Junpei Ogawa	2022.7
			Director	Masatoshi Hasegawa	2023.1
			Director	Susumu Uchikoshi	2023.1

## 2. Directors and Auditors as of End of FY 2022

Position at JAIA	Name	Status	Company	Position at Company
Chairman	Kintaro Ueno	Part-time	Mercedes-Benz Japan Co., Ltd.	President and CEO
Vice Chairman	Matthias Schepers	Part-time	Volkswagen Group Japan K.K.	President and CEO
Vice Chairman	Tadashi Wakamatsu	Part-time	General Motors Japan Ltd.	Managing Director
Vice Chairman and Executive Director	Yasukazu Irino	Fulltime	JAIA	
Director	Hiroshi Matsumoto	Fulltime	JAIA	
Director	Masatoshi Hasegawa	Part-time	BMW Japan Corp.	President and CEO
Director	Kazuo Noda	Part-time	Harley-Davidson Japan K.K.	Managing Director
Director	Magnus Hansson	Part-time	Jaguar Land Rover Japan Limited	Representative Director, CEO
Director	Philipp von Witzendorff	Part-time	Porsche Japan K.K.	President and CEO
Director	Junpei Ogawa	Part-time	RENAULT JAPON CO., LTD.	President
Director	Susumu Uchikoshi	Part-time	Stellantis Japan Ltd.	Managing Director
Director	Mitsuru Uno	Part-time	Toyota Motor Corporation	Deputy Chief Officer, External & Public Affairs Group
Director	Martin Persson	Part-time	Volvo Car Japan Limited	Managing Director
Auditor	C.H. Nico Roehreke	Part-time	NICOLE RACING JAPAN LLC	Chairman
Auditor	Yosuke Onuki	Part-time	Triumph Motorcycles Japan K.K.	Representative Director/ General Manager



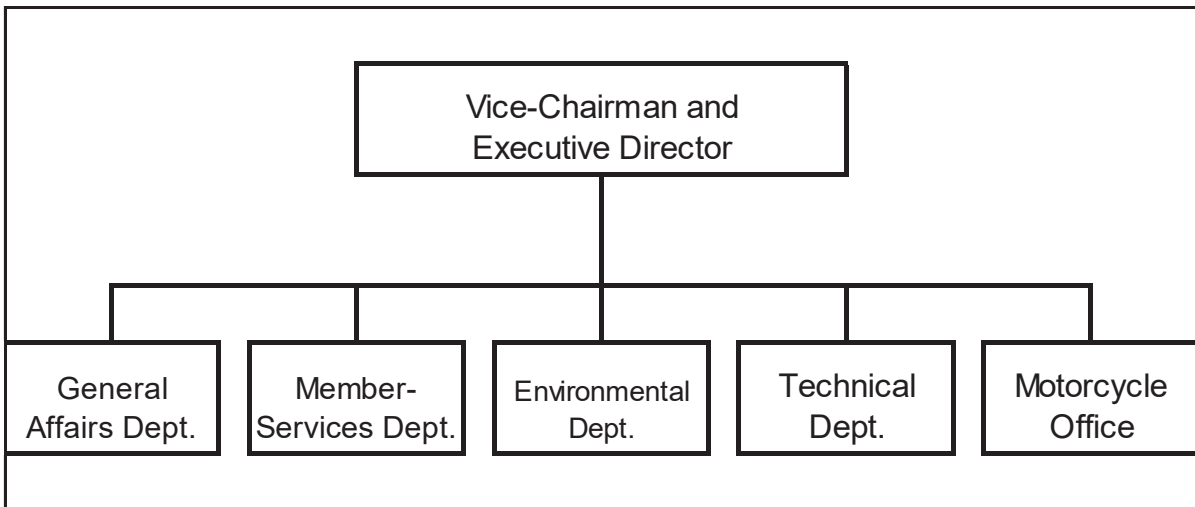
IX. Employees

(As of End of FY 2022)

Staff	Number of Staff Members	Average age	Avg. years of service
Male	11	51	16
Female	7	45	5
Total	18	49	12

Including part time employees

X. Organization Chart



XI. Matters Related to Government Permit

There is no government permit pending or in dispute.

XII. Commendation

None received in FY 2022.

## **B. Activity Status**

### **1. Outline of Activities in FY 2022**

#### **I. Imported Vehicle Market**

In 2022, due to the shortage of semiconductors and delays in the supply of other parts, the total number of registered vehicles sold decreased to about 2.56 million units. Sales of foreign-brand vehicles continued to be tough from January to September, and although there were signs of recovery in October onwards, the sales for the entire year were 242,226 units, down 6.7% from the previous year. However, the share of foreign brands to the overall registered vehicles was 9.5%, the highest since the statistics began in 1988.

