THE MOTOR INDUSTRY OF JAPAN

2023

Japan Automobile Manufacturers Association, Inc.

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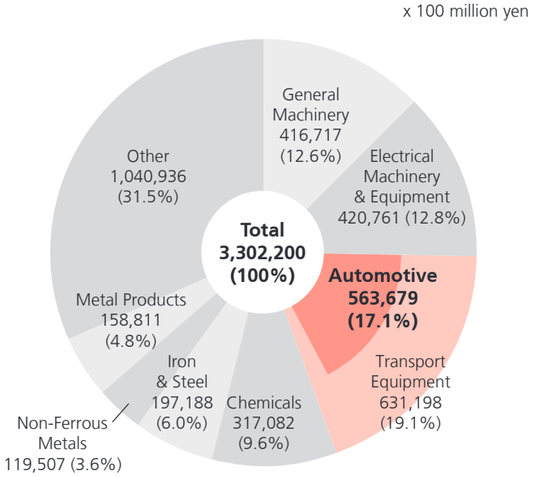
Contents

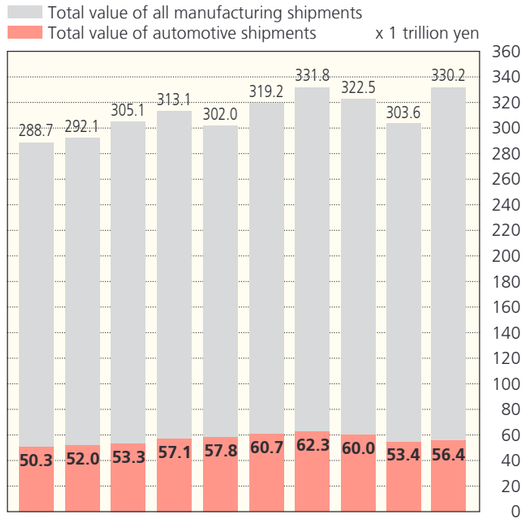
Automotive Shipments Total 56 Trillion Yen; Equipment Investments, 1.4 Trillion Yen; R&D Expenditures, 3.6 Trillion Yen

Automotive shipments (both domestic and export shipments, including motorcycles, auto parts, etc.) in value terms reached 56.4 trillion yen in 2021, up 5.5% from the previous year, accounting for 17.1% of the total value of Japan's manufacturing shipments and 38.4% of the value of the machinery industries' combined shipments. Investments in equipment by the automobile industry in 2021 totalled 1.4 trillion yen and its research and development expenditures stood at 3.6 trillion yen; those figures represent roughly 20% and 30%, respectively, of the value of overall investments of Japan's major manufacturing sectors. With motor vehicle exports in value terms amounting to 17.3 trillion yen in 2022 and auto-related employment in Japan totalling 5.54 million people, the automotive industry is one of the Japanese economy's core industrial sectors.

SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS (2021)



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



Breakdown of automotive shipments:

- Automobiles (including motorcycles) ····· 208,371
- Auto bodies and trailers ····· 7,872
- Automotive parts and accessories ····· 347,436

SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS, 1970-2021

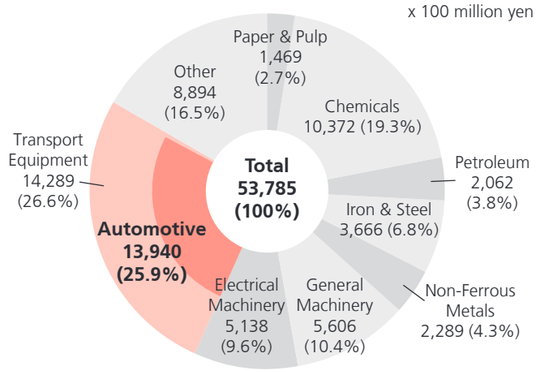
x 100 million yen

Year	Chemicals	Iron & Steel	Non-Ferrous Metals	Metal Products	Machinery Industries: General Machinery	Machinery Industries: Electrical Machinery & Equipment	Machinery Industries: Transport Equipment	Machinery Industries: Transport Equipment: Automotive	Machinery Industries: Subtotal	Other	Total	Automotive Shipments: As % of Value of Machinery Shipments	Automotive Shipments: As % of Total Value of Manufacturing Shipments
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
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
2010	262,120	181,463	89,114	122,920	306,186	442,848	542,136	472,962	1,291,170	944,290	2,891,077	36.6	16.4
2012	260,379	180,121	89,228	128,607	330,816	369,426	564,858	502,627	1,265,100	963,841	2,887,276	39.7	17.4
2013	274,092	179,053	88,059	130,606	320,911	368,283	582,032	519,710	1,271,226	977,885	2,920,921	40.9	17.8
2014	281,230	192,022	94,220	139,328	337,273	394,772	600,633	533,101	1,332,678	1,011,922	3,051,400	40.0	17.5
2015	286,222	178,420	96,795	143,057	359,715	408,060	646,539	570,524	1,414,314	1,012,477	3,131,285	40.3	18.2
2016	272,496	156,693	88,892	143,986	363,611	376,748	649,912	577,604	1,390,271	968,018	3,020,356	41.5	19.1
2017	287,242	176,867	97,620	151,989	392,279	398,955	682,635	606,999	1,473,869	1,004,080	3,191,667	41.2	19.0
2018	297,880	186,520	102,290	158,217	412,807	418,426	700,906	623,040	1,532,139	1,041,048	3,318,094	40.7	18.8
2019	292,528	177,476	96,142	159,653	397,686	390,650	679,938	600,154	1,468,274	1,031,261	3,225,334	40.9	18.6
2020	287,305	151,183	94,527	152,036	376,065	389,109	602,308	534,472	1,367,482	983,014	3,035,547	39.1	17.6
2021	317,082	197,188	119,507	158,811	416,717	420,761	631,198	563,679	1,468,676	1,040,936	3,302,200	38.4	17.1

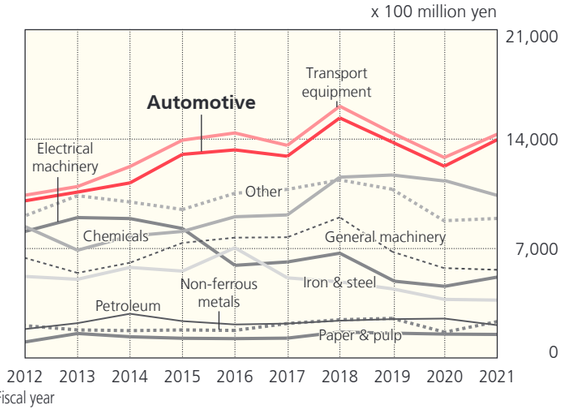
Notes: 1. Data through 2020 includes shipments from all manufacturing operations with four or more employees. 2. Compilation of data on production in value terms was discontinued in 1996 and replaced by data on shipments in value terms. 3. Figures in value terms include domestic consumption tax revenue from shipments. 4. "Electrical Machinery & Equipment" includes IT-related electronic parts and equipment as of 2002.

Sources for data in above charts: 2021 Economic Census for Business Activity, *Ministry of Economy, Trade and Industry, Ministry of Internal Affairs and Communications;* 2022 Census of Manufactures, *Ministry of Economy, Trade and Industry*

INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS (FY 2021)



INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS, 2012-2021



Note: Japan's fiscal year (FY) starts on April 1 and ends on March 31 of the following year.

