

● THE MOTOR INDUSTRY ●
OF JAPAN

2011

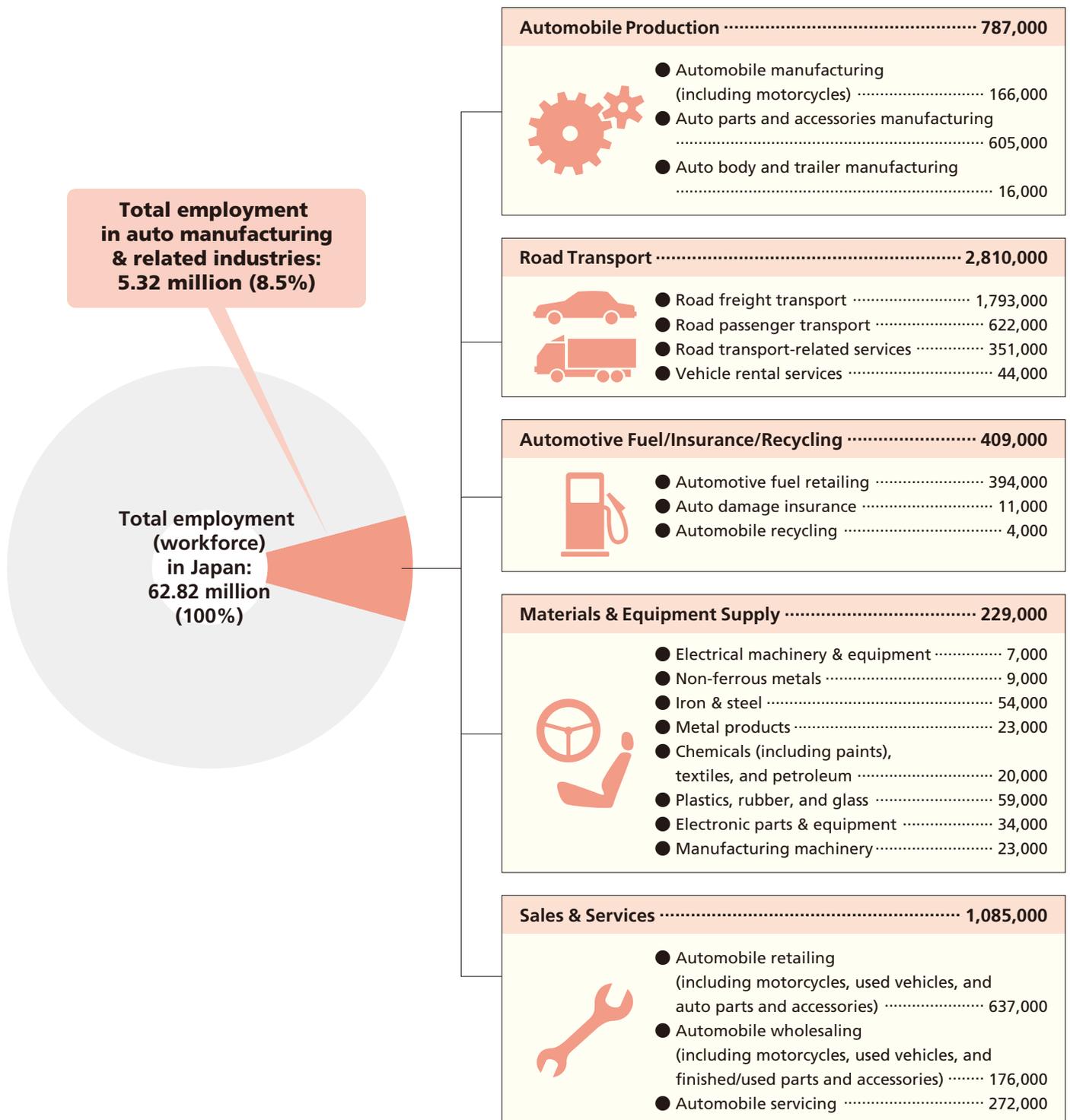
JAPAN AUTOMOBILE MANUFACTURERS ASSOCIATION, INC.

A Vast Range of Related Industries

Automobiles are the focus of an extremely wide range of industrial and related activity, from materials supply and vehicle production and distribution to sales, servicing and other auto-centered operations. Auto-related employment in Japan at present totals 5.32 million people.

● EMPLOYMENT IN THE AUTOMOBILE MANUFACTURING AND RELATED INDUSTRIES

Number of employees



Note: Figures are rounded off to the nearest thousand.

Automobile Manufacturing is an Integrated Industry

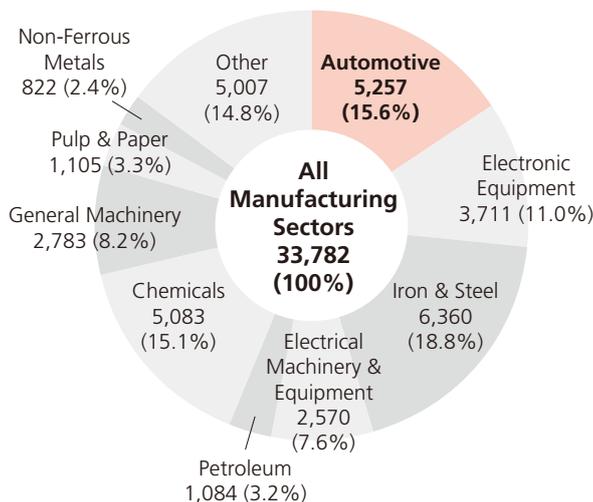
An automobile typically is composed of 20,000 to 30,000 parts, all of which even the largest manufacturers cannot produce themselves. Automakers therefore either outsource production or purchase finished products (such as tires and batteries), including products manufactured abroad. The volume of imported components increases yearly. Automobile manufacturing is thus an integrated industry because it relies on many supporting industries to produce the great diversity of materials and components it uses. Trends in the automobile industry, which makes huge investments in equipment and research-and-development activities, are considered a barometer of the economy.

PRINCIPAL MATERIALS AND COMPONENTS USED IN AUTOMOBILE MANUFACTURING

Cast iron	Engine parts, e.g. cylinder blocks	Springs, dampers	
Common steel	Chassis, frames, wheel parts	Turbochargers	
Special steel	Gears, axle shafts, crankshafts, fuel injection equipment	Bearings	
Copper	Electricals, radiators, cables	Machined parts, e.g. pumps	
Lead, tin, zinc	Engine metals, solder, body varnish, batteries	Tires and tubes	
Aluminum	Engine parts (e.g. pistons, cylinder heads), wheels, chassis	Batteries	
Noble metals	Emissions after-treatment parts	Window glass	
Other non-ferrous metals	Magnets, plating	Onboard tools, e.g. jacks	
Synthetic resin	Steering wheels, bumpers, radiator grilles, body components	Supplies, e.g. extinguishers, tire chains	
Glass	Window glass, mirrors, headlamps	Electronic parts	Sensors, ECUs, actuators
Rubber	Tires, sealing parts, vibration control parts	Lights, cables, optical fibers	
Ceramics	Plugs, electronic parts, sensors, emissions after-treatment parts	Air conditioners, air cleaners	
Textiles	Seats, linings, seatbelts	Starters, alternators, generators, inverters, meters	
Leather	Seats, packing	Radios, CD/DVD players, phones, navigation systems	
Paper	Filters	Safety equipment, e.g. anti-lock brakes, airbags, traction control	
Wood	Load-carrying platforms, interior equipment	Coke	For casting
Paints	Ornamental and rustproof paints	Petroleum, electricity, natural gas	Fuel, heat treatment, paint drying, power generation
Chemicals	Antifreeze, engine oil, transmission oil, brake oil		
Animal and vegetable oils	For casting		
Fats and oils	For lubrication, heat treatment, etc.		

INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS (PROJECTED, FY 2010)

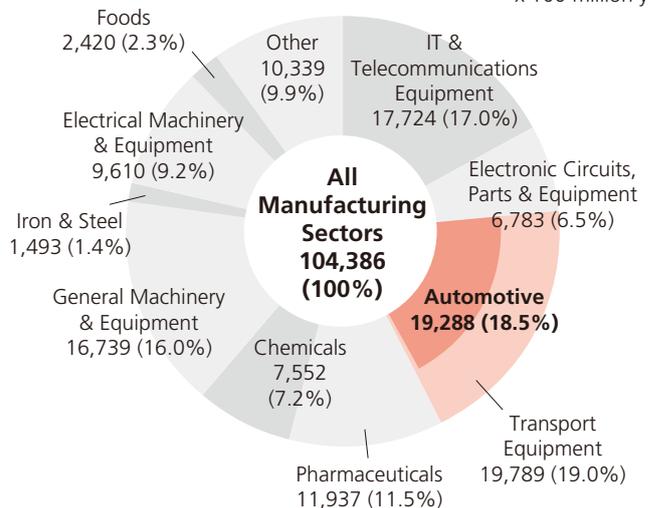
x 100 million yen



Source: Survey on Corporate Finance, Ministry of Economy, Trade and Industry

INVESTMENTS IN R&D OF MAJOR MANUFACTURING SECTORS (FY 2009)

x 100 million yen



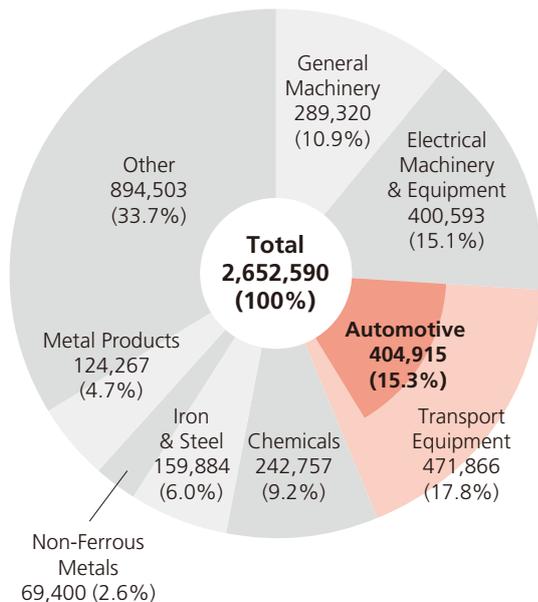
Source: Survey on Research Activities in Science and Technology, Ministry of Internal Affairs and Communications

Automobile Manufacturing is a Core Industry

The automotive industry is one of the Japanese economy's core industrial sectors. In 2009 automotive shipments accounted for 15.3% of the total value of Japan's manufacturing shipments, and 34.9% of the value of the machinery industries' combined shipments. Automotive shipments (both domestic and export shipments, including motorcycles, auto parts, etc.) in value terms totalled 40.5 trillion yen in 2009, down 28.5% from the previous year.

SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS (2009)

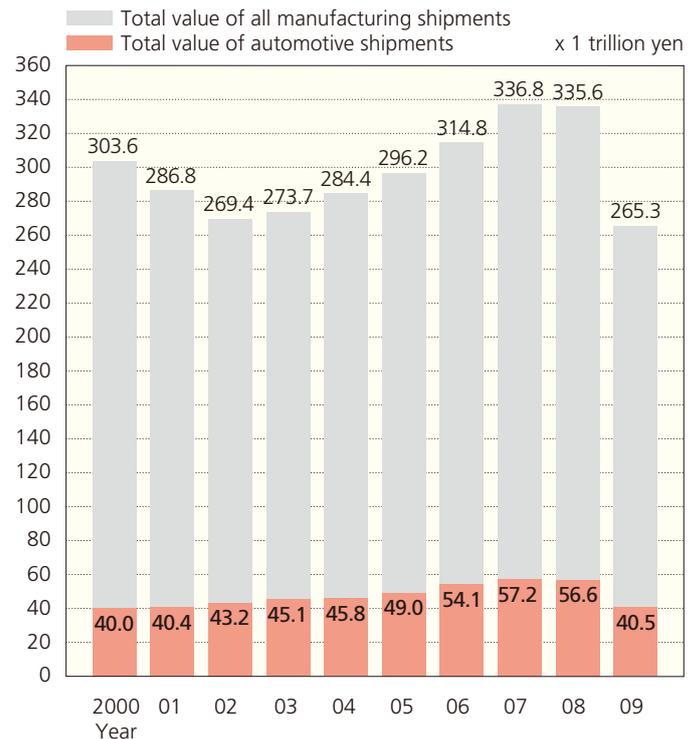
x 100 million yen



Breakdown of Automotive Shipments:

- Automobiles (including motorcycles) 166,038
- Auto bodies and trailers 3,870
- Automotive parts and accessories 235,007

COMPARISON OF VALUE OF AUTOMOTIVE SHIPMENTS TO TOTAL VALUE OF ALL MANUFACTURING SHIPMENTS



SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS

x 100 million yen

Year	Chemicals	Iron & Steel	Non-Ferrous Metals	Metal Products	Machinery Industries				Other	Total	Automotive Shipments		
					General Machinery	Electrical Machinery & Equipment	Transport Equipment				Subtotal	As % of Value of Machinery Shipments	As % of Total Value of Manufacturing Shipments
							Automotive						
1970	55,402	65,648	30,547	37,277	68,028	73,305	72,758	54,673	223,008	287,383	690,348	24.5	7.9
1975	104,381	113,063	39,087	65,731	106,112	108,213	147,935	105,241	379,551	589,807	1,274,329	27.7	8.3
1980	179,787	178,956	81,186	106,465	175,998	222,346	249,536	212,346	682,457	952,724	2,146,998	31.1	9.9
1985	205,524	177,543	63,836	130,944	241,904	408,422	361,793	276,927	1,055,932	1,063,240	2,653,206	26.2	10.4
1990	235,030	182,687	78,217	185,736	332,249	545,286	468,582	423,106	1,397,439	1,205,939	3,233,726	30.3	13.1
1995	233,625	140,727	64,964	176,465	298,844	548,309	442,145	395,613	1,330,364	1,155,277	3,060,356	29.7	12.9
2000	237,994	119,630	62,189	155,868	304,132	595,817	444,474	400,429	1,385,612	1,115,720	3,035,824	28.9	13.2
2001	232,284	112,018	58,492	145,450	282,965	524,657	451,522	404,215	1,299,143	1,060,156	2,867,544	31.1	14.1
2002	227,483	109,627	56,685	137,365	254,773	460,411	479,974	431,630	1,230,660	967,300	2,693,618	35.1	16.0
2003	233,271	119,030	56,321	132,430	260,683	480,137	498,869	450,500	1,275,564	956,603	2,737,344	35.3	16.5
2004	241,493	141,413	61,931	134,543	290,742	498,469	506,995	458,122	1,335,931	968,597	2,844,183	34.3	16.1
2005	250,271	168,964	67,116	140,159	312,108	495,083	539,999	489,548	1,385,037	988,717	2,962,417	35.3	16.5
2006	261,995	184,727	90,162	144,510	333,313	511,634	598,356	541,091	1,484,034	1,023,649	3,148,346	36.5	17.2
2007	282,939	211,917	107,705	151,889	362,734	553,265	639,100	571,848	1,597,840	1,058,017	3,367,566	35.8	17.0
2008	281,299	243,322	104,805	151,492	402,477	518,797	637,666	566,053	1,558,940	1,015,930	3,355,788	36.3	16.9
2009	242,757	159,884	69,400	124,267	289,320	400,593	471,866	404,915	1,161,779	894,503	2,652,590	34.9	15.3

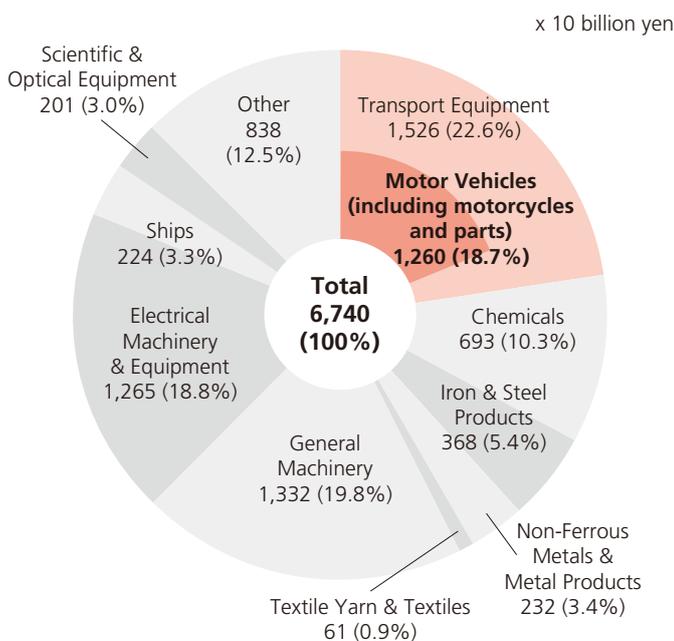
Notes: 1. Shipments from all manufacturing operations with four or more employees are included in this data. 2. Compilation of data on production in value terms was discontinued in 1996 and replaced by data on shipments in value terms. 3. Figures in value terms include domestic consumption tax revenue from shipments. 4. "Electrical Machinery & Equipment" includes IT-related electronic parts and equipment as of 2002.

Source for all statistical data on this page: Census of Manufactures, Ministry of Economy, Trade and Industry

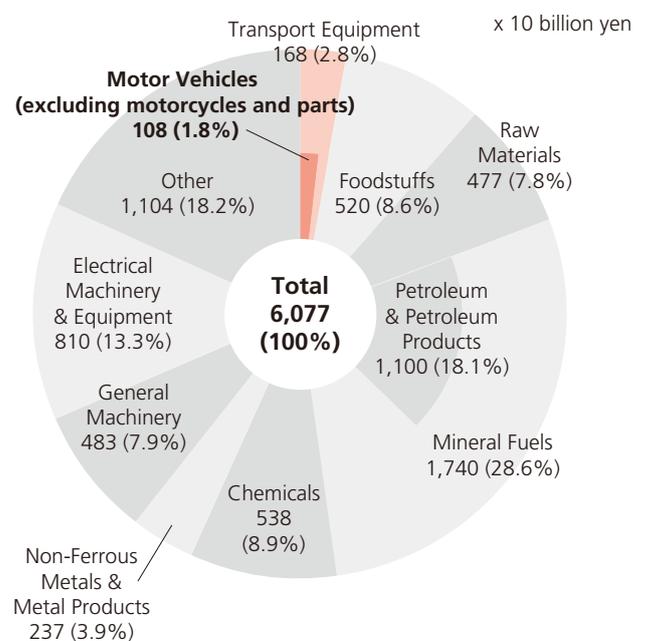
Motor Vehicle Imports and Exports Both Show an Increase

In 2010 Japan's gross exports and imports increased from the previous year, by 24.4% and 18.0% respectively. In value terms, automotive exports expanded 34.5% to 12.6 trillion yen, with motor vehicle and parts exports rising but motorcycle exports declining. Automotive imports also increased, by 31.4% year-on-year to 1.1 trillion yen, with both motor vehicle and parts imports showing growth.

EXPORTS BY PRINCIPAL COMMODITY (FOB) IN 2010



IMPORTS BY PRINCIPAL COMMODITY (CIF) IN 2010



AUTOMOTIVE EXPORTS IN VALUE TERMS (FOB)

x 100 million yen

Year	Motor Vehicles				Exports Total		
	Value	Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Motorcycles & Motorcycle Parts	Value	Chg. (%)
2001	97,802	103.4	72,108	18,804	6,891	489,792	94.8
2002	115,675	118.3	87,746	21,172	6,757	521,090	106.4
2003	118,363	102.3	88,950	22,998	6,415	545,484	104.7
2004	124,773	105.4	92,142	25,617	7,014	611,700	112.1
2005	135,132	108.3	99,288	28,006	7,839	656,565	107.3
2006	161,795	119.7	122,995	30,227	8,573	752,462	114.6
2007	185,267	114.5	143,170	33,555	8,543	839,314	111.5
2008	175,126	94.5	137,361	30,655	7,110	810,181	96.5
2009	93,679	53.5	66,933	23,089	3,657	541,706	66.9
2010	125,956	134.5	91,741	30,833	3,382	673,996	124.4

Note: "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

AUTOMOTIVE IMPORTS IN VALUE TERMS (CIF)

x 100 million yen

Year	Motor Vehicles			Imports Total		
	Value	Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Value	Chg. (%)
2001	10,390	105.2	7,814	2,576	424,155	103.6
2002	11,234	108.1	8,038	3,196	422,275	99.6
2003	11,799	105.0	8,279	3,520	443,620	105.1
2004	12,842	108.8	9,055	3,787	492,166	110.9
2005	13,353	104.0	9,149	4,204	569,494	115.7
2006	14,412	107.9	9,163	5,249	673,443	118.3
2007	15,586	108.1	9,294	6,291	731,359	108.6
2008	14,160	90.9	7,499	6,662	789,548	108.0
2009	8,245	58.2	4,549	3,696	514,994	65.2
2010	10,836	131.4	5,957	4,879	607,650	118.0

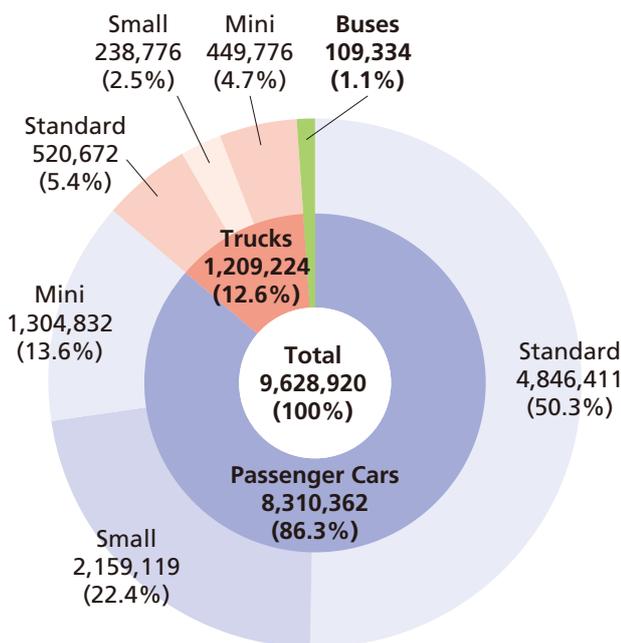
Notes: 1. Motor vehicles include passenger cars, trucks, buses, and chassis. 2. "FOB" = free on board; "CIF" = cost, insurance, and freight. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Motor Vehicle Production Rises for First Time in 3 Years

In 2010 motor vehicle production in Japan increased for the first time in three years, totalling 9.63 million units, up 21.4% over the previous year. Passenger car production grew 21.1% to 8.31 million units. Within that category, standard car production surged 40.1% to a total of 4.85 million units, small car production grew 0.6% to 2.16 million units, and minicar production rose 3.8% to 1.31 million units. Truck and bus production also showed an increase over 2009, growing 22.8% to 1.21 million units and 26.0% to 109,000 units, respectively.

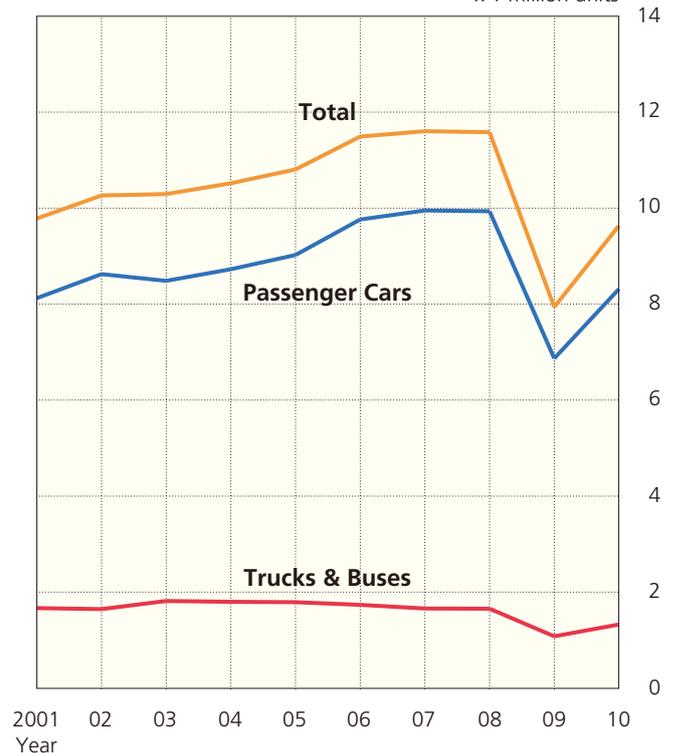
MOTOR VEHICLE PRODUCTION BY TYPE IN 2010

In vehicle units



TRENDS IN MOTOR VEHICLE PRODUCTION

x 1 million units



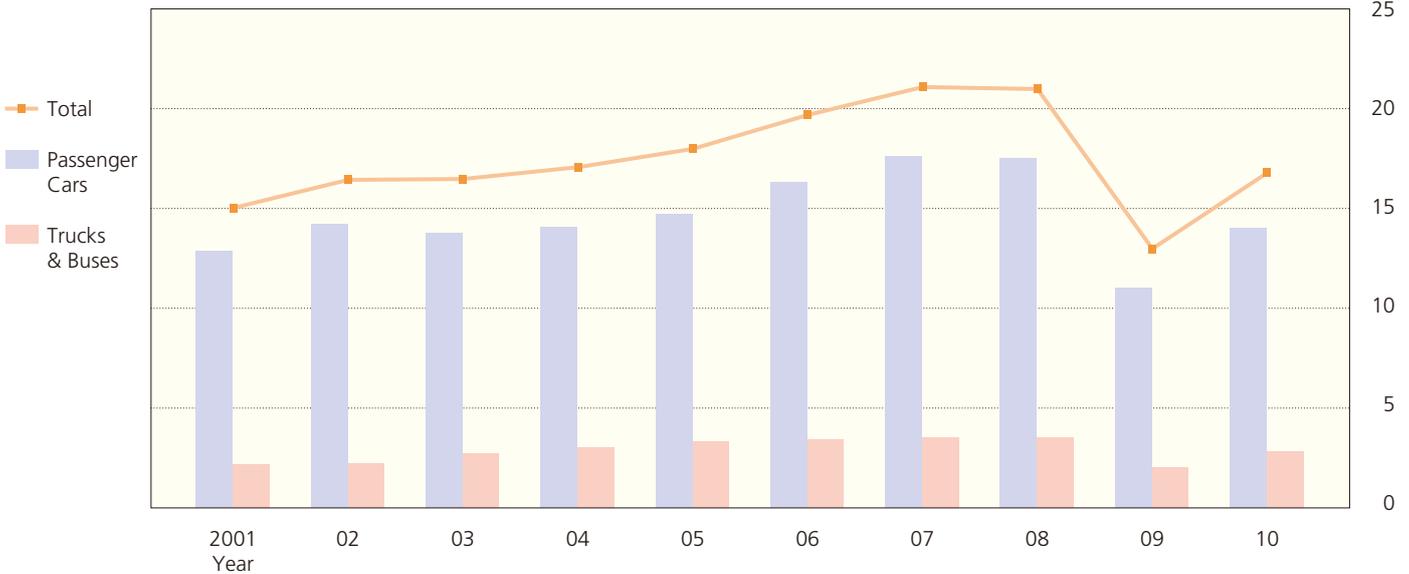
MOTOR VEHICLE PRODUCTION

Year	Passenger Cars					Trucks				
	Standard	Small	Mini	Total	Chg. (%)	Standard			Small	
						Gasoline	Diesel	Subtotal	Gasoline	Diesel
1970	51,619	2,377,639	749,450	3,178,708	121.7	52,047	206,053	258,100	1,156,729	97,132
1975	209,032	4,198,550	160,272	4,567,854	116.2	84,304	203,866	288,170	1,441,759	168,716
1980	403,338	6,438,847	195,923	7,038,108	114.0	457,208	427,990	885,198	1,663,834	449,477
1985	494,792	6,991,432	160,592	7,646,816	108.1	842,792	435,420	1,278,212	1,218,423	659,470
1990	1,750,783	7,361,224	835,965	9,947,972	109.9	635,255	614,270	1,249,525	517,972	744,971
1995	2,553,703	4,140,629	916,201	7,610,533	97.5	232,514	591,626	824,140	304,495	604,826
2000	3,376,447	3,699,893	1,283,094	8,359,434	103.2	153,280	495,900	649,180	204,253	279,029
2001	3,460,006	3,378,915	1,278,642	8,117,563	97.1	150,414	444,989	595,403	199,037	246,233
2002	3,671,023	3,637,501	1,309,830	8,618,354	106.2	157,225	522,739	679,964	198,002	182,301
2003	3,753,446	3,434,662	1,290,220	8,478,328	98.4	157,420	615,307	772,727	250,019	199,443
2004	4,044,563	3,309,147	1,366,675	8,720,385	102.9	127,529	642,424	769,953	261,902	184,634
2005	4,191,360	3,416,622	1,408,753	9,016,735	103.4	106,530	617,133	723,663	233,694	203,069
2006	4,915,428	3,302,265	1,537,210	9,754,903	108.2	96,083	603,327	699,410	213,687	205,717
2007	5,864,354	2,638,842	1,441,441	9,944,637	101.9	125,262	593,639	718,901	177,425	188,107
2008	5,786,333	2,714,413	1,427,397	9,928,143	99.8	121,443	613,480	734,923	163,237	166,521
2009	3,459,589	2,145,279	1,257,293	6,862,161	69.1	83,442	288,244	371,686	127,004	88,135
2010	4,846,411	2,159,119	1,304,832	8,310,362	121.1	76,136	444,536	520,672	133,043	105,733

Notes: 1. Passenger cars are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and been treated as components since 1988. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

TRENDS IN MOTOR VEHICLE PRODUCTION IN VALUE TERMS

x 1 trillion yen



MOTOR VEHICLE PRODUCTION IN VALUE TERMS

x 1 million yen

Year	Passenger Cars				Trucks					Buses			Grand Total
	Standard	Small	Mini	Total	Standard	Small	Mini	Tractors	Total	Large	Small	Total	
1985	895,041	7,049,323	85,925	8,030,289	1,793,000	1,519,934	679,498	46,745	4,039,177	103,053	101,007	204,060	12,273,526
1990	3,717,356	8,676,715	572,188	12,966,259	1,953,924	1,180,028	591,144	64,913	3,790,009	134,015	66,988	201,003	16,957,271
1995	5,147,637	4,869,427	790,303	10,807,367	1,619,428	849,511	510,579	124,764	3,104,282	107,647	89,441	197,088	14,108,737
2000	6,640,075	4,298,370	1,237,605	12,176,050	1,111,558	543,408	357,765	45,453	2,058,184	80,897	109,007	189,904	14,424,138
2001	7,483,041	4,136,594	1,225,030	12,844,665	1,079,881	522,666	344,339	41,561	1,988,447	96,949	111,499	208,448	15,041,560
2002	8,573,769	4,468,191	1,166,197	14,208,157	1,209,751	441,509	324,822	36,334	2,012,416	97,050	131,813	228,863	16,449,436
2003	8,454,215	4,243,705	1,054,329	13,752,249	1,539,221	540,480	338,236	67,945	2,485,882	116,560	130,268	246,828	16,484,959
2004	8,836,999	4,067,398	1,146,115	14,050,512	1,805,315	561,422	333,606	89,959	2,790,302	105,985	129,577	235,562	17,076,376
2005	9,352,545	4,178,641	1,169,871	14,701,057	1,916,692	588,224	357,615	104,567	2,967,098	127,605	163,069	290,674	17,958,829
2006	10,891,826	4,088,449	1,333,394	16,313,669	2,029,030	574,272	352,050	122,267	3,077,619	131,726	203,231	334,957	19,726,245
2007	13,122,924	3,167,910	1,309,576	17,600,410	2,146,513	512,887	319,400	120,346	3,099,146	129,209	264,477	393,686	21,093,242
2008	13,006,119	3,207,109	1,293,624	17,506,852	2,110,682	463,435	312,374	136,277	3,022,768	136,115	313,594	449,709	20,979,329
2009	7,261,654	2,548,371	1,155,681	10,965,706	1,127,974	312,497	281,888	34,778	1,757,137	109,723	166,115	275,838	12,998,681
2010	10,239,303	2,609,861	1,207,423	14,056,587	1,684,489	358,081	323,800	75,944	2,442,314	118,300	211,359	329,659	16,828,560

Source: Ministry of Economy, Trade and Industry

In vehicle units

Subtotal	Mini	Total	Chg. (%)	Buses				Total	Chg. (%)	Year
				Large (≥30 passengers)	Small (≤29 passengers)	Total	Chg. (%)			
1,253,861	551,922	2,063,883	102.1	15,265	31,301	46,566	111.3	5,289,157	113.1	1970
1,610,475	438,987	2,337,632	90.8	13,624	22,481	36,105	78.8	6,941,591	105.9	1975
2,113,311	914,679	3,913,188	115.2	16,470	75,118	91,588	146.4	11,042,884	114.6	1980
1,877,893	1,388,583	4,544,688	105.2	15,547	64,044	79,591	110.2	12,271,095	107.0	1985
1,262,943	986,171	3,498,639	89.0	15,787	24,398	40,185	95.5	13,486,796	103.5	1990
909,321	804,276	2,537,737	93.9	12,814	34,452	47,266	96.2	10,195,536	96.6	1995
483,282	594,356	1,726,818	98.8	8,035	46,509	54,544	112.7	10,140,796	102.5	2000
445,270	560,863	1,601,536	92.7	11,205	46,887	58,092	106.5	9,777,191	96.4	2001
380,303	512,373	1,572,640	98.2	11,141	55,180	66,321	114.2	10,257,315	104.9	2002
449,462	524,427	1,746,616	111.1	11,406	49,668	61,074	92.1	10,286,018	100.3	2003
446,536	514,202	1,730,691	99.1	12,286	48,156	60,442	99.0	10,511,518	102.2	2004
436,763	546,185	1,706,611	98.6	11,763	64,550	76,313	126.3	10,799,659	102.7	2005
419,404	521,879	1,640,693	96.1	11,063	77,574	88,637	116.1	11,484,233	106.3	2006
365,532	453,587	1,538,020	93.7	11,516	102,154	113,670	128.2	11,596,327	101.0	2007
329,758	443,718	1,508,399	98.1	11,660	127,442	139,102	122.4	11,575,644	99.8	2008
215,139	398,276	985,101	65.3	8,783	78,012	86,795	62.4	7,934,057	68.5	2009
238,776	449,776	1,209,224	122.8	10,274	99,060	109,334	126.0	9,628,920	121.4	2010

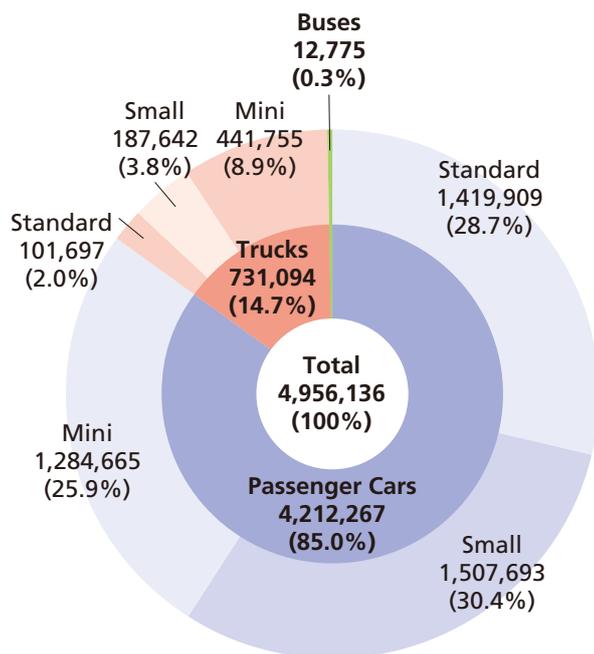
"mini" (660cc and under); see page 66 for details. 2. KD sets have been excluded since 1979; they represent less than 60% of the cost of compositional components per vehicle and have
Source: Japan Automobile Manufacturers Association

Motor Vehicle Sales Increase for First Time in 5 Years

Passenger car and commercial vehicle demand in Japan in 2010 totalled 4.96 million units, an increase of 7.5% over the previous year. Total passenger car sales grew 7.4% to 4.21 million units, with the standard car segment surging 22.4% to 1.42 million units, small cars rising 1.9% to 1.51 million units, and minicars climbing 0.1% to 1.29 million units. Also, sales of trucks and buses increased 8.6% and 1.6% from 2009, to 731,000 and 13,000 units respectively.

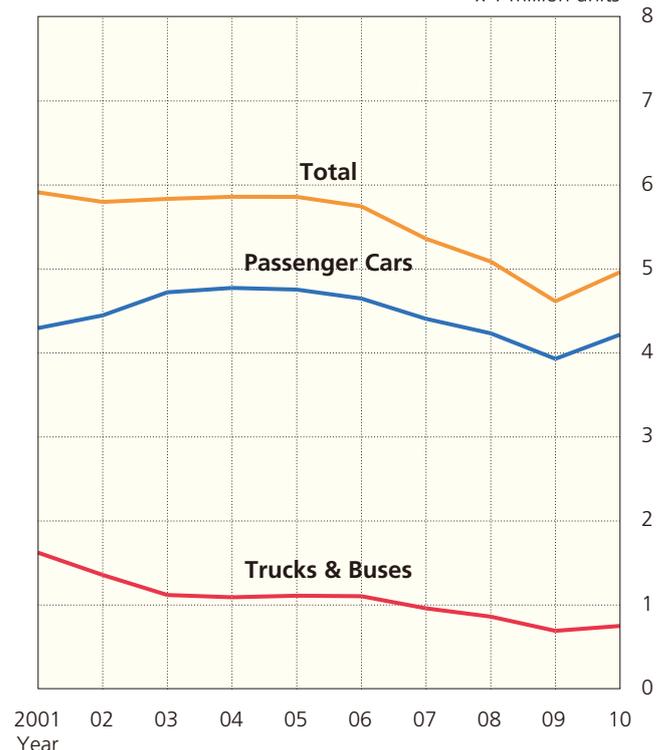
NEW MOTOR VEHICLE REGISTRATIONS BY TYPE IN 2010

In vehicle units



TRENDS IN NEW MOTOR VEHICLE REGISTRATIONS

x 1 million units



NEW MOTOR VEHICLE REGISTRATIONS

Year	Passenger Cars					Trucks				
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)
1970	9,068	1,652,899	717,170	2,379,137	116.8	168,086	986,673	538,743	1,693,502	95.6
1975	49,125	2,531,396	157,120	2,737,641	119.7	121,118	999,155	431,181	1,551,454	100.7
1980	71,931	2,608,215	174,030	2,854,176	94.0	154,472	1,144,167	839,308	2,137,947	102.2
1985	73,539	2,869,527	161,017	3,104,083	100.3	118,009	945,484	1,367,685	2,431,178	104.7
1990	467,490	3,839,221	795,948	5,102,659	115.9	193,775	1,449,678	1,006,456	2,649,909	93.7
1995	889,260	2,654,291	900,355	4,443,906	105.6	177,264	1,411,296	815,265	2,403,825	104.6
2000	770,220	2,208,387	1,281,265	4,259,872	102.5	84,626	1,015,313	586,660	1,686,599	99.6
2001	741,489	2,274,996	1,273,198	4,289,683	100.7	83,038	943,591	574,227	1,600,856	94.9
2002	674,094	2,460,103	1,307,157	4,441,354	103.5	76,035	739,502	518,843	1,334,380	83.4
2003	1,229,907	2,194,194	1,291,819	4,715,920	—	208,752	373,259	509,044	1,091,055	—
2004	1,358,281	2,037,767	1,372,083	4,768,131	101.1	186,588	361,449	519,067	1,067,104	97.8
2005	1,271,349	2,089,992	1,387,068	4,748,409	99.6	197,548	351,708	536,648	1,085,904	101.8
2006	1,225,867	1,908,267	1,507,598	4,641,732	97.8	209,283	354,870	516,021	1,080,174	99.5
2007	1,299,168	1,654,025	1,447,106	4,400,299	94.8	171,998	293,021	472,713	937,732	86.8
2008	1,250,987	1,549,677	1,426,979	4,227,643	96.1	146,690	249,655	442,914	839,259	89.5
2009	1,160,175	1,480,137	1,283,429	3,923,741	92.8	87,692	180,509	404,742	672,943	80.2
2010	1,419,909	1,507,693	1,284,665	4,212,267	107.4	101,697	187,642	441,755	731,094	108.6

Notes: 1. Chassis-based through 2002, data compilation became vehicle registration number-based as of 2003. 2. Truck figures include special-purpose vehicles (except large ones). 3. Data includes

NEW MINI-VEHICLE SALES BY TYPE

In vehicle units

Year	Passenger Cars (Minicars)	Commercial Vehicles ("Bonnet" minivans)	Commercial Vehicles (Cab-over-engine minivans)	Commercial Vehicles (Mini-trucks)	Total	
						Chg. (%)
2001	1,273,570	120,010	175,594	284,346	1,853,520	98.9
2002	1,307,296	101,789	163,412	258,203	1,830,700	98.8
2003	1,291,889	89,532	172,644	250,690	1,804,755	98.6
2004	1,372,083	77,297	183,995	257,775	1,891,150	104.8
2005	1,387,068	77,547	197,141	261,960	1,923,716	101.7
2006	1,507,598	68,714	204,838	242,469	2,023,619	105.2
2007	1,447,106	57,509	196,040	219,164	1,919,819	94.9
2008	1,426,979	51,622	185,806	205,486	1,869,893	97.4
2009	1,283,429	42,932	167,358	194,452	1,688,171	90.3
2010	1,284,665	41,630	180,505	219,620	1,726,420	102.3

Notes: 1. Figures here through 2003 include other types of mini-vehicles not counted in the data in the bottom chart. 2. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100). Source: Japan Mini Vehicles Association

RECREATIONAL VEHICLE (RV) SALES

In vehicle units

Year	Station Wagons	Vans	Off-Road 4WD Vehicles	Minivans	Total	
						Chg. (%)
2001	656,407	12,216	256,913	1,177,207	2,102,743	101.3
2002	850,219	10,187	198,291	1,123,797	2,182,494	103.8
2003	771,384	6,927	183,435	1,201,270	2,163,016	99.1
2004	669,501	7,347	170,447	1,230,788	2,078,083	96.1
2005	612,667	9,363	179,776	1,169,006	1,970,812	94.8
2006	509,936	9,406	211,135	1,126,216	1,856,693	94.2
2007	460,950	8,752	226,159	980,181	1,676,042	90.3
2008	454,164	9,396	213,209	938,694	1,615,463	96.4
2009	339,827	7,433	157,284	890,265	1,394,809	86.3
2010	365,565	8,762	195,783	946,473	1,516,583	108.7

Note: "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Source: Japan Automobile Dealers Association

In vehicle units

Buses				Total	Chg. (%)	Total Vehicle Registrations	Chg. (%)	Total Mini-Vehicles	Chg. (%)	Year
Large	Small	Subtotal	Chg. (%)							
10,256	17,572	27,828	104.2	4,100,467	106.9	2,844,554	104.9	1,255,913	111.7	1970
8,818	11,018	19,836	87.4	4,308,931	111.9	3,720,630	118.8	588,301	82.1	1975
9,414	13,973	23,387	97.5	5,015,510	97.3	4,002,172	93.1	1,013,338	118.3	1980
8,798	12,775	21,573	106.4	5,556,834	102.2	4,028,132	101.3	1,528,702	104.8	1985
9,162	15,763	24,925	105.9	7,777,493	107.2	5,975,089	107.4	1,802,404	106.3	1990
6,475	10,828	17,303	97.0	6,865,034	105.2	5,149,414	104.8	1,715,620	106.2	1995
4,333	12,238	16,571	114.5	5,963,042	101.7	4,095,117	102.7	1,867,925	99.7	2000
4,420	11,512	15,932	96.1	5,906,471	99.1	4,059,046	99.1	1,847,425	98.9	2001
4,729	11,630	16,359	102.7	5,792,093	98.1	3,966,093	97.7	1,826,000	98.8	2002
5,862	15,341	21,203	—	5,828,178	100.6	4,027,315	101.5	1,800,863	98.6	2003
5,098	13,049	18,147	85.6	5,853,382	100.4	3,962,232	98.4	1,891,150	105.0	2004
5,856	11,898	17,754	97.8	5,852,067	100.0	3,928,351	99.1	1,923,716	101.7	2005
6,064	11,536	17,600	99.1	5,739,506	98.1	3,715,887	94.6	2,023,619	105.2	2006
5,153	10,464	15,617	88.7	5,353,648	93.3	3,433,829	92.4	1,919,819	94.9	2007
5,357	9,976	15,333	98.2	5,082,235	94.9	3,212,342	93.5	1,869,893	97.4	2008
4,234	8,338	12,572	82.0	4,609,256	90.7	2,921,085	90.9	1,688,171	90.3	2009
4,777	7,998	12,775	101.6	4,956,136	107.5	3,229,716	110.6	1,726,420	102.3	2010

imported cars. 4. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Sources: Japan Automobile Dealers Association; Japan Mini Vehicles Association

Sales of Imported Vehicles Show First Increase in 3 Years

Imported vehicle sales in Japan in 2010 totalled 225,000 units, up 26.1% from the previous year. Passenger car sales surged 27.0% to 213,000 units, and commercial vehicles (trucks and buses) rose 10.9% to 12,000 units. On the other hand, sales of used imported vehicles dropped 2.3% to 482,000 units, with passenger cars decreasing 2.1% to 461,000 units, but trucks increasing 6.6% to over 13,000 units.