Of these, 2022 was a memorable year when the number of imported-brand BEVs sold exceeded 10,000 units for the first time at 14,341 units. It is considered that this is a result of subsidy measures and our member companies expanding their lineup of BEVs, so that they can meet the needs of their customers. Comparing to the number of imported-brand BEVs sold in 2021, which was 8,610 units, the 2022 figure represents an increase of 66.6%, resulting in imported brands accounting for 45.3% of all BEV passenger cars sold in Japan.

#### **II. Organizational Administration and Activities**

(1) The Board of Directors meeting were held 8 times in the year, including meetings in writing, to deliberate and make resolutions on the matters prescribed in the Statute, including activity plans, budget, activity reports and financial closing, accession and secession of members, recommendation of director candidates to the general assembly and the matters of committees.

For committees, the Planning and Steering Committee had two meetings to deliberate policies for actions to address critical issues to make required proposals to the Board of Directors.

Concerning four-wheeler activities, the Next Generation Vehicle Committee, Standards and Certification Committee, Recycling Committee, After-Sales Committee, various working groups and task forces and Motorcycle Committee for motorcycle activities held meetings to make JAIA's requests to the ministries concerned upon checking the needs of the members.

Also, in cooperation with ACEA, ACCJ-AAI, JAMA and other automotive associations, etc., JAIA continued its external affairs activities from a perspective of further enhancing international harmonization of regulations, while taking into account the situations relating to regulations both in Japan and abroad.

(2) In specific, for the purpose of gaining greater benefits that are common to all members, JAIA proactively carried out external affairs activities for: (I) market revitalization; (II) the areas in environment/energy (carbon neutral era); (III) safety and harmonization of regulations; (IV) automobile fair trade/after-sales, etc.; and (V) motorcycles.

In addition, JAIA conducted the regular press conferences by Chairman, disseminating the

attractiveness of imported cars and motorcycles via the website, etc. and providing accurate information including statistics, and production/updating JAIA handbooks and manuals.

- (3) For secretariat administration, JAIA proceeded to improve the operation system including digitalization, optimizing assignment, developing HR for fulfilling the member services and greater efficiency of operations, etc. in line with the needs of the members while addressing advanced and complex operations, within the restriction of the budget and staffing.
- For the measures to prevent novel coronavirus infections, in light of operational efficiency and work style reform, staggered office hours and telework were encouraged. Also, working environment has been improved for better communication in online meetings between JAIA secretariat and the members and smooth teleworking. Prevention measures against corona virus infections were continued to be thoroughly taken in the working environment.
  - In the novel coronavirus pandemic, as a secretariat, the operations report meeting (general manager or above) was held twice a month, utilizing the web, etc. and the overall management and staff meetings once in a quarter to share challenges of the organization and for seamless communication among the all office members.
  - JAIA Secretariat requested staff members to ensure thorough compliance, while strictly observing the Statute and following the procedures prescribed in various rules.
  - For the physical and mental health of the staff members who work on diversified tasks, regular health checkup was conducted thoroughly.
- (4) For account closing, accounting procedures based on the business accounting standards continued to be adopted, and internal audits by auditors and external audits by an accounting firm were conducted as stipulated in the Statute.

## II. Progress status of activities in FY2022

### [Priority Areas]

#### I. Activities for market revitalization

##### (i) Request activities for Tax Revision and Subsidies

JAIA has made requests to the government centered on the Requests for 2023 Tax Reform and Sales Support Measures (formulated mainly by the JAIA Taxation and Subsidy TF), including vehicle purchase subsidies (CEV subsidies) for EVs, PHEVs, and FCVs, and subsidies for charging infrastructure, and shared information with JAIA members in a timely manner. Key activities are as follows.

- September 14: JAIA Chairman expressed JAIA's request at a regular press conference.
- September 22: In view of the fact that the CEV subsidy seemed to be consumed in October, JAIA issued an "Urgent Request for Continuous and Sustained Implementation of the CEV Subsidy" in the name of the JAIA Chairman, submitted directly to the METI Automobile Division Director.
- October 4: JAIA Chairman explained JAIA's requests at the regular meeting with METI and MLIT.
- JAIA, together with other auto-related organizations, expressed JAIA's requests at the following social gathering with the Liberal Democratic Party.
  - [1] November 11: Liberal Democratic Party Policy Roundtable on Budget, Taxation, etc.
  - [2] November 21: Policy roundtable with the Liberal Democratic Party Automobile Diet Members' League
- In addition, views were exchanged with relevant divisions of METI and others based on the JAIA requests related to electrification.

Through these activities, we have achieved results such as constant and sustained implementation of vehicle purchase subsidies for EV/PHEV/FCV, increased budget of subsidies (90 billion yen), improved environment for charging infrastructure (increased subsidies for charging infrastructure and demonstration experiment at public road, etc.) and deferment of tax exemption measures for EV/PHEV/FCV for eco-car tax incentives for 3 years.

### (Reference)

#### <JAIA's requests for electrification are as follows>

For the subsidies for electrification etc., JAIA requested relevant ministries, such as METI, to provide support and systems that will lead to the spread of electrified vehicles, while gathering information on electrification in Japan and overseas.