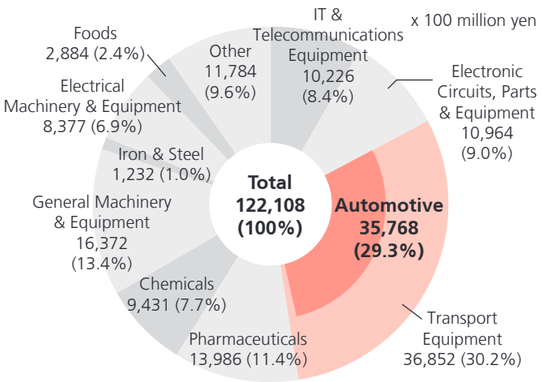
INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS

x 100 million yen

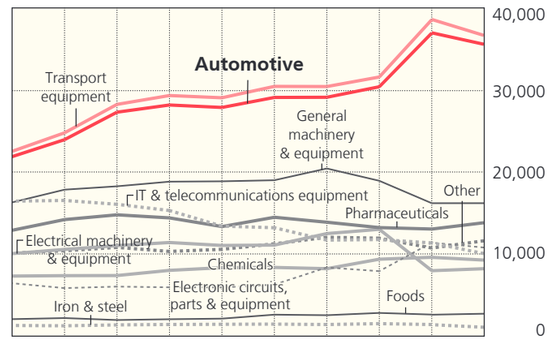
Fiscal year	Paper & Pulp	Chemicals	Petroleum	Iron & Steel	Non-Ferrous Metals	General Machinery	Electrical Machinery	Transport Equipment	Automotive	Other	Total
2012	1,040	8,407	1,863	5,224	2,081	6,405	8,100	10,412	10,053	9,098	52,630
2013	1,580	6,900	2,241	5,042	1,807	5,448	8,983	10,966	10,611	10,381	53,348
2014	1,372	7,801	2,841	5,799	1,763	6,100	8,920	12,244	11,199	9,980	56,820
2015	1,274	8,100	2,370	5,565	1,807	7,367	8,285	13,928	13,021	9,500	58,196
2016	1,252	9,036	2,156	7,055	1,775	7,702	5,933	14,387	13,306	10,537	59,833
2017	1,283	9,152	2,215	5,133	2,219	7,727	6,149	13,595	12,902	10,782	58,255
2018	1,672	11,565	2,399	4,877	2,459	8,999	6,708	16,096	15,349	11,387	66,162
2019	1,602	11,702	2,497	4,435	2,546	6,802	4,934	14,386	13,803	10,792	59,696
2020	1,489	11,320	2,484	3,711	1,611	5,715	4,594	12,808	12,252	8,754	52,486
2021	1,469	10,372	2,062	3,666	2,289	5,606	5,138	14,289	13,940	8,894	53,785

Source: Survey on Planned Capital Spending, *Development Bank of Japan*

R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS (FY 2021)



R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS, 2012-2021



R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS

x 100 million yen

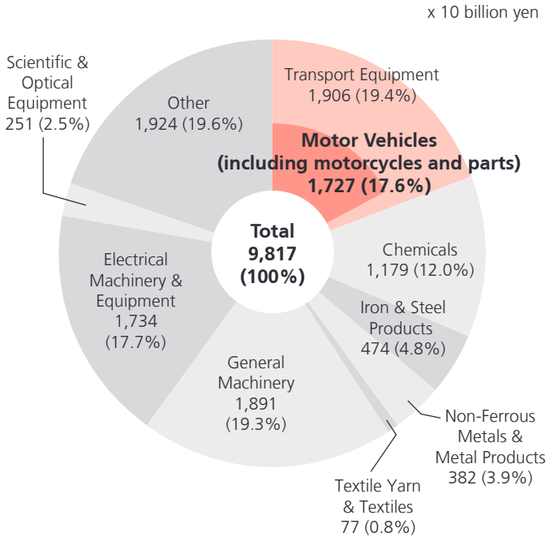
Fiscal year	IT & Telecommunications Equipment	Electronic Circuits, Parts & Equipment	Transport Equipment	Automotive	Pharma-ceuticals	Chemicals	General Machinery & Equipment	Iron & Steel	Electrical Machinery & Equipment	Foods	Other	Total
2012	16,623	6,595	22,711	22,062	13,061	7,469	16,472	1,432	10,214	2,204	10,260	107,041
2013	16,708	5,998	24,972	24,137	14,371	7,519	18,027	1,392	10,724	2,337	10,567	112,615
2014	16,238	6,181	28,447	27,495	14,953	7,534	18,440	1,501	11,189	2,097	10,971	117,551
2015	15,476	6,093	29,529	28,372	14,577	8,166	19,005	1,552	11,569	2,195	10,479	118,641
2016	13,572	6,075	29,255	28,071	13,516	8,494	19,047	1,577	11,211	2,267	10,734	115,748
2017	13,374	6,427	30,646	29,296	14,653	8,525	19,180	1,598	11,255	2,753	11,407	119,818
2018	11,863	8,523	30,628	29,317	14,047	8,369	20,615	1,547	12,660	2,686	12,213	123,151
2019	11,930	8,067	31,791	30,600	13,392	9,529	19,110	1,655	13,182	2,964	12,093	123,713
2020	11,518	11,557	38,796	37,164	13,216	9,764	16,371	1,547	8,135	2,764	10,898	124,566
2021	10,226	10,964	36,852	35,768	13,986	9,431	16,372	1,232	8,377	2,884	11,784	122,108

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

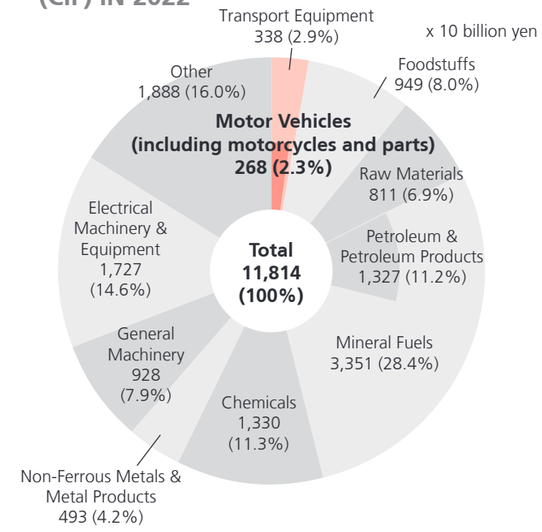
In Value Terms, Motor Vehicle Exports Total 17.3 Trillion Yen; Imports Total 2.7 Trillion Yen

In 2022 Japan's gross exports and imports increased from the previous year, by 18.2% and 39.4%, respectively. In value terms, automotive exports rose 17.4% from 2021 to 17.3 trillion yen, and imports grew 14.3% year-on-year to 2.7 trillion yen.