TRENDS IN IMPORTED MOTOR VEHICLE SALES

In vehicle units

Year		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Vehicles produced by non-Japanese manufacturers	Passenger Cars	254,558	256,528	243,996	240,209	245,610	243,892	230,078	192,317	159,143	180,255
	Commercial Vehicles	6,719	4,071	3,610	3,682	3,383	2,712	1,515	1,585	1,761	1,827
Total		261,277	260,599	247,606	243,891	248,993	246,604	231,593	193,902	160,904	182,082
Vehicles produced by Japanese manufacturers abroad	Passenger Cars	14,002	16,466	31,198	28,989	19,119	15,670	32,918	13,961	8,746	33,028
	Commercial Vehicles	0	0	0	0	0	0	575	11,368	8,877	9,973
Total		14,002	16,466	31,198	28,989	19,119	15,670	33,493	25,329	17,623	43,001
Passenger Cars Total		268,560	272,994	275,194	269,198	264,729	259,562	262,996	206,278	167,889	213,283
Commercial Vehicles Total		6,719	4,071	3,610	3,682	3,383	2,712	2,090	12,953	10,638	11,800
Grand Totals		275,279	277,065	278,804	272,880	268,112	262,274	265,086	219,231	178,527	225,083
Chg. (%)		99.9	100.6	100.6	97.9	98.3	97.8	101.1	82.7	81.4	126.1

Note: "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Source: Japan Automobile Importers Association

IMPORTED MOTOR VEHICLES (ON CUSTOMS CLEARANCE BASIS)

In vehicle units

Year	Passenger Cars	Chg. (%)	Commercial Vehicles	Other	Total Motor Vehicles	Chg. (%)	Motorcycles
1980	46,285	71.4	547	1,085	47,917	72.2	17,015
1985	52,225	118.3	380	546	53,151	118.4	7,087
1990	251,169	128.6	911	761	252,841	128.6	28,696
1995	401,836	136.0	2,469	390	404,695	130.3	43,936
2000	283,582	109.2	1,470	376	285,428	109.3	74,906
2001	287,116	101.2	1,827	578	289,521	101.4	101,265
2002	288,657	100.5	1,288	569	290,514	100.3	629,193
2003	281,526	97.5	1,405	733	283,664	97.6	562,415
2004	286,798	101.9	1,715	748	289,261	102.0	485,572
2005	282,654	98.6	1,420	660	284,734	98.4	444,635
2006	278,726	98.6	1,615	654	280,995	98.7	458,966
2007	291,387	104.5	1,662	708	293,757	104.5	458,722
2008	228,255	78.3	14,288	796	243,339	82.8	413,817
2009	145,687	63.8	9,088	593	155,368	63.8	367,727
2010	230,791	158.4	11,922	780	243,493	156.7	353,260

Notes: 1. "Other" denotes special-purpose vehicles and engine-mounted chassis. 2. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Source: Trade Statistics of Japan, Ministry of Finance

USED IMPORTED VEHICLE SALES

In vehicle units

Year	Passenger Cars	Chg. (%)	Trucks	Chg. (%)	Special-Purpose Vehicles	Chg. (%)	Other	Total	Chg. (%)
2001	525,571	102.8	4,682	104.1	47,290	100.6	257	577,800	102.6
2002	537,750	102.3	5,169	110.4	42,669	90.2	315	585,903	101.4
2003	555,895	103.4	6,148	118.9	38,025	89.1	308	600,376	102.5
2004	576,809	103.8	7,961	129.5	31,856	83.8	281	616,907	102.8
2005	588,397	102.0	9,468	118.9	27,269	85.6	228	625,362	101.4
2006	586,398	99.7	11,121	117.5	22,640	83.0	303	620,462	99.2
2007	543,211	92.6	12,518	112.6	17,574	77.6	204	573,507	92.4
2008	504,710	92.9	12,441	99.4	13,292	75.6	355	530,798	92.6
2009	470,986	93.3	12,547	100.9	10,083	75.9	165	493,781	93.0
2010	461,050	97.9	13,381	106.6	7,878	78.1	182	482,491	97.7

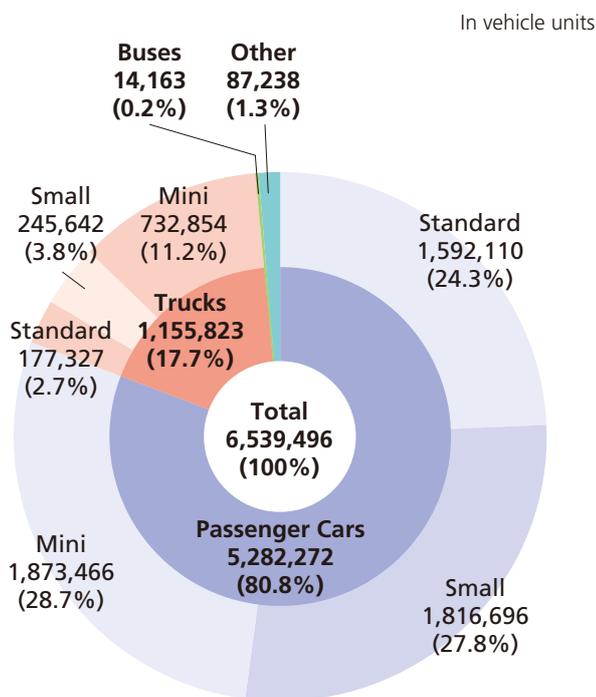
Notes: 1. Passenger cars are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 66 for details. 2. "Other" includes buses, large special-purpose vehicles and small-sized three-wheeled trucks. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Source: Japan Automobile Importers Association

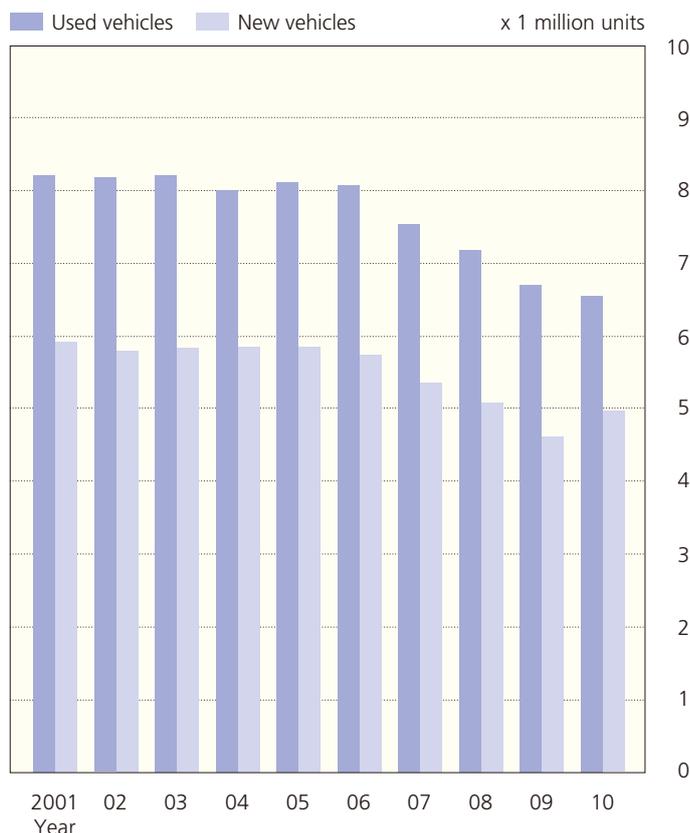
Used Vehicle Sales Decline for Fifth Straight Year

In 2010 sales of used motor vehicles decreased 2.4% from the previous year to total 6.54 million units, with used passenger car sales declining 1.1% to 5.28 million units. In this category, standard passenger cars dropped 1.7% to 1.59 million units and small cars fell 2.1% to 1.82 million units, but minicars increased 0.5% to 1.87 million units. Meanwhile, used truck sales declined 7.4% from 2009 to 1.16 million units and used bus sales dipped 7.4% to 14,000 units.

USED VEHICLE SALES BY TYPE IN 2010



TRENDS IN NEW AND USED MOTOR VEHICLE SALES



USED MOTOR VEHICLE SALES

Year	Passenger Cars					Trucks					Buses		Other		Total	Chg. (%)
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)	Chg. (%)	Chg. (%)				
1985	160,150	3,295,092	356,726	3,811,968	100.9	139,459	589,321	1,125,545	1,854,325	108.3	11,655	103.1	44,620	116.7	5,722,568	103.3
1990	304,193	3,945,086	304,782	4,554,061	106.2	185,851	555,634	1,746,495	2,487,980	102.1	13,377	98.3	54,118	107.3	7,109,536	104.7
1995	994,311	3,845,076	727,259	5,566,646	106.6	221,523	521,244	1,538,718	2,281,485	102.2	13,327	105.4	84,409	119.1	7,945,867	105.4
2000	1,742,786	3,050,087	1,448,546	6,241,419	104.8	201,714	412,511	1,169,626	1,783,851	99.1	15,173	102.7	173,475	105.2	8,213,918	103.5
2001	1,830,588	2,913,775	1,552,297	6,296,660	100.9	202,981	398,804	1,110,833	1,712,618	96.0	16,466	108.5	170,179	98.1	8,195,923	99.8
2002	1,861,694	2,744,604	1,714,827	6,321,125	100.4	206,088	374,111	1,089,079	1,669,278	97.5	17,064	103.6	159,825	93.9	8,167,292	99.7
2003	1,910,017	2,640,456	1,809,840	6,360,313	100.6	220,470	379,461	1,062,660	1,662,591	99.6	17,392	101.9	154,971	97.0	8,195,267	100.3
2004	1,984,562	2,524,764	1,777,866	6,287,192	98.9	225,715	363,523	972,000	1,561,238	93.9	17,240	99.1	136,242	87.9	8,001,912	97.6
2005	2,002,563	2,460,410	1,890,154	6,353,127	101.0	240,060	368,778	980,714	1,589,552	101.8	18,871	109.5	144,910	106.4	8,106,460	101.3
2006	1,959,739	2,304,226	2,033,569	6,297,534	99.1	244,770	365,180	1,003,607	1,613,557	101.5	20,643	109.4	135,130	93.3	8,066,864	99.5
2007	1,810,596	2,105,122	2,022,866	5,938,584	94.3	220,989	302,043	935,745	1,458,777	90.4	16,418	79.5	116,317	86.1	7,530,096	93.3
2008	1,728,090	1,944,766	1,995,333	5,668,189	95.4	225,848	278,673	884,836	1,389,357	95.2	16,193	98.6	104,516	89.9	7,178,255	95.3
2009	1,619,370	1,855,071	1,864,874	5,339,315	94.2	194,180	266,395	787,957	1,248,532	89.9	15,293	94.4	95,452	91.3	6,698,592	93.3
2010	1,592,110	1,816,696	1,873,466	5,282,272	98.9	177,327	245,642	732,854	1,155,823	92.6	14,163	92.6	87,238	91.4	6,539,496	97.6

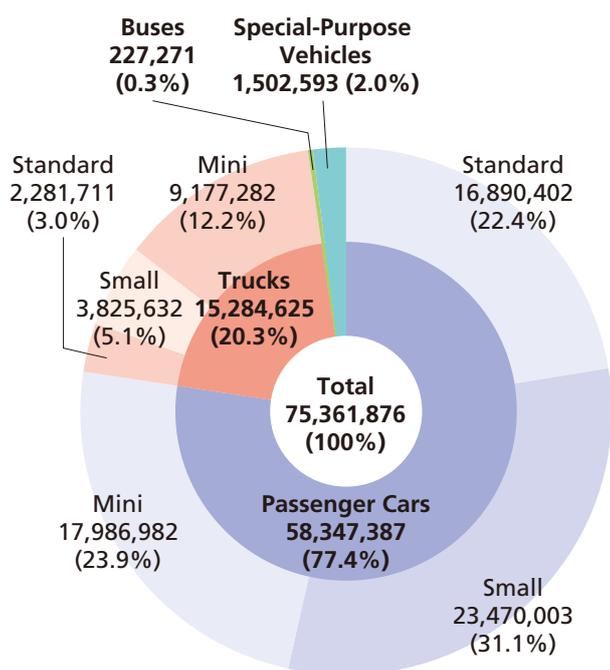
Notes: 1. Passenger cars are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 66 for details. 2. Includes imported vehicles. 3. "Other" refers to emergency vehicles, special vehicles equipped with beds, refrigerated trucks, tank trucks, tractors, bulldozers, steamrollers, snowplows, snowmobiles, etc., that are assigned special registration numbers. 4. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).
Sources: Japan Automobile Dealers Association; Japan Mini Vehicles Association

Slight Increase in Number of Passenger Cars in Use

At the end of December 2010, motor vehicles in use in Japan (excluding motorcycles) totalled 75.4 million units, a level virtually unchanged from the previous year. Passenger cars in use increased 0.6% to 58.3 million units, with standard and minicars growing 1.2% and 3.3% to 16.9 million and 18.0 million units respectively, but small cars dropping 1.9% to 23.5 million units. Meanwhile, trucks in use slipped 1.8% from 2009 to 15.3 million units and buses in use decreased 0.5% to 227,000 units. At the end of March 2010, the average service life of motor vehicles in Japan was 12.70 years for passenger cars, 12.72 years for trucks, and 16.59 years for buses.

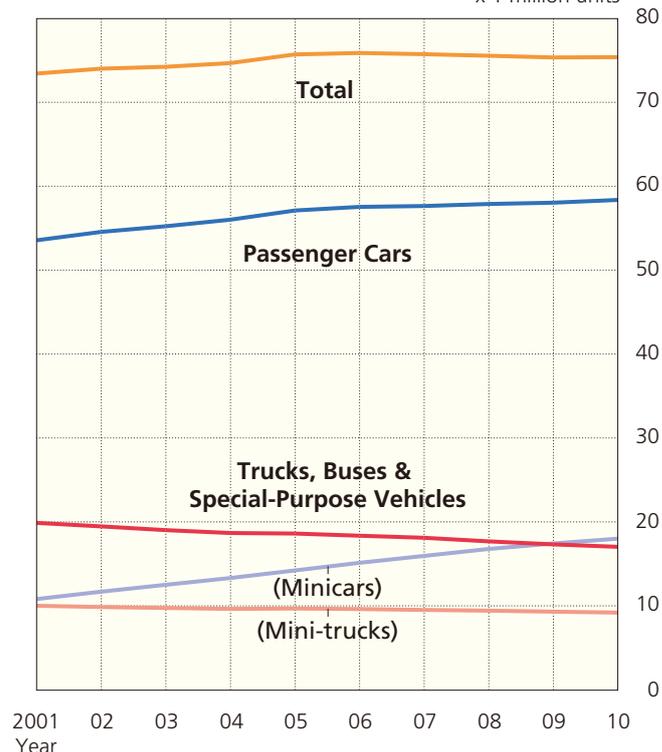
MOTOR VEHICLES IN USE BY TYPE AT END OF 2010

In vehicle units



TRENDS IN MOTOR VEHICLES IN USE

x 1 million units

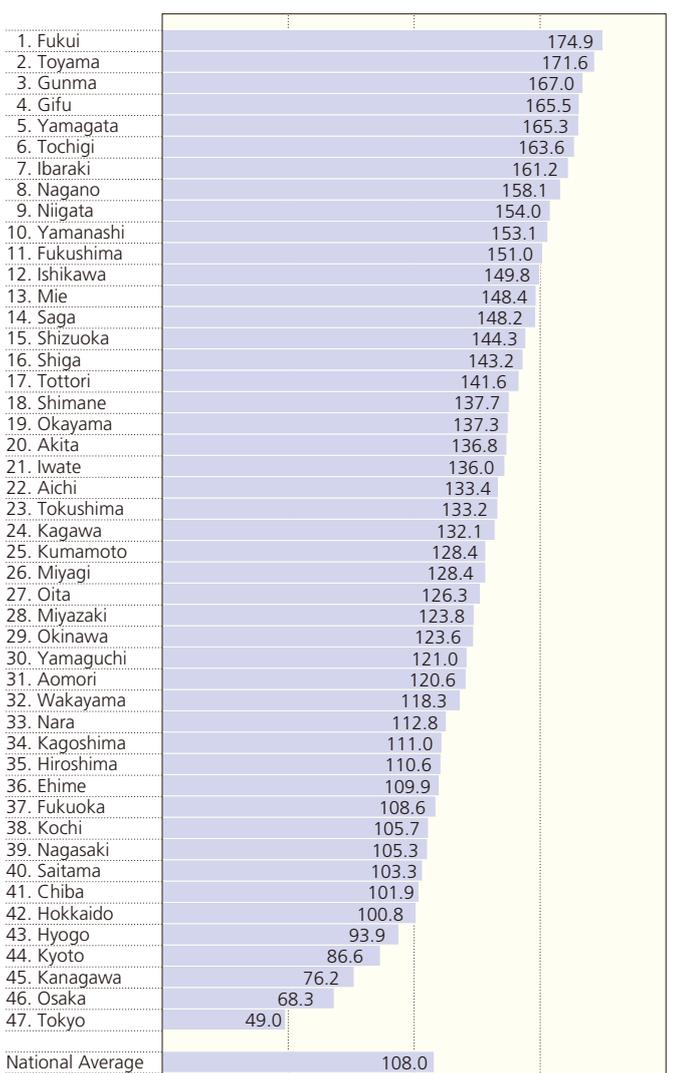


MOTOR VEHICLES IN USE (at end of every calendar year)

Year	Passenger Cars					Trucks				
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)
1970	77,374	6,457,181	2,244,417	8,778,972	126.6	798,256	4,478,486	3,005,017	8,281,759	107.1
1975	207,511	14,417,680	2,611,130	17,236,321	108.7	1,158,465	6,100,206	2,785,182	10,043,853	98.9
1980	472,314	21,011,096	2,176,110	23,659,520	104.4	1,494,464	7,155,221	4,527,794	13,177,479	104.8
1985	711,914	25,116,179	2,016,487	27,844,580	102.6	1,668,852	6,679,665	8,791,289	17,139,806	105.5
1990	1,784,594	30,554,652	2,584,926	34,924,172	107.1	2,176,488	6,609,536	12,535,415	21,321,439	101.1
1995	7,874,189	31,030,462	5,775,386	44,680,037	104.7	2,574,433	6,213,405	11,642,311	20,430,149	98.9
2000	13,942,626	28,593,491	9,901,258	52,437,375	102.5	2,596,421	5,474,660	10,154,427	18,225,508	97.8
2001	14,806,684	27,943,396	10,790,436	53,540,516	102.1	2,572,244	5,307,676	9,986,298	17,866,218	98.0
2002	15,375,465	27,493,644	11,670,730	54,539,839	101.9	2,531,293	5,111,024	9,838,107	17,480,424	97.8
2003	15,836,593	26,885,069	12,490,928	55,212,590	101.2	2,476,588	4,870,933	9,732,853	17,080,374	97.7
2004	16,295,520	26,401,167	13,297,363	55,994,050	101.4	2,464,873	4,694,922	9,621,053	16,780,848	98.2
2005	16,634,529	26,254,546	14,201,714	57,090,789	102.0	2,474,378	4,594,363	9,665,130	16,733,871	99.7
2006	16,714,523	25,698,303	15,108,217	57,521,043	100.8	2,465,823	4,431,103	9,602,484	16,499,410	98.6
2007	16,771,502	24,921,226	15,931,025	57,623,753	100.2	2,455,268	4,323,579	9,495,420	16,274,267	98.6
2008	16,748,373	24,356,113	16,760,486	57,864,972	100.4	2,386,255	4,102,553	9,407,694	15,896,502	97.7
2009	16,688,645	23,919,019	17,412,189	58,019,853	100.3	2,319,612	3,952,534	9,288,679	15,560,825	97.9
2010	16,890,402	23,470,003	17,986,982	58,347,387	100.6	2,281,711	3,825,632	9,177,282	15,284,625	98.2

Notes: 1. "Special-purpose vehicles" refers to emergency vehicles, special vehicles equipped with beds, refrigerated trucks, tank trucks, tractors, bulldozers, steamrollers, snowplows, 100). 3. "Three-wheeled vehicles" includes three-wheeled passenger cars, trucks, and special-purpose vehicles.

● PRIVATE PASSENGER CARS IN USE PER 100 HOUSEHOLDS BY PREFECTURE (at March 31, 2010)



Source: Automobile Inspection & Registration Information Association

● PASSENGER CARS IN USE BY YEAR OF FIRST REGISTRATION

At March 31, 2010

Year of First Registration	Vehicles in Use	% of Total Vehicles in Use
April 2009-March 2010	2,874,450	7.11
April 2008-March 2009	2,474,222	6.12
April 2007-March 2008	2,867,299	7.09
April 2006-March 2007	2,865,611	7.09
April 2005-March 2006	3,126,944	7.74
April 2004-March 2005	3,050,163	7.55
April 2003-March 2004	2,980,279	7.37
April 2002-March 2003	2,949,572	7.30
April 2001-March 2002	2,744,190	6.79
April 2000-March 2001	2,587,192	6.40
April 1999-March 2000	2,330,061	5.76
April 1998-March 1999	2,016,337	4.99
April 1997-March 1998	1,944,682	4.81
April 1996-March 1997	1,604,760	3.97
-March 1996	4,003,158	9.91
Total Vehicles in Use	40,418,920	100.00

● AVERAGE AGE BY TYPE

In years

Year	Passenger Cars	Trucks	Buses
2001	6.04	7.48	8.64
2002	6.23	7.77	8.97
2003	6.39	8.10	9.24
2004	6.58	8.17	9.33
2005	6.77	8.36	9.53
2006	6.90	8.50	9.61
2007	7.09	8.68	9.80
2008	7.23	8.98	10.02
2009	7.48	9.16	10.26
2010	7.56	9.62	10.50

● AVERAGE SERVICE LIFE BY TYPE

In years

Year	Passenger Cars	Trucks	Buses
2001	10.40	10.68	13.72
2002	10.55	10.92	13.98
2003	10.77	11.23	14.41
2004	10.97	11.84	14.48
2005	10.93	11.72	15.34
2006	11.10	11.47	15.02
2007	11.66	11.92	14.83
2008	11.67	11.72	15.62
2009	11.68	13.50	15.00
2010	12.70	12.72	16.59

Notes: 1. "Average age" means the average number of years elapsed since first registration. 2. "Average service life" means average vehicle lifespan. The method of calculating average service life changed in 2001 for passenger cars and trucks and in 2002 for buses. 3. "Average age" and "average service life" figures are as at the end of every fiscal year. 4. The above three tables exclude mini-vehicles.

Source: Automobile Inspection & Registration Information Association

In vehicle units

Buses				Special-Purpose Vehicles		Total	Chg. (%)	Trailers	Three-Wheeled Vehicles	Year
Large	Small	Subtotal	Chg. (%)		Chg. (%)					
104,895	83,085	187,980	110.5	333,132	110.5	17,581,843	116.2	23,079	243,934	1970
102,186	124,098	226,284	101.7	584,100	101.7	28,090,558	104.9	39,808	47,998	1975
106,633	123,387	230,020	100.4	789,155	100.4	37,856,174	104.5	56,804	17,724	1980
108,967	122,261	231,228	100.5	941,647	100.5	46,157,261	103.7	65,485	6,123	1985
114,819	130,849	245,668	101.6	1,206,390	101.6	57,697,669	104.7	87,359	4,056	1990
114,478	128,617	243,095	99.1	1,500,219	99.1	66,853,500	102.8	120,171	3,621	1995
110,046	125,437	235,483	99.9	1,750,733	99.9	72,649,099	101.3	133,676	3,827	2000
110,272	124,544	234,816	99.7	1,766,212	99.7	73,407,762	101.0	135,363	3,715	2001
110,058	123,347	233,405	99.4	1,735,682	99.4	73,989,350	100.8	136,172	3,603	2002
109,909	121,909	231,818	99.3	1,689,629	99.3	74,214,411	100.3	137,510	3,478	2003
109,703	121,231	230,934	99.6	1,649,686	99.6	74,655,518	100.6	142,032	3,471	2004
109,917	121,816	231,733	100.3	1,630,062	98.8	75,686,455	101.4	147,626	3,280	2005
109,763	121,918	231,681	100.0	1,606,934	98.6	75,859,068	100.2	151,441	3,238	2006
109,621	121,307	230,928	99.7	1,585,873	98.7	75,714,821	99.8	154,798	3,201	2007
109,808	120,873	230,681	99.9	1,536,160	96.9	75,528,315	99.8	157,951	3,119	2008
108,760	119,637	228,397	99.0	1,515,411	98.6	75,324,486	99.7	152,381	3,127	2009
108,136	119,135	227,271	99.5	1,502,593	99.2	75,361,876	100.0	152,834	2,062	2010

snowmobiles, etc., that are identified as special-purpose vehicles by special registration numbers. 2. "Chg. (%)" means change from the previous year (with the previous year's result indexed at

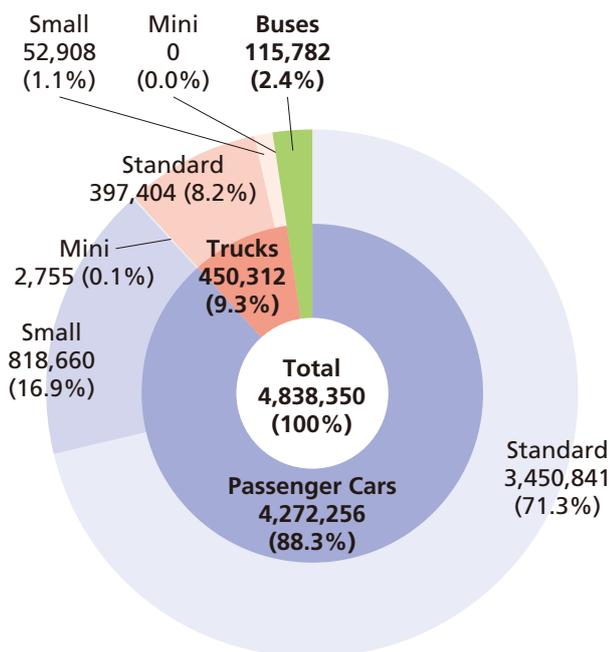
Source: Ministry of Land, Infrastructure, Transport and Tourism

Motor Vehicle Exports Up for First Time in 2 Years

Exports of motor vehicles in 2010 increased 33.8% over the previous year to 4.84 million units. Passenger car exports grew 33.1% to 4.27 million units, truck exports surged 42.7% to 450,000 units, and bus exports climbed 25.8% to 116,000 units. The total value of automotive exports expanded 45.2% to US\$ 140.8 billion, with the value of automobile exports increasing 47.4% to US\$ 102.4 billion and the value of auto parts exports rising 39.6% to US\$ 38.4 billion.

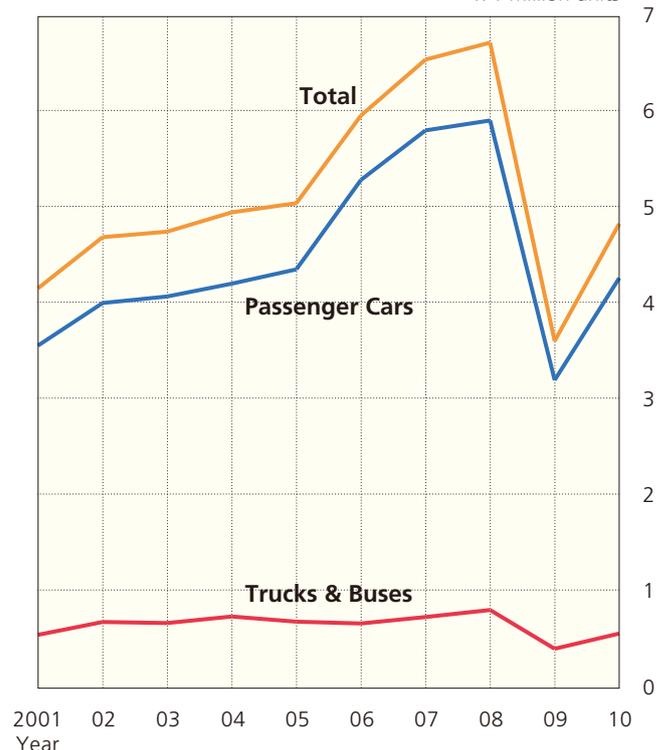
MOTOR VEHICLE EXPORTS BY TYPE IN 2010

In vehicle units



TRENDS IN MOTOR VEHICLE EXPORTS

x 1 million units

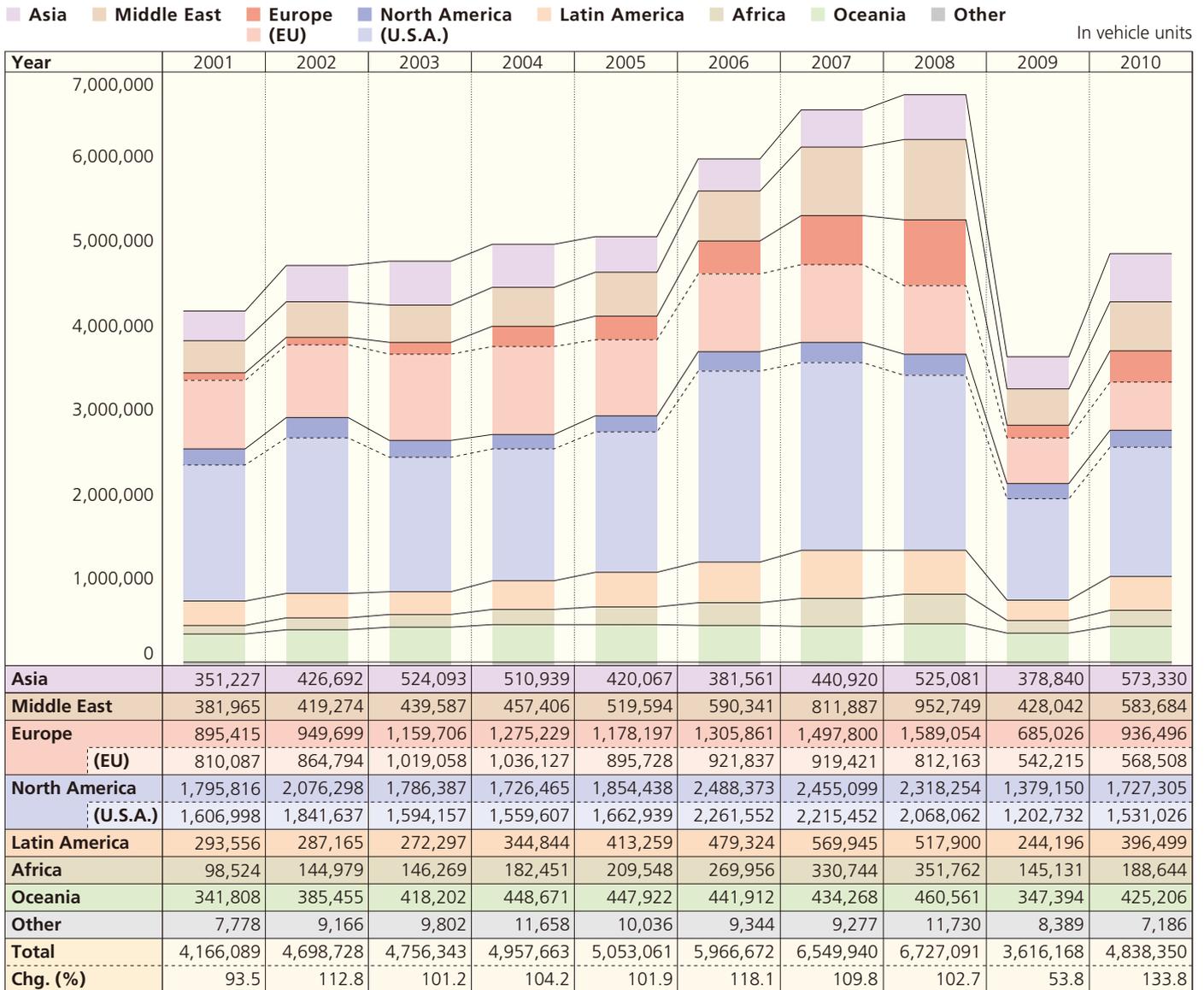


MOTOR VEHICLE EXPORTS

Year	Passenger Cars					Trucks		
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini
1970	715,450		10,136	725,586	129.5	65,170	272,549	13,892
1975	1,821,835		5,451	1,827,286	105.8	168,370	643,232	22,071
1980	345,413	3,580,623	21,124	3,947,160	127.2	332,257	1,548,251	73,177
1985	493,047	3,932,414	1,301	4,426,762	111.2	1,196,973	1,029,757	11,374
1990	1,343,967	3,138,147	16	4,482,130	101.8	944,737	364,376	8
1995	1,156,122	1,732,050	8,044	2,896,216	86.2	612,654	236,929	276
2000	2,333,263	1,462,069	520	3,795,852	101.0	530,823	86,329	718
2001	2,384,696	1,183,916	104	3,568,716	94.0	486,458	66,377	57
2002	2,783,405	1,228,525	443	4,012,373	112.4	567,313	70,218	62
2003	2,856,312	1,222,433	1,753	4,080,498	101.7	553,406	76,787	61
2004	2,995,259	1,217,013	1,755	4,214,027	103.3	591,233	96,453	109
2005	3,164,603	1,198,273	292	4,363,168	103.5	521,848	89,946	162
2006	3,845,081	1,449,608	808	5,295,497	121.4	488,632	89,201	141
2007	4,450,934	1,359,414	1,611	5,811,959	109.8	527,010	89,128	312
2008	4,379,569	1,534,975	885	5,915,429	101.8	567,596	90,581	41
2009	2,403,359	804,980	300	3,208,639	54.2	267,060	48,447	0
2010	3,450,841	818,660	2,755	4,272,256	133.1	397,404	52,908	0

Notes: 1. Passenger cars are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and manufactured in Japan). 3. KD sets have been excluded since 1979; they represent less than 60% of the cost of compositional components per vehicle and have been treated as components since 1988.

MOTOR VEHICLE EXPORT TRENDS (BY REGION OF DESTINATION)



Note: "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

In vehicle units

		Buses						Year
Subtotal	Chg. (%)	Large	Small	Subtotal	Chg. (%)	Total	Chg. (%)	Year
351,611	120.9	4,520	5,059	9,579	141.6	1,086,776	126.7	1970
833,673	95.3	6,406	10,247	16,653	104.3	2,677,612	102.3	1975
1,953,685	137.2	7,616	58,500	66,116	179.4	5,966,961	130.8	1980
2,238,104	108.0	6,249	59,357	65,606	116.7	6,730,472	110.2	1985
1,309,121	90.6	6,066	33,895	39,961	113.7	5,831,212	99.1	1990
849,859	82.8	8,028	36,706	44,734	60.8	3,790,809	85.0	1995
617,870	100.8	7,131	34,032	41,163	107.3	4,454,885	101.0	2000
552,892	89.5	9,593	34,888	44,481	108.1	4,166,089	93.5	2001
637,593	115.3	9,346	39,416	48,762	109.6	4,698,728	112.8	2002
630,254	98.8	8,300	37,291	45,591	93.5	4,756,343	101.2	2003
687,795	109.1	11,692	44,149	55,841	122.5	4,957,663	104.2	2004
611,956	89.0	9,957	67,980	77,937	139.6	5,053,061	101.9	2005
577,974	94.4	11,567	81,634	93,201	119.6	5,966,672	118.1	2006
616,450	106.7	13,887	107,644	121,531	130.4	6,549,940	109.8	2007
658,218	106.8	17,574	135,870	153,444	126.3	6,727,091	102.7	2008
315,507	47.9	11,106	80,916	92,022	60.0	3,616,168	53.8	2009
450,312	142.7	13,969	101,813	115,782	125.8	4,838,350	133.8	2010

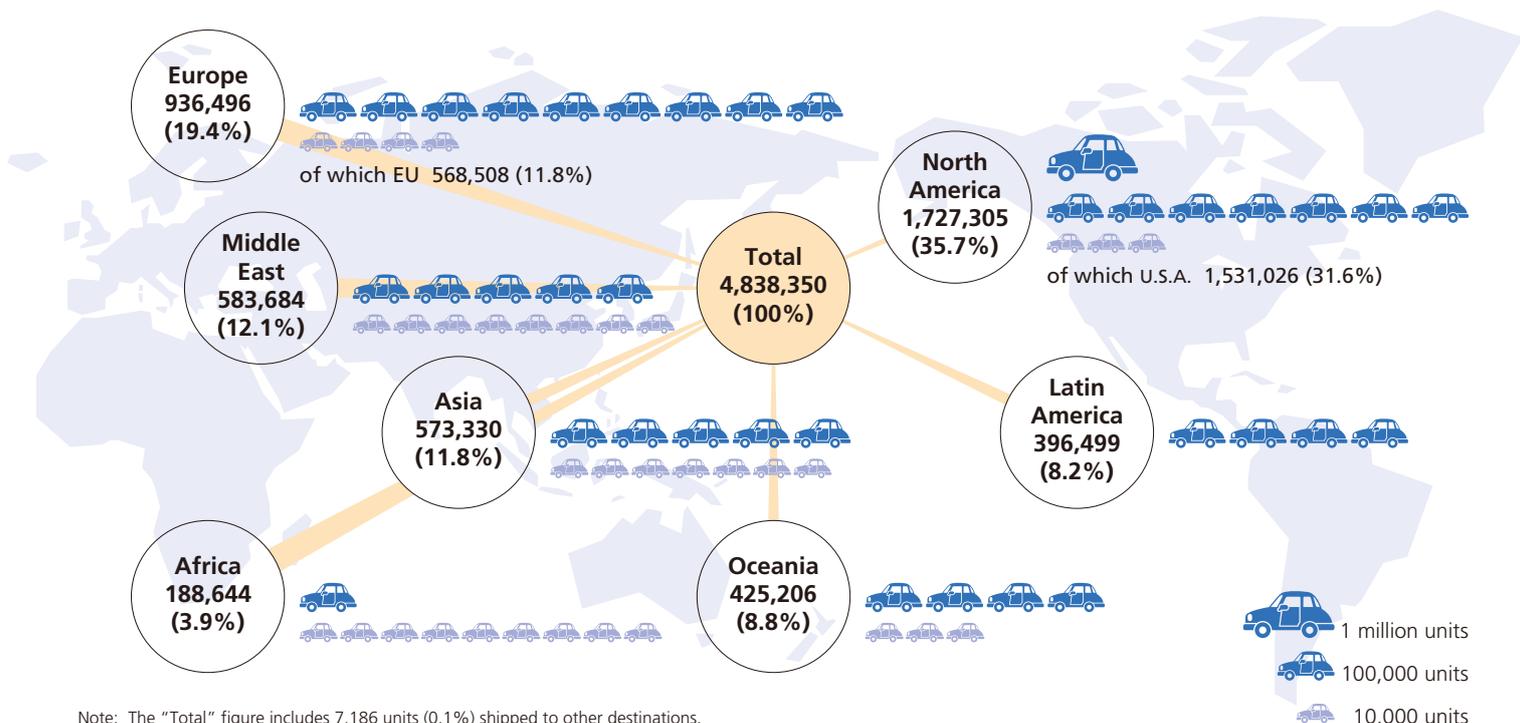
under); see page 66 for details. Vehicle type classification in this table differs somewhat from that used in Ministry of Finance export data. 2. Figures represent ex-factory export shipments of motor vehicles 4. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100). Source: Japan Automobile Manufacturers Association

A Rise in Motor Vehicle Exports Worldwide

In 2010 motor vehicle exports to every destination increased. Compared to the previous year, they grew 62.4% to Latin America, 51.3% to Asia, 36.7% to Europe, 36.4% to the Middle East, 30.0% to Africa, 25.2% to North America, and 22.4% to Oceania.

MOTOR VEHICLE EXPORTS BY DESTINATION IN 2010

In vehicle units



MOTOR VEHICLE EXPORT TRENDS (BY REGION OF DESTINATION)

In %

Region	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Asia	8.4	9.1	11.0	10.3	8.3	6.4	6.7	7.8	10.5	11.8
Middle East	9.2	8.9	9.2	9.2	10.3	9.9	12.4	14.2	11.8	12.1
Europe										
	(EU)	21.5 (18.7)	20.2 (17.8)	24.4 (20.8)	25.7 (20.9)	23.3 (17.7)	21.9 (15.4)	22.9 (14.0)	23.6 (12.1)	19.0 (15.0)
North America										
	(U.S.A.)	43.1 (38.6)	44.2 (39.2)	37.6 (33.5)	34.8 (31.5)	36.7 (32.9)	41.7 (37.9)	37.5 (33.8)	34.5 (30.7)	38.1 (33.3)
Latin America	7.0	6.1	5.7	7.0	8.2	8.0	8.7	7.7	6.8	8.2
Africa	2.4	3.1	3.1	3.7	4.1	4.5	5.1	5.2	4.0	3.9
Oceania	8.2	8.2	8.8	9.1	8.9	7.4	6.6	6.8	9.6	8.8
Other	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.1

MOTOR VEHICLE EXPORTS BY DESTINATION IN 2010

In vehicle units

Destination		Passenger Cars				Trucks				Buses			Total	
		Standard	Small	Mini	Subtotal	Standard	Small	Mini	Subtotal	Large	Small	Subtotal		
Asia	South Korea	22,875	414	0	23,289	135	0	0	135	0	2	2	23,426	
	China	227,610	2,928	0	230,538	12,333	0	0	12,333	0	2,454	2,454	245,325	
	Taiwan	31,984	1,516	0	33,500	6,419	540	0	6,959	1,667	515	2,182	42,641	
	Hong Kong	11,394	3,795	266	15,455	5,365	440	0	5,805	86	539	625	21,885	
	Thailand	3,997	0	0	3,997	26,959	144	0	27,103	114	19,302	19,416	50,516	
	Singapore	4,995	1,076	14	6,085	1,961	1,009	0	2,970	105	374	479	9,534	
	Malaysia	19,491	12,013	1	31,505	16,710	1,729	0	18,439	620	3,436	4,056	54,000	
	Philippines	15,737	1,777	0	17,514	2,931	516	0	3,447	58	7,768	7,826	28,787	
	Indonesia	11,564	11,251	6	22,821	29,476	0	0	29,476	1,254	20	1,274	53,571	
	Pakistan	147	11,329	0	11,476	3,049	24	0	3,073	339	596	935	15,484	
Other	13,030	3,656	0	16,686	5,151	3,811	0	8,962	569	1,944	2,513	28,161		
Subtotal		362,824	49,755	287	412,866	110,489	8,213	0	118,702	4,812	36,950	41,762	573,330	
Middle East	Iran	19,091	284	0	19,375	18,252	0	0	18,252	0	28	28	37,655	
	Saudi Arabia	64,288	49,211	0	113,499	29,038	2,053	0	31,091	820	5,534	6,354	150,944	
	Kuwait	21,745	8,615	0	30,360	1,717	1,097	0	2,814	543	866	1,409	34,583	
	Oman	50,566	6,446	0	57,012	13,508	2,021	0	15,529	678	5,983	6,661	79,202	
	Israel	54,214	28,290	3	82,507	1,159	0	0	1,159	0	0	0	83,666	
	United Arab Emirates	62,958	20,885	10	83,853	9,020	7,336	0	16,356	794	4,638	5,432	105,641	
	Qatar	15,741	2,974	0	18,715	1,788	667	0	2,455	300	1,455	1,755	22,925	
	Other	26,953	28,779	0	55,732	9,051	1,052	0	10,103	598	2,635	3,233	69,068	
	Subtotal		315,556	145,484	13	461,053	83,533	14,226	0	97,759	3,733	21,139	24,872	583,684
Europe	Sweden	19,559	1,558	75	21,192	311	0	0	311	0	0	0	21,503	
	Denmark	5,475	1,649	51	7,175	194	0	0	194	0	0	0	7,369	
	UK	78,671	21,693	175	100,539	882	0	0	882	0	0	0	101,421	
	Netherlands	40,642	6,693	32	47,367	470	0	0	470	0	0	0	47,837	
	Belgium	12,932	4,889	9	17,830	303	25	0	328	0	0	0	18,158	
	France	47,928	9,704	885	58,517	815	20	0	835	0	0	0	59,352	
	Germany	92,018	24,925	318	117,261	871	0	0	871	0	0	0	118,132	
	Spain	40,849	3,715	19	44,583	521	0	0	521	0	0	0	45,104	
	Italy	38,290	17,317	15	55,622	2,299	244	0	2,543	0	0	0	58,165	
	Finland	8,063	1,047	5	9,115	2,674	0	0	2,674	0	0	0	11,789	
	Poland	14,277	978	28	15,283	58	0	0	58	0	0	0	15,341	
	Austria	17,618	5,177	179	22,974	383	0	0	383	0	31	31	23,388	
	Greece	3,110	3,193	0	6,303	918	0	0	918	0	0	0	7,221	
	Other	24,235	5,075	38	29,348	4,380	0	0	4,380	0	0	0	33,728	
	Subtotal		443,667	107,613	1,829	553,109	15,079	289	0	15,368	0	31	31	568,508
	Norway	19,547	2,327	349	22,223	3,411	0	0	3,411	0	0	0	25,634	
	Switzerland	23,785	9,406	108	33,299	1,093	0	0	1,093	0	0	0	34,392	
Russia	223,581	19,913	1	243,495	1,426	912	0	2,338	0	612	612	246,445		
Turkey	8,062	24,633	0	32,695	5,173	3,126	0	8,299	0	0	0	40,994		
Ukraine	15,302	2,067	0	17,369	66	2	0	68	0	15	15	17,452		
Other	2,337	707	2	3,046	25	0	0	25	0	0	0	3,071		
Subtotal		736,281	166,666	2,289	905,236	26,273	4,329	0	30,602	0	658	658	936,496	
North America	Canada	164,418	30,778	24	195,220	1,059	0	0	1,059	0	0	0	196,279	
	U.S.A.	1,325,968	190,175	17	1,516,160	14,018	848	0	14,866	0	0	0	1,531,026	
	Subtotal		1,490,386	220,953	41	1,711,380	15,077	848	0	15,925	0	0	0	1,727,305
Latin America	Mexico	53,721	9,178	0	62,899	14,599	761	0	15,360	0	2,494	2,494	80,753	
	Puerto Rico	28,188	10,464	0	38,652	0	0	0	0	0	0	0	38,652	
	Colombia	11,692	4,684	0	16,376	15,041	274	0	15,315	814	130	944	32,635	
	Ecuador	21,097	4,005	0	25,102	2,797	422	0	3,219	224	161	385	28,706	
	Peru	8,492	12,121	0	20,613	5,415	1,910	0	7,325	136	3,071	3,207	31,145	
	Chile	42,618	17,727	2	60,347	13,403	1,417	0	14,820	0	225	225	75,392	
	Other	59,924	21,986	3	81,913	18,683	3,285	0	21,968	1,292	4,043	5,335	109,216	
Subtotal		225,732	80,165	5	305,902	69,938	8,069	0	78,007	2,466	10,124	12,590	396,499	
Africa	Algeria	2,289	3,087	0	5,376	6,034	0	0	6,034	1,149	745	1,894	13,304	
	Libya	2,872	9,505	0	12,377	774	0	0	774	0	1	1	13,152	
	Egypt	2,840	13,032	0	15,872	13,288	10,348	0	23,636	460	3,177	3,637	43,145	
	Nigeria	3,160	347	0	3,507	598	203	0	801	626	5,394	6,020	10,328	
	South Africa	21,148	20,792	0	41,940	13,803	856	0	14,659	0	11,702	11,702	68,301	
	Other	14,623	4,950	0	19,573	13,883	2,343	0	16,226	620	3,995	4,615	40,414	
Subtotal		46,932	51,713	0	98,645	48,380	13,750	0	62,130	2,855	25,014	27,869	188,644	
Oceania	Australia	248,382	90,566	112	339,060	34,983	3,170	0	38,153	43	2,990	3,033	380,246	
	New Zealand	17,694	11,863	8	29,565	3,138	169	0	3,307	0	161	161	33,033	
	Other	3,797	1,439	0	5,236	3,792	134	0	3,926	36	2,729	2,765	11,927	
Subtotal		269,873	103,868	120	373,861	41,913	3,473	0	45,386	79	5,880	5,959	425,206	
Other		3,257	56	0	3,313	1,801	0	0	1,801	24	2,048	2,072	7,186	
Grand Totals		3,450,841	818,660	2,755	4,272,256	397,404	52,908	0	450,312	13,969	101,813	115,782	4,838,350	

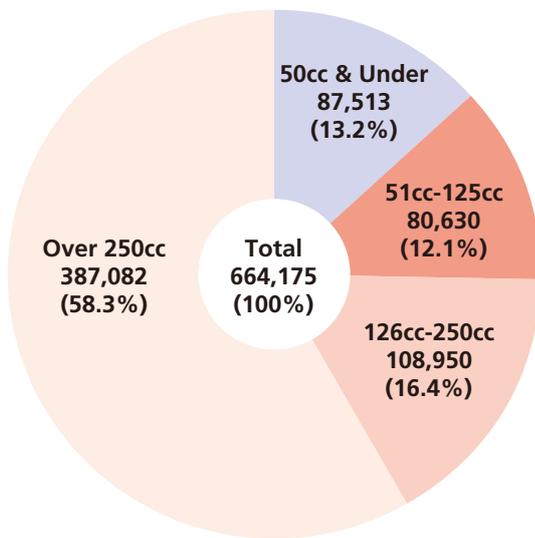
Note: Passenger cars are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 66 for details.
Source: Japan Automobile Manufacturers Association

Motorcycle Production Shows First Increase in 5 Years

Overall domestic motorcycle production in 2010 increased 3.0% over the previous year to 664,000 units. While Class 1 motor-driven cycles (50cc and under) declined 19.3% to 88,000 units, the combined total for larger motorcycles (all those over 50cc) grew 7.5% to 577,000 units, with Class 2 motor-driven cycles (51cc to 125cc) and small-sized motorcycles (over 250cc) rising 40.4% and 9.4% to 81,000 and 387,000 units respectively, but mini-sized motorcycles (126cc to 250cc) falling 13.1% to 109,000 units.