Specifically, for the expansion of subsidies for the purchase of xEVs (enhancement of subsidies per vehicle, etc.), and others (expansion of technical requirements related to advanced safe driving technologies, etc.), and charging infrastructure, JAIA carried out request activities with the following seven pillars in mind.

(1) Since currently, the basic charging is not yet sufficient, enhance basic charging facilities

including apartment houses, and public charging facilities around residential areas to supplement them.

- (2) In the suburbs, although residents of detached houses are the main users, since there is currently no support for installing ordinary chargers, upgrade subsidies for basic charging facilities including detached houses.
- (3) Currently, only ordinary chargers of 6 kW or less are subsidized, relax requirements, such as expanding subsidies to cover ordinary chargers of over 6 kW.
- (4) Further enhancement of support measures for charger subsidies installed in commercial facilities.
- (5) Support and promote the installation of chargers in public roads.
- (6) Eliminate the congestion for en-route charging, etc. on expressways, etc.
- (7) Install charging infrastructure for parking lots such as mechanical parking lots including tower parking in the city center, which is still an urgent issue.

## **(ii) PR activities for disseminating attractiveness of imported vehicles**

### **(a) Press conference by Chairman**

At the press conferences held in September 2022 and January 2023, JAIA Chairman explained about the imported vehicle sales and market outlook, in addition to presenting JAIA's key activities for the market revitalization, Environment/Energy Areas, Safety and International Harmonization of Regulations, the areas of automobile fair trade and after-sales and motorcycles.

In addition, taking the opportunities of the JAIA Imported xEV Promotion Event in Osaka in June 2022 and the JAIA Imported xEV Test Ride in November, JAIA Chairman explained the activities for promoting the spread of imported-brand xEVs to the media.

(b) JAIA sent out information through the announcement in every month of the number of imported vehicles newly registered, via the JAIA website and the PR pamphlet "Imported Automobile Market of Japan 2022".

Information sharing functions of JAIA activities and statistics were strengthened through renovation of JAIA website to improve further recognition of imported vehicles.

### **(c) 42nd JAIA Imported Car Test Ride for Media (4-wheelers)**

For three days from Jan 31 to Feb 2, 2023, the 42nd JAIA Imported Car Test Ride for the Media was conducted in Oiso, Kanagawa pref. upon thoroughly taking measures to prevent the spread of Covid-19.

(d) For the 21 imported car-related events, mainly 18 Imported Car Shows held nationwide, JAIA provided nominal support, etc.

(e) For the "JAPAN MOBILITY SHOW" to be held from Oct 25 to Nov 5, 2023, information was gathered and distributed to the members in a timely manner by holding seminars for members, etc.

**(iii) Provision of latest information relating to statistics and the vehicle market**

- (a) Daily, monthly and yearly data related to new registrations were provided to the members in a timely manner. Further, for the "JAIA Statistical Database System", the software essential for providing accurate and timely statistical data to members was upgraded.
- (b) The latest information on changes in the market, related rules and JAIA activities, etc. was provided to the members via the "JAIA ON-LINE" (biweekly, 21 issues per year in total) and "JAIA Market Report" (monthly, 12 issues).
- (c) A Guide to Tax Reform, containing descriptions of the 2023 tax reform was provided to the members. Also, information was provided to the members in a timely manner when the government's tax reform outline was announced.
- (d) JAIA assisted the members in obtaining statistical and recall-related information smoothly.

**(iv) Provision of information on laws and regulations and legal schemes relating to distribution of imported vehicles**

- (a) Information was provided in a timely manner and briefing sessions held regarding the "CEV subsidy" and the "charging infrastructure subsidy" (FY2022 supplementary budget, FY2023 main budget, and systems and budgets of local governments).
- (b) "List of Automobile Tax Environmental Performance Levy Amounts" was compiled by the same system of the Japanese brands to further support accurate and efficient tax payment service operations by dealers.

## **II. Activities in Environment/Energy Areas (Carbon Neutral Era)**

### **(i) Electrification**

#### **(a) Subsidies, etc. for electrification**

(Refer to I. Activities related to market revitalization; (i) Request activities related to tax reform and subsidies [pp.12-13] as they are the same contents. )

#### **(b) Promotional activities (Electrification related event)**

As a platform for the promotion of electrification, JAIA attempted to understand user needs, while conducting the JAIA Imported-brand xEV Promotion Event in Osaka (exhibition) on June 30, 2022 and the JAIA Imported-brand xEV Test Ride in Tokyo on Nov 25 for increased awareness of xEVs. The events were held in collaboration with charging-related businesses and with cooperation of the ministries/local governments/organizations concerned (including SDGs-related), etc., led by the Test Ride and PR committee, while keeping in mind the issues for electrification and devising venues and format.