EXPORTS BY PRINCIPAL COMMODITY (FOB) IN 2022



IMPORTS BY PRINCIPAL COMMODITY (CIF) IN 2022



AUTOMOTIVE EXPORTS IN VALUE TERMS (FOB)

x 100 million yen

Year	Motor Vehicles	Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Motorcycles & Motorcycle Parts	Exports Total	Chg. (%)
2013	142,411	111.7	104,125	34,762	3,524	697,742	109.5
2014	147,849	103.8	109,194	34,750	3,905	730,930	104.8
2015	158,912	107.5	120,463	34,830	3,619	756,139	103.4
2016	151,175	95.1	113,329	34,617	3,229	700,358	92.6
2017	161,092	106.6	118,254	38,966	3,872	782,865	111.8
2018	166,972	103.7	123,072	39,909	3,990	814,788	104.1
2019	159,052	95.3	119,712	36,017	3,324	769,317	94.4
2020	127,738	80.3	95,796	29,124	2,818	683,991	88.9
2021	147,099	115.2	107,222	36,000	3,876	830,914	121.5
2022	172,743	117.4	130,117	38,483	4,143	981,750	118.2

AUTOMOTIVE IMPORTS IN VALUE TERMS (CIF)

x 100 million yen

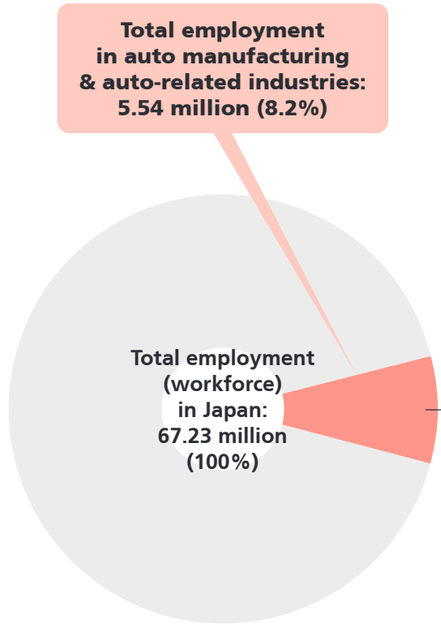
Year	Motor Vehicles	Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Motorcycles & Motorcycle Parts	Imports Total	Chg. (%)
2013	18,948	122.2	10,857	6,981	1,109	812,425	114.9
2014	20,925	110.4	11,623	8,148	1,154	859,091	105.7
2015	21,261	101.6	11,398	8,770	1,093	784,055	91.3
2016	21,023	98.9	11,781	8,329	913	660,420	84.2
2017	23,419	111.4	13,070	9,328	1,021	753,792	114.1
2018	25,223	107.7	14,284	9,861	1,079	827,033	109.7
2019	24,020	95.2	14,084	8,906	1,030	785,995	95.0
2020	19,513	81.2	11,653	6,747	1,113	680,108	86.5
2021	23,469	120.3	13,704	8,252	1,513	847,607	124.6
2022	26,818	114.3	15,051	10,016	1,751	1,181,410	139.4

Notes: 1. "Passenger Cars, Trucks, Buses" includes 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).
Source for all statistical data on this page: The Summary Report on Trade of Japan (2022), *Japan Tariff Association*

Auto-Related Employment Totals 5.54 Million People

Automobiles are the focus of an extremely wide range of industrial and related activity, from materials supply and vehicle production to sales, servicing, freight shipping and other auto-centered operations. Auto-related employment in Japan at present totals 5.54 million people.

EMPLOYMENT IN THE AUTOMOBILE MANUFACTURING AND AUTO-RELATED INDUSTRIES



Number of employees

Automobile Production ····· 867,000

- Automobile manufacturing (including motorcycles) ····· 179,000
- Auto parts and accessories manufacturing ····· 666,000
- Auto body and trailer manufacturing ····· 22,000

Road Transport ····· 2,793,000

- Road freight transport ····· 1,777,000
- Road passenger transport ····· 476,000
- Road transport-related services ····· 387,000
- Vehicle rental services ····· 50,000
- Postal activities ····· 103,000

Automotive Fuel/Insurance/Recycling ····· 367,000

- Automotive fuel retailing ····· 294,000
- Auto damage insurance ····· 7,400
- Automobile recycling ····· 1,600
- Automobile parking ····· 64,000

Materials & Equipment Supply ····· 503,000

- Electrical machinery & equipment ····· 82,000
- Non-ferrous metals ····· 20,000
- Iron & steel ····· 113,000
- Metal products ····· 37,000
- Chemicals (including paints), textiles, and petroleum ····· 31,000
- Plastics, rubber, and glass ····· 149,000
- Electronic parts & equipment ····· 29,000
- Manufacturing machinery ····· 5,000
- Information services ····· 37,000

Sales & Services ····· 1,009,000

- Automobile retailing (including motorcycles, used vehicles, and auto parts and accessories) ····· 568,000
- Automobile wholesaling (including motorcycles, used vehicles, and finished/used parts and accessories) ····· 221,000
- Automobile servicing ····· 220,000

Note: Figures are rounded off to the nearest thousand.

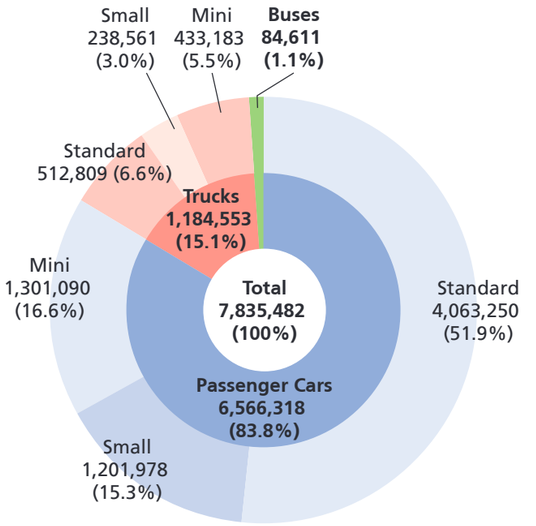
Sources: Labor Force Survey (2022 Annual Average), *Ministry of Internal Affairs and Communications' Statistics Bureau*; 2021 Economic Census for Business Activity, *Ministry of Economy, Trade and Industry, Ministry of Internal Affairs and Communications*; 2022 Census of Manufactures, 2019 Input-Output Tables for Japan, *Ministry of Economy, Trade and Industry*

Motor Vehicle Production Totals 7.84 Million Units

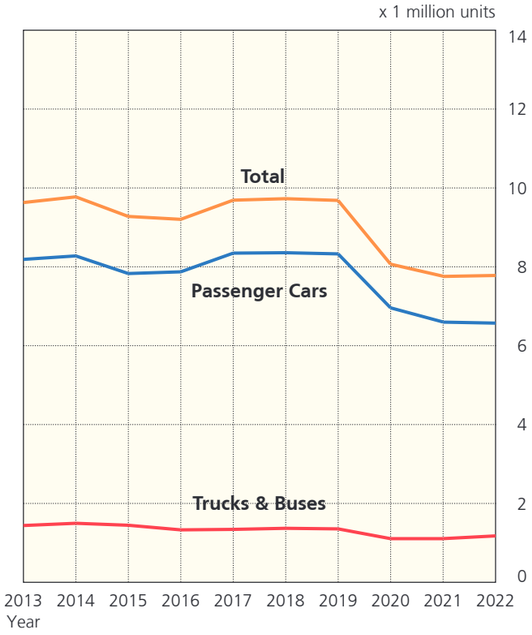
In 2022 motor vehicle production in Japan stood at 7.84 million units, down 0.1% from 2021, registering a decrease for the fourth consecutive year. Passenger car production slipped 0.8% to a total of 6.57 million units, with standard cars declining 2.5% to 4.06 million units, but small cars growing 2.8% to 1.20 million units and minicars rising 1.3% to 1.30 million units. Meanwhile, truck production increased 2.6% from the previous year to 1.18 million units and bus production climbed 14.9% to 85,000 units.