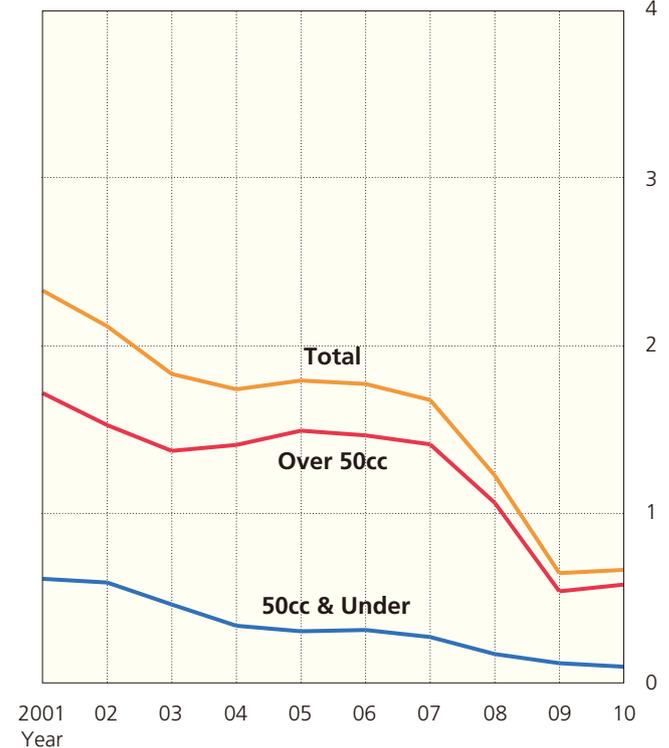
MOTORCYCLE PRODUCTION BY ENGINE CAPACITY IN 2010

In vehicle units



TRENDS IN MOTORCYCLE PRODUCTION

x 1 million units



MOTORCYCLE PRODUCTION

In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Subtotal	Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)				
1970	895,599	1,407,205	259,145	385,723	2,052,073	2,947,672	114.4	
1975	1,030,822	1,887,701	331,733	552,291	2,771,725	3,802,547	84.3	
1980	2,493,910	2,181,206	660,831	1,098,577	3,940,614	6,434,524	143.8	
1985	2,014,850	1,373,423	469,728	678,346	2,521,497	4,536,347	112.7	
1990	1,343,220	686,734	270,304	506,637	1,463,675	2,806,895	100.4	
1995	951,803	1,038,938	217,738	544,760	1,801,436	2,753,239	101.0	
2000	636,546	630,221	297,433	851,191	1,778,845	2,415,391	107.3	
2001	610,993	598,551	260,269	858,227	1,717,047	2,328,040	96.4	
2002	588,956	543,294	241,356	741,882	1,526,532	2,115,488	90.9	
2003	458,072	376,800	235,499	760,534	1,372,833	1,830,905	86.5	
2004	331,449	304,622	271,126	832,387	1,408,135	1,739,584	95.0	
2005	298,549	260,343	279,274	953,419	1,493,036	1,791,585	103.0	
2006	306,246	149,868	276,043	1,039,229	1,465,140	1,771,386	98.9	
2007	264,336	178,827	269,689	963,245	1,411,761	1,676,097	94.6	
2008	162,928	128,381	192,863	742,667	1,063,911	1,226,839	73.2	
2009	108,417	57,424	125,384	353,676	536,484	644,901	52.6	
2010	87,513	80,630	108,950	387,082	576,662	664,175	103.0	

Notes: 1. KD sets have been excluded since 1979; they represent less than 60% of the cost of compositional components per vehicle and have been treated as components since 1988. 2. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

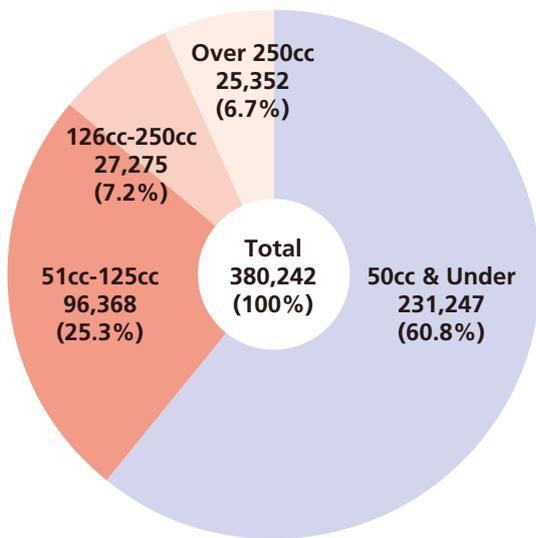
Source: Japan Automobile Manufacturers Association

Motorcycle Sales Decline for Fifth Straight Year

Domestic motorcycle sales in 2010 dipped 0.1% from 2009 to 380,000 units. In the Class 1 motor-driven cycle category (50cc and under), sales decreased 9.5% to 231,000 units. While sales of mini-sized motorcycles (126cc to 250cc) dropped 26.6% to 27,000 units, sales of Class 2 motor-driven cycles (51cc to 125cc) and small-sized motorcycles (over 250cc) climbed 46.3% and 14.5%, to 96,000 and 25,000 units respectively. Overall sales of motorcycles with engine capacity over 50cc thus totalled 149,000 units, an increase of 19.0% over 2009.

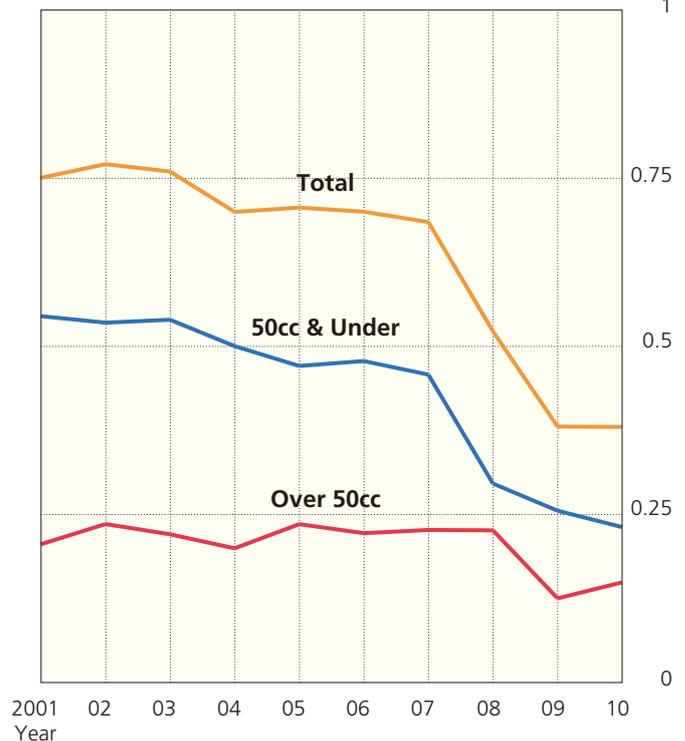
MOTORCYCLE SALES BY ENGINE CAPACITY IN 2010

In vehicle units



TRENDS IN MOTORCYCLE SALES

x 1 million units



MOTORCYCLE SALES (SHIPMENTS TO DOMESTIC DEALERS)

In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Subtotal	Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)				
1980	1,978,426	200,238	88,188	103,184	391,610	2,370,036	122.7	
1985	1,646,115	130,574	173,887	145,674	450,135	2,096,250	102.6	
1990	1,213,512	169,618	158,882	76,921	405,421	1,618,933	97.6	
1995	884,718	138,115	98,833	91,186	328,134	1,212,852	101.6	
2000	558,459	102,116	72,886	46,416	221,418	779,877	93.2	
2001	544,988	78,263	79,156	48,279	205,698	750,686	96.3	
2002	535,327	94,468	94,414	46,873	235,755	771,082	102.7	
2003	539,610	89,906	87,881	42,724	220,511	760,121	98.6	
2004	500,388	62,780	97,135	39,718	199,633	700,021	92.1	
2005	470,922	88,747	99,658	47,186	235,591	706,513	100.9	
2006	478,196	82,211	91,395	48,564	222,170	700,366	99.1	
2007	458,023	100,720	86,081	40,120	226,921	684,944	97.8	
2008	295,908	120,990	55,674	49,743	226,407	522,315	76.3	
2009	255,561	65,888	37,180	22,148	125,216	380,777	72.9	
2010	231,247	96,368	27,275	25,352	148,995	380,242	99.9	

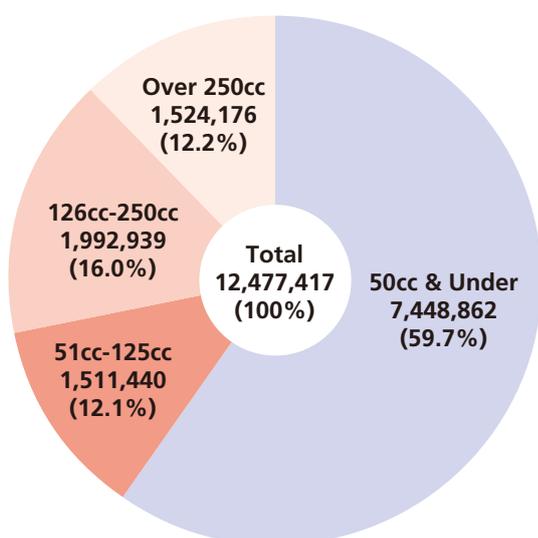
Note: "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Tenth Straight Year of Rise in Number of Motorcycles Over 50cc in Use

As of March 31, 2010, the number of motorcycles in use in Japan dipped to 12.48 million, down 1.6% from the previous year. By engine capacity, Class 1 motor-driven cycles, which account for 59.7% of all motorcycles in use, dropped 3.2% to 7.45 million units and mini-sized motorcycles in use slipped 0.2% to 1.99 million units. On the other hand, Class 2 motor-driven cycles and small-sized motorcycles in use rose 2.2% and 1.3%, to 1.51 million and 1.52 million units respectively. Thus, motorcycles over 50cc in use increased 1.0%, to a total of 5.03 million units.

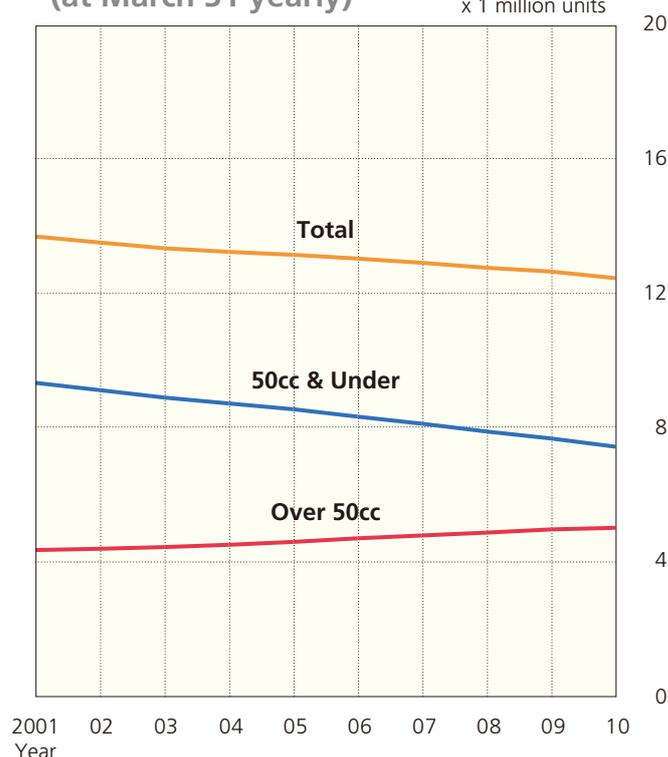
● MOTORCYCLES IN USE BY ENGINE CAPACITY (at March 31, 2010)

In vehicle units



● TRENDS IN MOTORCYCLES IN USE (at March 31 yearly)

x 1 million units



● MOTORCYCLES IN USE (at March 31 yearly)

In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Subtotal	Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)				
1970	3,727,426	4,431,745	583,316	109,771	5,124,832	8,852,258	100.5	
1975	4,851,140	3,132,818	492,307	276,715	3,901,840	8,752,980	101.9	
1980	8,794,335	2,281,006	506,567	383,639	3,171,212	11,965,547	109.8	
1985	14,609,399	1,747,957	1,047,426	775,627	3,571,010	18,180,409	104.8	
1990	13,539,269	1,517,228	1,669,771	1,045,519	4,232,518	17,771,787	97.6	
1995	11,165,390	1,421,031	1,823,446	1,177,229	4,421,706	15,587,096	98.0	
2000	9,643,487	1,337,395	1,704,522	1,288,399	4,330,316	13,973,803	98.0	
2001	9,354,554	1,344,330	1,712,597	1,308,417	4,365,344	13,719,898	98.2	
2002	9,136,832	1,334,792	1,734,395	1,334,354	4,403,541	13,540,373	98.7	
2003	8,915,037	1,329,410	1,772,545	1,352,199	4,454,154	13,369,191	98.7	
2004	8,739,686	1,341,088	1,810,594	1,370,331	4,522,013	13,261,699	99.2	
2005	8,566,613	1,353,732	1,857,439	1,397,392	4,608,563	13,175,176	99.3	
2006	8,345,225	1,378,714	1,908,402	1,428,149	4,715,265	13,060,490	99.1	
2007	8,134,692	1,397,085	1,950,512	1,452,893	4,800,490	12,935,182	99.0	
2008	7,902,051	1,429,738	1,976,829	1,478,724	4,885,291	12,787,342	98.9	
2009	7,694,009	1,479,588	1,996,311	1,505,304	4,981,203	12,675,212	99.1	
2010	7,448,862	1,511,440	1,992,939	1,524,176	5,028,555	12,477,417	98.4	

Notes: 1. Motor-driven cycle data is as at April 1, and since 2006 motorcycles with engine capacity of 125cc and under whose owners fail to pay the mandatory motorcycle ownership tax are not included in this data. 2. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

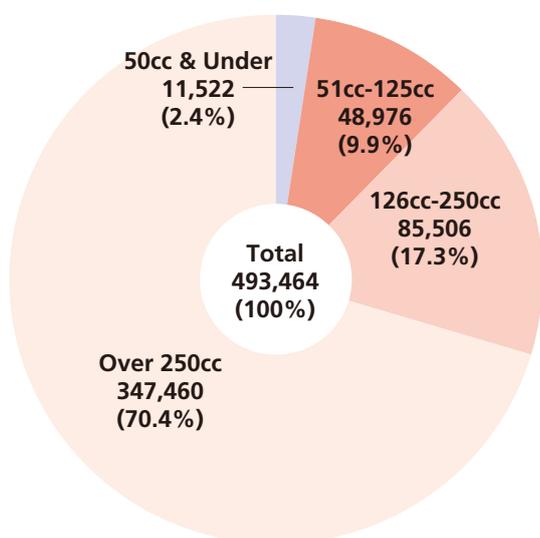
Sources: Ministry of Land, Infrastructure, Transport and Tourism; since 2006 (only for the 125cc-and-under categories), Ministry of Internal Affairs and Communications

Motorcycle Exports Drop for Fourth Consecutive Year

Motorcycle exports in 2010 fell 9.3% from the previous year to 493,000 units. By engine capacity, exports of Class 1 motor-driven cycles shrank 20.5% to 12,000 units, whereas exports of Class 2 motor-driven cycles grew 9.5% to 49,000 units. Exports in the mini-sized and small-sized motorcycle categories declined 15.6% and 9.4%, to 86,000 and 347,000 units respectively. The total value of motorcycle and motorcycle components exports in 2010 stood at US\$ 4.4 billion, unchanged from the previous year, with the value of motorcycle exports slipping 0.9% to US\$ 3.1 billion but the value of components exports rising 2.2% to US\$ 1.4 billion.

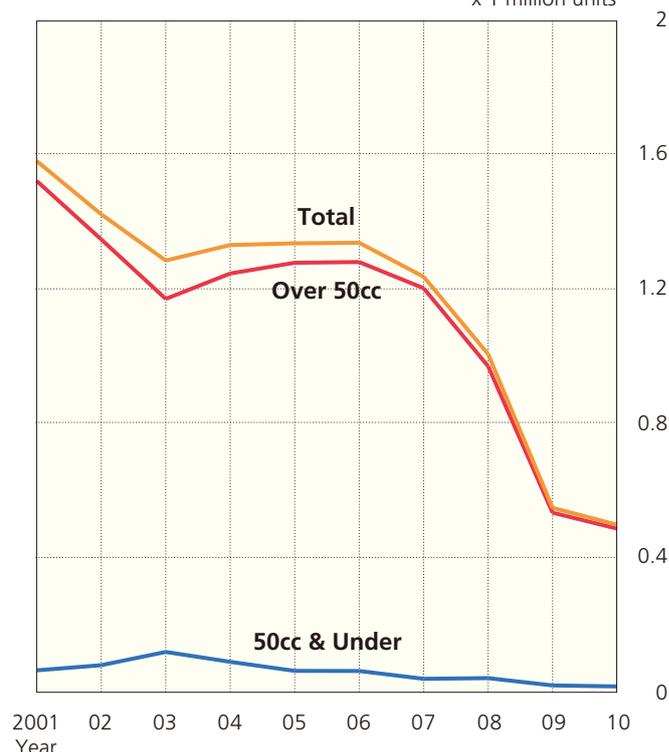
MOTORCYCLE EXPORTS BY ENGINE CAPACITY IN 2010

In vehicle units



TRENDS IN MOTORCYCLE EXPORTS

x 1 million units



MOTORCYCLE EXPORTS

In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Subtotal	Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)				
1970	326,815	914,325	187,185	309,277	1,410,787	1,737,602	133.8	
1975	288,843	1,546,170	328,313	527,344	2,401,827	2,690,670	83.0	
1980	501,027	1,907,481	548,306	972,226	3,428,013	3,929,040	144.0	
1985	369,167	1,350,412	296,865	525,038	2,172,315	2,541,482	119.7	
1990	147,301	507,840	117,222	411,381	1,036,443	1,183,744	107.3	
1995	61,627	691,433	129,961	442,689	1,264,083	1,325,710	94.2	
2000	82,038	549,040	204,591	805,508	1,559,139	1,641,177	116.1	
2001	59,406	530,728	194,058	793,221	1,518,007	1,577,413	96.1	
2002	74,811	462,137	149,900	731,834	1,343,871	1,418,682	89.9	
2003	114,315	312,768	144,873	708,999	1,166,640	1,280,955	90.3	
2004	84,832	265,245	173,037	804,030	1,242,312	1,327,144	103.6	
2005	57,860	197,378	177,824	899,161	1,274,363	1,332,223	100.4	
2006	57,558	124,335	183,980	968,153	1,276,468	1,334,026	100.1	
2007	34,192	134,570	177,673	886,361	1,198,604	1,232,796	92.4	
2008	36,234	95,114	149,530	721,309	965,953	1,002,187	81.3	
2009	14,493	44,708	101,298	383,380	529,386	543,879	54.3	
2010	11,522	48,976	85,506	347,460	481,942	493,464	90.7	

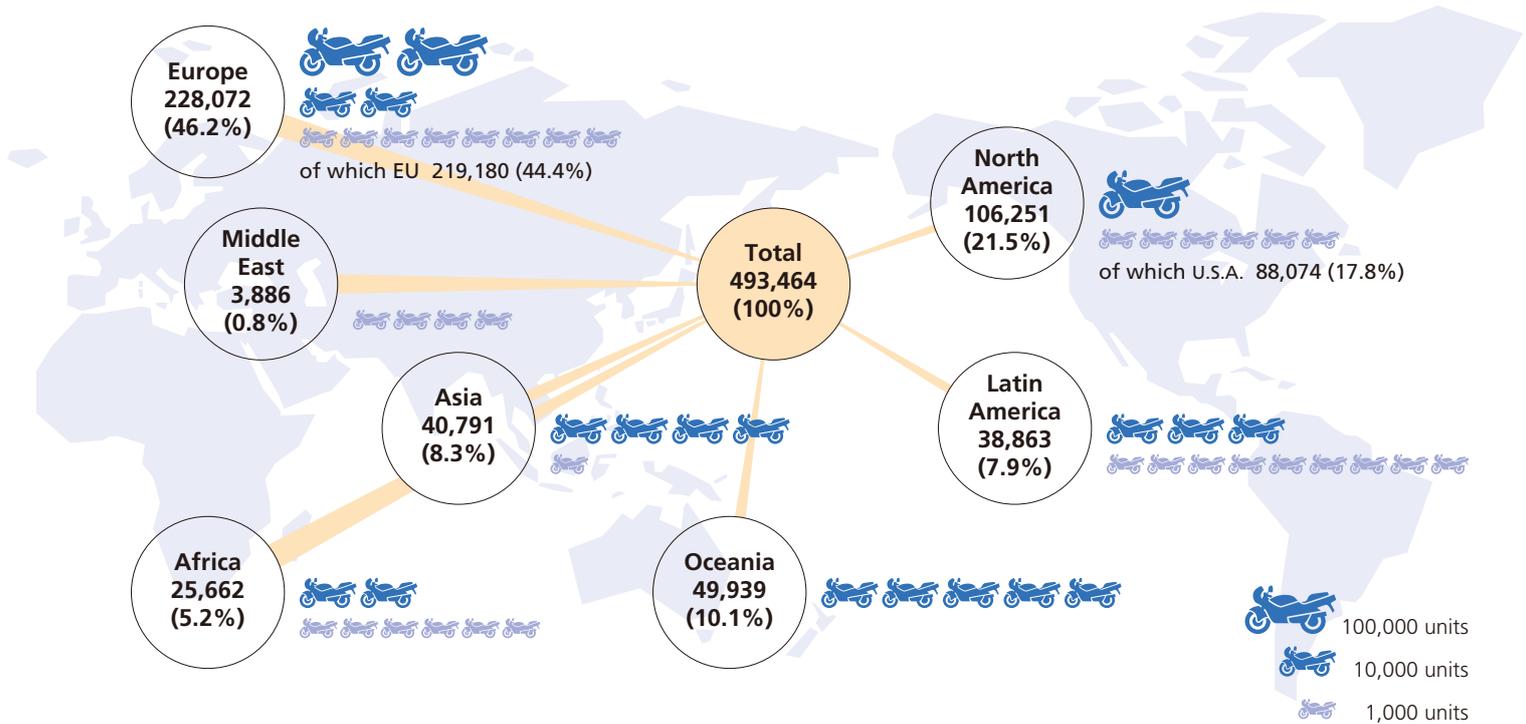
Notes: 1. Figures represent ex-factory export shipments of motorcycles manufactured in Japan. 2. Class 2 motor-driven cycles include three-wheeled motor-driven cycles. 3. KD sets have been excluded since 1979; they represent less than 60% of the cost of compositional components per vehicle and have been treated as components since 1988. 4. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).
Source: Japan Automobile Manufacturers Association

A Rise in Motorcycle Exports to Latin America, Oceania, Europe, and Africa

Whereas motorcycle exports in 2010 increased 55.1% to Latin America, 12.0% to Oceania, 8.1% to Europe, and 5.1% to Africa, they declined 41.8% to North America, 21.8% to Asia, and 1.8% to the Middle East. North America and Europe have long been Japan's major motorcycle export destinations with a combined share of that market of 70 to 80%, which decreased to 67.8% in 2010.

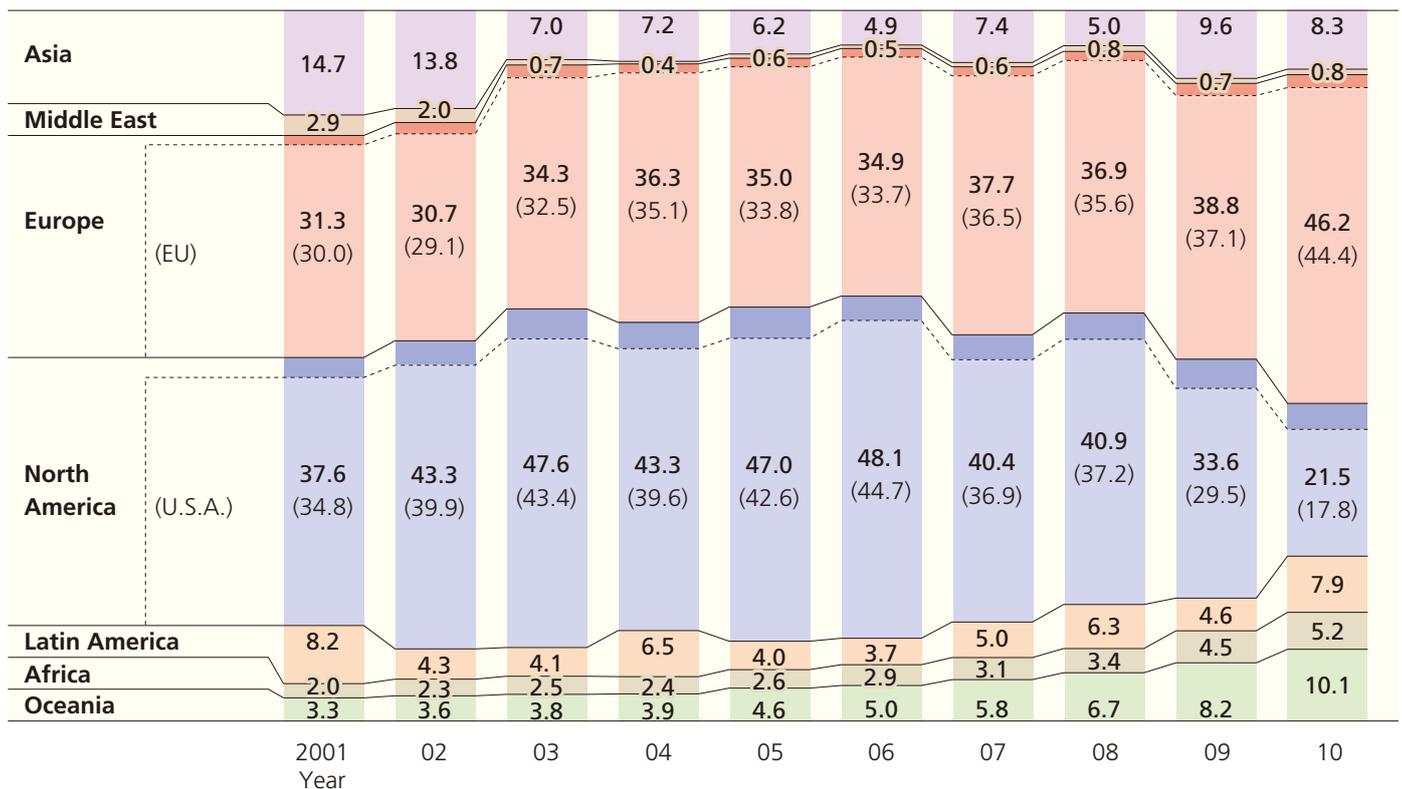
MOTORCYCLE EXPORTS BY DESTINATION IN 2010

In vehicle units



MOTORCYCLE EXPORT TRENDS (BY REGION OF DESTINATION)

In %



MOTORCYCLE EXPORTS BY DESTINATION IN 2010

In vehicle units

Destination		Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total
			Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal	
Asia	South Korea	48	20	16	960	996	1,044
	Taiwan	88	1,290	0	528	1,818	1,906
	Hong Kong	88	27	189	2,749	2,965	3,053
	Singapore	0	76	144	1,880	2,100	2,100
	Malaysia	0	0	185	3,010	3,195	3,195
	Philippines	0	0	28,700	36	28,736	28,736
	Other	43	4	100	610	714	757
	Subtotal	267	1,417	29,334	9,773	40,524	40,791
Middle East	Israel	0	20	22	1,301	1,343	1,343
	United Arab Emirates	33	273	280	567	1,120	1,153
	Other	14	93	282	1,001	1,376	1,390
	Subtotal	47	386	584	2,869	3,839	3,886
Europe	Sweden	140	70	553	1,259	1,882	2,022
	Denmark	10	230	176	472	878	888
	UK	89	758	1,570	16,508	18,836	18,925
	Netherlands	0	729	2,145	36,712	39,586	39,586
	Belgium	0	55	61	1,346	1,462	1,462
	France	705	6,969	1,614	40,217	48,800	49,505
	Germany	530	453	1,904	29,547	31,904	32,434
	Portugal	0	90	49	717	856	856
	Spain	122	945	1,218	17,107	19,270	19,392
	Italy	66	310	2,145	44,616	47,071	47,137
	Finland	183	120	234	652	1,006	1,189
	Poland	14	37	243	806	1,086	1,100
	Hungary	30	8	133	379	520	550
	Greece	3	9	65	2,573	2,647	2,650
	Slovenia	12	2	15	248	265	277
	Czech Republic	10	6	63	563	632	642
	Other	10	6	116	433	555	565
	Subtotal	1,924	10,797	12,304	194,155	217,256	219,180
	Norway	152	89	177	606	872	1,024
	Switzerland	87	81	390	5,709	6,180	6,267
	Russia	3	58	63	1,005	1,126	1,129
Other	3	0	23	446	469	472	
Subtotal	2,169	11,025	12,957	201,921	225,903	228,072	
North America	Canada	561	2,507	2,491	12,618	17,616	18,177
	U.S.A.	4,065	8,556	12,176	63,277	84,009	88,074
	Subtotal	4,626	11,063	14,667	75,895	101,625	106,251
Latin America	Mexico	72	60	419	921	1,400	1,472
	Nicaragua	0	36	714	5	755	755
	Panama	0	12	234	845	1,091	1,091
	Colombia	5	89	2,788	1,236	4,113	4,118
	Venezuela	0	0	0	1,522	1,522	1,522
	Peru	0	220	1,203	98	1,521	1,521
	Chile	51	190	491	900	1,581	1,632
	Brazil	0	16	533	21,403	21,952	21,952
	Argentina	0	168	330	1,803	2,301	2,301
	Other	21	464	1,376	638	2,478	2,499
	Subtotal	149	1,255	8,088	29,371	38,714	38,863
Africa	Guinea	0	564	154	1	719	719
	Ghana	0	748	52	0	800	800
	Togo	0	500	280	0	780	780
	Niger	0	470	206	0	676	676
	Dem Rep Congo	0	1,795	80	0	1,875	1,875
	Ethiopia	0	0	2,261	0	2,261	2,261
	Kenya	0	1,072	2,089	1	3,162	3,162
	Uganda	0	575	29	0	604	604
	Tanzania	0	855	53	1	909	909
	Namibia	0	735	0	156	891	891
	South Africa	116	2,375	1,583	2,836	6,794	6,910
	Other	17	3,997	1,536	525	6,058	6,075
	Subtotal	133	13,686	8,323	3,520	25,529	25,662
Oceania	Australia	3,806	8,035	9,626	22,415	40,076	43,882
	New Zealand	319	2,029	1,896	1,569	5,494	5,813
	Other	6	80	31	127	238	244
	Subtotal	4,131	10,144	11,553	24,111	45,808	49,939
Grand Totals		11,522	48,976	85,506	347,460	481,942	493,464

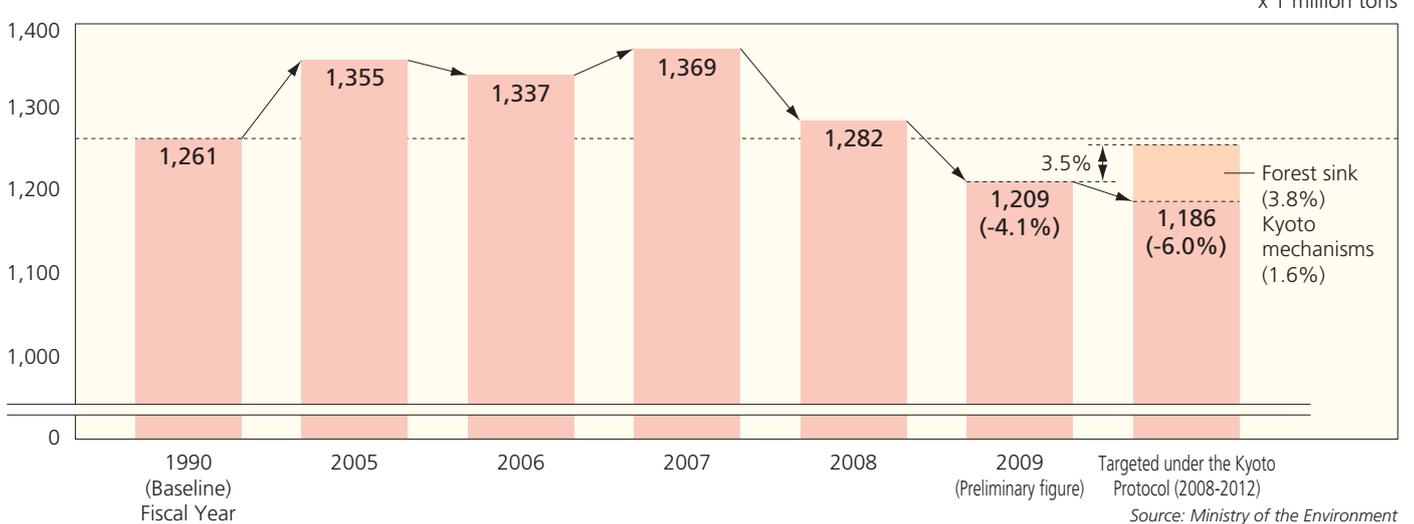
Source: Japan Automobile Manufacturers Association

Climate Change and CO2 Emissions Reduction: The Response of the Transport Sector

Under the Kyoto Protocol, adopted in 1997 by most industrialized countries to reduce CO₂ and other greenhouse gas emissions and enforced in February 2005, Japan pledged to reduce its annual GHG emissions volume to 6% below the 1990 level by 2012. In April 2005, the Japanese government formulated a target achievement plan (revised in March 2008) and then promoted diverse CO₂ reduction measures in all major sectors including the industrial, consumer, and transport sectors. In line with the national initiative, the automobile industry has been making vigorous efforts with respect to increasing vehicle fuel efficiency, developing and promoting alternative-energy and next-generation vehicles, raising public awareness of eco-friendly driving practices, and supporting the government's efforts to improve traffic flow. After peaking in 2001, CO₂ emissions in Japan's transport sector have been on a steady decline, owing largely to increased fuel efficiency in passenger cars and greater efficiency in goods distribution.

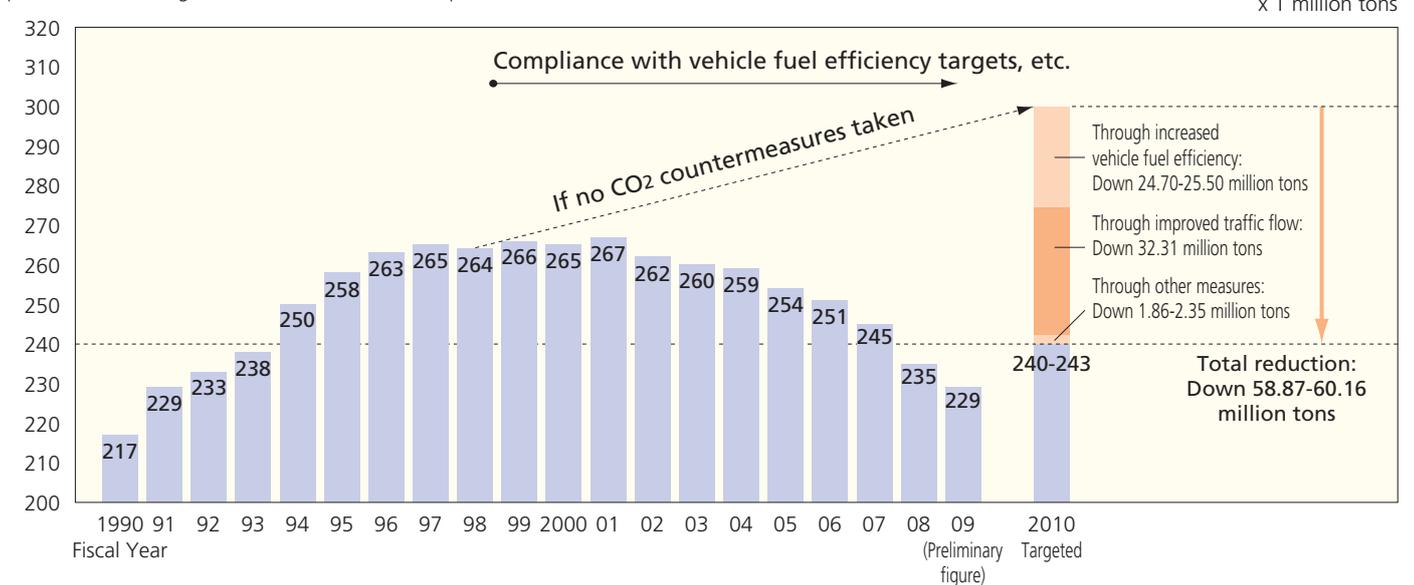
● JAPAN'S GHG EMISSION VOLUMES: ACTUAL & TARGETED under the Kyoto Protocol

Japan's GHG emissions in 1990 totalled 1,261 million tons (in equivalent tons of CO₂). In order for Japan to meet its target under the Kyoto Protocol, it was determined that its total annual GHG emissions would have to be reduced to 1,186 million tons by 2010. Due in part to a decline in energy demand in Japan's industrial sector as a result of the financial crisis in 2008, total GHG emissions in 2009 decreased 5.7% from the previous year to 1,209 million tons—4.1% below the 1990 level and narrowing the gap to the target volume to 1.9%. In order to achieve the "6% below 1990" target, however, further reduction efforts are required.



● ACTUAL & TARGETED CO₂ EMISSION VOLUMES IN JAPAN'S TRANSPORT SECTOR

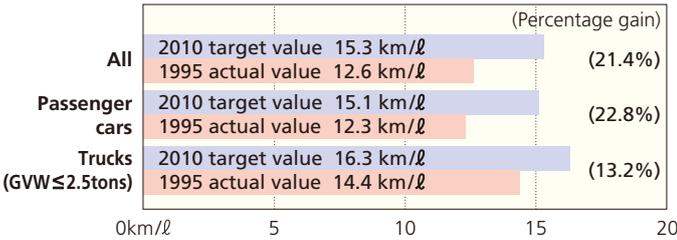
Of Japan's total CO₂ emissions, the transportation sector accounts for roughly 20%, of which 90% are auto-emitted—making CO₂ reduction in road transport a priority concern. With steadily declining CO₂ emissions since 2001, the transport sector's original target of an annual total of 250 million tons of CO₂ emissions by 2010 was revised in 2008, to a more challenging 240-243 million tons. In fact, by means of increased vehicle fuel efficiency, road congestion mitigation, the wider practice of ecodriving and other measures, the transport sector's CO₂ emissions totalled 229 million tons in 2009.



CO₂ Emissions Reduction: Improving Vehicle Fuel Efficiency

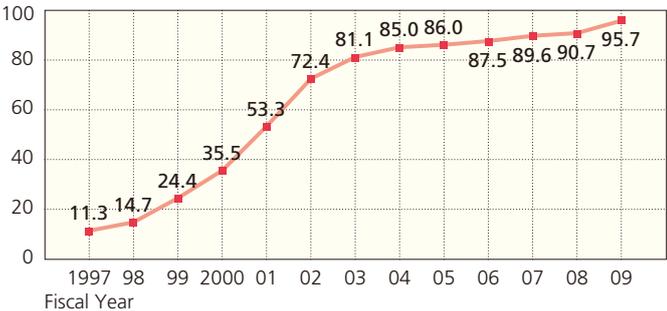
In 1998 Japan's Energy Conservation Law recommended vehicle fuel efficiency targets for fiscal year 2010, applying "top runner" criteria whereby the leading fuel efficiency performance to date (1998) for a given vehicle weight category was established as the target value. Auto manufacturers worked hard to comply, and in 2009 the average fuel efficiency of domestic new gasoline-powered passenger cars reached 18.1 km/liter, largely surpassing the 2010 target of 15.1 km/liter. In 2006 fuel efficiency targets were established for heavy-duty vehicles, i.e. trucks and buses weighing more than 3.5 tons, for enforcement in 2015. Furthermore, new and stricter fuel efficiency targets, also for 2015, were introduced in 2007 for passenger cars and trucks/small buses weighing 3.5 tons or less. Japan's automakers will therefore continue to advance fuel efficiency technologies in order to meet these new targets.