To address issues related to electrification, efforts were made to strengthen the cooperation with the members by inviting charging-related businesses operators and automobile mechanic vocational school representatives.

(Reference) Cooperation with charging-related companies

For charging infrastructure, JAIA contributed to the further upgrade of charging network by cooperating with the companies.

- JAIA expanded its network with the charging-related companies and shared new moves with members such as introduction of demonstration experiment of fast chargers on public roads in Tokyo to upgrade charging network in Japan, entries of new companies in the nationwide quick charging network business, etc.
- Gathered information to improve the charging environment in apartment houses in urban areas, etc. shared information of newly entered companies with members and grasped the business performance of the existing solution providing companies.
  - Exhibition event in Osaka in June, 2022 : 8 companies exhibited the booth (A business operator for mechanical parking lots also newly participated).
  - Test ride event in Tokyo in November, 2022 : 8 companies exhibited the booth.

#### **(c) Efforts to address technical issues for charging infrastructure (voltage, etc.)**

Led by EV technology Task Force, opinions exchanged with the parties concerned including METI and others, requests for voltage limitation of DC450V/750V in Japan and subsidies for AC6KW or more were delivered to METI.

JAIA participated in CHAdeMO Association maintenance committee and gathered information on moves of standards such as moves of ChaoJi and spread of CHAdeMO in ultra quick chargers in Europe and the U.S.

## **(d) Life Cycle Assessment (LCA)**

### **i) Battery Recycling and Reuse-related**

JAIA promoted members those who have already introduced electric vehicles to participate in the Japan Auto Recycling Partnership's joint LiB recovery system.

For the sustainability of batteries, "Study Group for Battery Sustainability" was set up by METI in January, 2022. JAIA secretariat participated in the study group as an observer and reported the information of consideration status, etc. to members. Also, information provided to the carbon footprint calculation trial projects which was run between August 2022 and February 2023.

"The End-of-life LiB Reuse and Recycling Task Force (LiB RR TF) was set up under the Recycling Committee and scope of activities for the time being was confirmed and addressed the issues (1<sup>st</sup> meeting on January 23<sup>rd</sup> and 2<sup>nd</sup> meeting on March 10<sup>th</sup>).

### **ii) JASIC-related**

On June, 2022, Automotive LCA – Informal Working Group (IWG) was established under UN-the Working Party on Pollution and Energy (GRPE). Globally harmonized guideline of automotive LCA evaluation method has been discussed, aiming at the adoption in November, 2025.

Through the JASIC activities, JAIA gathered the information regarding LCA-related moves both for domestic and international mainly covered by MLIT and shared them with members.

### **(ii) Fuel Efficiency Standards**

#### **(a) FY2020 Fuel Efficiency Standard**

JAIA made the possible support for members to their action for the achievement of standard.

#### **(b) FY2030 Fuel Efficiency Standard**

JAIA, with Fuel Efficiency & Emission WG and ACEA, made its position to the draft of government idea presented in advance to the industry for the next METI/MLIT joint council meeting.

### **(iii) Exhaust Emission**

At the Expert Committee on Motor Vehicle Emissions of Ministry of Environment where they started to discuss the 15<sup>th</sup> recommendation, which will be finalized by the end of FY 2023, JAIA conducted the MOE's hearing to industry in August 2022, and prepared for its' previous questionnaire in collaboration with ACEA.

JAIA coordinated with MOE in collaboration with ACEA for the MOE's 2<sup>nd</sup> industry hearing mainly focused by MOE's Expert Committee on Motor Vehicle Emissions on the proposal of European future emission standards (Euro7/VII) which was proposed in November 2022.



### **III. Activities for Safety and Harmonization of Regulations**

#### **(i) Type Approval and Certification**

In terms of standards and certification-related activities, JAIA held 10 meetings of the Standards and Certification Committee a year to conduct related activities.

#### **(a) Activities aimed at the early realization of the complete IWVTA**

Through consultations with MLIT and JASIC activities, JAIA promoted international harmonization of vehicle safety and environmental regulations and continued activities that contribute to the realization of the complete IWVTA.

In relation to the above, in order to streamline the procedure for IWVTA type approval, it was agreed at WP29 in November 2022 to omit the each lamp's type approval certificates required by the IWVTA from the list of its requirement because it is substantially covered by the type approval of the lighting installation regulation.

#### **(b) Activities to eliminate the remaining Japan unique regulations**

JAIA continued its activities to resolve Japan unique regulations through consultations with MLIT and JASIC activities through harmonization of international standards and review of regulations, etc. Specifically, JAIA promoted international harmonization of a Japan unique requirement for immediate front and left-side visibility and lighting while parked, and carried out activities to early eliminate the remaining Japan unique regulations such as unique regulations on heavy duty vehicles.