MOTOR VEHICLE PRODUCTION BY TYPE IN 2022

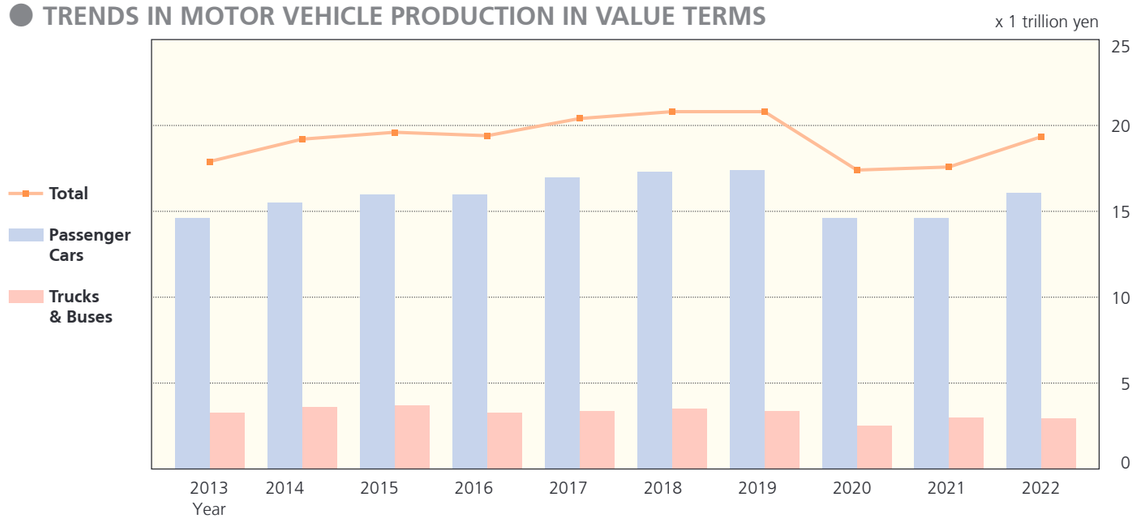
In vehicle units



TRENDS IN MOTOR VEHICLE PRODUCTION



TRENDS IN MOTOR VEHICLE PRODUCTION IN VALUE TERMS



MOTOR VEHICLE PRODUCTION IN VALUE TERMS

x 1 million yen

Year	Passenger Cars				Trucks					Buses			Total
	Standard	Small	Mini	Subtotal	Standard	Small	Mini	Tractors	Subtotal	Large	Small	Subtotal	
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
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
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
2013	10,422,008	2,628,986	1,579,510	14,630,504	1,987,340	479,914	312,959	102,073	2,882,286	119,670	290,001	409,671	17,922,461
2014	11,110,107	2,636,872	1,795,440	15,542,419	2,189,242	546,377	313,522	118,091	3,167,232	124,114	318,410	442,524	19,152,175
2015	12,047,649	2,458,198	1,473,103	15,978,950	2,189,038	576,037	300,368	131,002	3,196,445	139,614	328,498	468,112	19,643,507
2016	12,321,649	2,438,906	1,280,853	16,041,408	1,888,981	566,781	290,991	129,781	2,876,534	172,906	299,220	472,126	19,390,068
2017	12,958,155	2,516,379	1,517,786	16,992,320	1,986,030	538,716	319,178	126,867	2,970,791	175,090	288,317	463,407	20,426,518
2018	13,367,843	2,398,835	1,545,687	17,312,365	2,007,940	570,136	359,483	128,658	3,066,217	138,240	275,391	413,631	20,792,213
2019	13,423,165	2,357,894	1,611,427	17,392,486	1,923,717	568,616	391,156	141,002	3,024,491	130,452	298,524	428,976	20,845,953
2020	10,893,199	2,178,494	1,528,289	14,599,982	1,608,220	492,720	344,847	106,908	2,552,695	68,588	170,077	238,665	17,391,342
2021	11,304,450	1,799,635	1,379,294	14,483,379	2,016,676	514,462	346,123	105,486	2,982,747	32,029	153,578	185,607	17,651,733
2022	12,636,491	1,980,042	1,468,754	16,085,287	1,969,687	458,523	462,032	85,670	2,975,912	42,710	183,529	226,239	19,287,438

Source: Ministry of Economy, Trade and Industry

MOTOR VEHICLE PRODUCTION

In vehicle units

Year	Passenger Cars					Trucks					Buses		Total		Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)		Chg. (%)		Chg. (%)	
1970	51,619	2,377,639	749,450	3,178,708	121.7	258,100	1,253,861	551,922	2,063,883	102.1	46,566	111.3	5,289,157	113.1	1970
1975	209,032	4,198,550	160,272	4,567,854	116.2	288,170	1,610,475	438,987	2,337,632	90.8	36,105	78.8	6,941,591	105.9	1975
1980	403,338	6,438,847	195,923	7,038,108	114.0	885,198	2,113,311	914,679	3,913,188	115.2	91,588	146.4	11,042,884	114.6	1980
1985	494,792	6,991,432	160,592	7,646,816	108.1	1,278,212	1,877,893	1,388,583	4,544,688	105.2	79,591	110.2	12,271,095	107.0	1985
1990	1,750,783	7,361,224	835,965	9,947,972	109.9	1,249,525	1,262,943	986,171	3,498,639	89.0	40,185	95.5	13,486,796	103.5	1990
1995	2,553,703	4,140,629	916,201	7,610,533	97.5	824,140	909,321	804,276	2,537,737	93.9	47,266	96.2	10,195,536	96.6	1995
2000	3,376,447	3,699,893	1,283,094	8,359,434	103.2	649,180	483,282	594,356	1,726,818	98.8	54,544	112.7	10,140,796	102.5	2000
2005	4,191,360	3,416,622	1,408,753	9,016,735	103.4	723,663	436,763	546,185	1,706,611	98.6	76,313	126.3	10,799,659	102.7	2005
2010	4,846,411	2,159,119	1,304,832	8,310,362	121.1	520,627	238,776	449,776	1,209,179	122.7	109,334	126.0	9,628,875	121.4	2010
2013	4,618,014	1,888,759	1,682,550	8,189,323	95.7	580,012	300,635	427,530	1,308,177	103.3	132,681	108.6	9,630,181	96.9	2013
2014	4,657,765	1,750,895	1,868,410	8,277,070	101.1	604,768	327,928	425,065	1,357,761	103.8	139,834	105.4	9,774,665	101.5	2014
2015	4,744,471	1,555,548	1,530,703	7,830,722	94.6	586,645	330,814	392,290	1,309,749	96.5	137,850	98.6	9,278,321	94.9	2015
2016	4,999,566	1,610,486	1,263,834	7,873,886	100.6	505,970	317,182	377,921	1,201,073	91.7	129,743	94.1	9,204,702	99.2	2016
2017	5,147,256	1,715,970	1,484,610	8,347,836	106.0	515,521	292,901	411,319	1,219,741	101.6	123,097	94.9	9,690,674	105.3	2017
2018	5,256,226	1,605,162	1,497,898	8,359,286	100.1	517,641	306,259	433,211	1,257,111	103.1	113,197	92.0	9,729,594	100.4	2018
2019	5,317,165	1,538,380	1,473,211	8,328,756	99.6	506,390	293,002	433,525	1,232,917	98.1	122,621	108.3	9,684,294	99.5	2019
2020	4,192,767	1,409,994	1,357,648	6,960,409	83.6	405,451	254,310	377,970	1,037,731	84.2	69,801	56.9	8,067,941	83.3	2020
2021	4,165,631	1,169,284	1,284,287	6,619,202	95.1	516,988	261,715	375,351	1,154,054	111.2	73,659	105.5	7,846,915	97.3	2021
2022	4,063,250	1,201,978	1,301,090	6,566,318	99.2	512,809	238,561	433,183	1,184,553	102.6	84,611	114.9	7,835,482	99.9	2022

Notes: 1. Passenger cars and trucks 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 23 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 been treated as components since 1988. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

