

Revision to Notifications of the Ministry of Economy, Trade and Industry (METI) and the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) for the Act on the Rational Use of Energy

**January 2018
Energy Efficiency Division
Agency of Natural Resources and Energy
Ministry of Economy, Trade and Industry**

**Environmental Policy Division
Road Transport Bureau
Ministry of Land, Infrastructure, Transport and Tourism**

1. Background

Under the Act on the Rational Use of Energy (Law No. 49 of 1979; hereinafter referred to as the "Energy Efficiency Law"), the Minister of Economy, Trade and Industry (METI) and the Minister of Land, Infrastructure, Transport and Tourism (MLIT) shall decide the standards of judgement for manufacturer and importer (hereinafter referred to as "manufacturer, etc.") in regard to improvement of the energy efficiency performance with respect to vehicles included in the energy consumption equipment which is specified in the Act (hereinafter referred to as "energy efficiency standards"). Moreover, the METI and the MLIT shall decide requirements for indication of the information of energy consumption on catalog.

Additionally, the energy efficiency standards shall be established taking consideration of the energy efficiency of the specified energy consumption equipment which has the highest energy efficiency and other related factors. (It is called the "Top Runner Program".)

The METI and the MLIT propose a new energy efficiency standard for heavy duty vehicles in order to promote rationalization of energy use pertaining to heavy duty vehicles in Japan and disseminate energy efficient heavy duty vehicles in order to cope with the recent increase of energy consumption in transport sector, global warming problem and so forth.

2. Outline of the amendment

New energy efficiency standards for FY2025 are established for heavy duty vehicles

i) Target scope

Diesel freight vehicles with a gross vehicle weight of 3.5 tons over and for diesel passenger vehicles with a gross vehicle weight of 3.5 tons over, which have a riding capacity of 10 persons or more.

ii) Target fiscal year

Target fiscal year is set to be FY2025.

iii) Measurement method of energy consumption efficiency

New measurement method which considers the value of air resistance and rolling resistance for each fleet and updates the other factors based on previous method is adapted.

iv) Target standard value

Target standard values are different between vehicle categories. Average target standard value is increased by 13.5% compared to the average fuel efficiency in FY2015 in overall heavy vehicles categories.

Freight vehicles

Truck

Categories	Gross vehicle weight (ton)	Payload (ton)	Target standard values (km/L)
1	$3.5 \leq GVW < 7.5$	$PL \leq 1.5$	13.45
2		$1.5 < PL \leq 2$	11.93
3		$2 < PL \leq 3$	10.59
4		$PL < 3$	9.91
5	$7.5 < GVW \leq 8$		8.39
6	$8 < GVW \leq 10$		7.46
7	$10 < GVW \leq 12$		7.44
8	$12 < GVW \leq 14$		6.42
9	$14 < GVW \leq 16$		5.89
10	$16 < GVW \leq 20$		4.88
11	$20 < GVW \leq 25$		4.42

Tractor

Categories	Gross vehicle weight (ton)	Target standard values (km/L)
1	$GVW \leq 20$	3.11
2	$20 < GVW$	2.32

Passenger vehicles

Route Bus

Categories	Gross vehicle weight (ton)	Target standard values (km/L)
1	$6 < GVW \leq 8$	7.15
2	$8 < GVW \leq 10$	6.30
3	$10 < GVW \leq 12$	5.80
4	$12 < GVW \leq 14$	5.27
5	$14 < GVW$	4.52

General Bus

Categories	Gross vehicle weight (ton)	Target standard values (km/L)
1	$3.5 < GVW \leq 6$	9.54
2	$6 < GVW \leq 8$	7.73
3	$8 < GVW \leq 10$	6.37
4	$10 < GVW \leq 12$	6.06
5	$12 < GVW \leq 14$	5.29

6	$14 < GVW \leq 16$	5.28
7	$16 < GVW$	5.14

v) Target achievement evaluation method

The previous method is adapted.

vi) Indication requirement

Manufacturer, etc. shall indicate energy consumption efficiency (fuel efficiency) and other items on catalogs or materials presented to heavy duty vehicle users and on exhibits.

3. Proposed date of entry into force

Around spring of 2018.