2010 AVERAGE FUEL EFFICIENCY TARGETS FOR PASSENGER CARS & TRUCKS



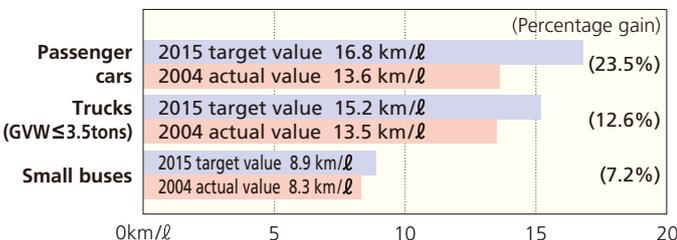
Note: Fuel efficiency here is 10·15 test cycle-measured (see page 67), and targets were established assuming the same respective shipment volume ratios by vehicle weight category for 2010 as those recorded in 1995.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

TRENDS IN DOMESTIC NEW PASSENGER CAR COMPLIANCE WITH THE 2010 FUEL EFFICIENCY TARGET



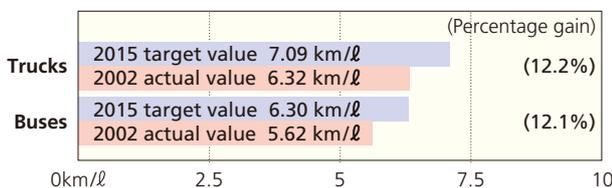
Note: Compliance rates are calculated on the basis of unit sales of new gasoline-powered passenger cars.
Source: Japan Automobile Manufacturers Association

2015 AVERAGE FUEL EFFICIENCY TARGETS FOR PASSENGER CARS & TRUCKS/SMALL BUSES



Note: Fuel efficiency here is JC08 test cycle-measured (see page 67), and targets were established assuming the same respective shipment volume ratios by vehicle weight category for 2015 as those recorded in 2004.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

2015 AVERAGE FUEL EFFICIENCY TARGETS FOR HEAVY-DUTY VEHICLES (GVW > 3.5t)



Note: Fuel efficiency here is JE05 test cycle-measured (see page 67), and targets were established assuming the same respective shipment volume ratios by vehicle weight category for 2015 as those recorded in 2002.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

AVERAGE FUEL EFFICIENCY OF DOMESTIC GASOLINE-POWERED PASSENGER CARS



Note: Figures are for domestic-brand new passenger cars only.
Source: Japan Automobile Manufacturers Association

VEHICLE TECHNOLOGIES FOR INCREASED FUEL EFFICIENCY

- Improved engine efficiency**
 - Improvements in thermal efficiency:
 - Direct injection
 - Variable mechanisms (variable cylinder activation, VVT&L, etc.)
 - Reduction of friction loss:
 - Reduction of piston & piston ring friction loss
 - Low-viscosity lubricating oil
- Reduced aerodynamic drag**
 - Improved body configuration
- Reduced vehicle weight**
 - Expanded use of lightweight materials
 - Improved body structure
- Improved powertrain performance**
 - Expansion of lock-up area
 - Expanded number of transmission gears
 - Continuously variable transmission
- Reduced rolling resistance**
 - Low rolling-resistance tires
- Other**
 - Electric power steering
 - Idling prevention (stop-start)
 - Hybridization

In-Use Status of Alternative-Energy and Fuel-Efficient/Low-Emission Vehicles

Hybrid and electric vehicles and other vehicles that run on alternative fuels are gaining increasing attention because of their significantly reduced CO₂ and other emissions. In 2009 more than one million alternative-energy vehicles (mostly hybrids) were in circulation in Japan and that number is expected to grow. The more widespread use of alternative-energy vehicles will largely depend on the automakers' resolution of a number of technological issues (for fuel cell and hydrogen vehicles, for example) and on the expansion of the fuel/energy supply infrastructure. Meanwhile, the use of more fuel-efficient and low-emission conventional vehicles continues to be actively promoted. Indeed, in 2009 shipments of domestic alternative-energy and fuel-efficient/low-emission vehicles registered a combined total of 4.03 million units.

DOMESTIC SHIPMENTS OF ALTERNATIVE-ENERGY & FUEL-EFFICIENT/LOW-EMISSION VEHICLES (Fiscal 2009) In vehicle units

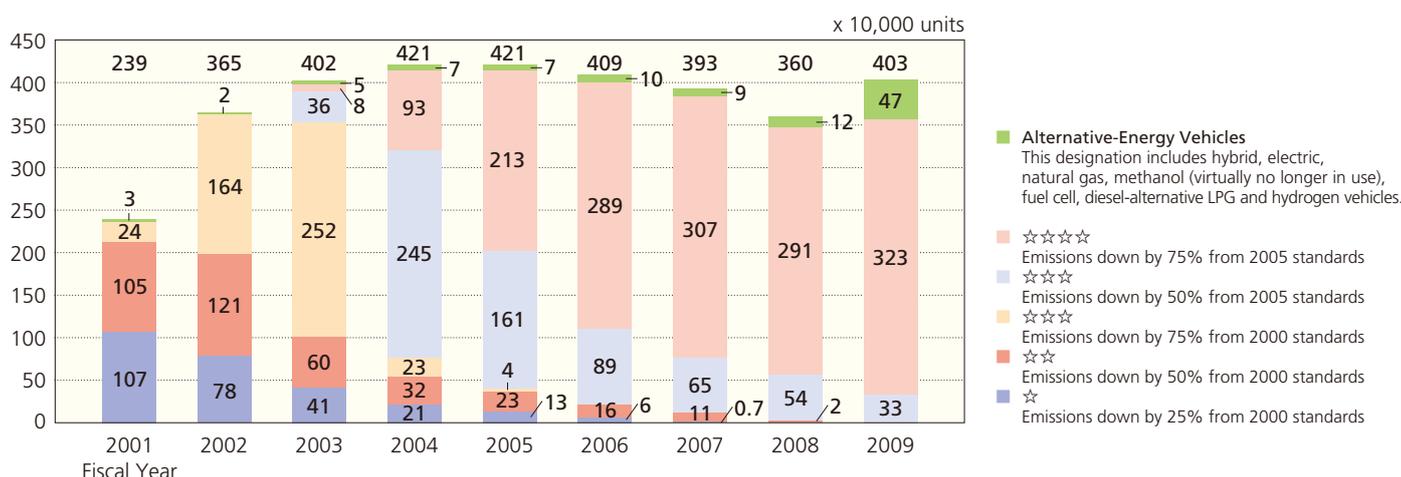
	Passenger Cars		Trucks		Buses	Total	Chg. (%)	
	Standard and small-sized vehicles	Mini-vehicles	Standard and small-sized vehicles	Mini-vehicles				
Fuel cell vehicles	3	0	0	0	0	3	20.0	
Electric vehicles	0	1,706	0	0	0	1,706	—	
Hybrid vehicles	464,901	0	1,416	120	194	466,631	385.3	
Natural gas vehicles	0	0	762	414	21	1,197	50.3	
Methanol vehicles	0	0	0	0	0	0	—	
Subtotal	464,904	1,706	2,178	534	215	469,537	380.2	
Vehicles certified as fuel-efficient and low-emission vehicles (see Note1)	☆☆☆☆ (1)	2,111,552	1,057,430	41,660	15,438	0	3,226,086	110.8
	☆☆☆ (2)	96,475	101,499	38,310	95,262	0	331,546	60.9
Subtotal		2,208,027	1,158,929	79,976	110,700	0	3,557,632	102.4
Diesel-alternative LPG vehicles	0	0	445	0	5	450	73.9	
Hydrogen vehicles	5	0	0	0	0	5	—	
Total		2,672,936	1,160,635	82,599	111,234	220	4,027,624	112.0

(1) ☆☆☆☆ = Emissions down by 75% from 2005 emission standards. (2) ☆☆☆ = Emissions down by 50% from 2005 emission standards.

Notes: 1. Vehicles that meet or surpass 2010 fuel efficiency standards (as per Japan's Energy Conservation Law) and are compliant with low-emission environmental performance certification criteria (see starred ratings above). 2. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Source: Japan Automobile Manufacturers Association

TRENDS IN ALTERNATIVE-ENERGY & FUEL-EFFICIENT/LOW-EMISSION VEHICLE SHIPMENTS (DOMESTIC)



TRENDS IN ALTERNATIVE-ENERGY VEHICLE USE IN JAPAN

In vehicle units

Fiscal Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Electric vehicles	3,800	4,700	5,591	7,677	8,468	9,928	9,421	9,358	8,850	8,473
of which motorcycles	3,035	3,990	2,895	4,658	5,357	6,999	6,848	6,911	6,250	4,652
Hybrid vehicles	50,402	74,563	91,210	132,516	196,770	256,644	343,626	429,274	536,473	983,831
Natural gas vehicles	7,811	12,012	16,561	20,638	24,263	27,605	31,462	34,203	37,117	38,861
Methanol vehicles	157	135	114	58	33	26	20	20	17	13
of which motorcycles*	—	—	—	—	—	—	—	—	—	3
Diesel-alternative LPG vehicles	12,602	14,962	17,054	19,483	20,670	21,868	23,007	22,917	22,608	21,812
Total	74,772	106,372	130,530	180,372	250,204	316,071	407,536	495,772	605,065	1,052,990
excluding motorcycles	71,737	102,382	127,635	175,714	244,847	309,072	400,688	488,861	598,815	1,048,335

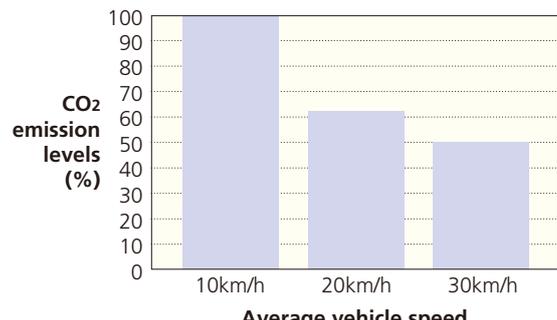
*Figures prior to 2008 are not available.

Sources: Next Generation Vehicle Promotion Center; Japan Gas Association; Automobile Inspection & Registration Information Association

CO2 Emissions Reduction: Improving Traffic Flow

Improved road traffic flow enables increased vehicle speed and increased fuel efficiency, which in turn contributes to CO2 reduction. Improving traffic flow by upgrading road networks and overall infrastructure is therefore urgently required. JAMA advocates such upgrades, including measures to mitigate congestion at intersections, as well as the early completion of the Tokyo metropolitan area's three major beltways (or ring roads) and the greater use of expressways. To help ensure steady progress in this regard, the government and other relevant public-sector players must jointly establish a data compilation/analysis and response formulation/implementation scheme to evaluate the impact of traffic flow-related measures on CO2 reduction and to follow up accordingly. JAMA in fact conducted a quantitative assessment of the impact on CO2 reduction of the operation of the Oji section (opened for service in December 2002) of the Tokyo Metropolitan Expressway's inner beltway. This study determined that operation of the new section enabled increased average vehicle speed on that beltway and on surrounding local roads, resulting in an estimated reduction in CO2 emissions of 20,000 to 30,000 tons annually.

● IMPACT OF VEHICLE SPEED ON CO2 EMISSIONS



Source: Japan Automobile Research Institute

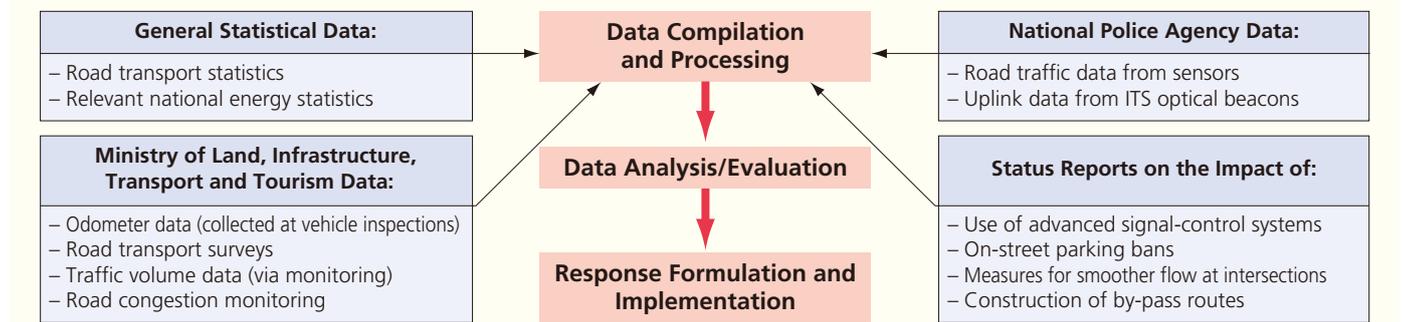
● IMPACT OF THE OJI SECTION'S OPERATION ON CO2 REDUCTION

		Before Operation	After Operation	Increase/Decrease
Average vehicle speed in km/h	Tokyo Metropolitan Expressway	56.0	56.2	0.2
	Local roads	22.5	22.8	0.3
CO2 emissions volume x 10,000 tons/year	Tokyo Metropolitan Expressway	173	178	5
	Local roads	356	349	-7
	Total	529	527	-2

Note: Vehicle speed and CO2 emissions were calculated on the basis of three established models, including that of the Japan Automobile Research Institute. The estimated annual CO2 reduction volume varies between 20,000 and 30,000 tons depending on the model used.

Source: Japan Automobile Manufacturers Association

● PROPOSED DATA INPUT/ANALYSIS & RESPONSE FORMULATION SCHEME FOR IMPROVED TRAFFIC FLOW

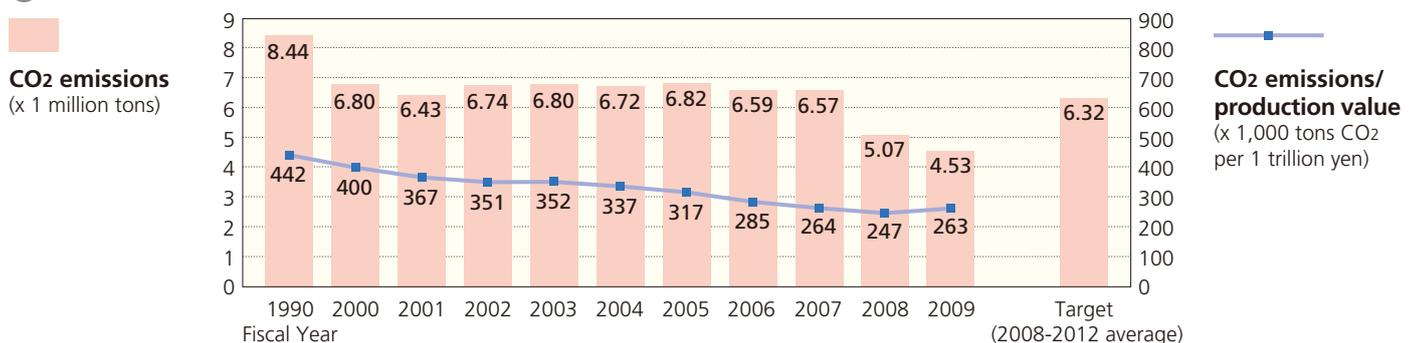


Source: Japan Automobile Manufacturers Association

CO2 Reductions at Production Plants

Japan's automobile manufacturers have implemented multiple measures to reduce energy consumption and otherwise cut CO2 emissions at their production facilities. Since 2008, they have worked with Japan's auto-body manufacturers towards a combined reduction target for 2008-2012. Originally set at 6.59 million tons of CO2 annually, this shared target was revised in 2009 to a stricter 6.32 million tons, down 25% from the 1990 level. CO2 emissions at the plants have already decreased to well below the 2008-2012 target, largely as a result of the recent economic downturn.

● REDUCTIONS IN PRODUCTION PLANT-GENERATED CO2 EMISSIONS



Source: Japan Automobile Manufacturers Association

Promoting Vehicles with Greater Fuel Efficiency and Lower Emissions

Vehicles with greater fuel efficiency help counter global warming through their reduced emission of CO₂, while vehicles with reduced tailpipe emissions help improve air quality. The Japanese government has established one certification system for gasoline and diesel vehicles as well as heavy-duty trucks and buses with advanced fuel efficiency; another certification system for gasoline and diesel (including heavy-duty) vehicles whose emissions performance is superior to current regulatory levels for carbon monoxide (CO), nitrogen oxides (NO_x), and particulate matter (PM); and a third certification system for trucks and buses that comply with 2009 or 2005 emission (including NO_x and PM) standards or with the "long-term" or "new short-term" regulatory standards (see page 30). To boost widespread public awareness of vehicles with advanced fuel efficiency and/or low emissions, such vehicles are identified with appropriately coded stickers (see below; sticker affixation is optional only when emissions performance is under the four-star rating).

● ADVANCED FUEL EFFICIENCY CERTIFICATION

For Gasoline and LPG Vehicles

Rating/Performance Level		Vehicle Sticker
Compliant +25% compared to standards	Performing 25% better or more compared to 2010 target fuel efficiency standards	
Compliant +20% compared to standards	Performing 20% better or more compared to 2010 target fuel efficiency standards	
Compliant +15% compared to standards	Performing 15% better or more compared to 2010 target fuel efficiency standards	

For Diesel Vehicles

Rating/Performance Level		Vehicle Sticker
Compliant +25% compared to standards	Performing 25% better or more compared to 2005 fuel efficiency standards	
Compliant +20% compared to standards	Performing 20% better or more compared to 2005 fuel efficiency standards	
Compliant +15% compared to standards	Performing 15% better or more compared to 2005 fuel efficiency standards	

For Trucks and Buses with GVW>2.5 tons

Rating/Performance Level		Vehicle Sticker
Compliant with standards	Meeting 2015 target fuel efficiency standards or better	

● ENVIRONMENTAL PERFORMANCE CERTIFICATION FOR VEHICLES WITH LOW EMISSIONS

Rating/Performance Level		Vehicle Sticker
★★★★	Emissions down by 75% from 2005 standards	
★	Heavy-duty diesel vehicles compliant with, and with NO _x and PM emissions down by 10% from, 2005 standards	
☆	Heavy-duty diesel vehicles compliant with, and with NO _x emissions down by 10% from, 2005 standards	
☆	Heavy-duty diesel vehicles compliant with, and with PM emissions down by 10% from, 2005 standards	

● LOW NO_x & PM EMISSIONS CERTIFICATION FOR TRUCKS AND BUSES

Rating/Performance Level		Vehicle Sticker
Compliant with 2009 emission standards		
Compliant with 2005 emission standards		
Compliant with other regulatory standards (see above)		

Vehicle Exhaust Emissions: New Regulations Enforced in 2009

Japan’s vehicle exhaust emissions regulations have always been among the most stringent in the world, and its automakers have worked very hard to develop the advanced technologies required to comply with them. As a result, NOx and other atmospheric pollutant levels have been on a steady decline even in large urban areas. In April 2005, the Ministry of the Environment-affiliated Central Environment Council’s report entitled *Future Policy for Motor Vehicle Exhaust Emissions Reduction* recommended that stricter and uniform limit values be applied to gasoline and diesel vehicle emissions alike, beginning with new regulations enforced as of 2009.

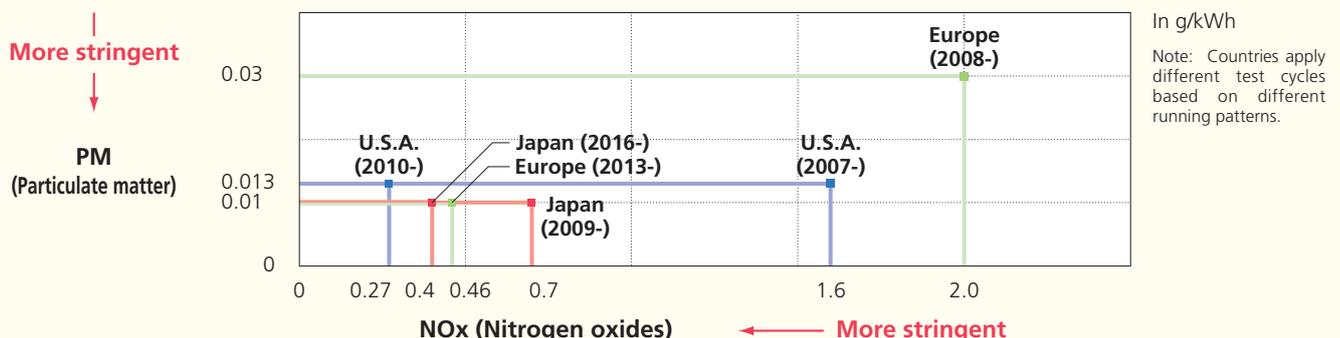
● COMPARISON OF HEAVY-DUTY DIESEL TRUCK EMISSIONS REGULATIONS

All regulatory values below apply to the heaviest truck categories. In g/kWh

	NOx Nitrogen oxides	HC Hydrocarbons	NMHC Non-methane hydrocarbons	CO Carbon monoxide	PM Particulate matter
Japan (GVW=Over 3.5 tons)					
Long-term regulations (1997, 1998, 1999)	4.50	2.90	—	7.40	0.25
New short-term regulations (2003, 2004)	3.38	0.87	—	2.22	0.18
New long-term regulations (2005)	2.0	—	0.17	2.22	0.027
Post-new long-term regulations (2009, 2010)	0.7	—	0.17	2.22	0.01
Future regulations (2016, 2017, 2018)	0.4	—	0.17	2.22	0.01
U.S.A. (GVW=Over 3.85 tons)					
1998 standard	5.36	1.74	—	20.78	0.134
2004 standard	Automobile manufacturers must comply with one of the following: 1) NOx + NMHC 3.22 2) NOx + NMHC 3.35 with mandatory NMHC value of 0.67			20.78	0.134
2007 standard	0.27 (1.6)	—	0.188	20.78	0.013
2010 standard	0.27	—	0.188	20.78	0.013
Europe (GVW=Over 3.5 tons)					
EURO II (1995)	7.0	1.1	—	4.0	0.15
EURO III (2000)	Transient mode	—	0.78	5.45	0.16
	Steady state mode	(5.0)	(0.66)	(2.1)	(0.10)
EURO IV (2005)	Transient mode	3.5	—	4.0	0.03
	Steady state mode	(3.5)	(0.46)	(1.5)	(0.02)
EURO V (2008)	Transient mode	2.0	—	4.0	0.03
	Steady state mode	(2.0)	(0.46)	(1.5)	(0.02)
EURO VI (2013)	Transient mode	0.46	0.16	4.0	0.01
	Steady state mode	(0.4)	(0.13)	(1.5)	(0.01)
EEV	Transient mode	2.0	—	3.0	0.02
	Steady state mode	(2.0)	(0.25)	(1.5)	(0.02)

Notes: 1. GVW (gross vehicle weight) (Japan) = Vehicle weight + Maximum load + Maximum occupants x 55 kg. Weight per occupant and other details slightly differ from those of U.S. and European regulations. 2. Japan’s 1997-2004 regulations apply to the over 2.5t GVW vehicle category; regulations as of 2005 apply to the over 3.5t GVW vehicle category. 3. EURO III (Europe): All vehicle categories are regulated in the steady state (ESC) mode only, except DPF- and NOx reduction catalyst-equipped vehicles, which are regulated in both modes. Beginning with EURO IV, all vehicle categories, whether DPF- and NOx reduction catalyst-equipped or not, are regulated in both the steady state (ESC) and transient (ETC) modes. 4. EEV (Europe): Enhanced Environmentally Friendly Vehicles. EEV regulations constitute a special category and are applied by EU member countries only in specific instances when urban air quality is particularly poor (for example, when temporary restrictions on vehicle circulation in cities are enforced). Emission values indicated are provisional. 5. The U.S.’s 2007 standard permits an NOx compliance level of around 1.6g until 2010 depending on engine family type.

● COMPARISON OF HEAVY-DUTY DIESEL TRUCK EMISSIONS REGULATIONS (PM and NOx)



MOTOR VEHICLE EMISSIONS REGULATIONS IN JAPAN

Vehicle Type		Current Regulations				New Regulations									
		Test cycle	Year enforced	Emission	Regulatory value (Average)	Test cycle	Year enforced	Emission	Regulatory value (Average)						
Gasoline and LPG Vehicles	Passenger cars	10•15M + 11M (g/km) (1)	2005	CO	1.15	JC08 (g/km) (1)	2009	CO	1.15						
				NMHC	0.05			NMHC	0.05						
				NOx	0.05			NOx	0.05						
								JC08 (g/km)	2009	PM (2)	0.005				
	Trucks and buses	Mini	10•15M + 11M (g/km) (1)	2007	CO	4.02	JC08 (g/km) (1)	2009	CO	4.02					
					NMHC	0.05			NMHC	0.05					
					NOx	0.05			NOx	0.05					
									JC08 (g/km)	2009	PM (2)	0.005			
	Light-duty (GVW≤1.7t)	10•15M + 11M (g/km) (1)	2005	CO	1.15	JC08 (g/km) (1)	2009	CO	1.15						
				NMHC	0.05			NMHC	0.05						
				NOx	0.05			NOx	0.05						
								JC08 (g/km)	2009	PM (2)	0.005				
Medium-duty (1.7t<GVW≤3.5t)	10•15M + 11M (g/km) (1)	2005	CO	2.55	JC08 (g/km) (1)	2009	CO	2.55							
			NMHC	0.05			NMHC	0.05							
			NOx	0.07			NOx	0.07							
							JC08 (g/km)	2009	PM (2)	0.007					
Heavy-duty (GVW>3.5t)	JE05 (g/kWh)	2005	CO	16.0	JE05 (g/kWh)	2009	CO	16.0							
			NMHC	0.23			NMHC	0.23							
			NOx	0.7			NOx	0.7							
									PM (2)	0.01					
Diesel Vehicles	Passenger cars (3)	10•15M + 11M (g/km)	2005	CO	0.63	JC08 (g/km)	2009	CO	0.63						
				NMHC	0.024			NMHC	0.024						
				NOx	Small-sized			0.14	NOx	0.08					
					Mid-sized			0.15							
				PM	Small-sized			0.013	PM	0.005					
					Mid-sized			0.014							
				Trucks and buses	Light-duty (GVW≤1.7t)			10•15M + 11M (g/km)	2005	CO	0.63	JC08 (g/km)	2009	CO	0.63
										NMHC	0.024			NMHC	0.024
										NOx	0.14			NOx	0.08
										PM	0.013			PM	0.005
	Medium-duty (1.7t<GVW≤3.5t)	10•15M + 11M (g/km)	2005	CO	0.63	JC08 (g/km)	2009 (4)	CO	0.63						
				NMHC	0.024			NMHC	0.024						
				NOx	0.25			NOx	0.15						
				PM	0.015			PM	0.007						
Heavy-duty (GVW>3.5t)	JE05 (g/kWh)	2005	CO	2.22	JE05 (g/kWh)	2009 (4)	CO	2.22							
			NMHC	0.17			NMHC	0.17							
			NOx	2.0			NOx (5)	0.7							
			PM	0.027			PM	0.01							
Motor-cycles	Motor-driven cycles Class 1	Motorcycle test cycle (g/km)	2006	CO	2.0			CO	2.0						
				HC	0.5			HC	0.5						
				NOx	0.15			NOx	0.15						
	Motor-driven cycles Class 2		2007	CO	2.0			CO	2.0						
				HC	0.5			HC	0.5						
				NOx	0.15			NOx	0.15						
	Mini-sized motorcycles		2006	CO	2.0			CO	2.0						
				HC	0.3			HC	0.3						
				NOx	0.15			NOx	0.15						
	Small-sized motorcycles		2007	CO	2.0			CO	2.0						
				HC	0.3			HC	0.3						
				NOx	0.15			NOx	0.15						

(1) All vehicles weighing 3.5t or less are regulated as follows: Beginning in 2008, on the basis of (values measured in cold-start state in JC08 test cycle) x 0.25 + (values measured in 10•15 test cycle) x 0.75; and beginning in 2011, on the basis of (values measured in cold-start state in JC08 test cycle) x 0.25 + (values measured in warm-start state in JC08 test cycle) x 0.75. (2) PM values apply only to direct-injection, lean-burn vehicles equipped with absorption-type NOx reduction catalysts. (3) Small-sized diesel passenger cars have an equivalent inertia weight (EIW) of 1.25t (GVW of 1.265t) or less, and mid-sized diesel passenger cars have an EIW over 1.25t. (4) Enforced since 2010 for medium-duty diesel vehicles weighing 2.5t or less and heavy-duty diesel vehicles weighing 12t or less. (5) Future regulations will mandate a stricter NOx value of 0.4g/kWh; enforcement: 2016 for GVW>7.5t; 2017 for tractor-trailer cabs; and 2018 for 3.5t<GVW<7.5t.

Note: CO: carbon monoxide; NMHC: non-methane hydrocarbons; HC: hydrocarbons; NOx: nitrogen oxides; PM: particulate matter.

Sources: Ministry of the Environment; Ministry of Land, Infrastructure, Transport and Tourism

Improving Air Quality

Japan's central government as well as local governments in the greater Tokyo region have implemented measures to address air-quality problems caused by motor vehicles. In accordance with national legislation aimed at curbing nitrogen oxide (NOx) and particulate matter (PM) emissions in major metropolitan areas, the issuance of inspection-compliance certification is prohibited for vehicles that fail to meet the legal standards at inspection time. Moreover, the Tokyo metropolitan and surrounding prefectural governments have introduced additional regulations for diesel vehicles for the specific purpose of reducing PM emissions. Enforcement of these regulations means that restrictions are imposed on diesel vehicle circulation in the areas concerned.

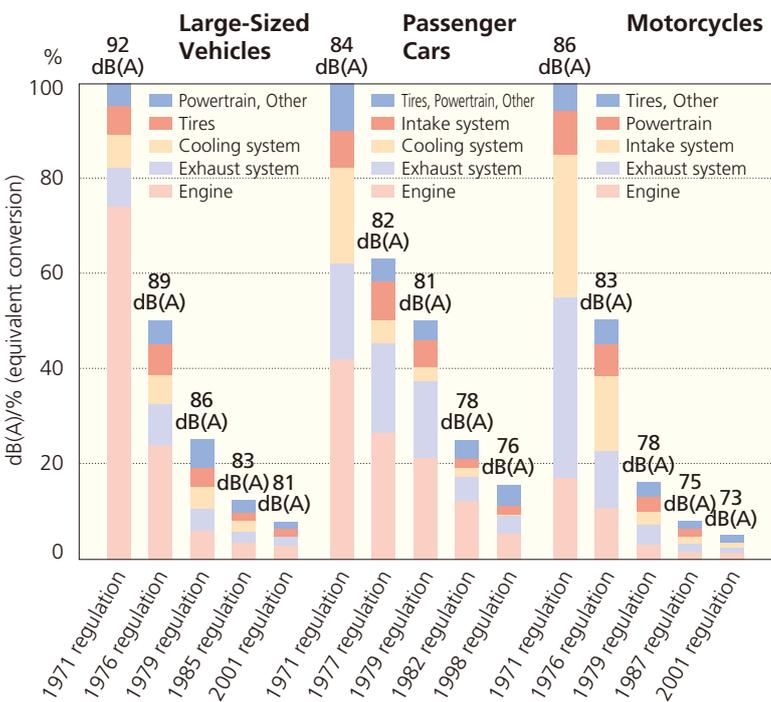
● PROVISIONS OF THE NATIONAL MOTOR VEHICLE NO_x & PM EMISSIONS ACT/ DIESEL-VEHICLE PM EMISSION REGULATIONS FOR THE GREATER TOKYO REGION

	Provisions of the National Motor Vehicle NO _x & PM Emissions Act (Major Metropolitan Areas)	Provisions of PM Emission Regulations for Diesel Vehicles (Greater Tokyo Region Only)
Areas Regulated	Tokyo, Osaka, and Saitama, Chiba, Kanagawa, Aichi, Mie, and Hyogo prefectures (designated areas)	Tokyo (except for islands) and Saitama, Chiba, and Kanagawa prefectures (all areas)
Vehicle Types Regulated	Diesel, gasoline, and LPG trucks and buses Diesel passenger cars	Diesel trucks and buses Note: Not applicable to diesel passenger cars with up to 10-passenger occupancy
Substances Regulated	NO _x and PM	PM only
Regulatory Values in Force	<p>Trucks and Buses GVW = Gross vehicle weight</p> <p>GVW=Under 1.7 tons: NO_x Same as 1988 regulatory values for new gasoline vehicles PM Half the 2002 regulatory values for new diesel vehicles</p> <p>GVW=1.7 to 2.5 tons: NO_x Same as 1994 regulatory values for new gasoline vehicles PM Half the 2002 regulatory values for new diesel vehicles</p> <p>GVW=2.5 to 3.5 tons: NO_x Same as 1995 regulatory values for new gasoline vehicles PM Half the 2003 regulatory values for new diesel vehicles</p> <p>GVW=Over 3.5 tons: NO_x Same as 1998-1999 regulatory values for new diesel vehicles PM Same as 1998-1999 regulatory values for new diesel vehicles</p> <p>Passenger Cars NO_x Same as 1978 regulatory values for new diesel vehicles PM Half the 2002 regulatory values for new diesel vehicles</p>	<p>In Chiba and Kanagawa, same as 1997, 1998, and 1999 regulatory values for new diesel vehicles</p> <p>In Tokyo and Saitama, same as 2002, 2003, and 2004 regulatory values for new trucks and buses</p>
Specific Provisions	<p>New Vehicles In regulated areas, new vehicles not meeting the standards cannot be registered.</p> <p>Vehicles in Use Regulated vehicles whose principal places of use (as declared in their inspection certificates) fall in regulated areas and that do not meet the standards will not be granted inspection certification after grace periods have expired.</p> <p>Note: Vehicles whose principal places of use (as declared in their inspection certificates) do not fall in regulated areas can travel through regulated areas even if they do not meet the standards.</p>	<p>New Vehicles No restriction.</p> <p>Vehicles in Use Vehicles not meeting the standards will be prohibited from travelling through regulated areas after grace periods have expired. Vehicles equipped with local government-specified PM reduction systems are deemed to be in compliance with the standards.</p> <p>Note: Applicable to diesel trucks and buses registered anywhere in Japan and travelling through regulated areas.</p>
Grace Periods	<p>From first registration:</p> <ul style="list-style-type: none"> ● Small trucks 8 years etc. ● Diesel passenger cars 9 years etc. ● Standard trucks 9 years etc. ● Minibuses 10 years etc. ● Large buses 12 years etc. 	<p>Seven years from first registration, regardless of vehicle type (truck or bus)</p> <p>Note: Except in Chiba Prefecture, where vehicles neither registered in nor travelling through areas designated under the national Motor Vehicle NO_x and PM Emissions Act will be exempted for a period of 12 years, provided vehicle owners apply for such an exemption.</p>

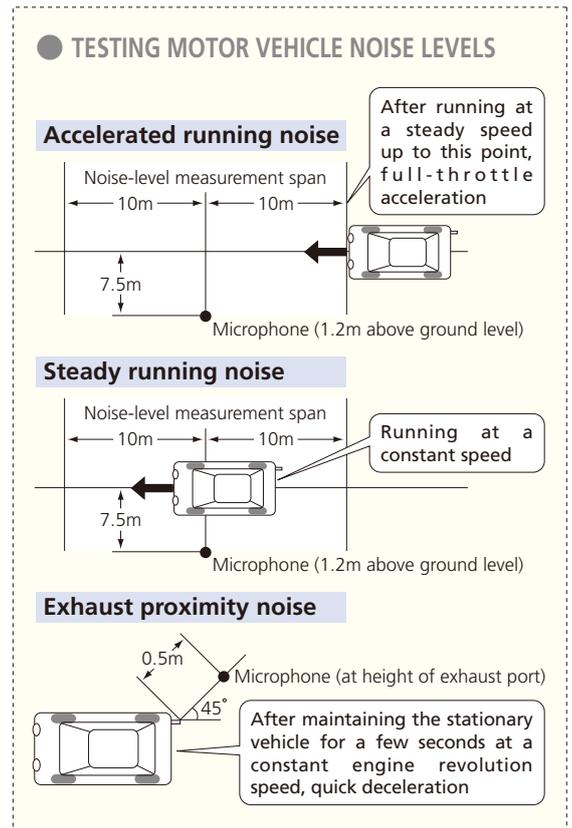
Reducing Automobile-Emitted Noise

Automobiles generate various kinds of noise, including the noise emitted by the engine, intake system, powertrain, and cooling and exhaust systems. In addition, tires generate tire/road noise. Automotive noise in Japan is regulated by standards—on accelerated running noise, steady running noise, and stationary exhaust proximity noise—which have become progressively more stringent, requiring automakers to develop the technologies necessary for compliance. All vehicles manufactured as of September 2003 comply with the latest noise standards. Furthermore, strengthened regulations in effect from April 2010 mandate a) that mufflers be tamper-resistant so as to prevent the alteration of their noise-suppression mechanism, and b) that replacement mufflers meet Japan’s accelerated running noise standard through type approval compliance and be ID-marked accordingly.

● THE PROGRESS IN MOTOR VEHICLE NOISE REDUCTION (accelerated running noise)



Source: Japan Automobile Manufacturers Association



● OVERVIEW OF JAPAN’S MOTOR VEHICLE NOISE REGULATIONS (for accelerated running noise)

In dB(A)

Vehicle Type		Regulation					
		1971	1976-1977	1979	1982-1987	1998-2001	
Large-Sized Vehicles	Vehicles with GVW>3.5 tons and maximum engine output>150 kW	4WD vehicles, etc.				82	
		Trucks	92	89	86	83	81
		Buses					81
Medium-Sized Vehicles	Vehicles with GVW>3.5 tons and maximum engine output≤150 kW	4WD vehicles, etc.				81	
		Trucks	89	87	86	83	80
		Buses					80
Small-Sized Vehicles	Vehicles with GVW≤3.5 tons	Other than mini-vehicles	85	83	81	78	76
		Mini-vehicles: GVW>1.7 tons					76
		Mini-vehicles: "Bonnet" type					76
		Mini-vehicles: Cab-over-engine type					76
Passenger Cars	Vehicles exclusively for the transport of passengers, with up to 10-passenger occupancy	Over 6 occupants	84	82	81	78	76
		6 occupants or fewer					76
Motorcycles	Small-sized motorcycles (over 250cc) and mini-sized motorcycles (126cc-250cc)	Small-sized	86	83	78	75	73
		Mini-sized	84				73
Motor-Driven Cycles	Class 1 motor-driven cycles (50cc & under) and Class 2 motor-driven cycles (51cc-125cc)	Class 2	82	79	75	72	71
		Class 1	80				71

Notes: 1. In pre-1987 regulations, "150 kW" reads "200 horsepower." 2. "4WD vehicles, etc." includes 4WDs, tractors, and cranes.

Source: Ministry of the Environment

Vehicle Recycling and Waste Reduction

Under Japan’s End-of-Life Vehicle (ELV) Recycling Law which entered into force in January 2005, automobile manufacturers and importers are responsible for recovery, recycling and appropriate disposal with respect to fluorocarbons, airbags, and automobile shredder residue (ASR). Compliance with the law was anticipated to enable ASR to be recycled at a rate of 70% by 2015, resulting in an automobile recycling rate, by vehicle weight, of 95% (as compared with the 80% rate prevailing prior to the introduction of the law); those rates were in fact surpassed in 2008. Japan’s vehicle recycling infrastructure as mandated by its ELV Recycling Law is the first in the world to administer the entire process of auto recycling—from ELV recovery to final disposal—on the basis of electronic “manifests” (or compliance checklists). JAMA itself played a central role in the development and implementation of this advanced vehicle recycling system. It also provided financial support for related software development and continues to help finance system maintenance and upgrades. In line with national efforts to “reduce, reuse, recycle,” Japan’s automakers are also striving to design vehicles using lightweight materials that are easy to dismantle and recycle, and to reduce and recycle waste generated in the manufacturing process. In 2009 the total volume of auto plant-generated waste destined for landfill disposal dropped to 1,000 tons, a 99.7% decrease from the 1990 level, very largely surpassing the 2010 target of 11,000 tons.

INDUSTRY MEASURES IN LINE WITH NATIONAL LEGISLATION

	Promotion of Effective Utilization of Resources Law (the “3-R” Law)		Distribution, Servicing and Use	End-of-Life Vehicle Recycling Law
	Product Design	Waste Management		ELV Recycling
“Reduce” initiatives	For designated products: <ul style="list-style-type: none"> - Weight reduction/ Downsizing - Longer product life - Reduced use of hazardous substances 	For designated areas of activity: <ul style="list-style-type: none"> - Reduction/recycling of designated waste products generated in vehicle manufacturing operations: <ol style="list-style-type: none"> 1) Scrap metals 2) Casting sand residue 		- Recovery and recycling of: <ol style="list-style-type: none"> 1) Fluorocarbons 2) Airbags 3) ASR Note: Motorcycles are not covered by the ELV Recycling Law.
“Reuse” initiatives	For designated products: <ul style="list-style-type: none"> - Use of recyclable materials 			
“Recycle” initiatives	<ul style="list-style-type: none"> - Ease of dismantling - Ease of sorting - Non-hazardous recycling - Materials identification 	- Total waste volume*: <ul style="list-style-type: none"> 1990 (baseline): 352,000 tons ↓ 2009: 1,000 tons (a 99.7% reduction from 1990) JAMA target: 11,000 tons by FY 2010 *For landfill disposal, including scrap metals, casting sand residue, and other waste		

ELV RECOVERY IN NUMBERS

In vehicle units

Fiscal Year		2009	2010
No. of ELVs recovered		3,918,415	3,648,428
Appropriate disposal of 3 designated items	Fluorocarbons	3,059,873	3,000,962
	Airbags (1)	1,697,379	1,905,049
	ASR (2)	3,800,649	3,743,461

(1) Through recovery/appropriate disposal of inflators or through onboard deactivation.
 (2) Covers all categories of processors, whether for direct disposal or for transfer to other markets.

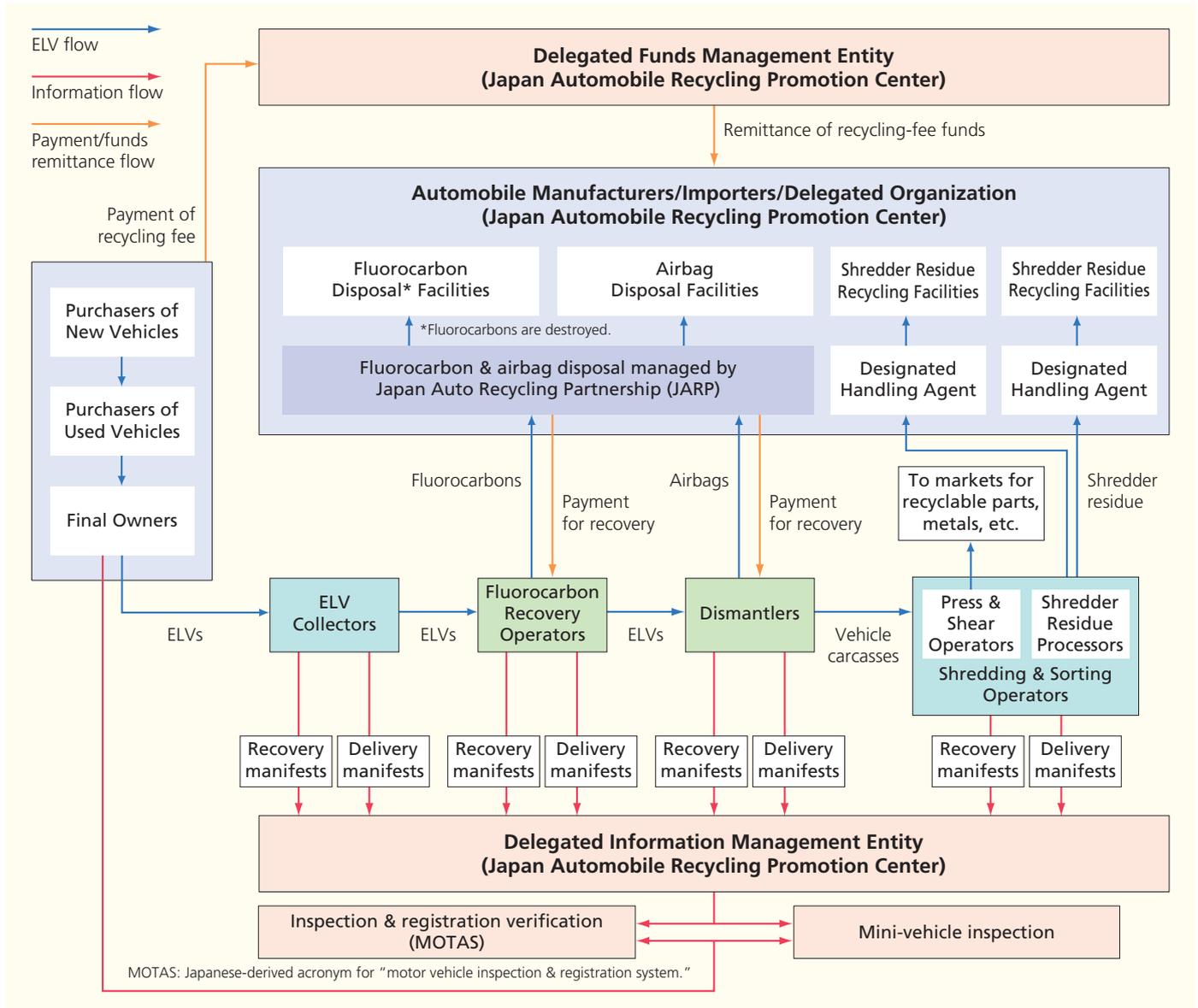
Source: Japan Automobile Recycling Promotion Center

RECYCLING RATES: TARGETED & ACHIEVED

Three Designated Items	Target	Achieved
Fluorocarbons	Destruction	3.001 million vehicle units (2010)
Airbags	85%	93.2-100% (2009)
ASR	2005: 30% 2010: 50% 2015: 70%	77.5-82.1% (2009)

Sources: Government-affiliated entities

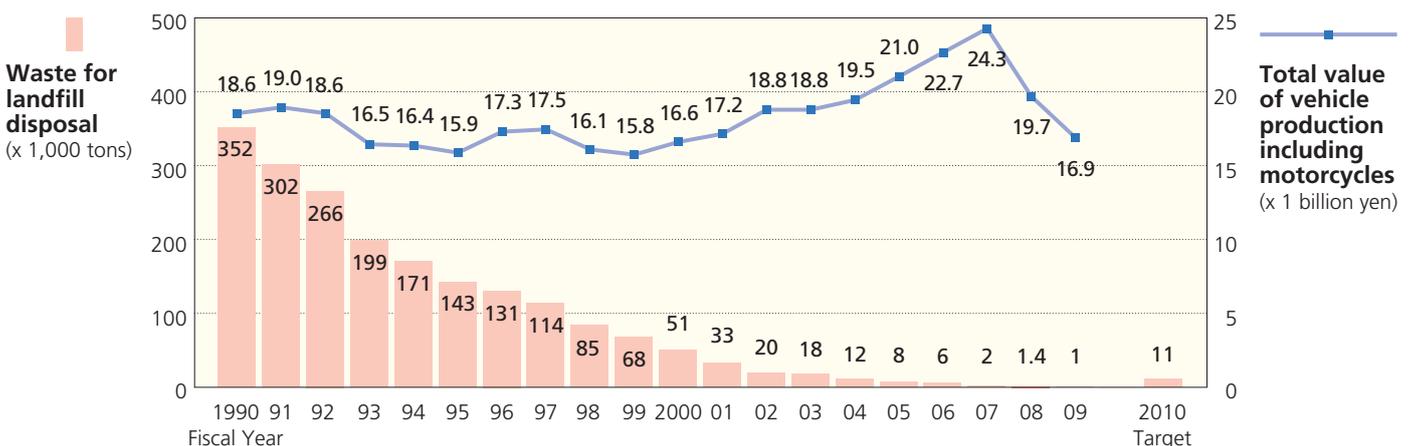
● THE ELV RECYCLING FLOW (as per the provisions of the End-of-Life Vehicle Recycling Law)



Note: The Japan Automobile Recycling Promotion Center assumes the same responsibilities as automobile manufacturers and importers when an ELV has no manufacturer representation under the provisions of this law. It also assumes transport-to-mainland costs for ELVs turned in on Japan's smallest islands. In addition, this organization provides financial assistance in the disposal of illegally abandoned vehicles.