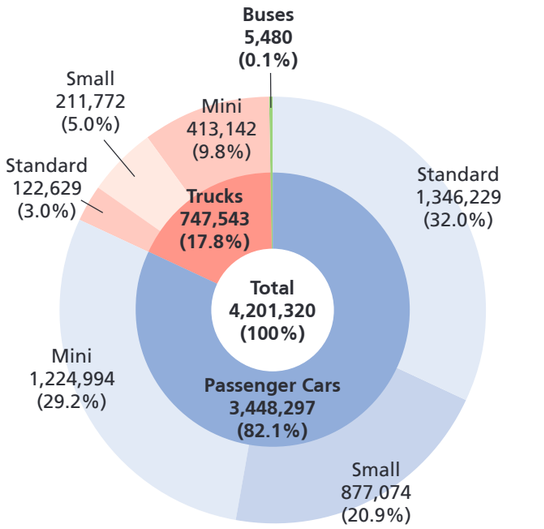
Sources: Japan Automobile Manufacturers Association; Current Survey of Production, *Ministry of Economy, Trade and Industry*

Motor Vehicle Sales Total 4.20 Million Units

Passenger car and commercial vehicle demand in Japan in 2022 stood at 4.20 million units, a 5.6% decrease from the previous year. Total passenger car sales shrank 6.2% from 2021 to 3.45 million units, with standard cars declining 6.9% to 1.35 million units, small cars dropping 8.0% to 877,000 units, and minicars dipping 4.0% to 1.23 million units. Meanwhile, sales of trucks slipped 2.4% from 2021 to 748,000 units and sales of buses fell 20.3% to 5,500 units.

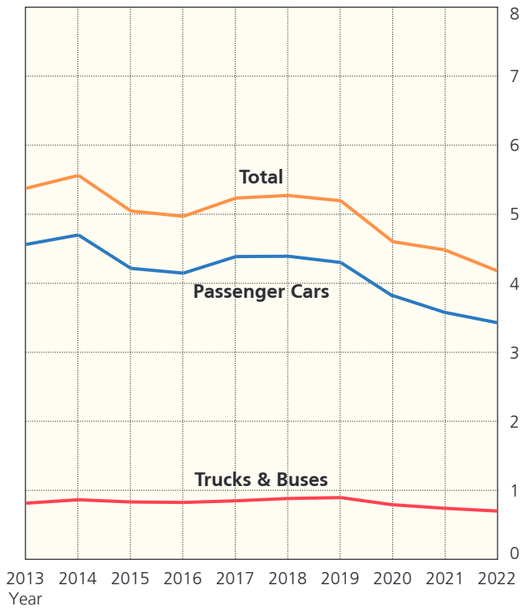
NEW MOTOR VEHICLE REGISTRATIONS BY TYPE IN 2022

In vehicle units



TRENDS IN NEW MOTOR VEHICLE REGISTRATIONS

x 1 million units



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. (%)
2000	1,281,805	138,672	177,143	277,295	1,874,915	99.7
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
2011	1,138,752	33,023	168,705	180,665	1,521,145	88.1
2012	1,557,681	27,730	198,843	195,192	1,979,446	130.1
2013	1,690,171	25,199	194,728	202,893	2,112,991	106.7
2014	1,839,119	22,929	194,431	216,311	2,272,790	107.6
2015	1,511,404	18,536	184,127	182,133	1,896,200	83.4
2016	1,344,967	19,456	185,927	175,110	1,725,460	91.0
2017	1,443,367	16,373	201,873	181,728	1,843,341	106.8
2018	1,495,706	33,907	208,822	185,689	1,924,124	104.4
2019	1,479,205	52,543	196,034	182,564	1,910,346	99.3
2020	1,331,149	37,310	174,479	175,150	1,718,088	89.9
2021	1,275,836	28,962	182,851	164,873	1,652,522	96.2
2022	1,224,994	38,984	206,008	168,150	1,638,136	99.1

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

Source: Japan Mini Vehicles Association

NEW MOTOR VEHICLE REGISTRATIONS

In vehicle units

Year	Passenger Cars					Trucks					Buses				Total	Chg. (%)	Total Vehicles		Total Mini-Vehicles		Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)	Large	Small	Subtotal	Chg. (%)				Chg. (%)		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	10,256	17,572	27,828	104.2	4,100,467	106.9	2,844,554	104.9	1,255,913	111.7	1970
1975	49,125	2,531,396	157,120	2,737,641	119.7	121,118	999,155	431,181	1,551,454	100.7	8,818	11,018	19,836	87.4	4,308,931	111.9	3,720,630	118.8	588,301	82.1	1975
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	9,414	13,973	23,387	97.5	5,015,510	97.3	4,002,172	93.1	1,013,338	118.3	1980
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	8,798	12,775	21,573	106.4	5,556,834	102.2	4,028,132	101.3	1,528,702	104.8	1985
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	9,162	15,763	24,925	105.9	7,777,493	107.2	5,975,089	107.4	1,802,404	106.3	1990
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	6,475	10,828	17,303	97.0	6,865,034	105.2	5,149,414	104.8	1,715,620	106.2	1995
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	4,333	12,238	16,571	114.5	5,963,042	101.7	4,095,117	102.7	1,867,925	99.7	2000
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	5,856	11,898	17,754	97.8	5,852,067	100.0	3,928,351	99.1	1,923,716	101.7	2005
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	4,777	7,998	12,775	101.6	4,956,136	107.5	3,229,716	110.6	1,726,420	102.3	2010
2013	1,399,407	1,472,704	1,690,171	4,562,282	99.8	143,272	235,883	422,820	801,975	102.1	4,181	7,075	11,256	94.3	5,375,513	100.1	3,262,522	96.2	2,112,991	106.7	2013
2014	1,437,589	1,422,883	1,839,119	4,699,591	103.0	164,815	252,828	433,671	851,314	106.2	4,498	7,485	11,983	106.5	5,562,888	103.5	3,290,098	100.8	2,272,790	107.6	2014
2015	1,354,541	1,349,944	1,511,404	4,215,889	89.7	172,502	259,936	384,796	817,234	96.0	5,260	8,127	13,387	111.7	5,046,510	90.7	3,150,310	95.8	1,896,200	83.4	2015
2016	1,490,216	1,311,275	1,344,967	4,146,458	98.4	173,249	254,560	380,493	808,302	98.9	6,543	8,955	15,498	115.8	4,970,258	98.5	3,244,798	103.0	1,725,460	91.0	2016
2017	1,548,214	1,394,796	1,443,367	4,386,377	105.8	176,385	255,836	399,974	832,195	103.0	6,602	8,991	15,593	100.6	5,234,165	105.3	3,390,824	104.5	1,843,341	106.8	2017
2018	1,582,828	1,312,626	1,495,706	4,391,160	100.1	180,266	258,521	428,418	867,205	104.2	5,131	8,571	13,702	87.9	5,272,067	100.7	3,347,943	98.7	1,924,124	104.4	2018
2019	1,586,342	1,235,544	1,479,205	4,301,091	97.9	182,391	267,007	431,141	880,539	101.5	4,876	8,710	13,586	99.2	5,195,216	98.5	3,284,870	98.1	1,910,346	99.3	2019
2020	1,370,755	1,108,077	1,331,149	3,809,981	88.6	160,678	231,683	386,939	779,300	88.5	3,113	6,221	9,334	68.7	4,598,615	88.5	2,880,527	87.7	1,718,088	89.9	2020
2021	1,446,655	953,207	1,275,836	3,675,698	96.5	157,781	231,295	376,686	765,762	98.3	1,657	5,223	6,880	73.7	4,448,340	96.7	2,795,818	97.1	1,652,522	96.2	2021
2022	1,346,229	877,074	1,224,994	3,448,297	93.8	122,629	211,772	413,142	747,543	97.6	1,661	3,819	5,480	79.7	4,201,320	94.4	2,563,184	91.7	1,638,136	99.1	2022

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

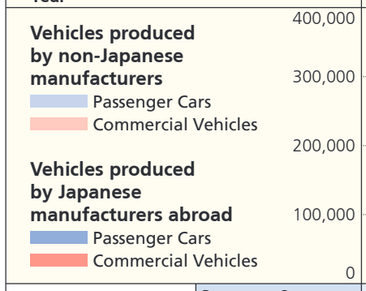
Sources: Japan Automobile Dealers Association; Japan Mini Vehicles Association

310,000 New Imported Vehicles Sold in Total

Sales of new imported vehicles in Japan in 2022 totalled 310,000 units, down 10.1% from the previous year, with new passenger cars dropping 11.7% to 278,000 units but new commercial vehicles (trucks and buses) climbing 7.3% to 32,000 units. Meanwhile, sales of used imported vehicles fell 4.3% from the previous year to 555,000 units, with used passenger cars declining 4.6% to 534,000 units but used trucks rising 3.6% to 19,000 units, respectively.