As a result of the activities so far, the direction of establishing UN-R166 (new UN-regulation of immediate front-left-right visibility requirement, etc.) to replace the Japan unique an immediate front-left visibility requirement was agreed at WP29 in November 2022 and is expected to enter into force in June this year

#### **(c) Activities in the national application of UN regulations**

JAIA updated the list of application dates of vehicle laws and regulations three times a year and JAIA's opinions and issues were submitted to the authorities at the time of consultation on the determination and revision of regulations to JASIC's domestic application WGs and MLIT, etc. In addition, since there were cases where it became difficult to respond to the date of application of regulations due to delays in manufacturing and logistics by the Ukraine crisis and semiconductor shortages, JAIA made an urgent request on that to MLIT. As a result, MLIT postponed the timing of application of the applicable regulations.

#### **(d) Activities related to the rationalization of completion inspections**

After the publication of the study group's report on the improvement and rationalization of MLIT's completion inspections (automation of completion inspections, improvement of quality control methods, rationalization of audits, etc.) in Sep. 2022, JAIA requested MLIT about utilization of overseas COP statements in Nov. 2022 in cooperation with JAMA and opinions exchanged with MLIT in February 2023. As a result, streamlining of audit of type designation system will be considered in the completion inspections for the equipment covered in COP requirements based

on the regulations under '58 Agreement.

**(e) Activities related to the rationalization of certification procedures**

In order to improve the efficiency of certification operations (simplification of documents to be submitted, streamlining of examinations, etc.), JAIA held Type Approval Test Liaison Meetings and continued external affairs activities with the National Traffic Safety and Environment Research Institute (NTSEL). In addition, JAIA requested MLIT to simplify the submitted materials through the NTSEL Automotive Type Approval Test Department.

**(ii) Automated driving**

(a) Information gathering of study group\* for automated driving, actions, etc. and shared with members.

METI-MLIT's Study Group for Automated Driving Business\*: Report and information shared in May, 2022, Report of 14th Study Group mtg. in March, 2023

Cabinet Office's SIP-adus: Report of SIP-adus WS 2022 in October 2022

(b) Standards and certification

JAIA continued its activities to promote international harmonization of automated driving related regulations and certification procedures through participation in JASIC activities. Also, JAIA shared information with members after grasping the latest movements through participation, etc. in meetings of Institute for Automated-Connected Vehicle Standardization and symposium in which METI and MLIT related industrial parties concerned participate.

**(iii) Connected**

Safety Parts and Communication WG addressed the issues of [1] understanding moves of radio and telecommunication equipment installed in inside/outside of vehicles and compliance with legal systems, [2] understanding moves of communication infrastructure implemented in society that is expected of automated driving, [3] deliberation on the request for the frequency re-location action plan, revised annually by MIC and [4] monitoring on the information communication councils related to the Radio and Telecom Business Acts.

Safety Parts and Communication WG (meetings held 5 times in this fiscal year) conducted activities for international harmonization, etc. of frequencies, communication systems, etc. on automobile-related matters for wireless communications including automated driving.

JAIA also gathered information and shared with members through participation in various committees of ITS-Japan, Japan-Europe ICT-Work Shop, SIP-adus Work Shop and next-generation ITS communication study group.

**(iv) Other safety-related**

**(a) License with restriction for support car**

The license with restriction for support car entered into force on May 13, 2022, along with the driving capability tests. JAIA held a briefing session for members by the National Police Agency's Traffic Bureau Driver's License Division before the enforcement.

**(b) Advanced Safety Vehicles (ASV) related activities**

JAIA participated in the MLIT's ASV Promotion Plan's study group and its subcommittees as an observer to monitor the Japan's development trends of safety technologies such as the realization of automated driving vehicles and shared information with members.

**(c) Vehicle Safety Measures Study Group related activities**

JAIA monitored the status of vehicle safety measures which will be introduced to Japan through participation in MLIT's Vehicle Safety Measures Study Group as a member and conducted request activities as necessary.

**(d) Japan New Car Assessment Program (JNCAP) related activities**

JAIA participated in the JNCAP Evaluation and Study Group and subsidiary WG of JNCAP and shared the latest information with members, and addressed the issue to avoid unfair results in assessment. For the device to control acceleration upon wrong pedaling, JAIA requested to review the point allocation associated with testing methodology review and the request was accepted in March 2023.

#### **IV. Activities for Automobile Fair Trade/After-sales, etc.**

##### **(i) After-sales and recall**

###### **(a) Vehicle inspection and maintenance, etc. related activities**

JAIA participated in meetings such as the MLIT Study Group on the Advancement of Automotive Maintenance Technology to support members to address the computerization of the vehicle inspection certificate and the new inspection and maintenance system while grasping the MLIT's latest status on vehicle maintenance and inspection technology and shared information with members.

###### **(b) Activities to OBD Inspection System**

For new type-designated vehicles from October 2022 onwards, it is necessary to submit specific DTCs (specific diagnostic trouble code to be inspected) within 6 months after the type designation, which is subject to pass/fail check by the OBD inspection system (electronic inspection which utilizes the on-board diagnosis system) and supported the members with subjected models to appropriately address the new system.