● REDUCTIONS IN PRODUCTION PLANT-GENERATED WASTE

As a result of the efforts made by Japan's automobile manufacturers, the total volume of auto plant-generated waste destined for landfill has decreased dramatically. Having shrunk in 2005 to 8,000 tons, down more than 97% from the 1990 baseline level and for the first time surpassing the 2010 target of 11,000 tons, plant-generated waste dropped to 1,000 tons in 2009, a 99.7% decrease from the 1990 level.



Source: Japan Automobile Manufacturers Association

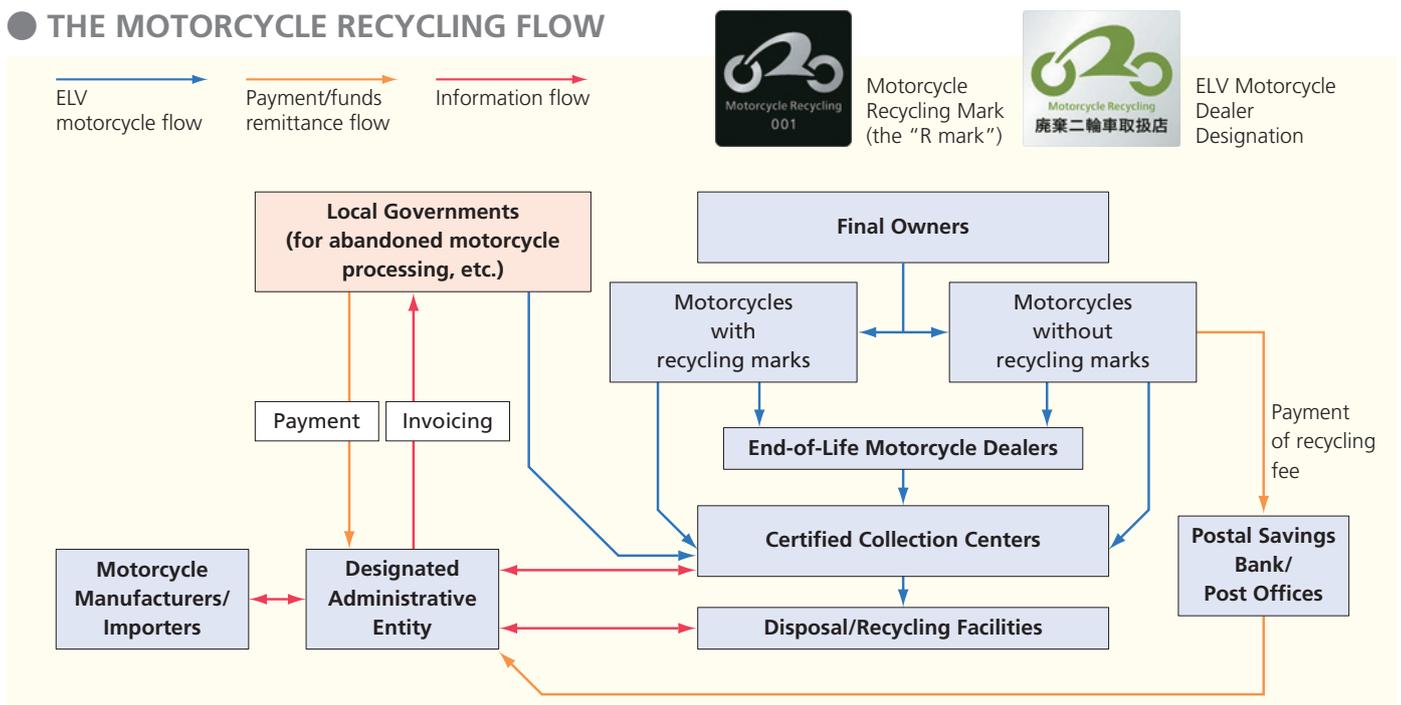
Voluntary Initiatives to Recycle Commercial Vehicle Rack Equipment and Motorcycles

Japan's End-of-Life Vehicle Recycling Law does not cover some types of commercial vehicle rack and custom equipment, nor does it cover motorcycles. In response, JAMA promotes the development and use of rack equipment that is easy to dismantle and contains minimal amounts of hazardous substances. In cooperation with the Japan Auto-Body Industries Association (JABIA), it has also introduced a cooperative recycling and disposal system for such equipment; participation in the system by recycling operators is voluntary and steadily expanding. In October 2004, JAMA's four motorcycle-manufacturing members along with 12 motorcycle importers in Japan voluntarily launched a motorcycle recycling system, under which end-of-life motorcycles are delivered to designated ELV motorcycle dealers (about 15,000 nationwide) or certified collection centers (about 190 nationwide); abandoned motorcycles are delivered directly to certified collection centers by local authorities. Collected ELV motorcycles are then processed and recycled in the same way as electrical appliances.

● COMMERCIAL VEHICLE RACK EQUIPMENT NOT COVERED BY THE END-OF-LIFE VEHICLE RECYCLING LAW

Voluntary Recovery (from Cab-Type Vehicles)		Voluntary Recovery (from Single-Body Vehicles)		Vehicles Not Covered by the End-of-Life Vehicle Recycling Law	
(Color code explains cost burden placement.) 		(Color code explains cost burden placement.) 		Van-type CVs such as:	Freezer trucks/vans, refrigerator trucks/vans, dry vans, etc.
				Tank-type CVs such as:	Tank trucks, cement mixers, waterspraying trucks, water-supply trucks, sewage removal trucks, etc.
				Hauling CVs such as:	Specialized hauling trucks, vehicle carriers, container trucks, lift-equipped vehicles, etc.
				Special-purpose CVs such as:	Special all-terrain vehicles, fire trucks, wreckers, pump trucks, ladder-equipped vehicles, etc.
Cost Burden for Equipment Not Covered by the Law	The End-of-Life Vehicle Recycling Law does not cover some types of rack and custom equipment for commercial vehicles. Recovery costs through final disposal are therefore not included in the vehicle recycling fee but rather market-determined.				
Cost Burden for Equipment Covered by the Law	For all commercial vehicle rack equipment covered by the End-of-Life Vehicle Recycling Law, including single-body vehicle equipment (exclusive of custom equipment), the vehicle recycling fee covers the entire cost of recovery through final disposal.				

● THE MOTORCYCLE RECYCLING FLOW



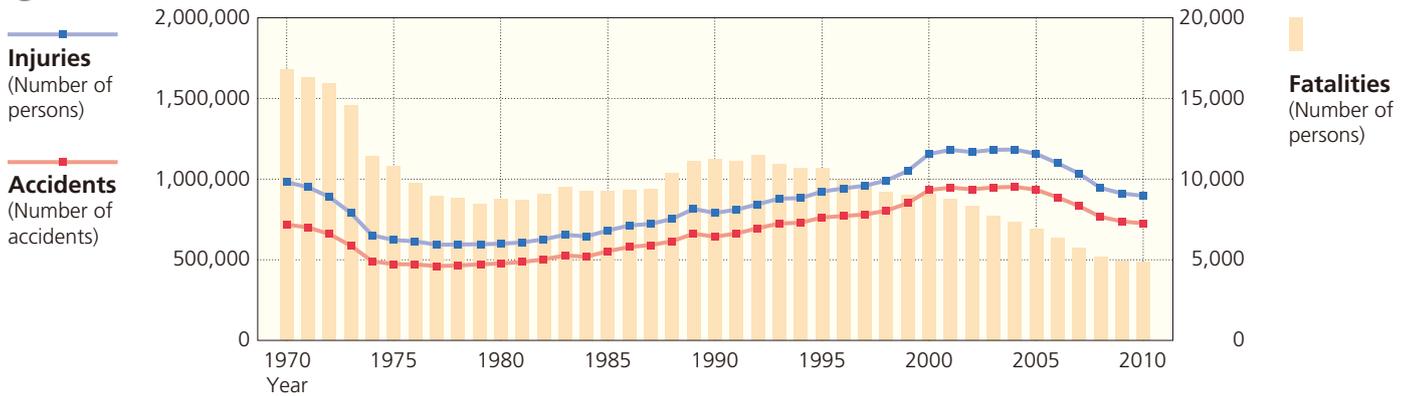
Note: Payment of the motorcycle recycling fee will be mandatory at the time of vehicle purchase as of October 1, 2011, except for some imported motorcycles.

Source: Voluntary Motorcycle Recycling Operators Association

Road Accidents and Resulting Fatalities and Injuries Continue to Decline

Road fatalities (defined as occurring within 24 hours after the accident) in Japan in 2010 declined for the tenth consecutive year, to a total of 4,863. Road accidents and road injuries also declined, for the sixth consecutive year, to 725,773 and 896,208 respectively. Increased seatbelt use is one of the major factors behind the downward trend in road fatalities. The June 2008 revision to the Road Traffic Act requires all automobile passengers, including rear-seat occupants, to use seatbelts. Although the rate of use of rear seatbelts in 2010 stood at 33.1% on regular roads and at 63.7% on expressways, those rates remain low compared to the rate of use of front seatbelts, which approaches 100%. Further measures are needed to encourage rear-seat occupants to buckle up.

ROAD ACCIDENTS/INJURIES/FATALITIES



ROAD ACCIDENTS/INJURIES/FATALITIES (exact figures)

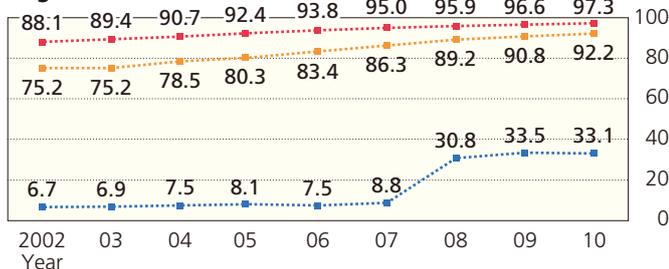
Year	1970	1975	1980	1985	1990	1995	2000	2005	2006	2007	2008	2009	2010
Accidents	718,080	472,938	476,677	552,788	643,097	761,789	931,934	933,828	886,864	832,454	766,147	737,474	725,773
Injuries (Number of persons)	981,096	622,467	598,719	681,346	790,295	922,677	1,155,697	1,156,633	1,098,199	1,034,445	945,504	911,108	896,208
Fatalities (Number of persons)	16,765	10,792	8,760	9,261	11,227	10,679	9,066	6,871	6,352	5,744	5,155	4,914	4,863

Source: National Police Agency

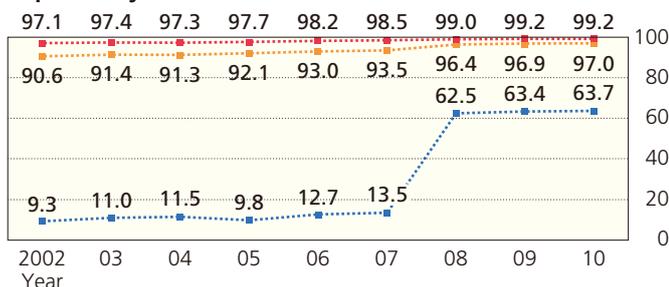
SEATBELT USE RATES BY SEAT POSITION

Driver's seat Front passenger's seat Rear seat In %

Regular Roads



Expressways

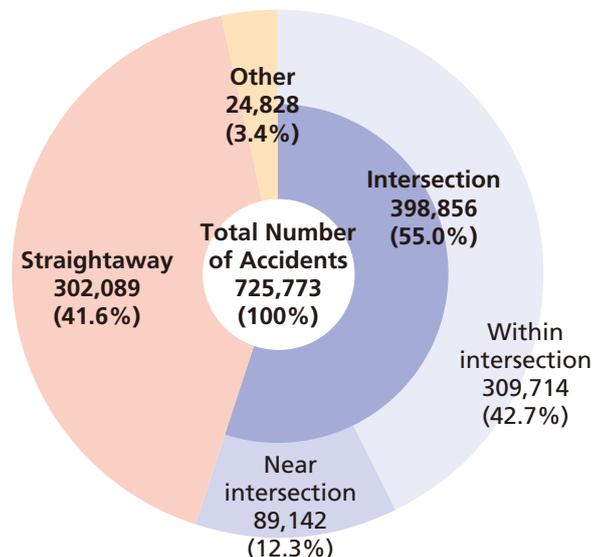


Notes: 1. The survey on seatbelt use is conducted annually in October. 2. 2010 survey samples totalled roughly 417,000 on regular roads and 88,000 on expressways.

Sources: National Police Agency; Japan Automobile Federation

ROAD ACCIDENTS IN 2010 BY ROAD CONFIGURATION

Number of accidents



Notes: 1. "Straightaway" includes some curves and tunnels. 2. "Other" includes railroad crossings.

Source: National Police Agency

Equipping More Vehicles with Advanced Safety Features

Road accidents, injuries and fatalities in Japan continued to decline in 2010 (see page 38). Nevertheless, road accidents still claim thousands of lives every year in Japan and in 2010, they injured nearly 900,000 people. Further efforts are therefore required to make the nation's roads safer for all their users. Road safety involves three factors—vehicles, road users, and road infrastructure—and greater road safety requires that progress be made in all three areas. The automotive industry continuously strives for greater *active* safety by enhancing and expanding the installation rates of onboard vehicle safety equipment to help prevent accident occurrence. At the same time, it seeks to increase *passive* safety through enhanced structural safety and vehicle features designed to mitigate injury when accidents do occur.

● VEHICLE SAFETY FEATURES & YEAR OF INTRODUCTION

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010-
Active Safety	● Inter-vehicle distance warning												
	● Adaptive cruise control (● With low-speed following mode) (● Full-range)												
	● Lane-keeping assist												
	● Blind-corner monitoring												
	● Night vision monitoring												
	● Navigator-based gearshift control (ATs only)												
	● Adaptive front-lighting system (AFS)												
	● Park assist												
● Collision-mitigation braking system (pre-crash safety)													
Passive Safety	● Active head restraints												
	● Curtain airbags												
	● Pedestrian protection vehicle design												
	● ISOFIX anchorages (for child safety seats)												
	● Advanced compatibility vehicle structure												
	● Rollover curtain airbags												
	● Knee airbags												
	● Pre-crash seatbelts												
● Automatic pop-up hood													
● Motorcycle airbags													

Source: Japan Automobile Manufacturers Association

● SAFETY FEATURE ONBOARD INSTALLATION STATUS (for passenger cars produced in 2009 for home market)

	Safety Feature	Installation Status				
		In no. of models (see Note 1)	In % (see Note 2)	In vehicle units	In % (see Note 2)	
Active Safety	Anti-lock braking system (ABS)	190	(164)	99.0	3,414,075	90.1
	Brake assist	174	(153)	90.6	3,388,340	89.4
	Unfastened seatbelt warning (driver's seat)	191	(190)	99.5	3,730,877	98.5
	Unfastened seatbelt warning (front passenger's seat)	64	(64)	33.3	1,270,510	33.5
	Power-window jamming prevention (with auto-up function)	183	(181)	95.3	3,701,737	97.7
	Power-window jamming prevention (without auto-up function)	3	(1)	1.6	3,316	0.1
	High-intensity discharge headlamps	148	(63)	77.1	1,527,381	40.3
	Adaptive front-lighting system (AFS)	46	(23)	24.0	206,129	5.4
	Back-up monitoring (rear obstacle detection)	104	(21)	54.2	560,598	14.8
	Vehicle perimeter monitoring	41	(7)	21.4	123,244	3.3
	Vehicle perimeter obstacle warning	31	(4)	16.1	123,958	3.3
	Blind-corner monitoring	20	(1)	10.4	48,823	1.3
	Night vision monitoring	5	(0)	2.6	686	0
	Night vision "pedestrian ahead" warning	3	(0)	1.6	369	0
	Curve detection	22	(0)	11.5	282,352	7.5
	Tire pressure monitoring	9	(8)	4.7	72,105	1.9
	Driver inattention warning	25	(0)	13.0	286,597	7.6
	Inter-vehicle distance warning	44	(2)	22.9	35,437	0.9
	Lane deviation warning	23	(0)	12.0	6,174	0.2
	Rear collision warning-equipped headrest control	7	(0)	3.6	115,017	3.0
	Collision-mitigation braking system (pre-crash safety)	48	(3)	25.0	35,961	0.9
	Adaptive cruise control	46	(3)	24.0	35,001	0.9
	Adaptive cruise control with low-speed following mode	3	(0)	1.6	1,425	0
	Full-range adaptive cruise control	6	(0)	3.1	3,384	0.1
Lane-keeping assist	19	(0)	9.9	4,438	0.1	
Back-up monitoring (parking assistance)	19	(0)	9.9	64,167	1.7	
Navigator-based gearshift control	29	(9)	15.1	71,644	1.9	
Pre-crash seatbelts	40	(6)	20.8	39,498	1.0	
Electronic stability control	113	(56)	58.9	705,939	18.6	
Traction control with ABS	108	(52)	56.3	731,581	19.3	
Navigator-based stop sign alert with brake assist	11	(5)	5.7	87,678	2.3	
Rearward-approaching-vehicle warning	1	(0)	0.5	71	0	
Emergency braking warning	13	(13)	6.8	285,302	7.5	
Passive Safety	Side airbags	127	(54)	66.1	855,259	22.6
	Curtain airbags	126	(50)	65.6	815,978	21.5
	Active head restraints	115	(112)	59.9	2,247,421	59.3
	ISOFIX anchorages (for child safety seats)	131	(121)	68.2	3,001,040	79.2
	Three-point seatbelt for rear center seat*	71	(64)	51.1	1,023,051	41.5
Total			192		3,788,552	

Notes: 1. "In no. of models" indicates the number of models in which the safety feature is installed as standard or optional equipment. Figures in parentheses indicate the number of models in which the safety feature is standard equipment. 2. "In %" means as a percentage of the total number of models/units produced. 3. Passenger cars here include minicars.

*In 2009 a total of 139 passenger car models (2,462,321 vehicle units) featured a rear center seat. Minicars do not feature a rear center seat.

Source: Japan Automobile Manufacturers Association

JAMA Initiatives in Promoting Greater Road Safety

In April 2004, JAMA pledged its support of the Japanese government's goal to reduce road fatalities by 50% over a period of ten years. JAMA's own initiatives towards that goal are outlined below.

● JAMA'S ROAD SAFETY INITIATIVES IN EIGHT PRIORITY AREAS

Priority Area	Road Users: Public Awareness Campaigns	Vehicles: Safety Measures	Road Infrastructure: Proposals to Government
① Accidents involving pedestrians or cyclists	• Continued implementation of road safety public awareness campaigns, based on the results of accident causation studies.	• More widespread application of AFS (1), ABS (2), BA (3), and stability control.	• For infrastructural improvements, based on the results of accident causation studies.
② Special measures for the elderly	• Development of road safety educational programs specifically for the elderly.	• Development of technologies specifically geared to aging-related physical changes.	• For more widespread roadway/sidewalk demarcation and greater barrier-free mobility.
③ Greater use of seatbelts	• Public awareness campaigns to promote the use of seatbelts.	• More widespread application of warning devices that remind vehicle occupants to buckle up.	
④ Delays in driver recognition and incorrect vehicle control	• Campaigns aimed at preventing faulty driver recognition and incorrect vehicle control.	• Research into the mechanisms of accident causation and human-machine interface conditions using data recorders, etc.	
⑤ Accidents occurring at twilight/night	• Campaigns to promote the early lighting of automobile headlamps.	• More widespread application of AFS.	• For improved nighttime road illumination.
⑥ Accidents occurring at intersections	• Public awareness campaigns to encourage drivers to exercise greater caution at intersections, where the majority of fatal road accidents occur.	• More widespread application of ABS, BA, and stability control. • Improvement of side-impact protection performance.	• For road infrastructure regulations for effective utilization of ITS technologies.
⑦ Collisions with stationary objects		• Improvement of side-impact and vehicle occupant protection performance and of side and curtain airbags.	• For expanded provision of underground power lines and impact-absorbing road installations.
⑧ Compatibility		• R&D on crash-compatible vehicle bodies and compatibility evaluation methods to improve vehicle performance.	

(1) Adaptive front-lighting systems. (2) Anti-lock braking systems. (3) Brake-assist systems.

Japan's 9th Basic Plan for Road Safety

Japan's road safety measures are promoted in line with the nation's consecutive "basic plans" for road safety, the first of which was implemented in 1970. Under the slogan "Towards a 'Zero Road Accidents' Society," the ninth road safety plan (2011-2015) aims to create a highly road safety-conscious society that places maximum priority on human life and, in particular, the safety of those of its members who are most vulnerable to road accidents—namely, pedestrians, senior citizens, and persons who are disabled. The plan emphasizes the need to pursue aggressive measures targeting further reductions in the occurrence of road accidents and fatalities.

● JAPAN'S ROAD SAFETY TARGETS

– To reduce the annual number of road fatalities (occurring within 24 hours post-accident) to below 3,000* by 2015, and thus to make Japan's roads the safest in the world.

*Or about 3,500 when fatalities occurring within 30 days post-accident are included (based on the ratio in 2010)

– To reduce the total annual number of road fatalities (occurring within 24 hours post-accident) and injuries to below 700,000 by 2015.

● EIGHT MAJOR AREAS OF ROAD SAFETY PROMOTIONAL ACTIVITY

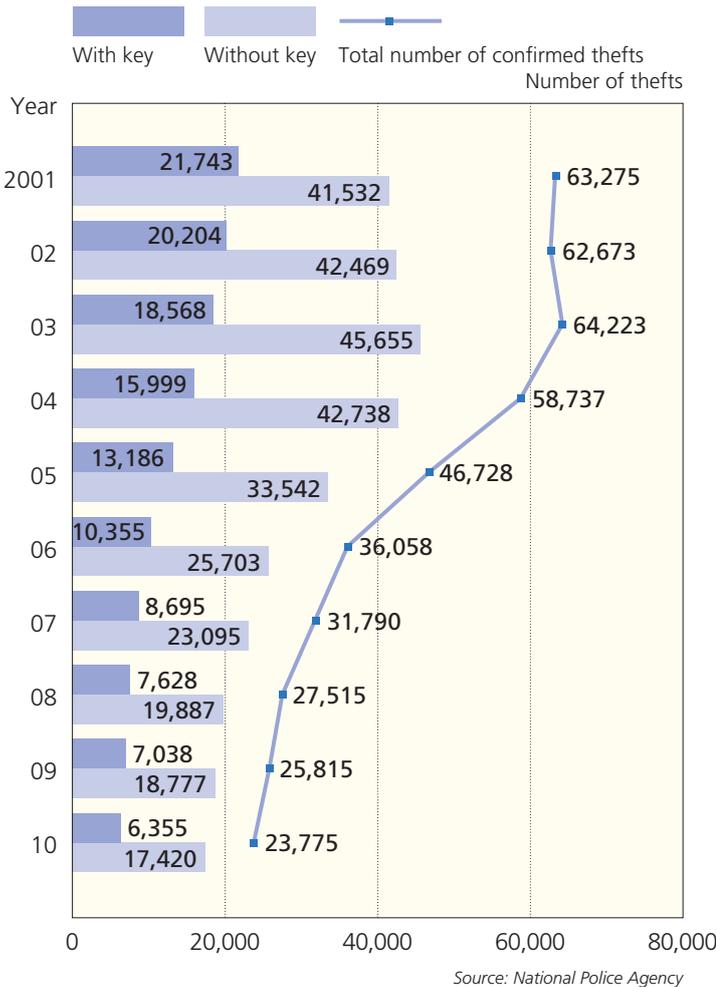
Road Infrastructure Improvements <ul style="list-style-type: none"> - Sidewalk construction/upgrades, especially in school zones - More pedestrian routes suitable for the elderly and disabled - Increased use of ITS 	Road Safety Public Awareness Campaigns <ul style="list-style-type: none"> - Promotion of safe cycling - Promotion of road safety education for the elderly - Promotion of seatbelt use by all vehicle occupants - Promotion of road safety activities in local communities with the participation of residents
Promotion of Safe Driving <ul style="list-style-type: none"> - Implementation of special driver-education programs for the elderly - Vehicle fleet operation-related road accident analysis 	Enhancement of Vehicle Safety <ul style="list-style-type: none"> - Expanded development and onboard application of Advanced Safety Vehicle technologies - Implementation of improvements to the national vehicle recall system - Promotion of regular vehicle checks and maintenance
Enforcement of Road Traffic Laws <ul style="list-style-type: none"> - Strict enforcement of traffic regulations - Stronger crackdowns on "hot-rodding" motorcyclists 	Reinforcement of Emergency Rescue Operations Infrastructure <ul style="list-style-type: none"> - Improved training and deployment of emergency rescue personnel - Upgrading of emergency dispatch support systems - Promotion of doctor-staffed helicopters
Provision of Fair Compensation for Road Accident Victims <ul style="list-style-type: none"> - Enhanced support for the provision of fair "damages" compensation 	Promotion of Road Safety Research and Analysis <ul style="list-style-type: none"> - Promotion of further safe-driving research - Promotion of comprehensive analysis of road accident causation

Source: Japan's 9th Basic Plan for Road Safety

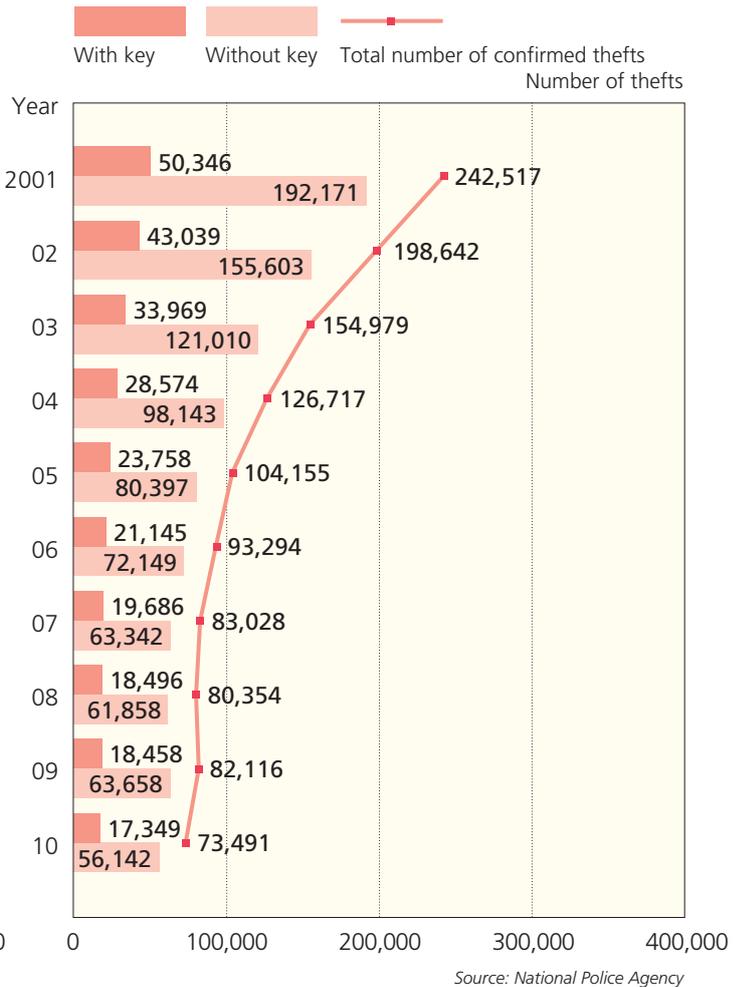
Efforts to Prevent Theft

Since peaking at 64,223 in 2003, the annual number of automobile thefts in Japan has fallen significantly, dropping to 23,775 in 2010. This is largely attributable to the widespread use of immobilizers (portable electronic lock systems). Meanwhile, although 73,491 motorcycle thefts were reported in 2010, that figure nevertheless represents a continuing steady decline in such thefts since 2000. To enhance motor vehicles' "theft-resistance," the automobile industry has introduced and promotes the use of electronic devices such as "smart keys" equipped with immobilizers.

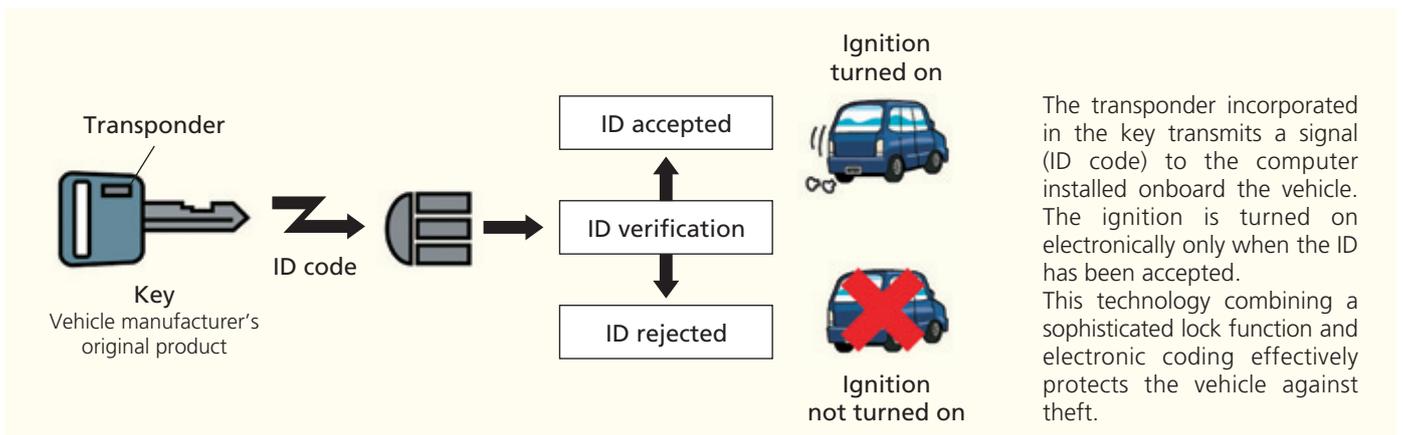
TRENDS IN CONFIRMED MOTOR VEHICLE THEFTS



TRENDS IN CONFIRMED MOTORCYCLE THEFTS



A SAMPLE IMMOBILIZER DEVICE AND HOW IT WORKS



Note: The above diagram illustrates the operation of a vehicle manufacturer's original product. Other types of immobilizers are available in the aftersales market.

Widespread Applications of Intelligent Transport Systems (ITS)

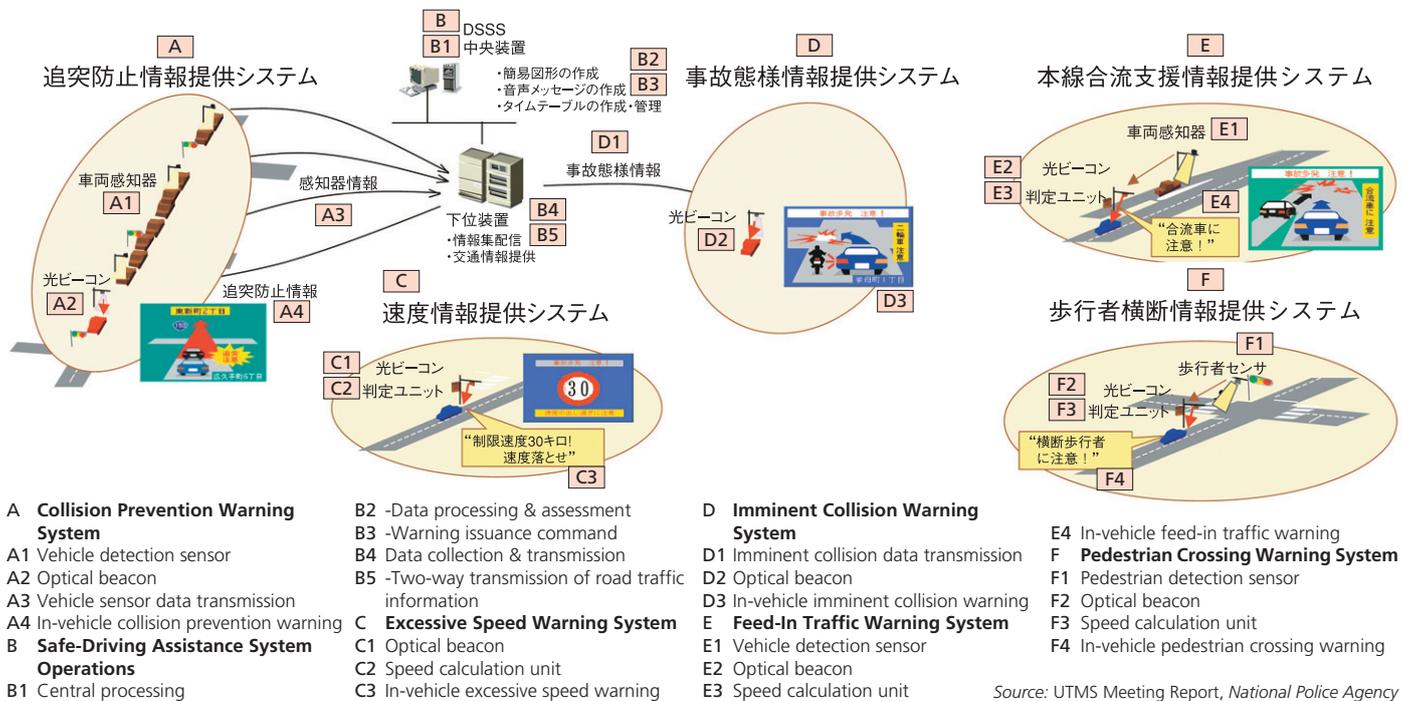
Intelligent Transport Systems (ITS) use cutting-edge information and communication technologies to network data between road users, roads (i.e., infrastructure) and vehicles for the dual purpose of reducing road congestion and accident occurrence. In 1996 the Japanese government formulated its Comprehensive Concept for the Promotion of ITS, on the basis of which it has promoted, as a national project, ITS development in a number of areas. In 2004 Japan established its ITS Promotion Council which, in October of that year, announced ITS developmental guidelines aimed at achieving progress with respect to safety and security, fuel efficiency and environmental protection, and comfort and convenience. Accordingly, a wide range of ITS technologies and services, including safe-driving, cruise-assist, advanced navigation, onboard telematics and electronic toll collection systems, have been energetically promoted in parallel with the further development of Advanced Safety Vehicle (ASV) technologies. Many of these technologies/services are already in extensive use in Japan.

IMMINENT INTRODUCTION OF SAFE-DRIVING AND CRUISE-ASSIST SYSTEMS

Following their full-scale testing in 2008, two road-to-vehicle intelligent communication systems for drivers are scheduled for imminent practical introduction: a safe-driving support system (or "DSSS," for "Driving Safety Support System") and an advanced cruise-assist system for highways ("AHS") that both use vehicle navigation system-integrated telematics. Expanded development of these and other ITS technologies is expected in the coming years.

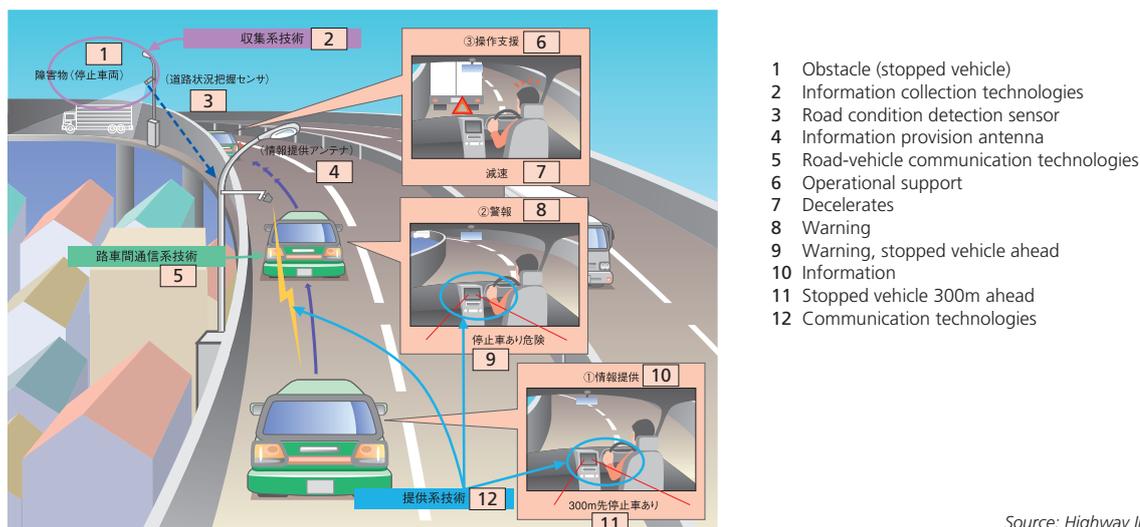
● HOW A SAFE-DRIVING SUPPORT SYSTEM WORKS (EXAMPLE)

Note: Use of the illustration below was permitted on the proviso that it not be altered in any way.



● HOW AN ADVANCED HIGHWAY CRUISE-ASSIST SYSTEM WORKS (EXAMPLE)

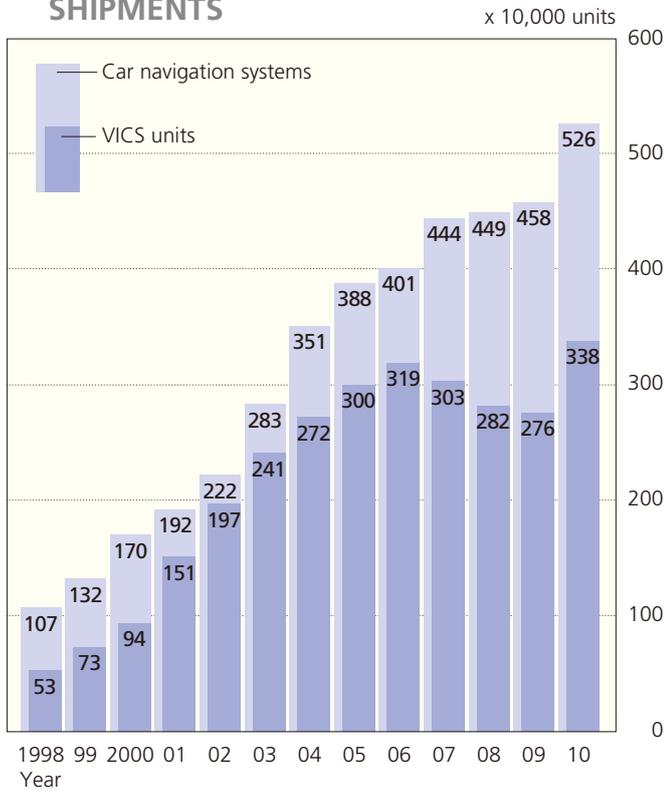
Note: English captions for this illustration were sourced from the organization indicated below on the proviso that no changes be made to them.



PRACTICAL UTILIZATION OF ITS SERVICES

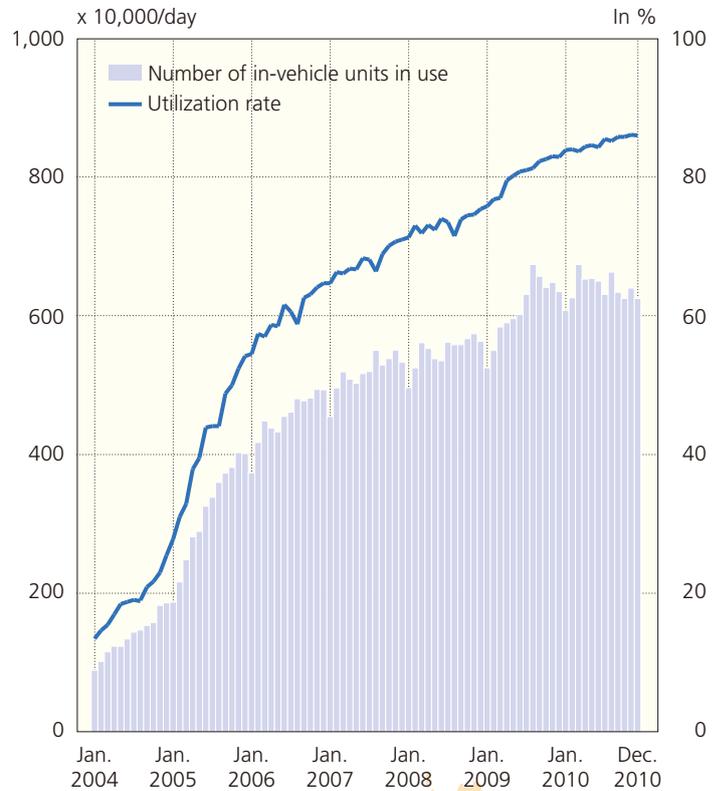
To promote the broader use of ITS, wide-ranging development and practical application initiatives have been carried out as a national project, involving the coordinated efforts of government, industry and the academic community. In the area of advanced navigation systems, there has been remarkable growth in the use of Japan's VICS (Vehicle Information and Communication System) and onboard telematics. Similarly, more and more motorists and motorcyclists are opting to use ETC (electronic toll collection) systems, and the introduction of so-called smart highway toll stations using ETC exclusively continues to expand nationwide.

CAR NAVIGATION & VICS UNIT SHIPMENTS



Sources: Japan Electronics and Information Technology Industries Association; Vehicle Information and Communication System Center

ETC UTILIZATION STATUS

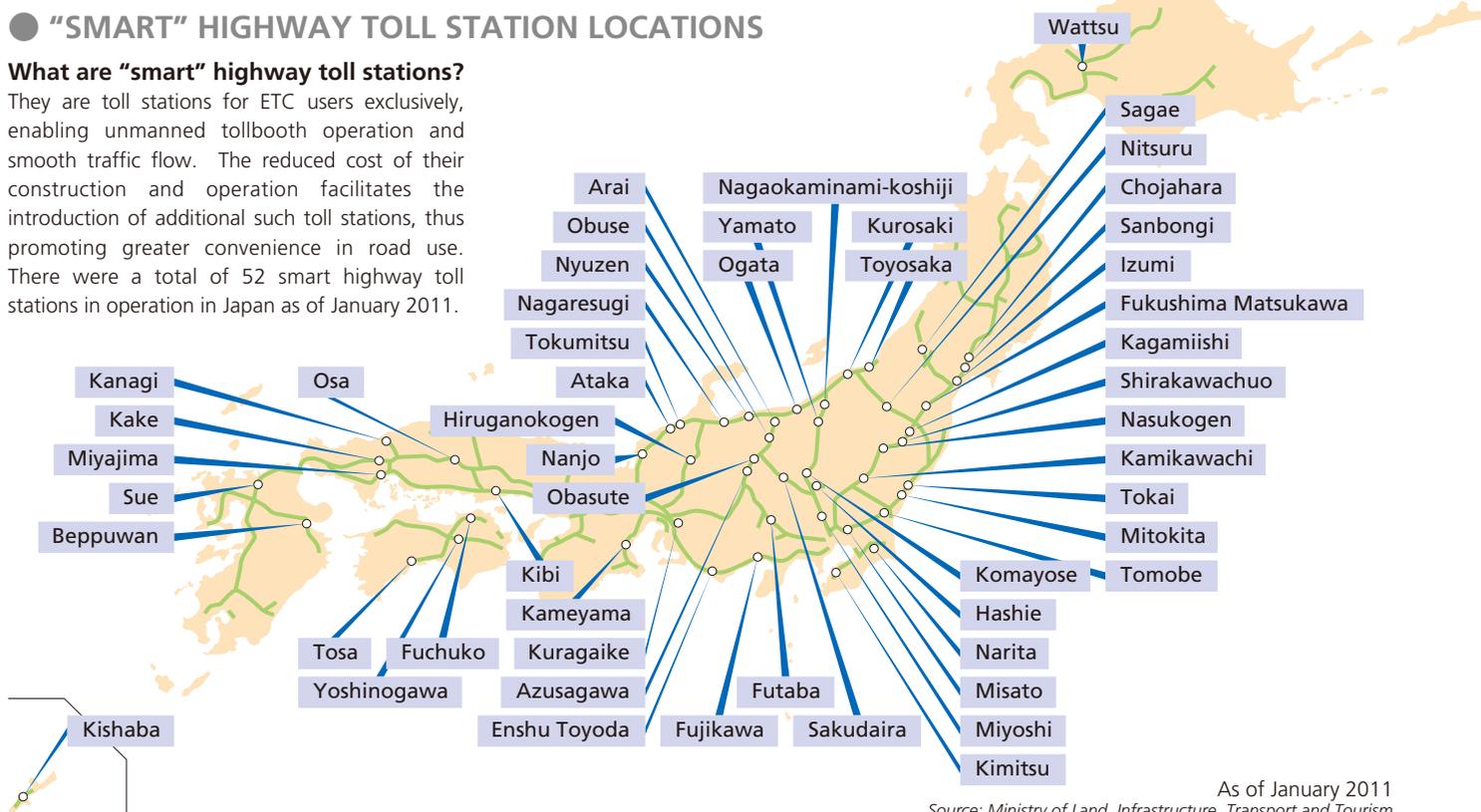


Source: Ministry of Land, Infrastructure, Transport and Tourism

"SMART" HIGHWAY TOLL STATION LOCATIONS

What are "smart" highway toll stations?