TRENDS IN IMPORTED MOTOR VEHICLE SALES

In vehicle units



Year		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Vehicles produced by non-Japanese manufacturers	Passenger Cars	278,846	288,830	284,471	294,060	305,043	308,389	298,378	254,404	258,637	240,758
	Commercial Vehicles	1,694	1,366	1,025	1,054	1,045	1,016	1,061	1,692	1,115	1,468
	Total	280,540	290,196	285,496	295,114	306,088	309,405	299,439	256,096	259,752	242,226
Vehicles produced by Japanese manufacturers abroad	Passenger Cars	52,440	30,847	28,610	33,547	28,408	34,381	27,883	42,909	56,352	37,289
	Commercial Vehicles	13,153	14,917	14,516	15,012	16,524	22,480	20,994	18,928	28,448	30,244
	Total	65,593	45,764	43,126	48,559	44,932	56,861	48,877	61,837	84,800	67,533
Passenger Cars Total		331,286	319,677	313,081	327,607	333,451	342,770	326,261	297,313	314,989	278,047
Commercial Vehicles Total		14,847	16,283	15,541	16,066	17,569	23,496	22,055	20,620	29,563	31,712
Grand Totals		346,133	335,960	328,622	343,673	351,020	366,266	348,316	317,933	344,552	309,759
Chg. (%)		109.5	97.1	97.8	104.6	102.1	104.3	95.1	91.3	108.4	89.9

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
2005	282,654	98.6	1,420	660	284,734	98.4	444,635
2010	230,791	158.4	11,922	780	243,493	156.7	353,260
2013	343,730	103.1	16,255	1,348	361,333	103.4	438,737
2014	336,764	98.0	16,662	1,278	354,704	98.2	410,143
2015	320,295	95.1	15,873	820	336,988	95.0	353,519
2016	331,207	103.4	17,455	651	349,313	103.7	341,254
2017	336,950	101.7	20,091	672	357,713	102.4	458,415
2018	358,221	106.3	26,633	839	385,693	107.8	540,008
2019	335,766	93.7	24,938	971	361,675	93.8	585,578
2020	282,606	84.2	24,036	622	307,264	85.0	707,491
2021	306,820	108.6	30,900	671	338,391	110.1	873,855
2022	279,523	91.1	33,030	596	313,149	92.5	854,890

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. (%)
2013	487,750	100.0	15,428	105.4	4,724	86.4	220	508,122	100.0
2014	485,055	99.4	15,156	98.2	3,963	83.9	185	504,359	99.3
2015	495,170	102.1	15,373	101.4	3,649	92.1	171	514,363	102.0
2016	512,294	103.5	15,736	102.4	3,103	85.0	202	531,335	103.3
2017	540,946	105.6	15,984	101.6	2,946	94.9	162	560,038	105.4
2018	546,336	101.0	15,890	99.4	2,780	94.4	184	565,190	100.9
2019	558,481	102.2	16,433	103.4	2,562	92.2	195	577,671	102.2
2020	577,969	103.5	18,319	111.5	2,638	103.0	155	599,081	103.7
2021	559,439	96.8	18,005	98.3	2,607	98.8	159	580,210	96.9
2022	533,973	95.4	18,655	103.6	2,500	95.9	276	555,404	95.7

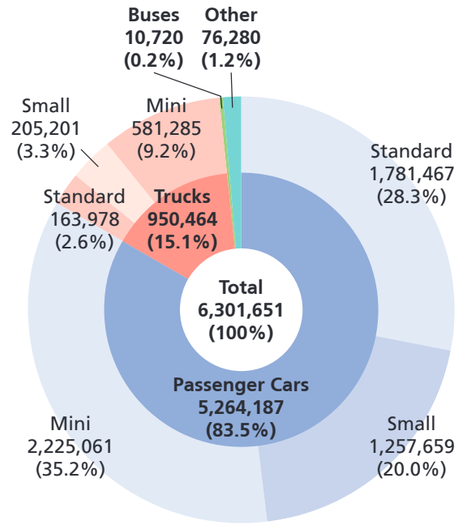
Notes: 1. For motor vehicle classifications in Japan, see page 23. 2. "Other" includes buses, large special-purpose vehicles and small-sized three-wheeled trucks. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).
Source: Japan Automobile Importers Association

Used Vehicle Sales Total 6.3 Million Units

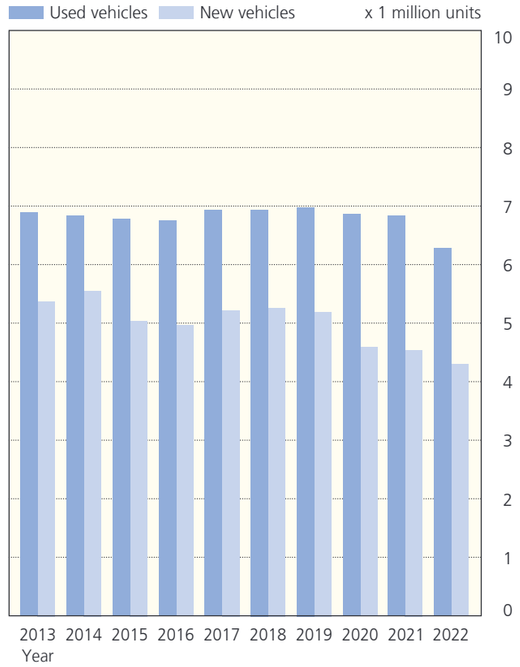
In 2022 sales of used motor vehicles fell 6.4% from the previous year to 6.30 million units. Used passenger car sales totalled 5.26 million units, declining 6.5% from the previous year, with standard cars, small cars, and minicars dropping 4.9%, 8.4%, and 6.8% to 1.78 million units, 1.26 million units, and 2.23 million units, respectively. Meanwhile, sales of used trucks decreased 5.7% to 950,000 units and sales of used buses dipped 2.9% to 11,000 units.