###### **(c) Recall related system**

JAIA supported the members' common understanding of recall related issues such as recall related measures through recall WG, etc. and continued information exchange with MLIT.

###### **(d) Permit system for specific modifications, etc.**

Led by overseas MS-COC Utilization Study TF, JAIA requested MLIT to review operation of the permit system referring to overseas UN-R155 (CS) /156 (SU) since members had been in difficult situations to reacquire the CS/SU Management System - Certificate of Compliance (MS-COC) for Specific Modifications, etc. in Japan.

##### **(ii) Activities for the issue of securing automobile maintenance personnel**

JAIA established an information liaison meeting related to securing automobile maintenance personnel consisting of people involved in the issue of securing maintenance personnel, and held three meetings (September, November and February). JAIA proceeded the consideration with the scope in five activity areas which are [1] Encouraging the government to establish systems for facilitation of human resource issues of automobile mechanics, [2] Strengthened the relationship between importers and automobile mechanic training schools, [3] Shared best practices and other examples that can be used as a reference to members, [4] Issues in accepting foreign workers, [5] Promotion activities centered on the utilization of existing public support systems such as tax incentives and subsidies.

##### **(iii) Recycling field**

Led by Recycling committee, issues of three items were studied that would affect members in the review of the auto recycling act in 15th year (July, 2021) which are actual cost billing system for recycling fee, introduction of resource recovery incentive system and major modification of auto recycling data system, aiming to realize appropriate systems and to avoid excessive

burdens on members while participating in the meetings for parties concerned.

**(iv) Automobile fair trade and consumer consultation**

By participating in various committees of the Automobile Fair Trade Council (AFTC), the JAIA secretariat provided in a timely manner all the JAIA members with the information on compliance with the AFTC rules (example: Information on the obligatory display of the total payment amount for used cars, etc.) Also, supported the members in ensuring compliance with the rules including appropriate representation.

In addition, JAIA members participated in various workshops sponsored by AFTC, and JAIA-organized workshops for the “persons in charge of fair trade” were held twice. Proper labeling and compliance with the rules were promoted with two 4-wheeler member companies newly joining AFTC, taking the opportunity of participating in the workshops.

In cooperation with the Automotive Dispute Resolution Center (ADRC), supported JAIA members in appropriately handling consumer inquiries regarding imported vehicles. One staff member from JAIA Secretariat continued to be seconded to ADRC to contribute to the activities.

## **V. Activities for Motorcycles**

### **(i) Activities for revitalization of the imported motorcycle market**

#### **(a) 7th JAIA Imported Motorcycle Test Ride Event and Exhibition**

The test ride and exhibition for the media was held for two days in April. During the period, 88 test ride and exhibition vehicles from 10 companies were provided by the motorcycle members, and 152 reps of 49 media (in total) visited the event.

#### **(b) Member support at exhibition for promoting the spread of electric motorcycles**

JAIA supported the members at JAIA imported xEV promotion event ( "JAIA Imported xEV Promotion Event in Osaka" and "the JAIA Imported xEV Test Ride").

Detail measures are as follows.

[1] On June 30, JAIA held the first exhibition event in Kansai area, "JAIA Imported xEV Promotion Event in Osaka". It was also the first time in JAIA's history that 4-wheeled and 2-wheeled electric vehicles were exhibited at the same time. For this event, JAIA provided various types of support for exhibitions by motorcycle members (motorcycle members: 3 companies).

[2] On November 25, JAIA also provided support for the exhibition of the motorcycle members at imported xEV test-ride event held in Tokyo (3 companies, 4 units).

#### **(c) Member support at exhibition for motorcycle shows in various region**

- The 1<sup>st</sup> Nagoya Motorcycle Show was held at the Aichi Sky Expo in April and motorcycle members (7 companies) exhibited.
- The 39<sup>th</sup> Osaka Motorcycle Show was held at Intex Osaka and motorcycle members (6 companies) exhibited.
- The 50<sup>th</sup> Tokyo Motorcycle Show was held at Tokyo Big Site and motorcycle members (7 companies) exhibited.

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#### **(d) Request activities to the government, etc.**

JAIA, in collaboration with motorcycle-related organizations, through the Bike Love Forum (BLF\*), etc., continued to promote request activities. There are three main requests which are [1] reduction of expressway tolls, [2] request activities aimed at streamlining the license system and [3] development and expansion of motorcycle parking lots.

- For the reduction of expressway tolls, the fixed rates discounts tolls riding over 100 km was introduced in 2022 for the first time.
- The development of motorcycle parking lot was newly realized in the Tokyo Metropolitan Government related facilities.

JAIA conducted activities for market revitalization while appealing the attractiveness of motorcycles including imported brand and Japanese brand through participation in the 10<sup>th</sup> BLF\*.