They are toll stations for ETC users exclusively, enabling unmanned tollbooth operation and smooth traffic flow. The reduced cost of their construction and operation facilitates the introduction of additional such toll stations, thus promoting greater convenience in road use. There were a total of 52 smart highway toll stations in operation in Japan as of January 2011.

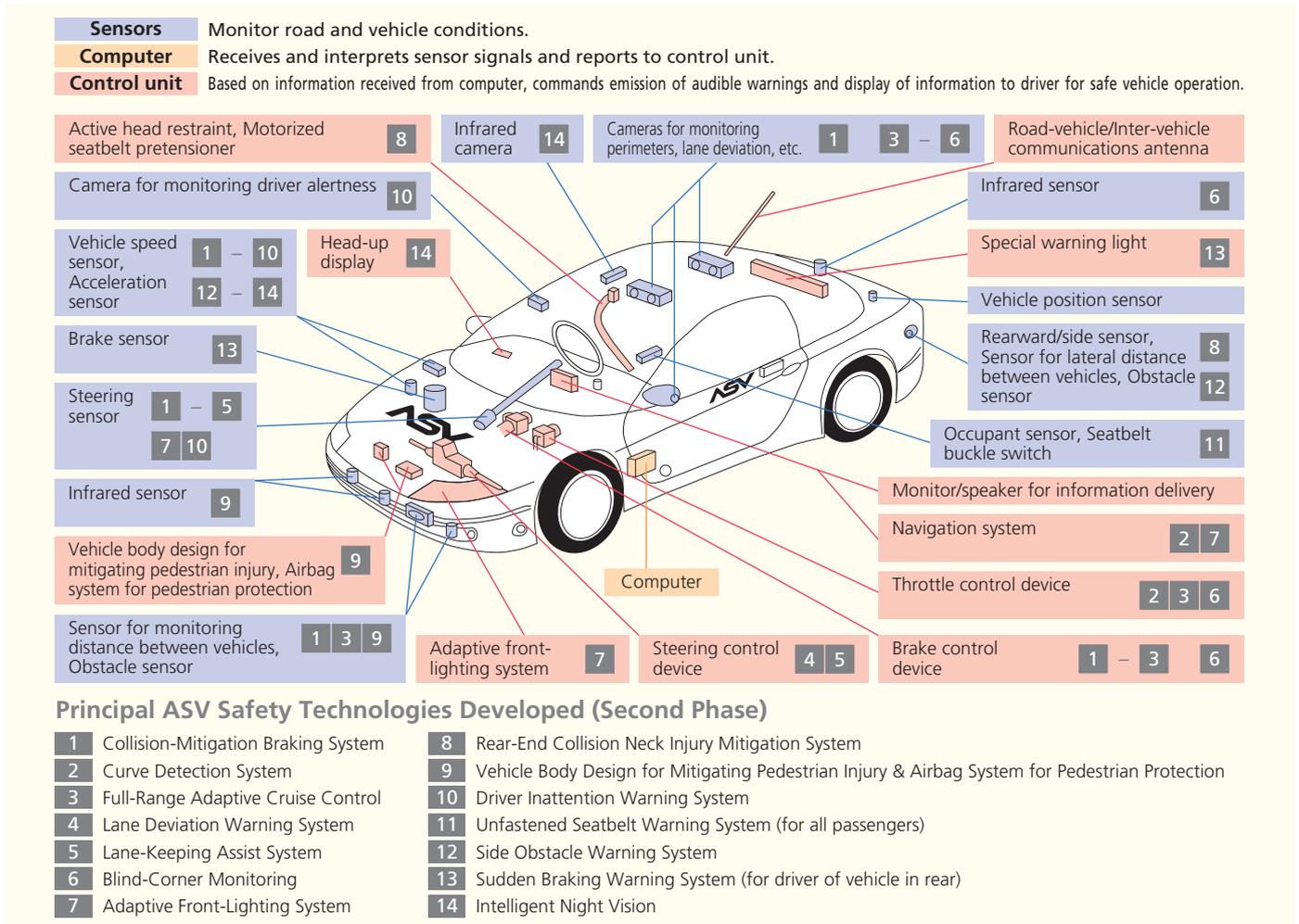


As of January 2011
Source: Ministry of Land, Infrastructure, Transport and Tourism

ASV TECHNOLOGIES AVAILABLE IN THE MARKET

In the area of safe-driving assistance, a wide range of vehicle safety technologies, including collision-mitigation braking systems, lane-keeping assist systems and adaptive cruise control systems, have been developed based on the results of research conducted on the Advanced Safety Vehicle (ASV) concept. Most of these advanced technologies have already been introduced to the market.

● FEATURES OF THE ADVANCED SAFETY VEHICLE (ASV)



Source: Ministry of Land, Infrastructure, Transport and Tourism

● THE ADVANCED SAFETY VEHICLE (ASV) PROJECT, PHASES 1-4: Summary of Contents and Scheduling

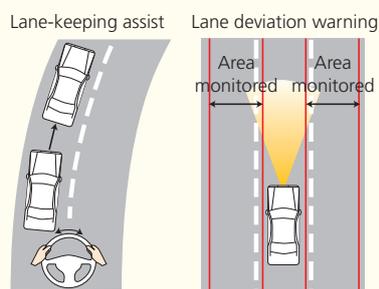
	Phase 1 (Five-Year Plan)	Phase 2 (Five-Year Plan)	Phase 3 (Five-Year Plan)	Phase 4 (Five-Year Plan)
Implementation Period	FY 1991 through FY 1995	FY 1996 through FY 2000	FY 2001 through FY 2005	FY 2006 through FY 2010
Objective	Technological verification	R&D for market introduction	• Preparation for widespread use • Development of new technologies	• Promotion of widespread use • Practical application of some "DSSS" systems (see page 43)
Technologies Verified	Individual onboard autonomous systems	• Individual onboard autonomous systems • Compatibility with road infrastructural provisions	• Individual onboard autonomous systems • Compatibility with road infrastructural provisions	• Individual onboard autonomous systems • Compatibility with other vehicles • Compatibility with road infrastructural provisions

Source: Ministry of Land, Infrastructure, Transport and Tourism

● PRACTICAL APPLICATION OF ASV TECHNOLOGIES

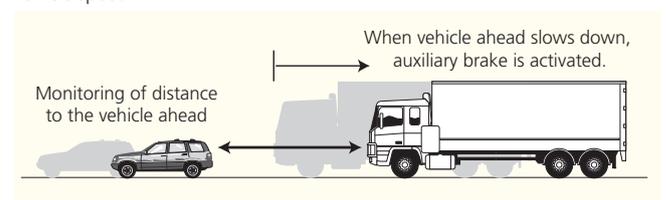
1. Lane-Keeping Assist

Sensors (cameras) positioned on the vehicle monitor the road ahead and, through auxiliary control of the steering wheel, help keep the vehicle centered in the lane whenever the vehicle deviates from its course because of, for example, a crosswind or road surface unevenness.



2. Adaptive Cruise Control

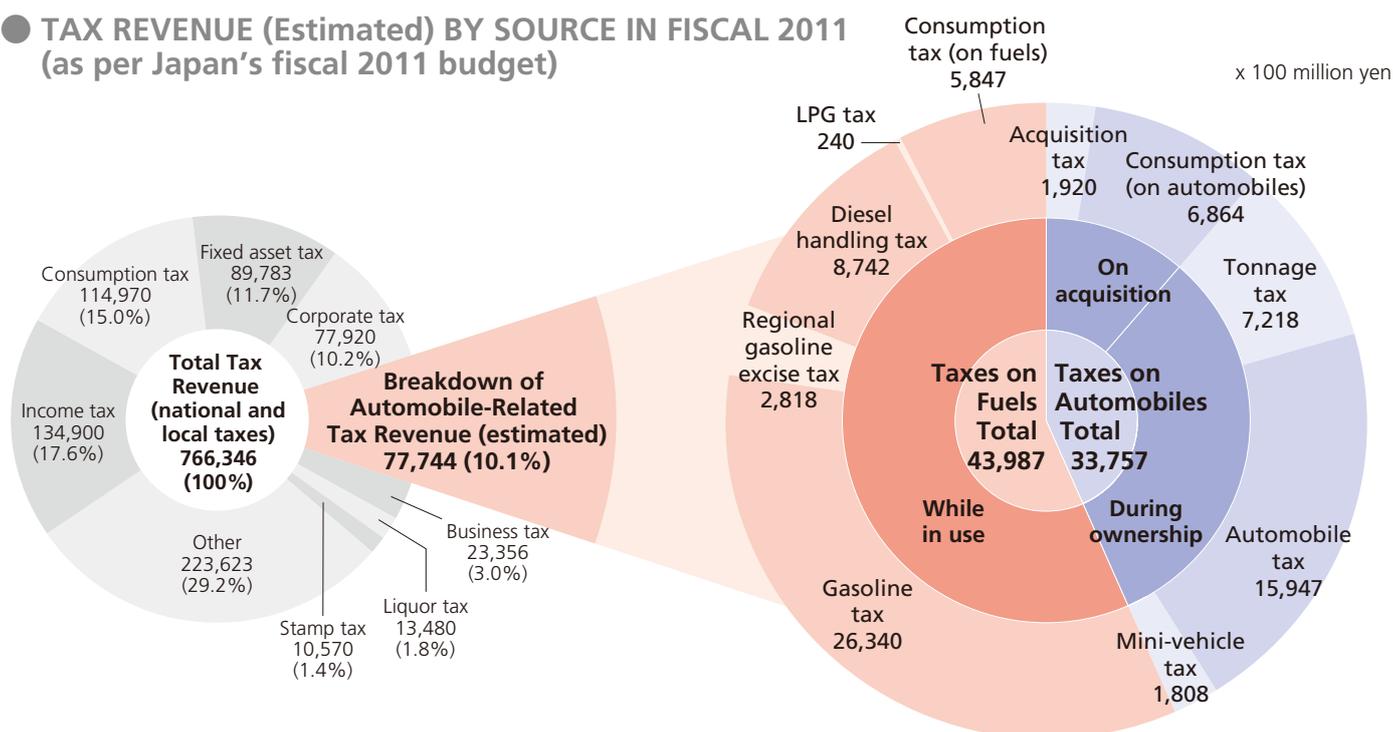
Information from front sensors helps a vehicle keep a safe distance from the vehicle ahead through brake or speed control according to a preset vehicle speed.



Eight Trillion Yen in Annual Automobile-Related Tax Revenue

Since the initial earmarking of funds for road construction and road maintenance programs in line with Japan's first five-year road improvement plan in 1954, there has been a steady increase both in the number of automobile-related taxes assessed on users and in their respective rates. Currently, the automobile tax structure consists of nine different taxes, creating a very heavy tax burden for Japanese motor vehicle owners. Under the government's budget for fiscal 2011, the total value of tax revenue from these automobile-related taxes was estimated at 7.8 trillion yen, or 10.1% of Japan's anticipated total tax revenue of 77 trillion yen in fiscal 2011.

TAX REVENUE (Estimated) BY SOURCE IN FISCAL 2011 (as per Japan's fiscal 2011 budget)



Notes: 1. Automobile-related consumption tax revenue is not included in the "Consumption tax" segment in the chart on the left, but is included in the breakdown of automobile-related tax revenue appearing in the chart on the right. 2. Automobile-related consumption tax revenue values have been calculated by JAMA. 3. The consumption tax is a national sales tax, of which 1% of the revenue is redistributed to local government coffers.

Sources: Ministry of Finance; Ministry of Internal Affairs and Communications

AUTOMOBILE-RELATED TAXES IN JAPAN (as of April 1, 2010)

Tax Category	On Acquisition		During Ownership	
	Acquisition Tax	Consumption Tax	Tonnage Tax	Automobile Tax
How Assessed	Assessed on the acquisition of an automobile, whether new or used, based on the purchase price	Assessed on the purchase price of the automobile	Assessed according to vehicle weight at each vehicle inspection	Fixed amount assessed each year on the owner as of April 1
National/Local Tax	Prefectural tax	National and local tax	National tax	Prefectural tax
Tax Rate/Amount	(Private use) - 5% of purchase price (3% for commercial and mini-vehicles) - Exempted for vehicles purchased for 500,000 yen or less	5% (of which 1% is a local tax)	1) Alternative-energy/next-generation vehicles (through April 30, 2012): No tax assessed 2) Vehicles on the road 18 years or longer since first registration: Previous rates apply (Private use) 3) Passenger cars (per 0.5t): 5,000 yen/year 4) Trucks (per ton of GVW) - Over 2.5 tons: 5,000 yen/year - Up to 2.5 tons: 3,800 yen/year 5) Buses (per ton of GVW): 5,000 yen/year 6) Mini-vehicles (single rate): 3,800 yen/year 7) Motorcycles - 251cc and over (single rate): 2,200 yen/year - 126 to 250cc: 5,500yen/on registration	Passenger cars (for private use) - Up to 1,000cc 29,500 yen/year - 1,001 to 1,500cc 34,500 yen/year - 1,501 to 2,000cc 39,500 yen/year - 2,001 to 2,500cc 45,000 yen/year - 2,501 to 3,000cc 51,000 yen/year - 3,001 to 3,500cc 58,000 yen/year - 3,501 to 4,000cc 66,500 yen/year - 4,001 to 4,500cc 76,500 yen/year - 4,501 to 6,000cc 88,000 yen/year - Over 6,000cc 111,000 yen/year

● JAPAN'S ESTIMATED AUTOMOBILE-RELATED TAX REVENUE IN FISCAL 2011

			Tax Revenue (x 100 million yen)	Original Tax Rate	Current Tax Rate	Comparison with Original Tax Rate (multiplier value)
Taxes on Automobiles	On acquisition	Acquisition tax	1,920	3%	5% (Excluding commercial/mini-vehicles)	1.7
		Consumption tax (on automobiles)	6,864	5%	—	—
	During ownership	Tonnage tax	7,218	¥2,500/0.5t (Registered vehicles for private use)	¥5,000/0.5t (Registered vehicles for private use)	2.0
		Automobile tax	15,947	Based on engine capacity	No change	—
		Mini-vehicle tax	1,808	¥7,200/year (Passenger cars for private use)	No change	—
Total			33,757			
Taxes on Fuels	While in use	Gasoline tax	26,340	¥24.3/ℓ	¥48.6/ℓ	2.0
		Regional gasoline excise tax	2,818	¥4.4/ℓ	¥5.2/ℓ	1.2
		Diesel handling tax	8,742	¥15.0/ℓ	¥32.1/ℓ	2.1
		LPG tax	240	¥17.5/kg	No change	—
		Consumption tax (on fuels)	5,847	5%	—	—
		Total	43,987			
Grand Total			77,744			

Notes: 1. Consumption tax revenue values have been calculated by JAMA. 2. Tax rates indicated effective as of April 1, 2010.

● TAX RATES IN EFFECT (Examples), 1954-2012, TO SUPPORT ROAD NETWORK IMPROVEMENTS

Year	Five-Year Plan	Year	Acquisition Tax	Tonnage Tax Yen/0.5ton year	Gasoline Tax Yen/ℓ	Regional Gasoline Excise Tax Yen/ℓ	Diesel Handling Tax Yen/ℓ	LPG Tax Yen/kg
1954-'57	First	'54 '55 '56 '57	Commercial and mini-vehicles excluded	In the case of a passenger car for private use	13.0 11.0 14.8 19.2 22.1 24.3	2.0 3.5 4.0 4.4	6.0 8.0 10.4 12.5 15.0	5 10 17.5
'58-'60	Second	'59						
'61-'63	Third	'61						
'64-'66	Fourth	'64 '66						
'67-'69	Fifth	'67 '68						
'70-'72	Sixth	'70 '71						
'73-'77	Seventh	'74 '76						
'78-'82	Eighth	'79						
'83-'87	Ninth							
'88-'92	Tenth							
'93-'97	Eleventh	'93						
'98-'02	Twelfth	'98						
2003-'07	As per the national priority infrastructure development plan							
'08-	As per the national medium-term road infrastructure plan							
'10-	—							
Comparison with original tax rate (multiplier value)			1.67	2.00	2.00	1.18	2.14	1.00

Original tax rate

Note: Tax rates indicated effective as of April 1, 2010.

Source: Japan Automobile Manufacturers Association

Mini-Vehicle Tax	While in Use				
	Gasoline Tax	Regional Gasoline Excise Tax	Diesel Handling Tax	LPG Tax	Consumption Tax
Fixed amount assessed each year on the owner as of April 1	Assessed on gasoline		Assessed on light oil	Assessed on LPG	Assessed on the purchase price of fuels
	Included in the fuel price				
Municipal tax	National tax		Prefectural tax	National tax	National and local tax
1) Mini-vehicles (for private use)	48.6 yen/ℓ	5.2 yen/ℓ	32.1 yen/ℓ (light oil)	17.5 yen/kg (LPG)	5% of the purchase price of fuels (of which 1% is a local tax)
- Passenger cars 7,200 yen/year - Trucks 4,000 yen/year					
2) Motorcycles	[For light oil, imposed on the light oil price excluding the diesel handling tax]				
- Up to 50cc 1,000 yen/year					
- 51 to 90cc 1,200 yen/year					
- 91 to 125cc 1,600 yen/year					
- 126 to 250cc 2,400 yen/year - 251cc and over 4,000 yen/year					

Source: Japan Automobile Manufacturers Association

Tax Incentives to Promote the Wider Use of Eco-Friendly Vehicles

In 2009, at the urging of Japan's automobile industry, the Japanese government expanded the scope of its tax incentive measures for eco-friendly vehicles. As a result, both new and extended tax incentives came into effect in Japan starting April 1, 2009 for vehicles meeting stipulated environmental performance criteria. Through reductions in the tonnage tax as well as the acquisition and automobile taxes, the measures aim to accelerate the renewal of Japan's vehicle fleet in the shift to a low-carbon society.

INCENTIVES & ELIGIBILITY REQUIREMENTS FOR NEW VEHICLES

● ACQUISITION AND TONNAGE TAX REDUCTIONS/EXEMPTIONS

The incentives below are in effect from April 1, 2009 through March 31, 2012 for the acquisition tax (imposed once only, at the time of vehicle purchase) and from April 1, 2009 through April 30, 2012 for the tonnage tax (with reductions applicable once only, upon first payment of the tax at the time of first mandatory inspection after vehicle purchase; for vehicles in use, at the time of first mandatory inspection during the effective period).

Vehicle Type	Requirements	Certification Sticker(s)	Reductions/Exemptions	
			Acquisition Tax	Tonnage Tax
Alternative-Energy/ Next-Generation Vehicles	Electric (including fuel cell) vehicles Plug-in hybrid vehicles Clean diesel vehicles (1) Hybrid vehicles (2) Natural gas vehicles (3)		Exempt	Exempt
Fuel-Efficient and Low-Emission Vehicles (4) (Passenger cars and mini-vehicles)	Compliant +25% compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		75% reduction	75% reduction
	Compliant +15% (or better) compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		50% reduction	50% reduction
Trucks and Buses (2.5t<GVW≤3.5t) (5)	[Diesel vehicles:] Compliant with 2015 fuel efficiency standards and 2009 emission standards		75% reduction	75% reduction
	[Gasoline vehicles:] Compliant with 2015 fuel efficiency standards and emissions down by 50% from 2005 standards (6)		50% reduction	50% reduction
Heavy-Duty Trucks and Buses (GVW>3.5t)	Compliant with 2015 fuel efficiency standards and 2009 emission standards		75% reduction	75% reduction
	Compliant with 2015 fuel efficiency standards and 2005 emission standards, with NOx and/or PM emissions down by 10% from those standards	  	50% reduction	50% reduction

(1) Passenger cars complying with 2009 emission standards. (2) GVW≤3.5t: Compliant +25% compared to 2010 fuel efficiency standards and compliant with 2005 emission standards, with NOx emissions down by 75% from those standards. GVW>3.5t: Compliant with 2015 fuel efficiency standards and 2005 emission standards, with NOx or PM emissions down by 10% from those standards. (3) GVW≤3.5t: Emissions down by 75% from 2005 standards. GVW>3.5t: Compliant with 2005 emission standards, with NOx emissions down by 10% from those standards. (4) See page 29 for detailed information on environmental performance vehicle certification requirements and certification stickers. (5) The incentives in this category went into effect on April 1, 2010. (6) A 75% reduction in the acquisition tax for gasoline vehicles compliant with 2015 fuel efficiency standards and emissions down by 75% from 2005 standards.

● ACQUISITION AND TONNAGE TAXES ON NEW VEHICLES: EXAMPLES OF AMOUNTS ASSESSED, BY VEHICLE TYPE

	Alternative-Energy/ Next-Generation Vehicles		Passenger Cars		Mini-Vehicles		Heavy-Duty Vehicles	
	Tax Status	Exempt	With 75% reduction	With 50% reduction	With 75% reduction	With 50% reduction	With 75% reduction	With 50% reduction
Acquisition Tax	As of April 1, 2010	0	20,200	40,500	6,700	13,500	90,000	180,000
	Prior to April 1, 2010	81,000	81,000	81,000	27,000	27,000	360,000	360,000
Tonnage Tax	As of April 1, 2010	0	11,200	22,500	2,800	5,700	18,700	37,500
	Prior to April 1, 2010	22,500	45,000	45,000	11,400	11,400	75,000	75,000
Total Reduction (acquisition tax + tonnage tax)	103,500	94,600	63,000	28,900	19,200	326,300	217,500	

Assumptions: For passenger cars: purchase price = ¥1.8 million, GVW<1.5t; For mini-vehicles: purchase price = ¥1 million; For heavy-duty vehicles: purchase price = ¥8 million, GVW=15t. Notes: 1. Reductions are applied to the vehicle acquisition and tonnage taxes on the basis of compliance with stipulated requirements, and reduction amounts vary according to vehicle purchase price and weight. 2. Figures in above chart are in Japanese yen. 3. All tonnage tax assessment values shown above have been calculated on the basis of new tax rates in application from April 1, 2010.

● FISCAL 2010-2011 AUTOMOBILE TAX REDUCTIONS

Requirements	Certification Stickers	Reduction
Compliant +25% compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		50% reduction*

*Also applies to electric (including fuel cell) and plug-in hybrid vehicles. In the case of natural gas vehicles, applies only to those with emissions down by 75% from 2005 standards and to heavy-duty natural gas vehicles compliant with, and with NOx emissions down by 10% from, 2005 emission standards.

Notes: 1. The above incentive is in effect from April 1, 2010 through March 31, 2012, with reductions applicable once only. 2. For eligible vehicles newly registered in 2010 and 2011, the automobile tax reduction is applied in the year subsequent to the year of registration. 3. This scheme also mandates a yearly 10% surcharge on the automobile tax for hybrid vehicles and diesel vehicles on the road 11 years or longer, and for gasoline and LPG-powered vehicles on the road 13 years or longer, since first registration.

INCENTIVES & ELIGIBILITY REQUIREMENTS FOR USED VEHICLES

● ACQUISITION INCENTIVES/ACQUISITION TAX REDUCTIONS

Applicable in Fiscal 2010-2011		
Requirements	Certification Stickers	Amount Deducted
Compliant +25% compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		¥300,000 (deducted from purchase price)
Compliant +15% (or better) compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		¥150,000 (deducted from purchase price)

Note: Also applies to gasoline trucks and buses (2.5t<GVW≤3.5t) certified as fuel-efficient and low-emission vehicles.

Applicable in Fiscal 2009-2011			
Vehicle Type	Requirements	Certification Sticker(s)	Reduction
Electric (including fuel cell) vehicles			2.7% reduction
Natural gas vehicles	3.5t & under	Emissions down by 75% from 2005 standards 	2.7% reduction
	Over 3.5t	Compliant with, and with NOx emissions down by 10% from, 2005 emission standards 	
Hybrid vehicles (trucks and buses)	3.5t & under	Compliant +25% compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards 	2.7% reduction
	Over 3.5t	Compliant with 2015 fuel efficiency standards and 2005 emission standards, with NOx and/or PM emissions down by 10% from those standards 	
Plug-in hybrid vehicles			2.4% reduction
Hybrid vehicles (passenger cars)	Compliant +25% compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		1.6% reduction

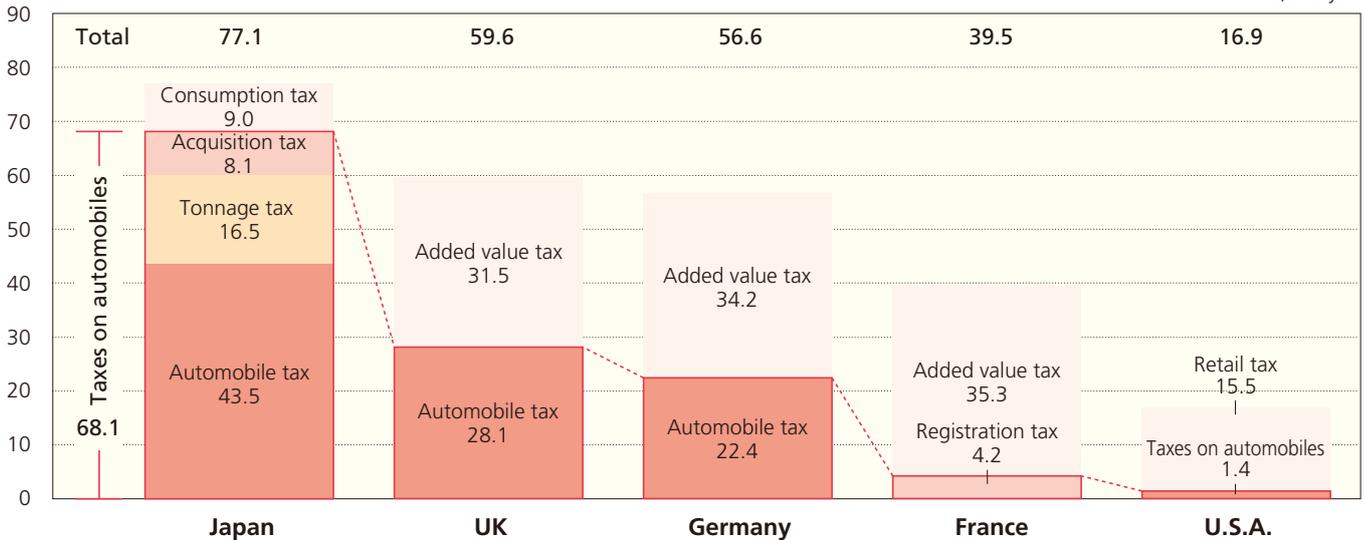
Applicable in Fiscal 2010-2011 for Diesel Vehicles			
Vehicle Type	Requirements	Period of Application	Reduction
Trucks and buses (GVW>2.5t)	Compliant with 2015 fuel efficiency standards and 2009 emission standards	October 1, 2010-August 31, 2011	3.5t<GVW≤12t vehicles only: 1.0% reduction

Automobile-Related Taxes are Onerous

Consider the case of a passenger car costing 1.8 million yen when purchased new and providing 11 years of service to the original owner for private use. During that period, six different categories of taxes (including consumption tax at the time of vehicle purchase and on fuel) will be assessed on the owner/user, amounting to a grand total of roughly 1.44 million yen, which is equivalent to the purchase price of a new 1000cc passenger car. In addition to these various taxes (totalling about 130,000 yen yearly), the user will also be required to pay onerous highway tolls, automobile insurance premiums (mandatory and optional), a recycling fee, periodic inspection fees and maintenance costs.

INTERNATIONAL COMPARISON OF AUTOMOBILE-RELATED TAXES

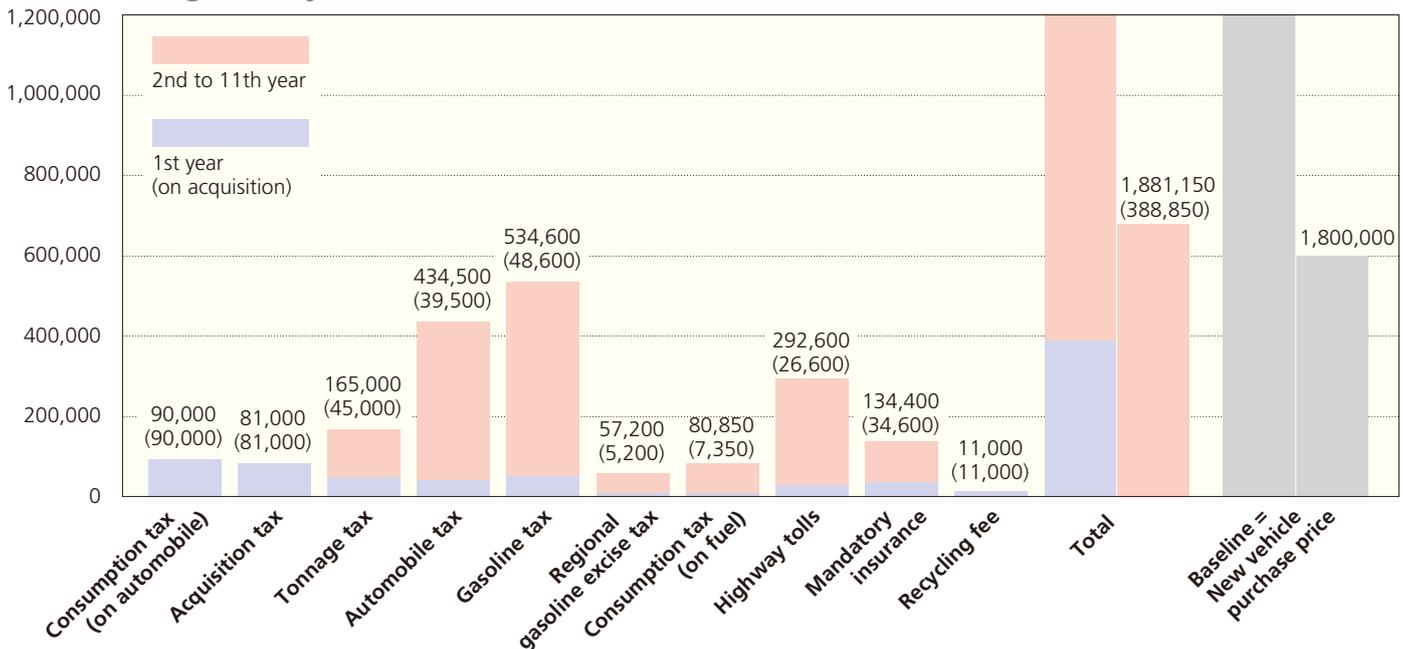
x 10,000 yen



Assumptions: 1) Engine capacity: 1800cc. 2) GVW: Under 1.5t. 3) Purchase price: ¥1.8 million. 4) Fuel consumption (JC08): 13.4km/l (CO₂ emissions: 173g/km). 5) France = Paris. U.S.A. = New York City. 6) France: Vehicle in no. 8 horsepower "class." 7) Service life: 11 years. 8) Currency exchange rates: €1 = ¥115, £1 = ¥137, US\$1 = ¥87 (averaged April 2010-March 2011).
 Notes: 1. As shown here, tax amounts other than Japan's may not be the most current. 2. Does not include any green tax regimens that may apply. 3. Does not include registration fees. 4. Automobile tax on private vehicles (i.e. for personal use only) was abolished in France as of 2000. 5. The tonnage tax amount shown here reflects Japan's new tonnage tax rate for passenger cars (5,000 yen/year per 0.5 tons) in effect from April 1, 2010.
 Source: Japan Automobile Manufacturers Association

TAXES ASSESSED ON PASSENGER CAR OWNERSHIP/USE (PRIVATE) (assuming an 11-year service life)

Yen

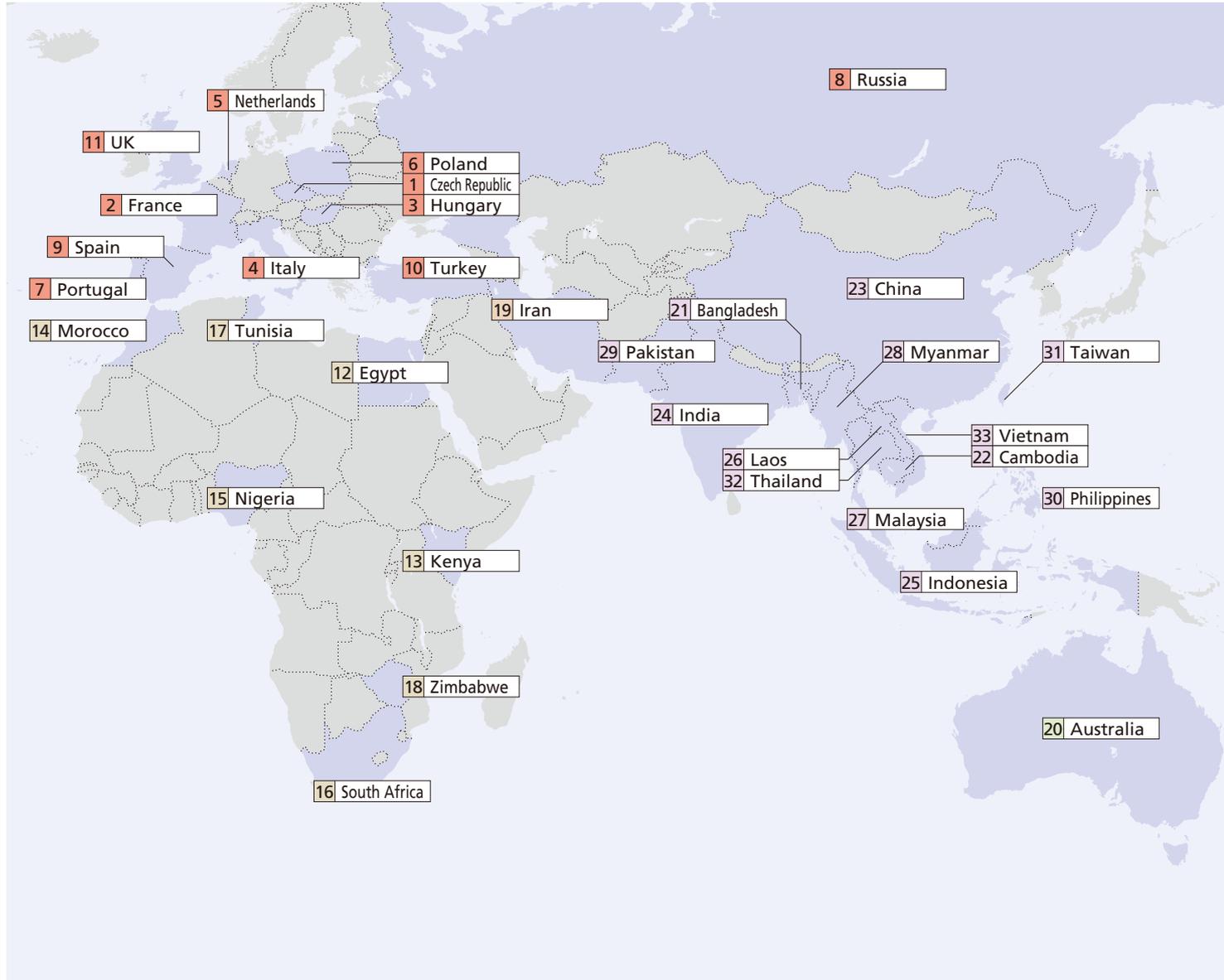


Assumptions: 1) A passenger car with 1800cc engine capacity and purchase price of ¥1.8 million (retail price, excluding consumption tax). 2) GVW: Under 1.5t. 3) Annual fuel consumption: 1,000 liters. 4) Tonnage tax imposed yearly, but collected only at time of mandatory vehicle inspection. 5) Tax amounts reflect rates in effect from April 1, 2007 except for the tonnage tax amounts, which reflect Japan's new tonnage tax rate for passenger cars (5,000 yen/year per 0.5 tons) in effect from April 1, 2010. 6) Consumption tax = 5% of retail price. 7) The recycling fee indicated is the average rate for an 1800cc passenger car.
 Notes: 1. Estimated highway tolls, mandatory insurance premium payments and recycling fee are included here because they can be considered similar to taxes. (Mandatory insurance premium values indicated effective as of April 1, 2011.) 2. Value of highway tolls was estimated by JAMA based on highway toll revenue in 2009.
 Source: Japan Automobile Manufacturers Association

Global Manufacturing Operations Expand Their Range

Japanese automobile manufacturers have continued to develop local production operations, whether as wholly-owned subsidiaries or as joint ventures, in the United States, Europe, Southeast Asia, China and, recently, Russia and other countries with emerging markets. These operations contribute to the strengthening of local economies

● GEOGRAPHICAL DISTRIBUTION OF JAPANESE AUTOMAKERS' OVERSEAS PRODUCTION BASES



● JAPANESE AUTOMAKERS' OVERSEAS PRODUCTION BASES: Number of Plants by Country &

Country/ Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor- cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
Europe					
Czech Republic	1	1	-	-	-
France	2	1	1	-	-
Hungary	3	1	-	-	-
Italy	4	-	1	-	1
Netherlands	5	1	-	-	-
Poland	6	-	-	-	3
Portugal	7	2	-	-	-
Spain	9	1	3	-	-
Turkey	10	3	-	-	-
UK	11	3	-	-	1
Europe Total		18	5	-	5

Country/ Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor- cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
Africa					
Egypt	12	3	-	-	-
Kenya	13	3	-	-	-
Morocco	14	1	-	-	-
Nigeria	15	-	2	-	-
South Africa	16	6	-	-	-
Tunisia	17	1	-	-	-
Zimbabwe	18	1	-	-	-
Africa Total		15	2	-	-
Middle East					
Iran	19	1	-	-	-
Middle East Total		1	-	-	-
Oceania					
Australia	20	1	-	-	1
Oceania Total		1	-	-	1

through employment creation, local parts purchasing and, in many cases, export revenue for the host countries. Locally-produced automobile parts such as engines and transmissions, as well as finished vehicles of some models, are exported to Japan and other destinations.



Items Produced

Country/ Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor- cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
Asia					
Bangladesh	21	1	-	-	-
Cambodia	22	-	1	-	-
China	23	22	9	-	12
India	24	6	4	-	2
Indonesia	25	9	4	1	8
Laos	26	-	1	-	-
Malaysia	27	7	3	-	2
Myanmar	28	-	-	1	-
Pakistan	29	5	1	1	-
Philippines	30	10	4	-	3
Taiwan	31	7	2	-	-
Thailand	32	11	4	-	8
Vietnam	33	5	1	2	1
Asia Total		83	34	5	36

Country/ Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor- cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
North America					
Canada	34	4	-	-	1
U.S.A.	35	14	1	-	9
North America Total		18	1	-	10
Latin America					
Argentina	36	1	1	1	-
Brazil	37	4	4	-	1
Colombia	38	2	2	-	-
Ecuador	39	2	-	-	-
Mexico	40	4	1	1	-
Peru	41	-	1	-	-
Venezuela	42	2	1	-	-
Latin America Total		15	10	2	1
World Total		151	52	7	53

Source: Japan Automobile Manufacturers Association

Overseas Production Benefits Local Economies

The global operations of Japanese automobile manufacturers continue to grow, focusing increasingly on overseas production. Whether as independent operations, joint ventures or technical tie-ups, local manufacturing activities are conducted in numerous countries around the world (see pages 54-55). Overseas production brings significant benefits to local economies and host countries, including employment, industrial development, and technology transfer.

OVERSEAS PRODUCTION BY JAPANESE AUTOMOBILE MANUFACTURERS

In vehicle units

Year	Asia	Middle East	Europe	North America		Latin America	Africa	Oceania	Total	
				EU	U.S.A.					
1985	208,589	—	44,658	43,175	296,569	296,569	90,252	99,500	151,574	891,142
1986	282,912	—	75,163	73,903	426,087	425,644	87,115	119,000	133,109	1,123,386
1987	355,758	—	102,943	100,794	608,446	592,761	104,925	134,000	127,003	1,433,075
1988	456,489	—	132,129	130,326	723,396	672,766	125,531	145,000	152,334	1,734,879
1989	597,402	—	205,005	203,215	1,040,868	932,242	144,811	184,500	166,541	2,339,127
1990	952,390	—	226,613	223,164	1,570,114	1,298,878	160,654	186,000	169,169	3,264,940
1991	1,035,715	—	285,994	282,278	1,684,964	1,378,907	169,001	172,000	134,051	3,481,725
1992	1,120,430	—	358,601	351,296	1,853,097	1,547,361	195,161	167,500	109,276	3,804,065
1993	1,315,346	—	496,574	472,744	2,030,478	1,691,239	211,802	179,000	106,754	4,339,954
1994	1,553,585	—	502,332	477,728	2,346,619	1,982,209	197,325	168,000	128,213	4,896,074
1995	1,882,850	—	641,573	575,852	2,595,436	2,215,657	110,660	226,000	102,961	5,559,480
1996	1,950,621	—	738,378	650,990	2,641,451	2,275,525	140,031	195,674	118,097	5,784,252
1997	2,003,286	—	814,689	714,699	2,664,588	2,290,685	190,596	182,218	136,107	5,991,484
1998	1,215,202	5,688	920,985	814,847	2,674,299	2,270,516	260,131	144,181	150,685	5,371,171
1999	1,547,671	3,493	929,303	835,582	2,797,175	2,311,163	246,710	130,216	125,575	5,780,143
2000	1,673,740	4,258	953,170	837,679	2,991,924	2,480,691	387,732	146,435	130,933	6,288,192
2001	1,872,521	5,660	1,032,004	939,034	3,061,612	2,451,496	407,887	162,825	137,084	6,679,593
2002	2,380,621	6,000	1,153,059	1,015,748	3,375,453	2,720,449	445,862	155,973	135,498	7,652,466
2003	3,007,348	5,820	1,338,476	1,245,469	3,487,012	2,821,723	457,467	162,969	148,471	8,607,563
2004	3,638,978	10,800	1,454,903	1,296,516	3,840,744	3,143,603	534,863	191,537	125,726	9,797,551
2005	3,964,209	10,500	1,545,355	1,369,556	4,080,713	3,383,277	645,074	225,725	134,581	10,606,157
2006	4,129,856	11,400	1,702,836	1,509,402	4,001,639	3,281,073	745,827	259,050	121,635	10,972,243
2007	4,523,751	3,342	1,976,407	1,789,875	4,049,068	3,324,326	895,099	252,332	159,710	11,859,709
2008	4,877,074	0	1,876,109	1,693,151	3,576,246	2,893,466	920,738	257,646	143,741	11,651,554
2009	5,145,418	0	1,228,294	1,136,145	2,687,527	2,108,161	790,794	168,651	96,836	10,117,520
2010	7,114,097	0	1,356,126	1,250,226	3,402,948	2,666,084	982,342	206,476	119,473	13,181,462

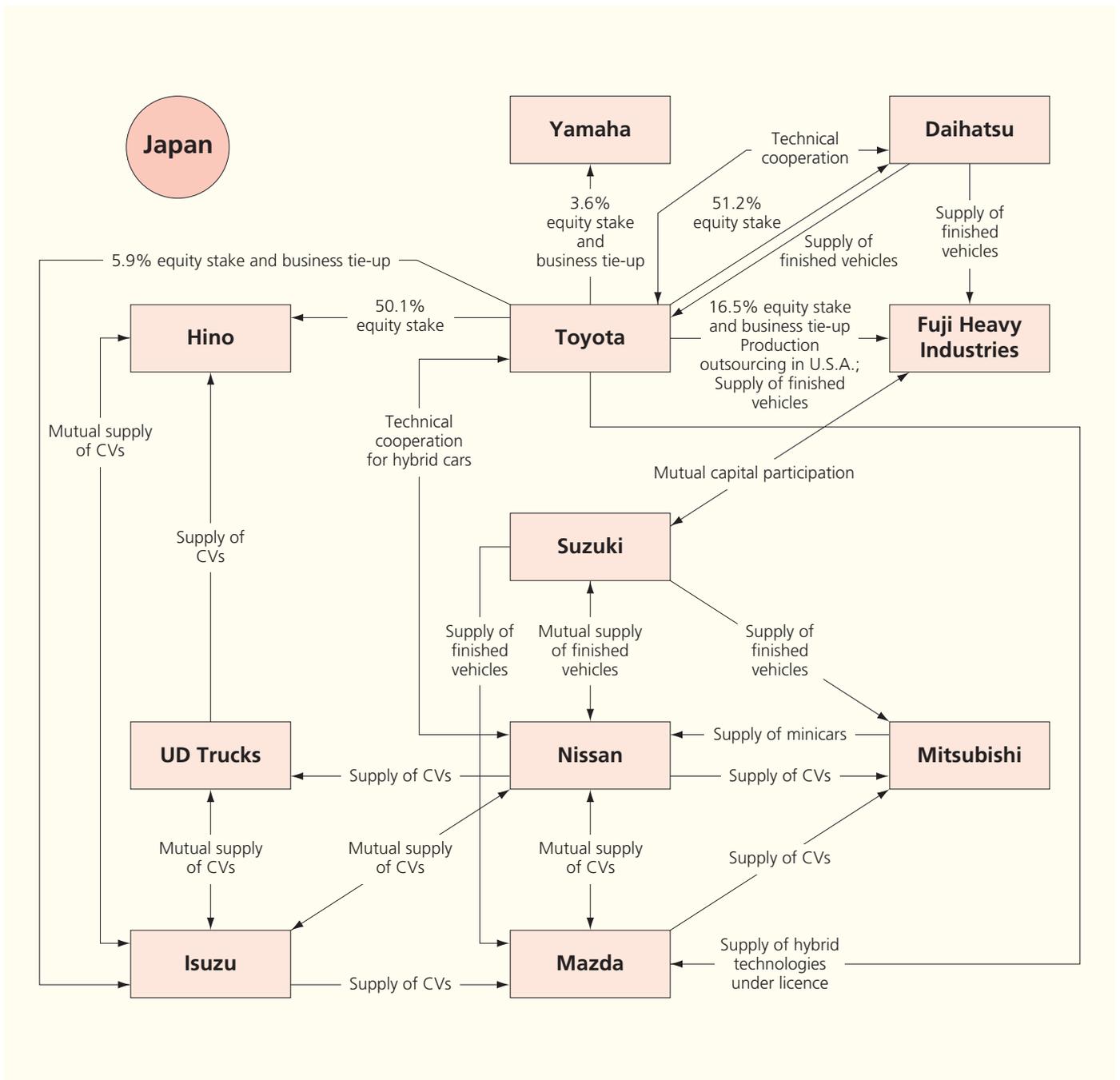
Notes: 1. Data in principle is for Japanese-brand vehicles only. 2. Until 1997, data was based on statistics supplied by national automobile trade associations of respective countries. 3. Mexico is included in Latin America and Turkey in Europe. 4. Data excludes vehicles produced with technical assistance only provided by Japanese automakers. 5. The figures reflect the use of a new method, adopted as of January 2007, for computing overseas unit production.