USED VEHICLE SALES BY TYPE IN 2022

In vehicle units



TRENDS IN NEW AND USED MOTOR VEHICLE SALES



USED MOTOR VEHICLE SALES

In vehicle units

Year	Passenger Cars					Trucks					Buses		Other		Total	
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)		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
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
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
2013	1,666,732	1,740,725	2,255,560	5,663,017	100.3	167,793	223,734	746,631	1,138,158	97.0	12,830	86.7	81,016	98.2	6,895,021	99.7
2014	1,630,421	1,653,214	2,367,235	5,650,870	99.8	163,536	215,295	721,406	1,100,237	96.7	12,531	97.7	76,536	94.5	6,840,174	99.2
2015	1,668,429	1,602,719	2,354,077	5,625,225	99.5	162,130	211,480	700,589	1,074,199	97.6	13,173	105.1	74,217	97.0	6,786,814	99.2
2016	1,729,194	1,564,982	2,322,533	5,616,709	99.8	161,717	217,544	670,935	1,050,196	97.8	13,204	100.2	76,013	102.4	6,756,122	99.5
2017	1,802,956	1,588,747	2,414,874	5,806,577	103.4	166,629	218,601	656,703	1,041,933	99.2	13,066	99.0	75,942	99.9	6,937,518	102.7
2018	1,834,306	1,523,537	2,449,940	5,807,783	100.0	174,106	216,026	663,976	1,054,108	101.2	13,256	101.5	76,251	100.4	6,951,398	100.2
2019	1,885,765	1,485,339	2,504,576	5,875,680	101.2	168,465	213,975	641,894	1,024,334	97.2	12,879	97.2	88,144	115.6	6,988,158	100.5
2020	1,898,616	1,443,889	2,394,963	5,737,468	97.6	169,904	226,298	640,876	1,037,078	101.2	12,194	94.7	80,127	90.9	6,866,867	98.3
2021	1,872,619	1,373,160	2,386,963	5,632,742	98.2	172,465	220,661	615,311	1,008,437	97.2	11,040	90.5	78,806	98.4	6,731,025	98.0
2022	1,781,467	1,257,659	2,225,061	5,264,187	93.5	163,978	205,201	581,285	950,464	94.3	10,720	97.1	76,280	96.8	6,301,651	93.6

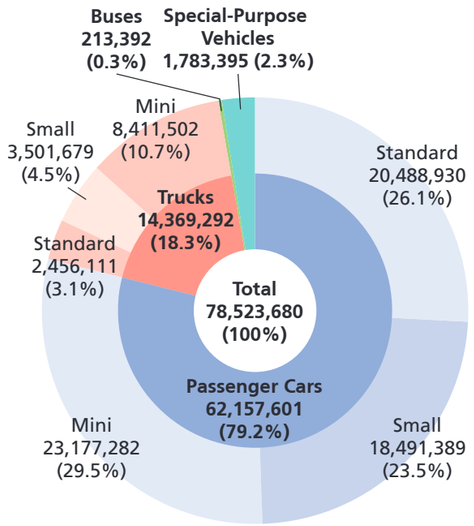
Notes: 1. Passenger cars and trucks are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 23 for details. 2. Includes imported vehicles. 3. "Other" refers to emergency 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

A Total of 78.52 Million Motor Vehicles in Use

At the end of December 2022, motor vehicles in use in Japan (excluding motorcycles) totalled 78.52 million units, a 0.1% increase from the previous year. Passenger cars in use slipped 0.01% to 62.16 million units, with standard cars and minicars rising 1.1% and 0.8% to 20.49 million units and 23.18 million units, respectively, but small cars dropping 2.3% to 18.49 million units. Whereas trucks in use increased 0.5% to 14.37 million units compared to the previous year, buses in use fell 2.3% from 2021 to 213,000 units. At the end of March 2022, the average service life of motor vehicles in Japan was 13.84 years for passenger cars, 15.84 years for trucks, and 19.74 years for buses.

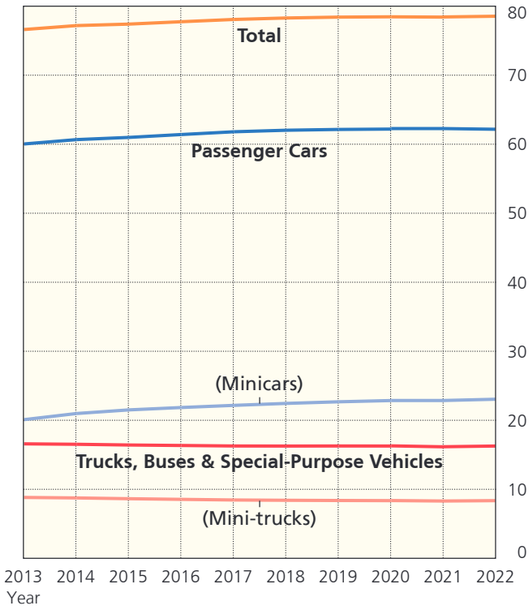
MOTOR VEHICLES IN USE BY TYPE AT END OF 2022

In vehicle units



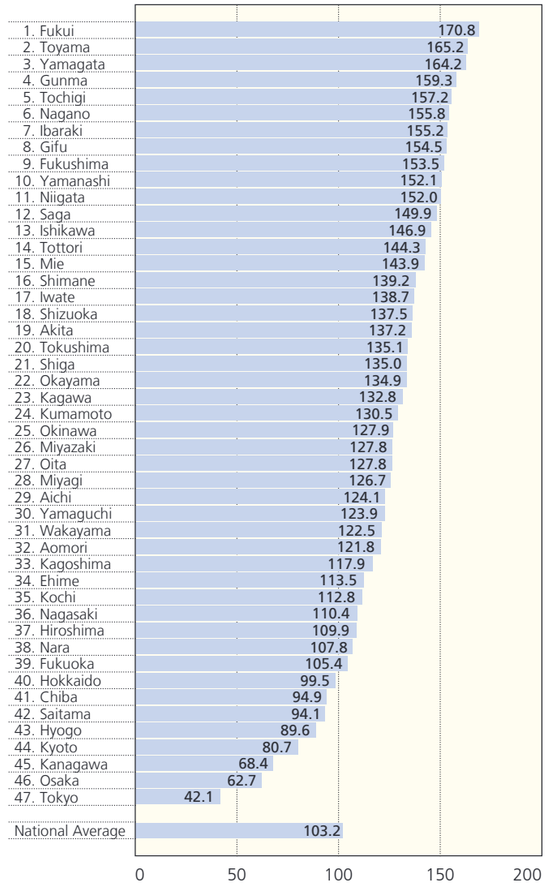
TRENDS IN MOTOR VEHICLES IN USE

x 1 million units



PRIVATE PASSENGER CARS IN USE PER 100 HOUSEHOLDS BY PREFECTURE (at March 31, 2022)

In vehicle units



Source: Automobile Inspection & Registration Information Association

PASSENGER CARS IN USE BY YEAR OF FIRST REGISTRATION

At March 31, 2022

Year of First Registration	Vehicles in Use	% of "Vehicles in Use" Total
April 2021-March 2022	2,268,437	5.81
April 2020-March 2021	2,466,806	6.32
April 2019-March 2020	2,658,625	6.81
April 2018-March 2019	2,718,107	6.97
April 2017-March 2018	2,686,306	6.88
April 2016-March 2017	2,565,859	6.58
April 2015-March 2016	2,326,842	5.96
April 2014-March 2015	2,229,992	5.72
April 2013-March 2014	2,496,231	6.40
April 2012-March 2013	2,231,210	5.72
April 2011-March 2012	1,995,100	5.11
April 2010-March 2011	1,740,284	4.46
April 2009-March 2010	1,813,725	4.65
April 2008-March 2009	1,215,226	3.11
April 2007-March 2008	1,239,034	3.18
April 2006-March 2007	970,960	2.49
-March 2006	5,394,294	13.83
Total "Vehicles in Use"	39,017,038	100

AVERAGE AGE BY TYPE

In years

Year	Passenger Cars	Trucks	Buses
2012	7.95	10.43	11.12
2013	8.07	10.73	11.38
2014	8.13	10.93	11.56
2015	8.29	11.09	11.76
2016	8.44	11.23	11.87
2017	8.53	11.32	11.84
2018	8.60	11.41	11.81
2019	8.65	11.42	11.83
2020	8.72	11.44	11.86
2021	8.84	11.53	12.07
2022	9.03	11.67	12.39