Bike Love Forum (BLF\*): Led by JAIA and other motorcycle associations, local governments, METI, etc., the activity was started in 2013, aiming at recovering domestic sales of motorcycles.

**(e) Provision of the latest information related to statistics and automobile market**

The number of newly registered imported small motorcycles is provided to members only. At the same time, various statistical information and automobile market related information are provided.

**(f) Thorough implementation of fair automobile trade and activities related to consumer consultation**

There were possibilities of violation to the "Motorcycle Fair Competition Code" established by the Automobile Fair Trade Council (AFTC) in advertisements carried out by some members and the AFTC took actions based on the code and the standards.

**(ii) Activities for international harmonization of technical and environmental regulations and greater efficiency of certification systems**

**(a) Activities to internationally harmonize technical and environmental regulations**

JAIA shared information with members of emission regulations strengthened for motorcycles which has been applied since November 2022 and supported the members for compliance of regulations.

Information shared with members of the revisions in regulations on acceleration noise for motorcycles which will be applied after September 2024.

JAIA gathered information and shared with members on items discussed at WP29 through participation in JASIC's lighting equipment WG for the members to smoothly adopt the future motorcycle lighting installation standard.

**(b) Activities to improve efficiency of the certification system**

MLIT accepted the JAIA's request for the regulations on acceleration noise for electric motorcycles to adopt the testing results considering the vehicle characteristics.

## **VI. Others**

### **(i) Cooperation with domestic/overseas automotive associations, etc. and request for the government**

#### **(a) ACEA**

A regular meeting between JAIA Vice Chairman and Executive Director and ACEA Director General was held in November 2022 and exchanged information on main activities of JAIA and ACEA, for example, fuel efficiency, autonomous driving, LCA, Battery recycling and collaborative relationship between JAIA and ACEA.

#### **(b) Automobile related organizations such as Japan Automobile Manufacturers Association (JAMA), Automobile Business Association of Japan (ABAJ), etc.**

JAIA carried out the external affairs activities in collaboration with JAMA, ABAJ and other automobile related organizations, etc. in light of strengthening international harmonization while taking into consideration the internal and external movements of regulations.

#### **(c) Trade investment related organizations, etc. including foreign embassies in Japan and EU delegation**

JAIA exchanged views/information on various issues with foreign embassies in Japan, Delegation of European Union

to Japan, and trade investment related organizations, etc. including SDGs related organization (including the secretariat of Expo 2025 Osaka, Kansai, Japan, etc.) and further developed cooperation.

#### **(d) Ministry of Economy, Trade and Industry (METI) and Ministry of Land, Infrastructure, Transport and Tourism (MLIT)**

The regular meeting between JAIA Chairman and senior officials of METI and MLIT was held in November 2022. For METI, opinions exchanged on the matters such as requests for electrification related issues, requests for tax and subsidies and lack of automobile maintenance personnel, etc. For MLIT, opinions exchanged on the matters of further internationalization of automobile regulations and certification systems, requests for elimination of Japan's unique standards and lack of automobile maintenance personnel, etc.

### **(ii) Secretariat administration**

#### **(a) Deploying IT systems and developing IT infrastructure**

##### **i) Updating the statistical system**

The update of the JAIA database system of statistical information currently in use was implemented.

##### **ii) Renewal of the JAIA website**

With the renewal of the JAIA website, information sending features of JAIA activities and statistics were strengthened to further increase the awareness of imported vehicles while strengthening the security.



### iii) Others

For the unauthorized access to JAIA server system, JAIA implemented the measures to prevent recurrence and updated the system appropriately and completed the restoration of the server system while sharing information with JAIA members.

### **(b) Working environment**

JAIA continued to hold meetings in a hybrid format to communicate with members efficiently and effectively.

For the measures to prevent novel coronavirus infections, in light of operational efficiency and work style reform, staggered office hours and telework were encouraged. Also, working environment has been improved for better communication in online meetings between JAIA secretariat and the members and smooth teleworking. Prevention measures against corona virus infections were continued to be thoroughly taken in the working environment.

In the novel coronavirus pandemic, as a secretariat, the operations report meeting (general manager or above) was held twice a month, utilizing the web, etc. and the overall management and staff meetings once in a quarter to share challenges of the organization and for seamless communication among the all office members.

JAIA Secretariat requested staff members to ensure thorough compliance, while strictly observing the Statute and following the procedures prescribed in various rules.

### **(iii) Achievements of JAIA committee activities, etc.**

The Board of Directors meetings were held 8 times in the year including meetings in writing, to deliberate and make resolutions on the matters prescribed in the Statute, including activity plans, budget, activity reports and financial report, accession of members, recommendation of director candidates to the general assembly and committee activities.

For committees, the Planning and Steering Committee had two meetings to deliberate policies for actions to address critical issues to make required proposals to the Board of Directors.

