

Future Policy for
Motor Vehicle Emission Reduction
(Fourteenth Report)

Press Release

About the Central Environment Council's "Future Policy for Motor Vehicle Emission Reduction (Fourteenth Report)"

Thursday, August 20, 2020

At its meeting on Wednesday, August 19, 2020, the Central Environment Council's Air, Noise, and Vibration Committee discussed and approved its fourteenth report (draft) on "Future Policy for Motor Vehicle Emission Reduction," for which the Director-General of the Agency of the Environment consulted with the Council in its inquiry dated May 21, 1996. The Chairperson of the Council submitted the report to the Minister of the Environment on this day.

Overview of Future Policy for Motor Vehicle Emission Reduction (Fourteenth Report)

1. Measures for Fine Particulate Matter, etc.

In addition to the conventional regulations based on the mass of particulate matter, the regulations for particle number (PN regulations) will be introduced and will be adopted by the end of 2024 for gasoline vehicles and by the end of 2023 for diesel vehicles.

2. Measures to Reduce Emissions from Special Motor Vehicles

For gasoline/LPG special motor vehicles with a rated output of 19 kW or more but less than 560 kW, LSI-NRTC (the transient test cycle) and 7M-RMC (the steady-state cycle) will be introduced and be adopted by the end of 2024 while strengthening the allowable maximum desired values.

In line with the above, the prohibition of the release of blow-by gas into the atmosphere will be introduced.

3. International Harmonization of Emission Test Methods for Passenger Cars, etc.

The test cycles applied to vehicles with small output volume (Class 1 and Class 2 vehicles) stipulated in the UN Regulation on WLTP, which is being developed by the United Nations, will be introduced, and be adopted in conjunction with the adoption of the said Regulation in Japan.

4. Future Issues for Discussion

We will consider the revisions of the test methods to reduce the lower limit of the detection range of the PN measurement method, the development of a test method to properly evaluate the amount of dust generated by brake wear, and the strengthening of the regulation of fine particulate matter from special motor vehicles.

*For the accompanying materials, please see the Ministry of the Environment website (<http://www.env.go.jp/press/108320.html>).

Appendix: Future Policy for Motor Vehicle Emission Reduction (Fourteenth Report)

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