Source: Japan Automobile Manufacturers Association

Japanese Automakers Forge Extensive International Alliances

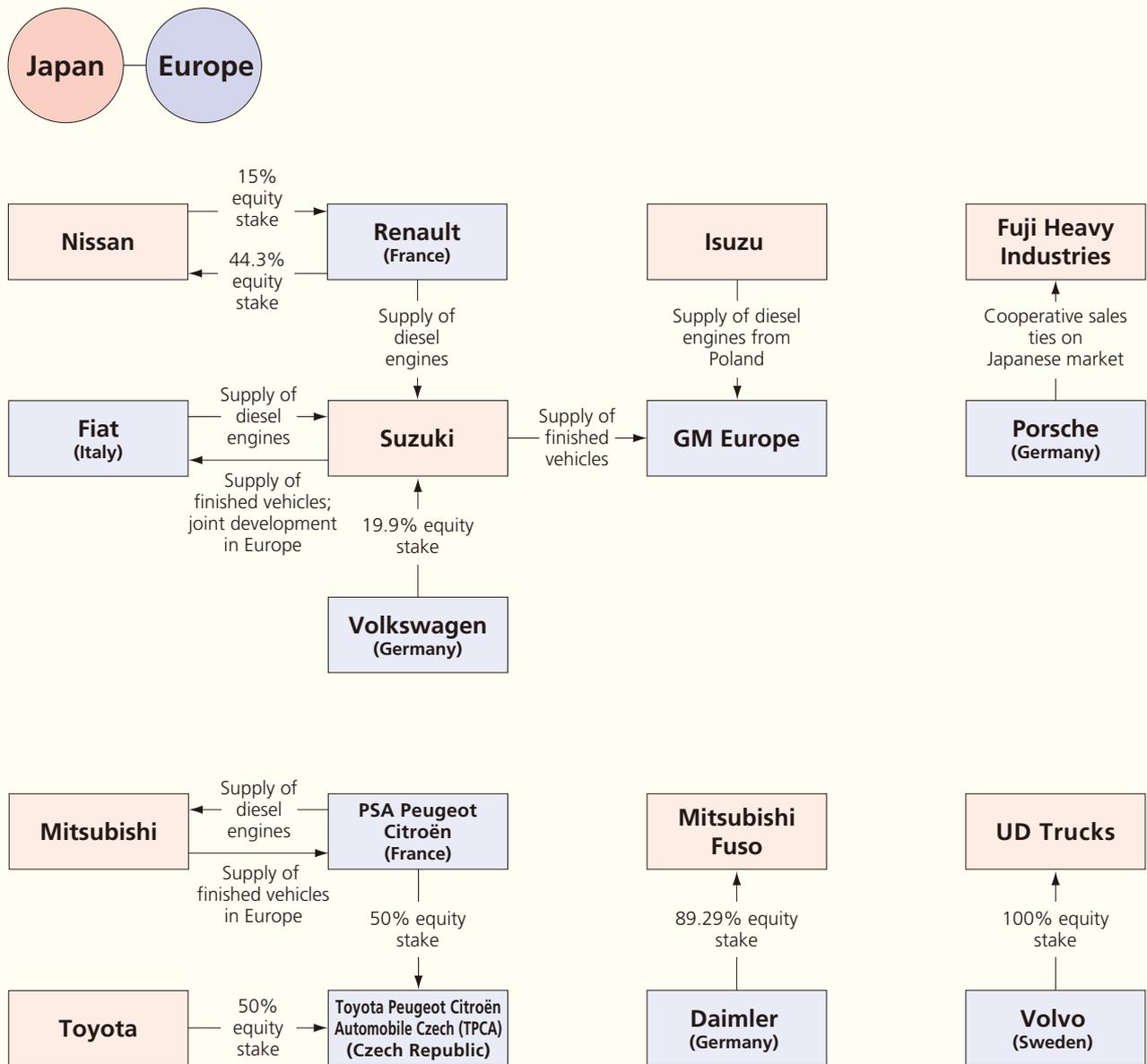
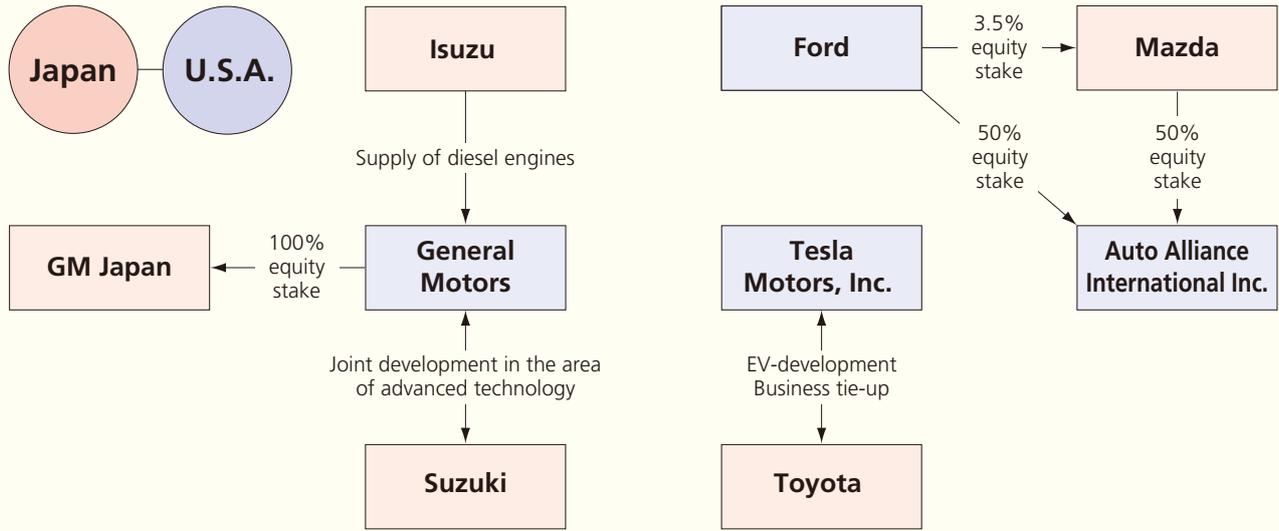
With economic globalization, Japanese automobile manufacturers have rapidly adapted to the needs of individual markets, not only by shifting production to those markets but also by forging extensive alliances with overseas manufacturers. Various forms of partnership currently exist between Japanese, U.S. and European automakers—including capital and technical tie-ups, joint R&D and production operations, and cooperative sales ties—and such arrangements are expanding yearly. With the rapid spread of motorization in China and Southeast Asia, Japanese automakers are actively building relationships with local manufacturers there on the basis of capital tie-ups and the supply of production as well as environment- and safety-related technologies.

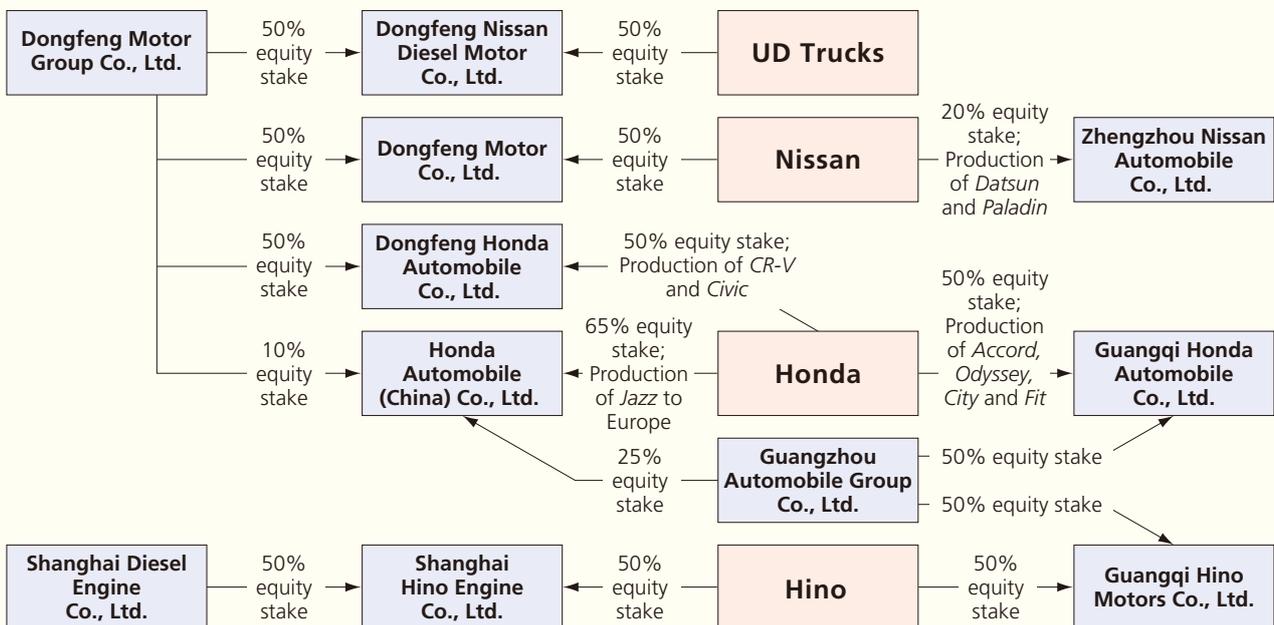
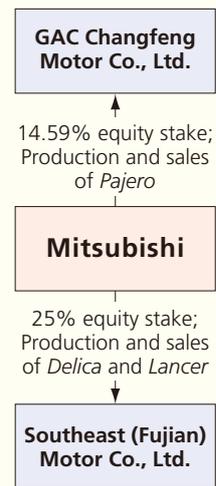
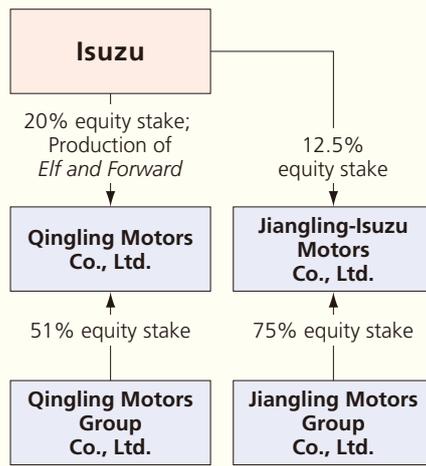
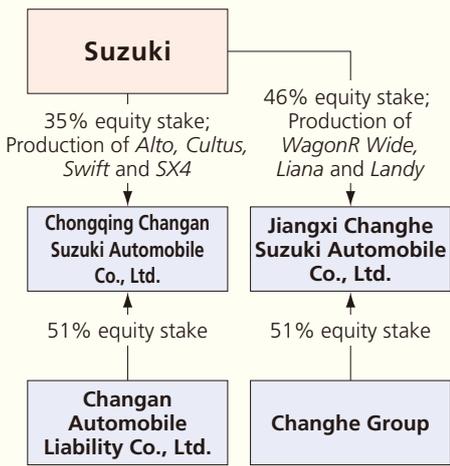
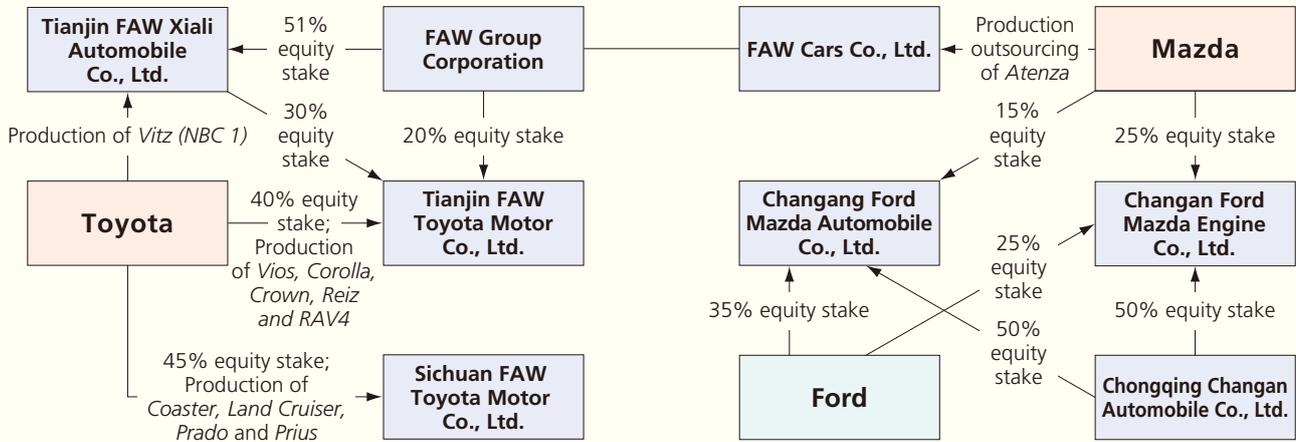
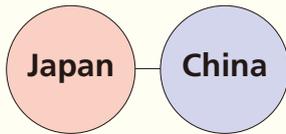
At March 31, 2011



Note: In principle, the tie-ups shown above cover only technical cooperation related to motor vehicle production and exclude sales tie-ups.

Source: Japan Automobile Manufacturers Association



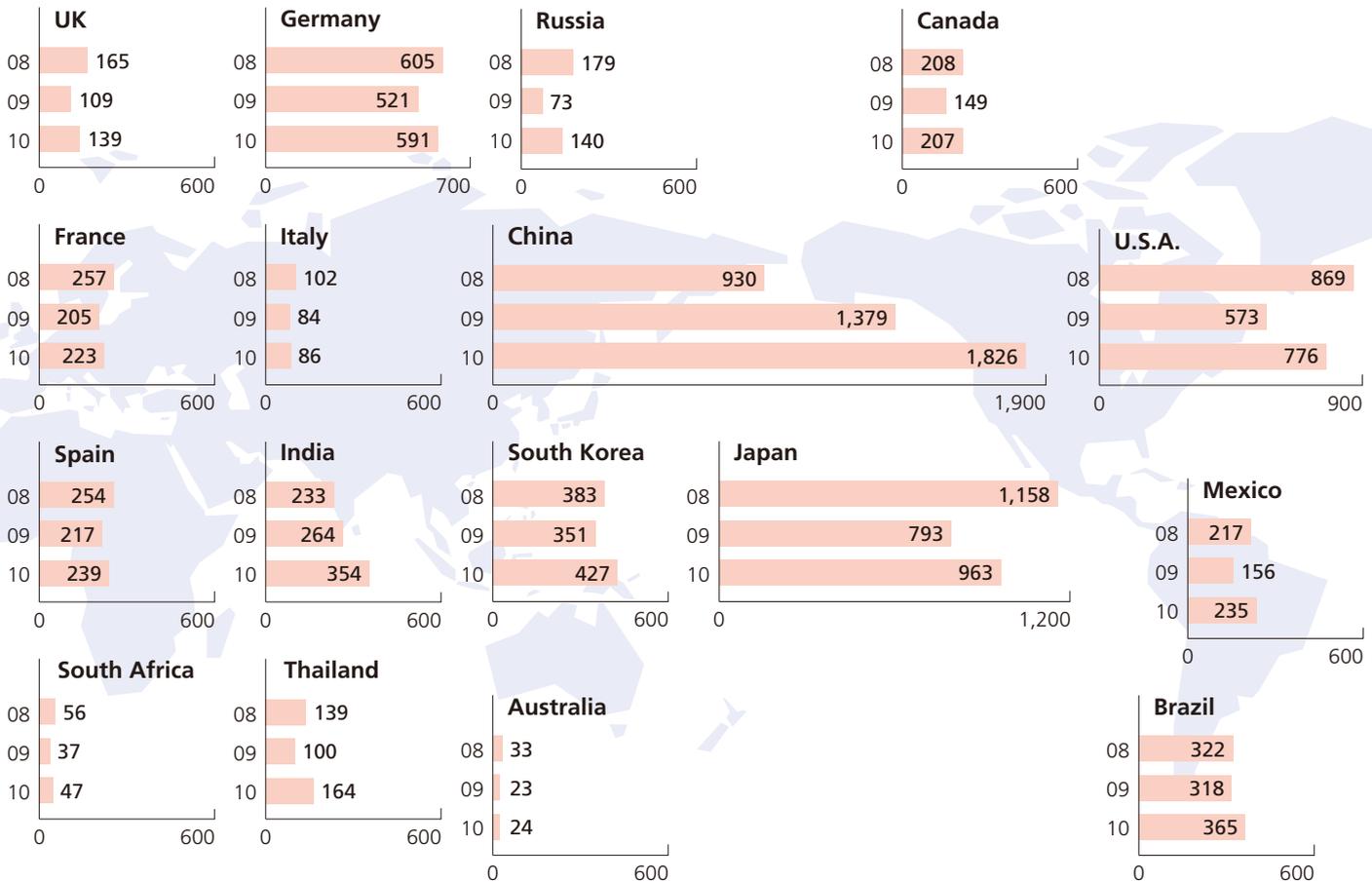


Motor Vehicle Production Increases Worldwide

In 2010 worldwide motor vehicle production (excluding motorcycles) surged 25.8% from the previous year to a total of 77.61 million units. By region, production increased in North America (up 36.1% to 9.83 million units), Asia-Oceania (up 28.8% to 40.90 million units), Latin America (up 26.9% to 6.78 million units), Africa (up 18.0% to 488,000 units), and Europe (up 15.6% to 19.61 million units).

MOTOR VEHICLE PRODUCTION EXCLUDING MOTORCYCLES (MAJOR PRODUCING COUNTRIES)

x 10,000 units



GLOBAL MOTORCYCLE PRODUCTION (BY COUNTRY/TERRITORY)

In vehicle units

Country/Territory	2007			2008			2009		
	Mopeds	Motorcycles	Total	Mopeds	Motorcycles	Total	Mopeds	Motorcycles	Total
Austria	—	—	78,269	—	79,176	79,176	—	51,366	51,366
Czech Republic	135	2,005	2,140	190	1,371	1,561	98	689	787
Germany	253	105,304	105,557	—	105,993	105,993	—	82,438	82,438
Italy	190,000	502,500	692,500	171,000	470,000	641,000	—	—	—
Spain	111,520	142,289	253,809	—	—	213,696	—	—	115,602
UK	—	32,100	32,100	—	—	33,900	—	—	—
Russia	—	—	25,000	—	—	28,000	—	—	22,000
Brazil	—	1,734,349	1,734,349	—	2,140,907	2,140,907	—	—	—
Colombia	—	—	448,556	—	—	395,818	—	—	—
China	—	—	25,625,526	—	25,944,749	27,501,989	—	23,592,594	25,427,676
India	—	—	8,157,781	444,860	6,765,484	8,408,335	535,148	7,873,097	9,798,711
Indonesia	—	—	4,722,521	—	4,714,168	6,264,265	—	3,658,414	5,884,021
Japan	0	1,676,097	1,676,097	—	1,226,839	1,226,839	—	644,901	644,901
Malaysia	380,365	66,050	446,415	453,815	82,752	536,567	—	—	—
Pakistan	—	—	329,395	—	—	411,715	—	—	392,926
Philippines	—	—	350,330	—	317,127	317,127	—	315,675	326,475
South Korea	—	—	131,272	—	—	133,737	—	—	96,583
Taiwan	—	—	1,509,425	—	—	1,555,042	—	—	1,020,124
Thailand	—	—	1,160,967	—	—	1,923,651	—	—	1,635,249

Note: "—" means data is not available.

Sources: Motorcycle manufacturers' associations of individual countries, etc.

GLOBAL MOTOR VEHICLE PRODUCTION (BY COUNTRY/REGION/TERRITORY)

In vehicle units

Country/Region/ Territory	2008			2009			2010		
	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total
Austria	125,836	25,441	151,277	56,620	15,714	72,334	86,000	18,814	104,814
Belgium	680,131	44,367	724,498	524,595	12,759	537,354	313,520	24,770	338,290
Finland	17,519	376	17,895	10,907	64	10,971	6,500	0	6,500
France	2,145,935	423,043	2,568,978	1,819,462	228,196	2,047,658	1,922,339	305,035	2,227,374
Germany	5,532,030	513,700	6,045,730	4,964,523	245,334	5,209,857	5,552,409	353,576	5,905,985
Italy	659,221	364,553	1,023,774	661,100	182,139	843,239	573,169	284,190	857,359
Netherlands	59,223	73,271	132,494	50,620	26,131	76,751	48,025	46,081	94,106
Portugal	132,242	42,913	175,155	101,680	24,335	126,015	114,563	44,160	158,723
Spain	1,943,049	598,595	2,541,644	1,812,688	357,390	2,170,078	1,913,513	474,387	2,387,900
Sweden	252,287	56,012	308,299	128,738	27,698	156,436	177,084	40,000	217,084
UK	1,446,619	202,896	1,649,515	999,460	90,679	1,090,139	1,270,444	123,019	1,393,463
Czech Republic	934,046	12,521	946,567	976,435	6,808	983,243	1,069,518	6,867	1,076,385
Hungary	342,359	3,696	346,055	131,600	1,770	133,370	165,000	2,890	167,890
Poland	842,000	110,840	952,840	818,800	60,198	878,998	785,000	84,376	869,376
Romania	231,056	14,252	245,308	279,320	17,178	296,498	323,587	27,325	350,912
Slovakia	575,776	0	575,776	461,340	0	461,340	556,941	0	556,941
Slovenia	180,233	17,610	197,843	202,570	10,179	212,749	195,207	10,504	205,711
Double Countings Germany/Belgium	132,402	0	132,402	88,873	0	88,873	0	0	0
Double Countings Germany/Italy	12,472	0	12,472	3,886	0	3,886	4,346	0	4,346
Double Countings Portugal/Japan	0	19,695	19,695	0	5,487	5,487	0	10,031	10,031
European Union (EU27)	15,954,688	2,484,391	18,439,079	13,907,699	1,301,085	15,208,784	15,068,473	1,835,963	16,904,436
Turkey	621,567	525,543	1,147,110	510,931	358,674	869,605	603,394	491,163	1,094,557
Serbia	9,818	1,810	11,628	8,720	1,355	10,075	5,620	850	6,470
Russia	1,469,429	320,872	1,790,301	599,265	125,747	725,012	1,208,362	194,882	1,403,244
Belarus	0	28,511	28,511	0	11,520	11,520	0	16,650	16,650
Ukraine	400,799	22,328	423,127	65,646	3,649	69,295	75,261	7,872	83,133
Uzbekistan	195,038	13,000	208,038	110,200	7,700	117,900	130,400	26,480	156,880
Double Countings Ukraine/World	270,000	0	270,000	44,220	0	44,220	52,330	0	52,330
CIS	1,795,266	384,711	2,179,977	730,891	148,616	879,507	1,361,693	245,884	1,607,577
Europe	18,381,339	3,396,455	21,777,794	15,158,241	1,809,730	16,967,971	17,039,180	2,573,860	19,613,040
Canada	1,195,436	886,805	2,082,241	822,267	668,215	1,490,482	968,860	1,102,166	2,071,026
U.S.A.	3,776,641	4,916,900	8,693,541	2,195,588	3,535,809	5,731,397	2,731,105	5,030,335	7,761,440
North America	4,972,077	5,803,705	10,775,782	3,017,855	4,204,024	7,221,879	3,699,965	6,132,501	9,832,466
Mexico	1,217,458	950,486	2,167,944	942,876	618,176	1,561,052	1,390,163	954,961	2,345,124
Argentina	399,236	197,850	597,086	380,067	132,857	512,924	508,401	208,139	716,540
Brazil	2,545,729	670,247	3,215,976	2,575,418	607,505	3,182,923	2,828,273	820,085	3,648,358
Venezuela	88,116	46,926	135,042	71,907	39,748	111,655	73,757	30,600	104,357
Double Countings Venezuela/World	58,400	23,800	82,200	58,770	16,001	74,771	60,308	13,870	74,178
Other	38,543	37,916	76,459	24,679	22,079	46,758	25,300	13,700	39,000
Latin America	4,230,682	1,879,625	6,110,307	3,936,177	1,404,364	5,340,541	4,765,586	2,013,615	6,779,201
North and Latin America	9,202,759	7,683,330	16,886,089	6,954,032	5,608,388	12,562,420	8,465,551	8,146,116	16,611,667
Australia	285,590	43,966	329,556	188,158	39,125	227,283	205,334	38,161	243,495
China	6,737,745	2,561,435	9,299,180	10,383,831	3,407,163	13,790,994	13,897,083	4,367,584	18,264,667
India	1,846,051	486,277	2,332,328	2,175,220	466,330	2,641,550	2,814,584	722,199	3,536,783
Indonesia	431,423	169,205	600,628	352,172	112,644	464,816	528,200	176,515	704,715
Iran	1,232,263	41,921	1,274,184	1,170,503	223,572	1,394,075	1,367,014	232,440	1,599,454
Japan	9,928,143	1,647,501	11,575,644	6,862,161	1,071,896	7,934,057	8,310,362	1,318,558	9,628,920
Malaysia	484,512	46,298	530,810	447,002	42,267	489,269	522,568	45,147	567,715
Pakistan	126,268	29,705	155,973	92,552	16,881	109,433	130,625	22,345	152,970
Philippines	46,458	7,976	54,434	43,558	6,861	50,419	56,580	6,950	63,530
South Korea	3,450,478	376,204	3,826,682	3,158,417	354,509	3,512,926	3,866,206	405,735	4,271,941
Taiwan	138,714	44,260	182,974	183,986	42,370	226,356	251,490	51,966	303,456
Thailand	401,309	992,433	1,393,742	313,442	685,936	999,378	554,387	1,090,126	1,644,513
Vietnam	31,684	1,334	33,018	32,085	884	32,969	32,100	820	32,920
Double Countings China/World	81,750	0	81,750	113,370	0	113,370	114,774	0	114,774
Asia-Oceania	25,058,888	6,448,515	31,507,403	25,289,717	6,470,438	31,760,155	32,421,759	8,478,546	40,900,305
Egypt	77,563	42,297	119,860	60,249	32,090	92,339	44,480	24,580	69,060
Morocco	32,056	9,675	41,731	37,573	9,106	46,679	40,250	9,750	50,000
South Africa	321,124	241,841	562,965	222,981	150,942	373,923	295,394	176,655	472,049
Other	2,040	4,615	6,655	0	0	0	0	0	0
Double Countings Egypt/World	24,788	17,310	42,098	21,120	12,450	33,570	15,600	8,960	24,560
Double Countings South Africa/World	25,900	77,200	103,100	17,900	48,020	65,920	23,690	54,990	78,680
Africa	382,095	203,918	586,013	281,783	131,668	413,451	340,834	147,035	487,869
Grand Totals	53,025,081	17,732,218	70,757,299	47,683,773	14,020,224	61,703,997	58,267,324	19,345,557	77,612,881

Note: All figures are estimates.

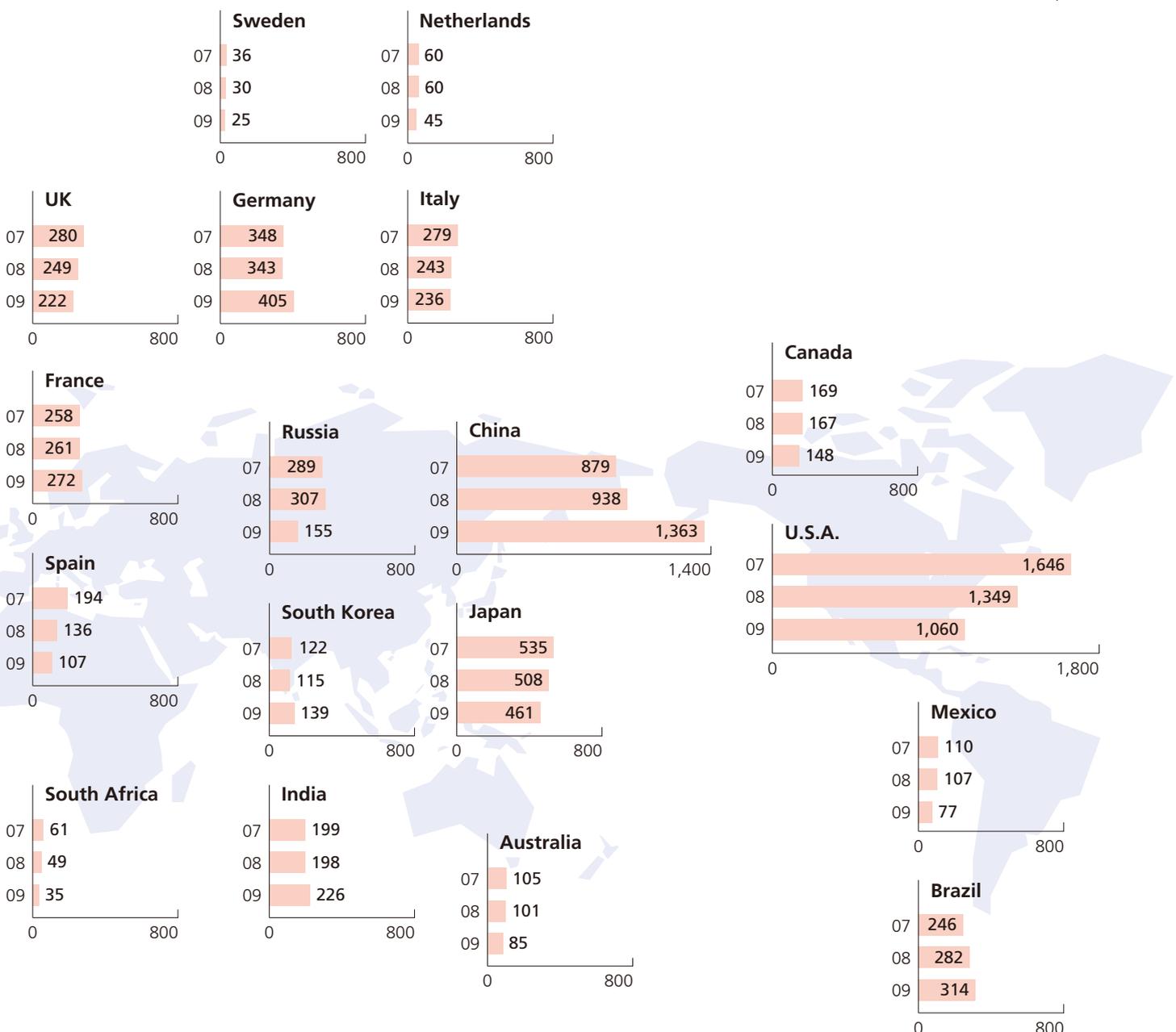
Sources: International Organization of Motor Vehicle Manufacturers (OICA); for Japan, Japan Automobile Manufacturers Association

Motor Vehicle Sales Increase in China, South Korea, Germany, India, Brazil, and Elsewhere

In 2009 overall new motor vehicle registrations (excluding motorcycles) decreased to a global total of 65.04 million units, down 4.5% from the previous year. Vehicle sales rose in China (to 13.63 million units, up 45.3%), South Korea (to 1.39 million units, up 20.7%), Germany (to 4.05 million units, up 18.2%), India (to 2.26 million units, up 14.3%), Brazil (to 3.14 million units, up 11.4%), and France (to 2.72 million units, up 4.0%). On the other hand, new registrations dropped from the previous year in Russia (to 1.55 million units, down 49.7%), the United States (to 10.60 million units, down 21.4%), Spain (to 1.07 million units, down 21.2%), Canada (to 1.48 million units, down 11.4%), the United Kingdom (to 2.22 million units, down 10.6%), Japan (to 4.61 million units, down 9.3%), and Italy (to 2.36 million units, down 2.9%).

NEW REGISTRATIONS OF MOTOR VEHICLES EXCLUDING MOTORCYCLES (SELECTED COUNTRIES)

x 10,000 units



NEW REGISTRATIONS OF PASSENGER CARS AND COMMERCIAL VEHICLES (BY COUNTRY)

In vehicle units

Country	2007			2008			2009		
	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total
Austria	298,182	42,874	341,056	293,697	42,293	335,990	319,403	31,026	350,429
Belgium	524,795	78,665	603,460	535,947	81,276	617,223	476,194	63,431	539,625
Czech Republic	174,456	74,574	249,030	143,661	71,758	215,419	161,659	24,962	186,621
Denmark	159,820	63,528	223,348	150,185	40,959	191,144	112,436	19,316	131,752
Finland	125,608	22,190	147,798	139,647	21,329	160,976	90,574	12,442	103,016
France	2,064,543	519,492	2,584,035	2,091,368	523,432	2,614,800	2,302,398	416,183	2,718,581
Germany	3,148,163	334,116	3,482,279	3,090,040	334,999	3,425,039	3,807,175	242,184	4,049,359
Greece	279,794	27,026	306,820	267,242	25,577	292,819	220,548	17,438	237,986
Hungary	173,686	23,619	197,305	155,403	30,950	186,353	60,189	14,561	74,750
Italy	2,493,105	293,140	2,786,245	2,161,682	269,647	2,431,329	2,158,010	203,415	2,361,425
Netherlands	505,643	97,275	602,918	499,980	104,155	604,135	387,155	64,208	451,363
Poland	293,314	78,362	371,676	319,922	80,610	400,532	320,119	51,716	371,835
Portugal	201,868	81,160	283,028	213,386	61,648	275,034	160,996	42,686	203,682
Slovakia	59,700	29,394	89,094	70,040	32,338	102,378	74,717	18,044	92,761
Spain	1,614,835	324,461	1,939,296	1,161,176	201,410	1,362,586	952,772	121,450	1,074,222
Sweden	306,794	51,923	358,717	253,982	47,477	301,459	213,408	34,105	247,513
UK	2,404,007	392,481	2,796,488	2,133,874	351,384	2,485,258	1,997,087	225,455	2,222,542
Romania	315,621	51,198	366,819	270,995	53,085	324,080	130,193	17,769	147,962
Russia	2,502,249	383,112	2,885,361	2,897,459	177,180	3,074,639	1,465,917	79,780	1,545,697
Switzerland	284,674	30,728	315,402	288,525	32,801	321,326	266,018	28,681	294,699
Turkey	357,465	276,741	634,206	308,813	218,829	527,642	365,052	199,556	564,608
Canada	841,585	848,760	1,690,345	872,720	800,802	1,673,522	731,093	751,139	1,482,232
U.S.A.	7,618,413	8,841,902	16,460,315	6,813,369	6,679,796	13,493,165	5,456,246	5,145,122	10,601,368
Mexico	641,394	458,472	1,099,866	580,992	489,768	1,070,760	434,686	339,554	774,240
Brazil	1,975,518	487,210	2,462,728	2,193,277	627,073	2,820,350	2,474,764	666,476	3,141,240
Argentina	422,176	142,750	564,926	452,894	158,876	611,770	373,231	113,911	487,142
Venezuela	—	—	491,899	—	—	271,622	—	—	136,517
China	5,309,728	3,481,800	8,791,528	5,692,049	3,688,453	9,380,502	8,367,086	5,260,007	13,627,093
India	1,510,906	481,545	1,992,451	1,201,178	778,949	1,980,127	1,425,933	837,747	2,263,680
Japan	4,400,299	953,349	5,353,648	4,227,643	854,592	5,082,235	3,923,741	685,515	4,609,256
South Korea	986,416	232,919	1,219,335	958,854	195,629	1,154,483	1,174,743	219,257	1,394,000
Malaysia	442,885	44,291	487,176	497,459	50,656	548,115	486,342	50,563	536,905
Indonesia	70,100	363,241	433,341	429,294	178,507	607,801	361,907	124,181	486,088
Thailand	182,767	448,484	631,251	238,990	375,088	614,078	238,773	310,098	548,871
Australia	835,195	214,787	1,049,982	791,223	220,941	1,012,164	662,476	186,144	848,620
Egypt	162,819	45,889	208,708	198,800	62,312	261,112	158,926	46,595	205,521
South Africa	384,431	228,277	612,708	295,064	193,947	489,011	224,705	129,056	353,761
Other	1,268,050	535,024	1,803,074	1,298,163	478,294	1,776,457	945,077	351,277	1,296,354
Grand Totals	45,341,004	21,084,759	66,917,662	44,188,993	18,636,820	63,097,435	43,481,749	17,145,050	60,763,316
World Total*	—			68,120,000			65,040,000		

Note: The "—" for some entries for Venezuela means that the relevant data is not available at the end of March 2011, which accounts for the discrepancy, in the "Grand Totals" row, between the three "Total" figures and the figures (for both passenger cars and commercial vehicles) they represent. *"World Total" figures have been calculated by JAMA and rounded off. Sources: Automobile manufacturers' associations of individual countries; for Japan, Japan Automobile Dealers Association; Japan Mini Vehicles Association; Japan Automobile Manufacturers Association

965.3 Million Motor Vehicles in Use Worldwide

There were 965.3 million motor vehicles (excluding motorcycles) in use worldwide in 2009, equivalent to 141 motor vehicles per 1,000 inhabitants or one vehicle for every 7.1 persons. Meanwhile, the number of motorcycles owned worldwide in 2009 stood at around 200 million units. Motorcycle density was particularly high in Malaysia and Vietnam, with one motorcycle in use for every three persons; in Thailand, with one in use for every four persons; and in Indonesia, with one in use for every five persons. In Italy and Japan, one motorcycle was in use for every ten persons.

MOTOR VEHICLE DENSITY: INTERNATIONAL COMPARISONS (at end of 2009)

In vehicle units  x 1 person

Country	No. of Motor Vehicles per 1,000 Inhabitants		No. of Persons per Motor Vehicle (No. of Persons per Passenger Car)
	Total Motor Vehicles	Passenger Cars	
U.S.A.	809	431	1.2 (2.3) 
Italy	692	610	1.4 (1.6) 
Australia	683	548	1.5 (1.8) 
Canada	616	589	1.6 (1.7) 
Spain	602	483	1.7 (2.1) 
France	598	496	1.7 (2.0) 
Japan	579	455	1.7 (2.2) 
UK	578	509	1.7 (2.0) 
Austria	569	521	1.8 (1.9) 
Switzerland	567	518	1.8 (1.9) 
Belgium	552	478	1.8 (2.1) 
Germany	545	510	1.8 (2.0) 
World Average	141	100	7.1 (10.0) 

Sources: Ministry of Land, Infrastructure, Transport and Tourism; Ward's; for population data, OECD, UN

MOTOR VEHICLES IN USE WORLDWIDE (at end of 2009)

In vehicle units

Country	Passenger Cars	Commercial Vehicles	Total
Germany	41,737,627	2,895,281	44,632,908
Italy	36,477,025	4,845,878	41,322,903
France	31,050,000	6,388,000	37,438,000
UK	31,035,791	4,181,519	35,217,310
Spain	22,199,602	5,432,996	27,632,598
Netherlands	7,800,123	1,120,094	8,920,217
Belgium	5,160,257	792,706	5,952,963
Austria	4,359,944	397,571	4,757,515
Sweden	4,300,752	527,983	4,828,735
Poland	16,494,650	2,892,182	19,386,832
Switzerland	4,009,602	378,483	4,388,085
Turkey	7,093,964	3,517,339	10,611,303
Russia	33,186,915	6,322,625	39,509,540
U.S.A.	132,424,003	116,035,659	248,459,662
Canada	19,876,990	915,274	20,792,264
Mexico	17,226,300	8,663,000	25,889,300
Argentina	6,464,580	2,295,729	8,760,309
Brazil	23,612,000	6,031,000	29,643,000
Japan	58,020,388	15,791,534	73,811,922
China	25,300,500	35,875,000	61,175,500
South Korea	13,023,803	4,301,407	17,325,210
India	10,400,000	6,250,000	16,650,000
Thailand	4,462,231	5,721,804	10,184,035
Indonesia	5,005,000	3,625,000	8,630,000
Australia	12,023,098	2,980,713	15,003,811
South Africa	5,050,364	2,771,394	7,821,758
Other	103,358,602	33,153,004	136,511,606
Grand Totals	681,154,111	284,103,175	965,257,286

Note: Japan figures include three-wheeled vehicles.

Sources: Ministry of Land, Infrastructure, Transport and Tourism; Ward's

MOTORCYCLE DENSITY: INTERNATIONAL COMPARISONS (No. of Persons per Motorcycle)

 x 1 person

2008	Malaysia	3 
2009	Vietnam	3 
2009	Thailand	4 
2008	Indonesia	5 
2008	Spain	9 
2008	Italy	10 
2009	Japan	10 
2009	Switzerland	12 
2009	Austria	12 
2009	Netherlands	14 
2009	China	14 

Sources: Ministry of Land, Infrastructure, Transport and Tourism; Ministry of Internal Affairs and Communications; International Motorcycle Manufacturers Association (IMMA); Association des Constructeurs Européens de Motocycles (ACEM), etc.; for population data, OECD, UN

MOTORCYCLES IN USE WORLDWIDE

In vehicle units

Country/Territory	Total	
2008	Italy	5,859,094
2008	Spain	4,911,504
2008	France	2,704,190
2008	UK	1,294,400
2009	Netherlands	1,213,366
2009	Switzerland	643,560
2009	Austria	683,156
2009	Poland	875,000
2009	Czech Republic	903,346
2009	Russia	4,710,000
2009	Turkey	2,303,261
2008	U.S.A.	7,706,465
2008	Brazil	13,079,701
2008	Argentina	2,515,681
2009	China	94,530,658
2008	Indonesia	47,683,681
2009	Japan	12,675,212
2009	Thailand	16,549,307
2008	Taiwan	14,365,442
2008	Malaysia	8,487,451
2009	Vietnam	25,414,689
2009	South Korea	1,820,729
2009	Pakistan	5,607,334
2009	Philippines	3,200,967

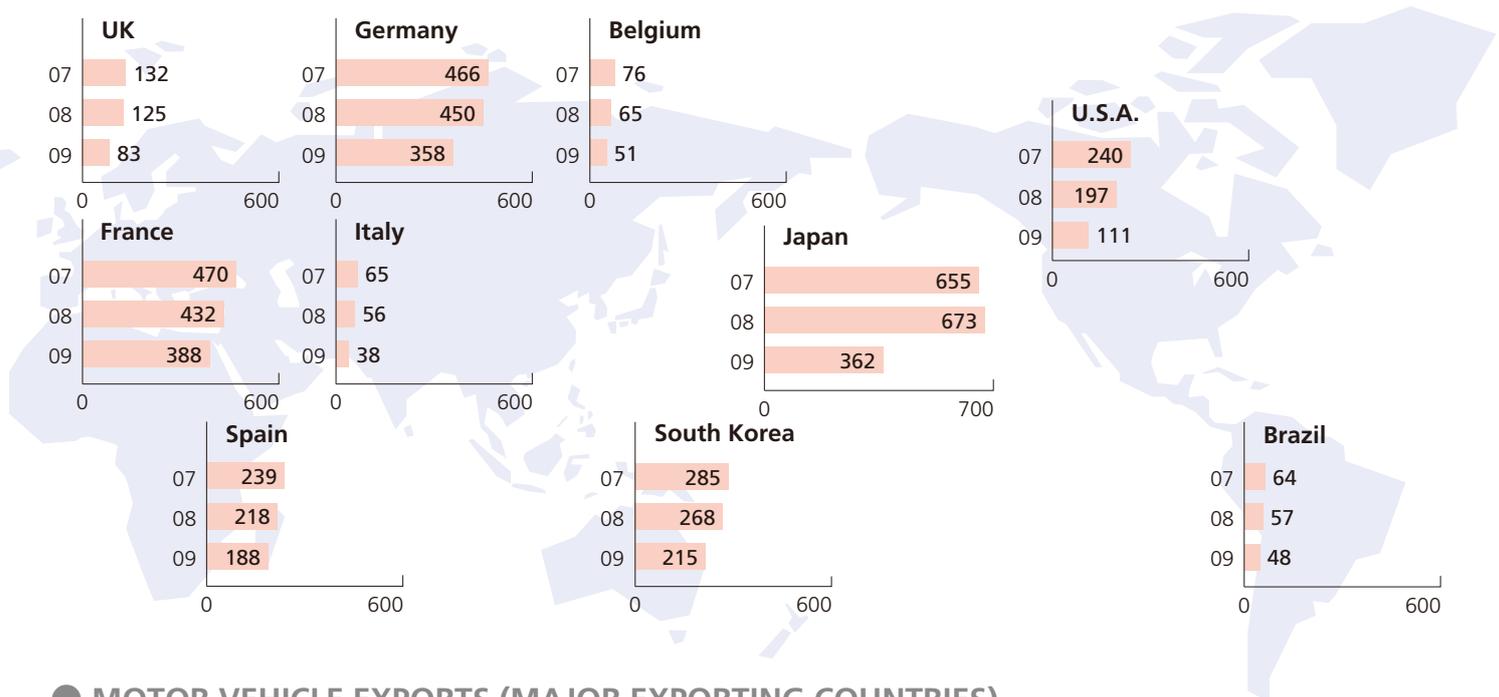
Sources: IMMA; ACEM, etc.; for Japan, Ministry of Land, Infrastructure, Transport and Tourism; Ministry of Internal Affairs and Communications, etc.