Concerning four-wheeler activities, the Next Generation Vehicle Committee, Standards and Certification Committee, Recycling Committee, After-Sales Committee, various working groups and task forces and Motorcycle Committee for motorcycle activities held meetings to make JAIA's requests to the ministries concerned upon checking the needs of the members.

### **(iv) Update of handbooks, manuals and formats of JAIA**

For appropriate activities by the JAIA members, JAIA prepared and/or updated handbooks and guidebooks to support accumulation/sharing/succession of information and know-how.

In FY2022, JAIA updated the following Handbooks and Guides:

#### I. Activities for Market Revitalization

- Imported Automobile Market of Japan 2022

- FY 2023 Taxation Revision Manual
- II. Activities in Environment/Energy Areas (Carbon Neutral Era)
  - Fuel Efficiency Handbook
- III. Activities for Safety and Harmonization of Regulations
  - CNG/LNG Vehicle Introduction Handbook
  - List of Safety Regulations Application Dates
  - Safety Regulations Compliance Study Sheet
  - List of Safety Regulations applicable within a few years
  - Record of Standards and Certification Request Activities
  - Technical Guideline Handbook
- IV. Activities for Automobile Fair Trade/After-sales, etc.
  - Recall Handbook
  - Inventory of Service Campaign
- V. Activities for Motorcycles
  - Major domestic regulations and application period

**VII. Important Contract or Commitment**

No important contract was made in FY2022.

### VIII. Matters relating to General Assembly and BoD Meeting

Meeting and Date	Resolution Items
1st BoD Meeting (in writing) May 11, 2022	<ol style="list-style-type: none"> <li>1. Draft on FY 2021 Activity Report</li> <li>2. Draft on FY 2021 Financial Report</li> </ol>
57th General Assembly May 30, 2022	<ol style="list-style-type: none"> <li>1. FY 2021 Activity Report and Financial Report</li> <li>2. FY 2022 Activity Plan and Budget</li> <li>3. Election of Directors and Auditors for the Next Term</li> </ol>
2nd BoD Meeting May 30, 2022	<ol style="list-style-type: none"> <li>1. Election of the Chairman for the Next Term</li> <li>2. Election of Vice Chairmen and Executive Director for the Next</li> <li>3. Remuneration for Non-Member Directors</li> </ol>
3rd BoD Meeting (in writing) July 1, 2022	<ol style="list-style-type: none"> <li>1. Recommendation of the New Director from Porsche Japan K.K.</li> <li>2. Recommendation of the New Director from Renault Japon Co., LTD.</li> </ol>
4th BoD Meeting (in writing) November 25, 2022	<ol style="list-style-type: none"> <li>1. Proposal for Granting Membership to “PCI Co., Ltd.”</li> <li>2. Decision on the new Chairperson of Recycling Committee</li> </ol>
5th BoD Meeting December 16, 2022	<ol style="list-style-type: none"> <li>1. Recommendation of New JAIA Director from BMW Japan Corp.</li> <li>2. Recommendation of New JAIA Director from Stellantis Japan Ltd.</li> <li>3. Proposal on Basic Direction of Activity Plan for FY2023</li> <li>4.1. Outline of FY2022 Financial Forecast</li> <li>4.2. Proposal on FY2023 Budget Outline</li> <li>5. Proposal on Key Topics of JAIA Chairman’s Press Conference in January, 2022</li> </ol>
6th BoD Meeting (in writing) December 22, 2022	<ol style="list-style-type: none"> <li>1. Appointment of a New JAIA Chairman</li> <li>2. Appointment of a New JAIA Vice-Chairman</li> </ol>
7th BoD Meeting (in writing) February 3, 2023	<ol style="list-style-type: none"> <li>1. Appointment of a New JAIA Vice-Chairman</li> </ol>
8th BoD Meeting March 29, 2023	<ol style="list-style-type: none"> <li>1. Proposal on FY2023 Activity Plan</li> <li>2. Proposal on FY2023 Budget</li> <li>3. The 58th General Assembly (Date/Time, Place and Draft Agenda)</li> </ol>

## **IX. Revenue/Expenditure and Change in Net Assets**

(Unit: million yen)

Fiscal Year	FY 2022
Revenues	345.7
Operating Expenditures	241.2
Gross Profit	104.5
General Administrative Expenditures	107.1
Operating loss	-2.6
Non-operating income	9.7
Non-operating Expenditures	7.2
Ordinary Loss	-0.1
Net Loss for the Year	-0.2
Total Assets	522.2
Total Liabilities	106.2
Net Assets	416.0

### **C. Pending Issues of the Association**

JAIA needs to facilitate its activities efficiently and effectively for promoting common interest of the members by dealing with any change in the situation facing the four-wheeler and motorcycle members.

### **D. Outline of Stock Ownership**

JAIA does not own any corporate stock.

### **E. Important Notice of the Association after Closing of FY2022**

Association has not recognized any subsequent event impacting on the profit and loss or net assets after the closing of FY2022 (April 1, 2023).