A Global Decrease in Motor Vehicle Exports

By country, motor vehicle exports (excluding motorcycles) in 2009 decreased year-on-year in Japan (to 3.62 million units, down 46.2%), the United States (to 1.11 million units, down 43.7%), the United Kingdom (to 829,000 units, down 33.9%), Belgium (to 505,000 units, down 22.6%), Germany (to 3.58 million units, down 20.4%), South Korea (to 2.15 million units, down 19.9%), Brazil (to 475,000 units, down 16.4%), and Spain (to 1.88 million units, down 13.6%). Motorcycle exports in 2009 declined from the previous year in Japan (to 544,000 units, down 45.7%), China (to 6.23 million units, down 35.9%), Austria (to 49,000 units, down 35.7%), South Korea (to 25,000 units, down 29.5%), and Germany (to 77,000 units, down 18.5%).

MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

x 10,000 units



MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

In vehicle units

Country	2007			2008			2009		
	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total
Japan	5,811,959	737,981	6,549,940	5,915,429	811,662	6,727,091	3,208,639	407,529	3,616,168
U.S.A.	1,939,144	456,423	2,395,567	1,588,076	378,096	1,966,172	755,093	351,885	1,106,978
Germany	4,303,754	360,563	4,664,317	4,131,660	369,147	4,500,807	3,425,626	158,094	3,583,720
UK	1,185,459	131,562	1,317,021	1,128,586	125,611	1,254,197	762,234	66,454	828,688
France	4,109,972	586,686	4,696,658	3,736,921	585,270	4,322,191	3,542,282	340,931	3,883,213
Italy	374,177	276,331	650,508	279,670	281,283	560,953	251,038	131,571	382,609
Belgium	716,028	42,241	758,269	610,784	42,085	652,869	493,280	11,800	505,080
Spain	1,803,955	585,269	2,389,224	1,655,154	525,698	2,180,852	1,555,149	328,026	1,883,175
Brazil	476,136	167,434	643,570	422,679	145,903	568,582	373,747	101,578	475,325
South Korea	2,718,548	128,590	2,847,138	2,508,911	175,054	2,683,965	2,007,230	141,632	2,148,862

Sources: Ward's, etc.; for Japan, Japan Automobile Manufacturers Association

MOTORCYCLE EXPORTS (MAJOR EXPORTING COUNTRIES/TERRITORY)

In vehicle units

Country/Territory	2007			2008			2009		
	Mopeds	Motorcycles & Scooters	Total	Mopeds	Motorcycles & Scooters	Total	Mopeds	Motorcycles & Scooters	Total
Japan	0	1,232,796	1,232,796	0	1,002,187	1,002,187	0	543,879	543,879
Germany	3,323	85,418	88,741	1,619	92,624	94,243	864	75,914	76,778
Italy	166,112	371,363	537,475	150,065	361,917	511,982	—	—	—
Spain	63,661	110,410	174,071	46,676	123,369	170,045	—	—	—
Austria	—	75,507	75,507	—	76,474	76,474	—	49,184	49,184
South Korea	—	—	48,916	—	—	36,090	—	—	25,434
China	—	8,177,741	8,177,741	—	9,727,315	9,727,315	—	6,234,302	6,234,302
Taiwan	—	—	771,396	—	—	681,970	—	—	—

Note: "—" means data is not available at end of March 2011.

Sources: International Motorcycle Manufacturers Association (IMMA); for Japan, Japan Automobile Manufacturers Association

Classifications According to the Road Vehicles Act and the Road Traffic Act

Japan classifies motor vehicles according to the provisions of two basic laws: the Road Vehicles Act and the Road Traffic Act. Road Vehicles Act classifications are used for registration statistics, vehicle inspection, and related maintenance and repair. Road Traffic Act classifications determine the different categories of driver's licenses. Vehicle registration number/character combinations are determined by vehicle type and usage in accordance with Road Vehicles Act designations, and a "vanity plate" system has been introduced nationwide.

CLASSIFICATION UNDER THE ROAD VEHICLES ACT (for registration, inspection, etc.)

Standard Over 2,000cc in engine capacity, excluding diesel engines

Small Over 660cc to 2,000cc in engine capacity, excluding diesel engines

Mini 660cc and under in engine capacity

Note: A vehicle that exceeds any one of the requisites above is classified in the higher category.

CLASSIFICATION UNDER THE ROAD TRAFFIC ACT (for driver's license issuance)

Large Motor Vehicles Gross vehicle weight: ≥11 tons Payload: ≥6.5 tons or Occupancy: ≥30 persons	Middle-Category Motor Vehicles (1) Gross vehicle weight: 5≤tons<11 Payload: 3≤tons<6.5 or Occupancy: 11≤persons<30
Ordinary Motor Vehicles Gross vehicle weight: <5 tons Payload: <3 tons or Occupancy: <11 persons	Special-Purpose Motor Vehicles Motor vehicles with caterpillar treads such as bulldozers, steamrollers, graders, snowplows, tractors, etc. are classified into two categories: large and small. Small special-purpose motor vehicles are those of up to 15km per hour in maximum speed, up to 4.7m in length, up to 2m in height (2), and up to 1.7m in width.

(1) As per a revision to the Road Traffic Act, the middle-category motor vehicle classification went into application in June 2007.
 (2) Projections on small special-purpose vehicles should not exceed 2.8m.
 Note: The Road Traffic Act stipulates that the driver of any one-rider, three- or four-wheeled vehicle of up to 50cc in engine capacity, with a legal maximum speed of 50km/h and a maximum load of 30kg, is required to hold an "ordinary motor vehicle" driver's license.

CLASSIFICATION OF MOTORCYCLES

Road Vehicles Act						Road Traffic Act	
Category	Engine Capacity	Rated Output	Width	Height	Length	Category	Engine Capacity
Small-sized	Over 250cc	Over 1.0kW	Over 1.3m	Over 2.0m	Over 2.5m	Large	Over 400cc
Mini-sized	126cc to 250cc	Over 1.0kW	1.3m and under	2.0m and under	2.5m and under	Ordinary	51cc to 400cc
Motor-driven cycles Class 2	51cc to 125cc	Over 0.6kW to 1.0kW	1.3m and under	2.0m and under	2.5m and under	Motorized bicycles	50cc and under
Motor-driven cycles Class 1	50cc and under	0.6kW and under	1.3m and under	2.0m and under	2.5m and under		

Note: A motorcycle that exceeds any one of the requisites above is classified in the higher category.

SIGNIFICANCE OF VEHICLE REGISTRATION DATA & NUMBER PLATE TYPES

Large-Sized Number Plates	Larger-than-standard-size plates are issued to vehicles weighing 8 tons or more, with payload of 5 tons or more, or 30-person or more occupancy.	22cm × 44cm
Mid-Sized Number Plates	Standard-size plates are issued to standard and small vehicles and mini-vehicles with engine capacity of more than 360cc, whether for private or commercial business use.	16.5cm × 33cm
Small-Sized Number Plates	Small-size plates are issued to small- and mini-sized motorcycles and mini-vehicles with engine capacity of 360cc or less, excluding those designated with any one of the 40-to-49, 50-to-59 or 80-to-89 number categories.	12.5cm × 23cm

Motor Vehicle Registry Designation:
Kanji indicate geographical area of vehicle registration.

品川 500
 さ 23-45

Designated Number Categories Indicating Vehicle Type	
Ordinary trucks	1, 10-19, 100-199
Ordinary buses	2, 20-29, 200-299
Ordinary passenger cars	3, 30-39, 300-399
Three- or four-wheeled small trucks	4, 40-49, 400-499
Three- or four-wheeled small passenger cars and buses	6, 60-69, 600-699
Special-purpose vehicles	5, 50-59, 500-599
Large special-purpose vehicles	7, 70-79, 700-799
Special-purpose vehicles used as construction machinery	8, 80-89, 800-899
Large special-purpose vehicles used as construction machinery	9, 90-99, 900-999
Large special-purpose vehicles used as construction machinery	0, 00-09, 000-099

Usage Designations	
Ordinary and large motor vehicles	
Private use	さすせそたちつととなにぬねのはひふほまみむめもやゆらりるろ
Commercial business use	あいうえかきくけこ
Rental vehicle	われ
Foreign military vehicle	EHKMTYよ
Mini-vehicles	
Private use	あいうえかきくけこさすせそたちつととなにぬねのはひふほまみむめもやゆららるろ
Commercial business use	りれ
Rental vehicle	わ
Foreign military vehicle	AB
<i>Hiragana</i> character indicates vehicle usage category: private, commercial business, rental or foreign military vehicle (private or official).	

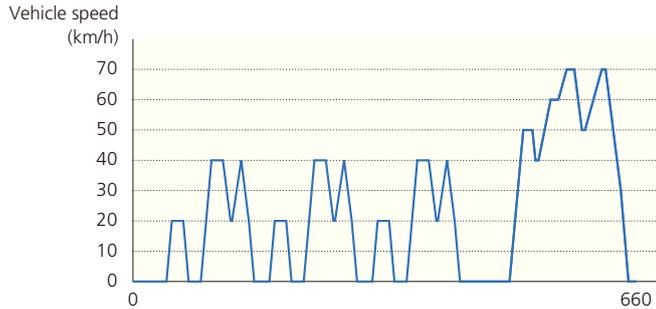
Number Assignment	
From "1" to "99-99"	

Number Plate Colors	
Ordinary and large motor vehicles	
Private use or rental vehicle	Green characters on white background
Commercial business use	White characters on green background
Mini-vehicles	
Private use or rental vehicle	Black characters on yellow background
Commercial business use	Yellow characters on black background

Japan's Test Cycles for Measuring Fuel Consumption and Exhaust Emissions

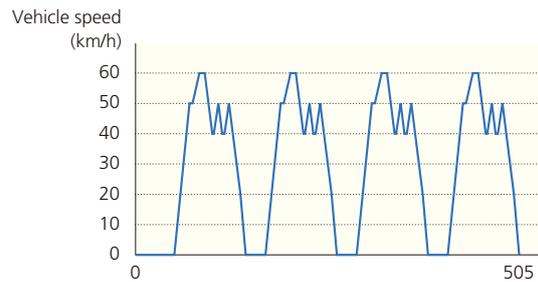
Beginning in April 2011, Japan's JC08 test cycle will be the only test cycle applied to measure fuel consumption rates and exhaust emissions in non-heavy-duty vehicles, replacing the 10·15-mode and (less commonly used) 11-mode test cycles. The objective in using the JC08 test cycle is to obtain test results that are as close as possible to actual on-road fuel consumption rates. Certified fuel efficiency values will, therefore, be indicated from 2011 onward on the basis of the JC08 test cycle and, for heavy-duty vehicles, on the basis primarily of the JE05 test cycle.

● THE 10·15-MODE TEST CYCLE



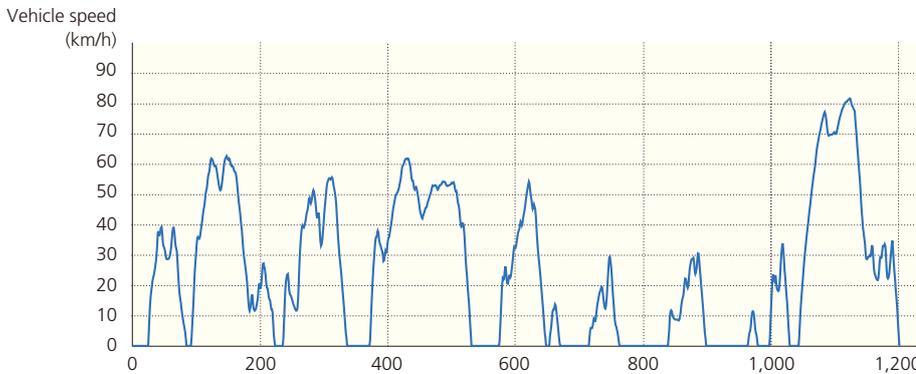
The 10·15-mode cycle consists of a sequence of vehicle operational modes, such as idling, acceleration, steady running and deceleration, which constitutes a typical urban and/or expressway running pattern. Measurement is made with a warm start, at a maximum speed of 70km/h.

● THE 11-MODE TEST CYCLE



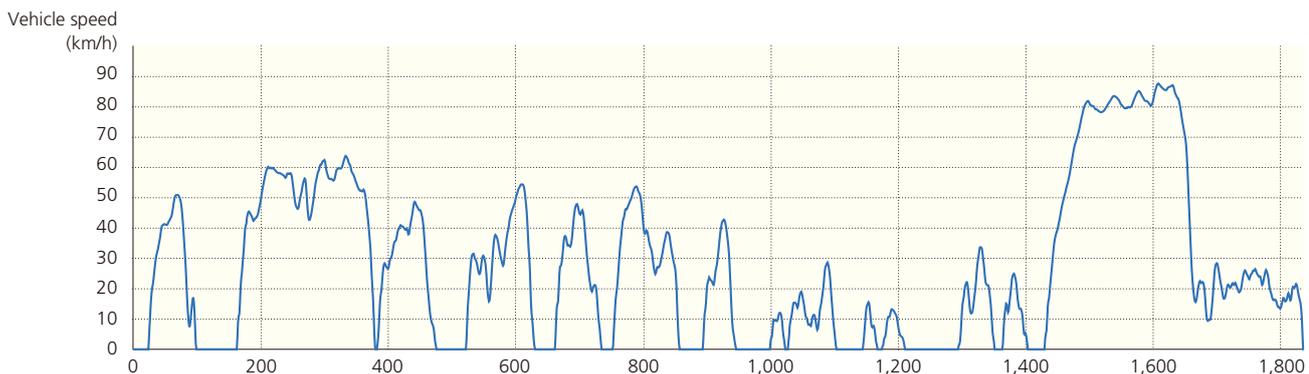
The 11-mode cycle consists of four cycles of 11 vehicle operational modes that are typical of a suburban-to-urban running pattern. Measurement is made with a cold start, at a maximum speed of 60km/h.

● THE JC08 TEST CYCLE



The JC08 cycle reflects typical running patterns in congested city traffic (idling and frequently-alternating acceleration and deceleration) and on expressways, but increases the duration of the test cycle and the variation in running patterns. Measurement is made with both a cold start and a warm start, at a maximum speed of 82km/h.

● THE JE05 TEST CYCLE FOR HEAVY-DUTY VEHICLES (GVW>3.5t)



The JE05 cycle consists of idling and frequently-alternating acceleration and deceleration, reflecting a typical running pattern in today's congested cities, and of an expressway running pattern. Engine revolution and torque modes are predetermined to reach target speed based on test vehicle specifications. Measurement is made on the engine alone, while following the stipulated running pattern.

Company Name / Offices	Plants / Facilities	Major Products
 <p>DAIHATSU Daihatsu Motor Co., Ltd. Head Office : 1-1 Daihatsu-cho, Ikeda, Osaka 563-8651 Tel: (072) 751-8811 Tokyo Branch Office : 19-15, Shinbashi 6-chome, Minato-ku, Tokyo 105-0004 Tel: (03) 6430-8854 http://www.daihatsu.co.jp/</p>	<p>Head (Ikeda) Plant 1-1 Daihatsu-cho, Ikeda, Osaka 563-8651</p> <p>Kyoto Plant 1 Kita-hosoike, Shimoueno, Oyamazaki-cho, Otokuni-gun, Kyoto 618-0081</p> <p>Shiga (Ryuo) Plant 2910 Yamanoue, Ryuou-cho, Gamou-gun, Shiga 520-2593</p> <p>Tada Plant 21-2 Yato 3-chome, Kawanishi, Hyogo 666-0131</p> <p>Kagami Plant 2293 kagami, Ryuou-cho, Gamou-gun, Shiga 520-2573</p>	<ul style="list-style-type: none"> - <i>Copen, Boon, Coo, Esse, Terios Kid</i>, etc. - <i>Boon Luminas</i>, etc. - <i>Move, Tanto</i>, Engines, Transmissions, Light Alloy Castings, etc. - Press Dies, Unit Facilities, Body Facilities, etc. - Industrial Engines
<p>Daihatsu Motor Kyushu Co., Ltd. Head Office : 1 Showashinden, Nakatsu, Oita 879-0107 Tel: (0979) 33-1230</p>	<p>Oita Nakatsu plant 1 Showashinden, Nakatsu, Oita 879-0107</p> <p>Kurume plant 1 Yoshimoto, Tanushimaru-machi, kurume, Fukuoka 839-1206</p>	<ul style="list-style-type: none"> - <i>Hijet, Atrai, Bego, Mira, Move Conte, Tanto Exe and Mira Cocoa</i>, etc. - Engines (for mini-vehicles)
 <p>SUBARU Fuji Heavy Industries Ltd. Head Office : Subaru Bldg. 7-2, Nishi-Shinjuku 1-chome, Shinjuku-ku, Tokyo 160-8316 Tel: (03) 3347-2111 http://www.fhi.co.jp/</p>	<p>Gunma Main Plant 1-1 Subaru-cho, Ota-shi, Gunma 373-8555</p> <p>Gunma Yajima Plant 1-1 Shoya-cho, Ota-shi, Gunma 373-0822</p> <p>Gunma Ota North Plant 27-1 Kanayama-machi, Ota-shi, Gunma 373-0027</p> <p>Gunma Oizumi Plant 1-1-1 Izumi, Oizumi-machi, Oura-gun, Gunma 370-0531</p> <p>Gunma Iseaki Plant 100 Suehiro-cho, Iseaki-shi, Gunma 372-8508</p> <p>Eco Technologies Plant 1-1-11 Yonan, Utsunomiya-shi, Tochigi 320-8564</p>	<ul style="list-style-type: none"> - <i>Stella and Sambar</i> - <i>Legacy, Impreza, Forester and Exiga</i> - Automobile Undercarriages - Automobile Engines and Transmissions - Spare Parts - Industrial-use Vehicles
 <p>HINO HINO Motors, Ltd. Head Office : 1-1 Hinodai 3-chome, Hino, Tokyo 191-8660 Tel: (042) 586-5111 http://www.hino-global.com</p>	<p>Hino Plant 1-1 Hinodai 3-chome, Hino, Tokyo 191-8660</p> <p>Hamura Plant 1-1 Midorigaoka 3-chome, Hamura, Tokyo 205-8660</p> <p>Nitta Plant 10-1 Hayakawa, Nitta, Ota, Gunma 370-0344</p>	<ul style="list-style-type: none"> - Heavy- and Medium-duty Trucks and Engines - Light-duty Trucks, Toyota Commissioned Vehicles, Unit Products for Toyota - Engines, Transmissions, etc.
 <p>HONDA HONDA MOTOR CO., LTD. Head Office : 1-1 Minami-Aoyama 2-chome, Minato-ku, Tokyo 107-8556 Tel: (03) 3423-1111 http://www.honda.co.jp/</p>	<p>Saitama Factory 10-1 Shinsayama 1-chome, Sayama, Saitama 350-1382</p> <p>Ogawa plant 1-1 Hibaridai 2-chome Ogawa-machi, Hiki-gun, Saitama 355-0318</p> <p>Tochigi Factory 19 Matsuyama-cho, Mohka, Tochigi 321-4346</p> <p>Hamamatsu Factory Hosoe plant 13-1 Aoi-higashi 1-chome, Naka-ku, Hamamatsu, Shizuoka 433-8501 5794-1 Kiga, Hosoe-machi, Kita-ku, Hamamatsu, Shizuoka 431-1305</p> <p>Suzuka Factory 1907 Hirata-cho, Suzuka, Mie 513-8666</p> <p>Kumamoto Factory 1500 Hirakawa, Ozu-machi, Kikuchi-gun, Kumamoto 869-1293</p>	<ul style="list-style-type: none"> - <i>Accord, Inspire, Accord Wagon, Legend, Elysion, Odyssey, CR-V, Step WGN, Stream</i> and Motor Vehicle Engines - Engines - Parts for Engines, Parts for Suspensions, Motor Vehicle Differentials and Parts for Light 4WDs, Parts for Drive-lines - Outboard Engines, Transmissions, etc. - <i>Civic Series, Fit, Insight, CR-Z</i> and Motor Vehicle Engines - Motorcycles (50-1800cc), General Purpose Engines, Micro Combined Heat and Power unit, etc.
 <p>ISUZU Isuzu Motors Limited Head Office : 26-1 Minami-Oi 6-chome, Shinagawa-ku, Tokyo 140-8722 Tel: (03) 5471-1141 http://www.isuzu.co.jp/</p>	<p>Tochigi Plant 2691 Hakuchu, Ohira-Machi, Tochigi, Tochigi 329-4424</p> <p>Fujisawa Plant 8 Tsuchidana, Fujisawa, Kanagawa 252-0881</p>	<ul style="list-style-type: none"> - Axles for CVs and Related Parts, and Engines - <i>GIGA</i> Series, Buses, <i>FORWARD</i> Series, <i>ELF</i> Series, Pickups, Trucks, Engines, etc.

Note: Manufacturers are listed in alphabetical order. Only plants related to motor vehicle production are listed here.

Company Name / Offices	Plants / Facilities	Major Products
 <p>Kawasaki Heavy Industries, Ltd. Kobe Head Office : Kobe Crystal Tower, 1-3 Higashi Kawasaki-cho 1-chome, Chuo-ku, Kobe, Hyogo 650-8680 Tel: (078) 371-9530 Tokyo Head Office : World Trade Center Bldg., 4-1 Hamamatsu-cho 2-chome, Minato-ku, Tokyo 105-6116 Tel: (03) 3435-2111 http://www.khi.co.jp/</p>	<p>Akashi Plant 1-1 Kawasaki-cho, Akashi, Hyogo 673-8666</p>	<ul style="list-style-type: none"> - Motorcycles (65-1700cc), ATVs (All-Terrain Vehicles), Utility Vehicles, Jet Ski® Watercraft and General-purpose Gasoline Engines
 <p>MAZDA MOTOR CORPORATION Head Office : 3-1 Shinchi, Fuchu-cho, Aki-Gun, Hiroshima 730-8670 Tel: (082) 282-1111 Tokyo Head Office : 1-7 Uchisaiwai-cho 1-chome, Chiyoda-ku, Tokyo 100-0011 Tel: (03) 3508-5031 Osaka Branch Office : 1-88-800 Oyodo-naka 1-chome, Kita-ku, Osaka 531-6008 Tel: (06) 6440-5811 http://www.mazda.co.jp/</p>	<p>Head Office Plant 3-1 Shinchi, Fuchu-cho, Aki-Gun, Hiroshima 730-8670</p> <p>Hofu Plant 888-1 Nishinoura, Hofu, Yamaguchi 747-0835</p> <p>Miyoshi Office 551-1 Higashi-sakeya-machi, Miyoshi, Hiroshima 728-0023</p>	<ul style="list-style-type: none"> - Demio, Verisa, Roadster, RX-8, MPV, Premacy, CX-7, CX-9, Biante, Bongo, Engines, Transmissions - Axela, Atenza, Transmissions - Engines
 <p>MITSUBISHI MOTORS CORPORATION Head Office : 33-8 Shiba 5-chome, Minato-ku, Tokyo 108-8410 Tel: (03)3456-1111 http://www.mitsubishi-motors.co.jp/ http://www.mitsubishi-motors.com/jp/</p>	<p>Nagoya Plant Okazaki Plant 1 Aza-Nakashinkiri, Hashime-cho, Okazaki, Aichi 444-8501</p> <p>Powertrain Plant Kyoto Plant 1 Tatsumi-cho, Uzumasa, Ukyo-ku, Kyoto 616-8501</p> <p>Shiga Plant Mizushima Plant 2-1 Kosuna-cho, Konan, Shiga 520-3212 1-1 Kaigan-dori, Mizushima, Kurashiki, Okayama 712-8501</p>	<ul style="list-style-type: none"> - Colt, Colt Plus, RVR - Engines and Transmissions - Engines - Galant fortis, Outlander, i, eK Wagon, Lancer, Lancer Wagon, Pajero Mini, Mini Cab, Town Box, Toppo and i-MiEV
 <p>Mitsubishi Fuso Truck and Bus Corporation Head Office : 890-12 Kashimada, Saiwai-ku, Kawasaki, Kanagawa 212-0058 Tel: (044)330-7700 http://www.mitsubishi-fuso.com/</p>	<p>Kawasaki Plant 10 Okura-cho, Nakahara-ku, Kawasaki, Kanagawa 211-8522</p> <p>Nakatsu Plant 4001 Sakuradai, Nakatsu, Aikawa-machi, Aiko-gun, Kanagawa 243-0303</p>	<ul style="list-style-type: none"> - Trucks (large, medium, small) and Engines for Trucks, Buses and Industrial Vehicles - Transmissions and Gears and Related Parts
 <p>Nissan Motor Co., Ltd. Global Headquarters : 1-1, Takashima 1-chome, Nishi-ku, Yokohama-shi, Kanagawa 220-8686 TEL: (045) 523-5523 http://www.nissan.co.jp/ http://www.nissan-global.com/JP/</p>	<p>Yokohama Plant 2 Takara-cho, Kanagawa-ku, Yokohama-shi, Kanagawa 220-8623</p> <p>Oppama Plant 1 Natsushima-cho, Yokosuka-shi, Kanagawa 237-8523</p> <p>Tochigi Plant 2500 Kamigamou, Kaminokawa-machi, Kawachi-gun, Tochigi 329-0692</p> <p>Kyushu Plant 1-3 Shinhama-cho, Kanda-machi, Miyako-gun, Fukuoka 800-0395</p> <p>Iwaki Plant 386 Shimokawa-aza-Otsurugi, Izumi-cho, Iwaki-shi, Fukushima 971-8183</p>	<ul style="list-style-type: none"> - Engines and Suspensions - Cube, Tiida, Tiida Latio, Note, Bluebird Sylphy, and Juke - Fuga, Skyline, Skyline Crossover, Fairlady Z, NISSAN GT-R, Infiniti FX, EX, M, G, and 370Z - Teana, X-TRAIL, Lafesta, Murano, Almera, Rogue, and Dualis - Engines
 <p>Suzuki Motor Corporation Head Office : 300 Takatsuka-cho, Minami-ku, Hamamatsu, Shizuoka 432-8611 Tel: (053) 440-2061 Tokyo Branch Office : 23-2 Daikyo-cho, Shinjuku-ku, Tokyo 160-0015 Tel: (03) 3356-2501 http://www.suzuki.co.jp/ http://www.globalsuzuki.com/</p>	<p>Head (Takatsuka) Plant 300 Takatsuka-cho, Minami-ku, Hamamatsu, Shizuoka 432-8611</p> <p>Iwata Plant 2500 Iwai, Iwata, Shizuoka 438-0016</p> <p>Osuka Plant 6333 Nishiobuchi, Kakegawa, Shizuoka 437-1304</p> <p>Kosai Plant 4520 Shirasuka, Kosai, Shizuoka 431-0451</p> <p>Toyokawa Plant 1-2 Utari, Shiratori-cho, Toyokawa, Aichi 442-8575</p> <p>Sagara Plant 1111 Shirai, Makinohara, Shizuoka 421-0502</p>	<ul style="list-style-type: none"> - Motorcycle Engines, Machining - Carry, Every, Jimny, Escudo, etc. - Castings - Wagon R, MR Wagon, Alto, Palette, Solio, etc. - Motorcycles, Outboard Motors Assembling - Swift, SX4, Kizashi, Automobile Engines Assembling, Foundry of Engine Components, Machining

Note: Manufacturers are listed in alphabetical order. Only plants related to motor vehicle production are listed here.

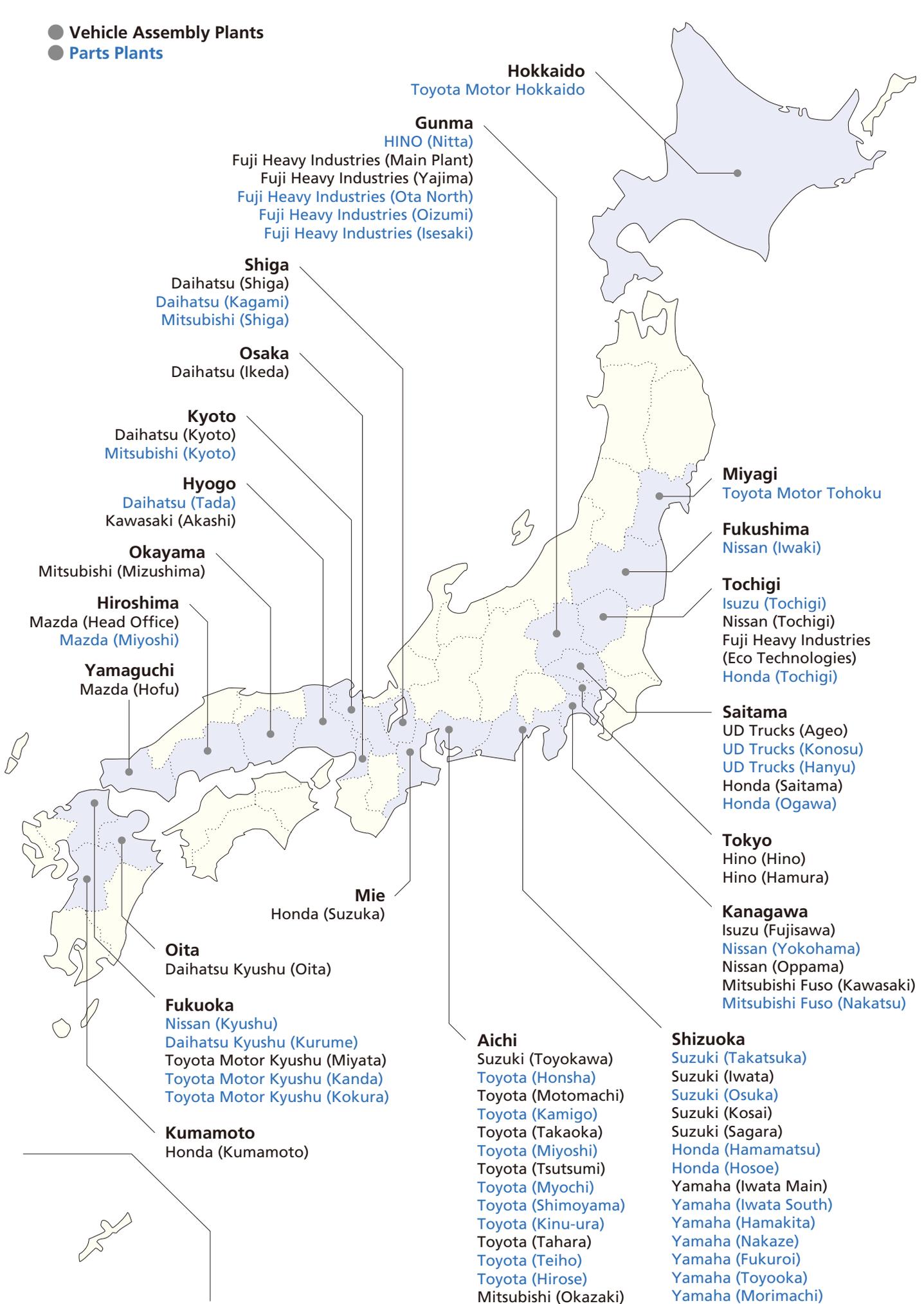
Company Name / Offices	Plants / Facilities	Major Products
<p>TOYOTA</p> <p>TOYOTA MOTOR CORPORATION Head Office : 1 Toyota-cho, Toyota, Aichi 471-8571 Tel: (0565) 28-2121 Tokyo Head Office : 4-18 Koraku 1-chome, Bunkyo-ku, Tokyo 112-8701 Tel: (03) 3817-7111 Nagoya Office : 7-1 Meieki 4-chome, Nakamura-ku, Nagoya, Aichi 450-8711 Tel: (052) 552-2111 http://www.toyota.co.jp/</p>	<p>Honsha Plant 1 Toyota-cho, Toyota, Aichi 471-8571 Motomachi Plant 1 Motomachi, Toyota, Aichi 471-8573 Kamigo Plant 1 Taisei-cho, Toyota, Aichi 470-1217 Takaoka Plant 1 Sankou, Honda-cho, Toyota, Aichi 473-0938 Miyoshi Plant 1 Namiki, Uchikoshi-cho, Miyoshi, Aichi 470-0213 Tsutsumi Plant 1 Umanokashira, Tsutsumi-cho, Toyota, Aichi 473-0932 Myochi Plant 1 Nishiyama, Myochi-cho, Miyoshi, Aichi 470-0214 Shimoyama Plant 1 Shimoyama, Uchikoshi-cho, Miyoshi, Aichi 470-0213 Kinu-ura Plant 10-1 Tamatsuura-machi, Hekinan, Aichi 447-0834 Tahara Plant 3-1 Midorigahama, Tahara, Aichi 441-3401 Teiho Plant 7 Teiho-cho, Toyota, Aichi 471-8574 Hirose Plant 543 Kirigahora, Nishi-hirose-cho, Toyota, Aichi 470-0309</p>	<ul style="list-style-type: none"> - Hybrid System Parts, Forged Parts - <i>Crown, MarkX, Estima, LFA</i> - Engines - <i>Corolla, iQ</i> - Transmission-related Parts, Cold-forged and Sintered Parts, Engine-related Parts - <i>Prius, Premio, Allion, Camry, Scion tC</i> - Powertrain-related Suspension Cast Parts, Powertrain-related Suspension Machined Parts - Engines, Turbocharges, Catalytic Converters - Transmission-related Parts - <i>LS, RAV4, GS, IS, IS F, Land Cruiser, GX, Vanguard, Wish, 4RUNNER</i>, Engines - Mechanical Equipment, Moldings for Resin and Casting and Forging - Research and Development and Production of Electronic Control Devices, ICs
<p>Toyota Motor Kyushu, Inc. Head Office : 1 Kamiaruki, Miyawaka, Fukuoka 823-0015 Tel: (0949) 32-5151</p>	<p>Miyata Plant 1 Kamiaruki, Miyawaka, Fukuoka 823-0015 Kanda Plant 9-2 Torigoe-cho, Kanda-machi, Miyako-gun, Fukuoka 800-0304 Kokura Plant 3914-58 Kusami, Kokura-minami-ku, Kita-Kyushu, Fukuoka</p>	<ul style="list-style-type: none"> - <i>Harrier, SAI, IS, ES, RX, HS, Highlander</i> - Engines and Hybrid System Parts
<p>Toyota Motor Hokkaido, Inc. Head Office : 145-1 Yufutsu, Tomakomai, Hokkaido 059-1393 Tel: (0144) 57-2121</p>	<p>Plant 145-1 Yufutsu, Tomakomai, Hokkaido 059-1393</p>	<ul style="list-style-type: none"> - Automobile Parts Including Automatic Transmissions, Continuously Variable Transmissions, Transfers, Aluminum Wheels
<p>Toyota Motor Tohoku, Inc. Head Office : 1-1 Matsusakadaira 5-chome, Taiwa-cho, Kurokawa-gun, Miyagi 981-3408 Tel: (022) 345-6711</p>	<p>Plant 1-1 Matsusakadaira 5-chome, Taiwa-cho, Kurokawa-gun, Miyagi 981-3408</p>	<ul style="list-style-type: none"> - Electronic Controlled Brakes, Suspensions, Axles, Torque Converters
<p> UD TRUCKS</p> <p>UD Trucks Corporation Head Office : 1-1 Ageo, Saitama 362-8523 Tel: (048) 781-2301 http://www.udtrucks.co.jp/ http://www.udtrucks.com/</p>	<p>Ageo Plant 1-1 Ageo, Saitama 362-8523 Konosu Plant 3121-1 Mida, Konosu, Saitama 365-0062 Hanyu Plant 705-24 Komatsudai 2-chome, Hanyu, Saitama 348-0038</p>	<ul style="list-style-type: none"> - Large-, Medium- and Small-sized Trucks and Engines - Cast Parts - Transmissions
<p> YAMAHA</p> <p>YAMAHA MOTOR CO., Ltd. Head Office : 2500 Shingai, Iwata, Shizuoka 438-8501 Tel: (0538) 32-1115 Tokyo Office : 1-1 Marunouchi 2-chome, Chiyoda-ku, Tokyo 100-0005 Tel: (03) 5220-7200 http://www.yamaha-motor.co.jp/</p>	<p>Iwata Main Factory 2500 Shingai, Iwata, Shizuoka 438-8501 Iwata South Factory 800 Tenryu, Iwata, Shizuoka 438-0075 Hamakita Factory 1280 Nakajo, Hamakita-ku, Hamamatsu, Shizuoka 434-8501 4444 Nakaze, Hamakita-ku, Hamamatsu, Shizuoka 434-0012 Nakaze Factory 3080 Yamashina, Fukuroi, Shizuoka 437-0066 Fukuroi Factory 1204 Godaijima, Iwata, Shizuoka 438-0114 Toyooka Factory 1-2 Nakagawa, Morimachi, Sychi-gun, Shizuoka 437-0223 Morimachi Factory</p>	<ul style="list-style-type: none"> - Assembly of Motorcycles (50-1900cc) and Snowmobiles - Cast Parts and Continuous Manufacturing of Engines - Forging and Steel Processing - Plastic Forming and Painting - Processing of Engine Parts and Packing of Motorcycle Parts for Export - Processing of Major Body Parts - Frame Welding

Special Friend:

<p></p> <p>GM Japan</p> <p>General Motors Japan LIMITED Head Office : 12-8 Higashi-shinagawa 4-chome, Shinagawa-ku, Tokyo 140-8687 Tel: (03) 6711-5700 http://www.gmjapan.co.jp/</p>	
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Locations of Auto Manufacturing Plants

- Vehicle Assembly Plants
- Parts Plants



- **Japan Auto Parts Industries Association (JAPIA)**
16-15, Takanawa 1-chome, Minato-ku, Tokyo 108-0074 (03) 3445-4211
- **Japan Auto-Body Industries Association Inc. (JABIA)**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 3578-1681
- **Japan Automotive Machinery and Tool Manufacturers Association (JAMTA)**
5-8, Shiba-Koen 3-chome, Minato-ku, Tokyo 105-001 (03) 3431-3773
- **Society of Automotive Engineers of Japan, Inc. (JSAE)**
10-2, Goban-cho, Chiyoda-ku, Tokyo 102-0076 (03) 3262-8211
- **Japan Automobile Research Institute, Inc. (JARI) [Tsukuba]**
2530, Karima, Tsukuba, Ibaraki 305-0822 (029) 856-1112
- **Japan Automobile Research Institute, Inc. (JARI) [Tokyo]**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-7921
- **Automotive Dispute Resolution Center (ADR)**
19-5, Toranomom 1-chome, Minato-ku, Tokyo 105-0001 (0120) 028-222
- **Japan Automobile Recycling Promotion Center (JARC)**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-8300
- **Japan Auto Recycling Partnership (JARP)**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5405-6150
- **Automobile Inspection & Registration Information Association (AIRIA)**
7-2, Irifune 3-chome, Chuo-ku, Tokyo 104-0042 (03) 5542-5101
- **Automobile Business Association of Japan**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 3578-3880
- **Japan Automobile Dealers Association (JADA)**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-8530 (03) 5733-3100
- **Japan Mini Vehicles Association**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5472-7861
- **Japan Used Car Dealers Association**
25-3, Yoyogi 3-chome, Shibuya-ku, Tokyo 151-0053 (03) 5333-5881
- **Japan Automobile Importers Association (JAIA)**
1-15, Shiba 3-chome, Minato-ku, Tokyo 105-0014 (03) 5765-6811
- **Japan Automobile Federation (JAF)**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 3436-2811
- **Japan Auto Appraisal Institute (JAAI)**
34-4, Nishi-Shinbashi 2-chome, Minato-ku, Tokyo 105-0003 (03) 5776-0901
- **Automobile Fair Trade Council (AFTC)**
9-3, Hirakawa-cho 1-chome, Chiyoda-ku, Tokyo 102-0093 (03) 3265-7975
- **Japan Automobile Service Promotion Association (JASPA)**
10-1, Roppongi 6-chome, Minato-ku, Tokyo 106-6117 (03) 3404-6141
- **Japan Automotive Leasing Association (JALA)**
23-1, Shiba 2-chome, Minato-ku, Tokyo 105-0014 (03) 5484-7037
- **Motorcycle Federation of Japan (MFJ)**
11-6, Tsukiji 3-chome, Chuo-ku, Tokyo 104-0045 (03) 5565-0900
- **Motorcycle Safety Association**
28-11, Honcho 2-chome, Nakano-ku, Tokyo 164-0012 (03) 3372-5156
- **Nippon MotorCycle Association (NMCA)**
7-12, Otsuka 5-chome, Bunkyo-ku, Tokyo 112-0012 (03) 6902-8190
- **Japan Automobile Education Foundation (JAEF)**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-3841
- **The General Insurance Association of Japan**
9, Kanda-Awajicho 2-chome, Chiyoda-ku, Tokyo 101-8335 (03) 3255-1844
- **Institute for Traffic Accident Research and Data Analysis**
6-6, Kojimachi, Chiyoda-ku, Tokyo 102-0083 (03) 3515-2525
- **Japan Automobile Transport Technology Association (JATA)**
6, Rokuban-cho, Chiyoda-ku, Tokyo 102-0085 (03) 3556-2161
- **Japan Automobile Standards Internationalization Center (JASIC)**
6, Rokuban-cho, Chiyoda-ku, Tokyo 102-0085 (03) 5216-7241
- **ITS Japan**
6-8, Shiba-Koen 2-chome, Minato-ku, Tokyo 105-0011 (03) 5777-1011
- **Japan Industrial Vehicles Association (JIVA)**
5-26, Moto-Akasaka 1-chome, Minato-ku, Tokyo 107-0051 (03) 3403-5556
- **Japan Trucking Association**
6-1, Nishi-Shinjuku 1-chome, Shinjuku-ku, Tokyo 163-1519 (03) 5323-7109
- **Nihon Bus Association**
4-1, Marunouchi 3-chome, Chiyoda-ku, Tokyo 100-0005 (03) 3216-4011
- **All Japan Freight Forwarders Association**
2-21, Kanda-Awajicho, Chiyoda-ku, Tokyo 101-0063 (03) 5296-1670
- **Japan Federation of Taxicab Associations**
8-13, Kudan-Minami 4-chome, Chiyoda-ku, Tokyo 102-0074 (03) 3239-1531
- **All Japan Rent-A-Car Association**
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5472-7328
- **Japan Federation of Authorized Driving School Associations**
2-1, Yotsuya 3-chome, Shinjuku-ku, Tokyo 160-0004 (03) 3359-8431
- **Japan Automobile Tyre Manufacturers Association, Inc.**
8-21, Toranomom 3-chome, Minato-ku, Tokyo 105-0001 (03) 3435-9091
- **Auto-Parts & Accessories Retail Association (APARA)**
1-7, Shiba 5-chome, Minato-ku, Tokyo 108-0014 (03) 3454-1427
- **Japan Traffic Safety Association**
8-13, Kudan-Minami 4-chome, Chiyoda-ku, Tokyo 102-0074 (03) 3264-2641
- **The Japan Research Center for Transport Policy**
12-6, Kudan-Kita 1-chome, Chiyoda-ku, Tokyo 102-0073 (03) 3263-1945
- **Japan Road Association**
3-1, Kasumigaseki 3-chome, Chiyoda-ku, Tokyo 100-8955 (03) 3581-2211
- **Express Highway Research Foundation of Japan (EHRF)**
11-10, Minami-Azabu 2-chome, Minato-ku, Tokyo 106-0047 (03) 6436-2100
- **Vehicle Information and Communication System Center**
5-7, Kyobashi 2-chome, Chuo-ku, Tokyo 104-0031 (03) 3562-1720

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