AVERAGE SERVICE LIFE BY TYPE

In years

Year	Passenger Cars	Trucks	Buses
2012	12.16	12.81	16.82
2013	12.58	13.24	17.91
2014	12.64	13.31	17.63
2015	12.38	13.72	16.95
2016	12.76	13.89	16.83
2017	12.91	14.37	17.39
2018	13.24	14.72	17.69
2019	13.26	15.17	18.36
2020	13.51	15.31	18.31
2021	13.87	15.73	18.38
2022	13.84	15.84	19.74

Notes: 1. "Average age" means the average number of years elapsed since first registration. 2. "Average service life" means average vehicle lifespan. 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

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

In vehicle units

Year	Passenger Cars					Trucks					Buses				Special-Purpose Vehicles		Total		Trailers	Three-Wheeled Vehicles	Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)	Large	Small	Subtotal	Chg. (%)		Chg. (%)		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	104,895	83,085	187,980	110.5	333,132	110.5	17,581,843	116.2	23,079	243,934	1970
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	102,186	124,098	226,284	101.7	584,100	101.7	28,090,558	104.9	39,808	47,998	1975
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	106,633	123,387	230,020	100.4	789,155	100.4	37,856,174	104.5	56,804	17,724	1980
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	108,967	122,261	231,228	100.5	941,647	100.5	46,157,261	103.7	65,485	6,123	1985
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	114,819	130,849	245,668	101.6	1,206,390	101.6	57,697,669	104.7	87,359	4,056	1990
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	114,478	128,617	243,095	99.1	1,500,219	99.1	66,853,500	102.8	120,171	3,621	1995
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	110,046	125,437	235,483	99.9	1,750,733	99.9	72,649,099	101.3	133,676	3,827	2000
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	109,917	121,816	231,733	100.3	1,630,062	98.8	75,686,455	101.4	147,626	3,280	2005
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	108,136	119,135	227,271	99.5	1,502,593	99.2	75,361,876	100.0	152,834	3,120	2010
2013	17,509,103	22,435,835	20,090,359	60,035,297	101.0	2,270,812	3,614,925	8,818,149	14,703,886	99.1	107,723	118,204	225,927	99.9	1,653,956	100.6	76,619,066	100.6	157,212	15,478	2013
2014	17,714,352	21,974,741	20,978,424	60,667,517	101.1	2,294,449	3,581,884	8,748,653	14,624,986	99.5	108,545	118,399	226,944	100.5	1,669,019	100.9	77,188,466	100.7	159,863	16,376	2014
2015	17,935,861	21,547,282	21,504,199	60,987,342	100.5	2,316,208	3,552,373	8,634,637	14,503,218	99.2	110,096	119,293	229,389	101.1	1,684,382	100.9	77,404,331	100.3	162,350	17,391	2015
2016	18,357,734	21,195,621	21,850,275	61,403,630	100.7	2,337,230	3,535,022	8,539,701	14,411,953	99.4	112,011	120,310	232,321	101.3	1,702,616	101.1	77,750,520	100.4	165,769	18,494	2016
2017	18,799,713	20,842,558	22,160,847	61,803,118	100.7	2,356,279	3,516,383	8,448,505	14,321,167	99.4	112,672	120,794	233,466	100.5	1,720,118	101.0	78,077,869	100.4	169,989	19,457	2017
2018	19,198,666	20,383,197	22,444,053	62,025,916	100.4	2,382,877	3,506,007	8,407,229	14,296,113	99.8	112,627	120,596	233,223	99.9	1,734,185	100.8	78,289,437	100.3	174,657	20,425	2018
2019	19,603,788	19,858,361	22,678,326	62,140,475	100.2	2,413,551	3,507,308	8,376,326	14,297,185	100.0	112,169	119,997	232,166	99.5	1,746,765	100.7	78,416,591	100.2	180,662	21,420	2019
2020	19,922,382	19,414,014	22,857,859	62,194,255	100.1	2,432,463	3,497,227	8,353,799	14,283,489	99.9	108,999	116,030	225,029	96.9	1,759,180	100.7	78,461,953	100.1	185,088	22,598	2020
2021	20,256,088	18,920,099	22,988,169	62,164,356	100.0	2,450,607	3,497,843	8,349,064	14,297,514	100.1	106,083	112,246	218,329	97.0	1,772,712	100.8	78,452,911	100.0	189,711	23,962	2021
2022	20,488,930	18,491,389	23,177,282	62,157,601	100.0	2,456,111	3,501,679	8,411,502	14,369,292	100.5	104,265	109,127	213,392	97.7	1,783,395	100.6	78,523,680	100.1	194,255	24,936	2022

Notes: 1. "Special-Purpose Vehicles" refers to emergency vehicles, special vehicles equipped with beds, refrigerated trucks, tank trucks, tractors, bulldozers, steamrollers, snowplows, snowmobiles, etc., that are identified as special-purpose vehicles by special registration numbers. 2. "Three-Wheeled Vehicles" includes three-wheeled passenger cars, trucks, and special-purpose vehicles. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

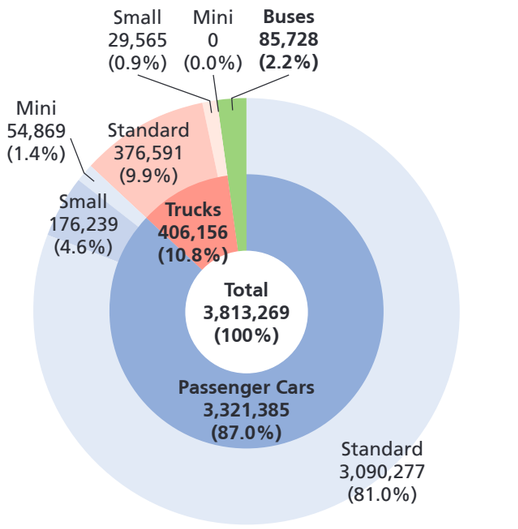
Source: Ministry of Land, Infrastructure, Transport and Tourism

Motor Vehicle Exports Total 3.81 Million Units

Exports of motor vehicles in 2022 totalled 3.81 million units. Whereas passenger car exports dipped 1.4% to 3.32 million units, truck and bus exports increased 7.2% and 18.6% from the previous year to 406,000 units and 86,000 units, respectively.

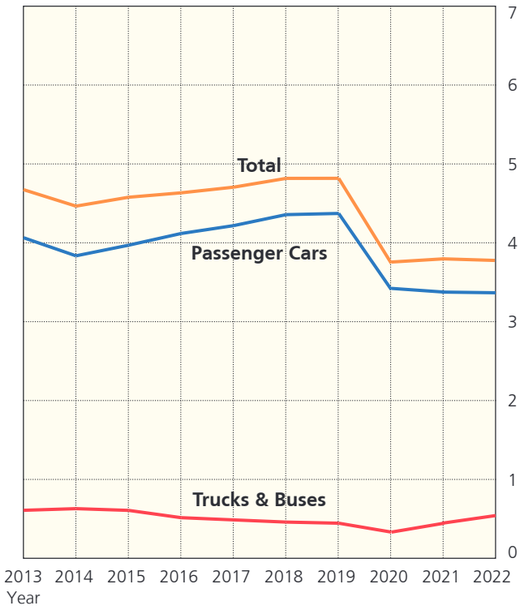
MOTOR VEHICLE EXPORTS BY TYPE IN 2022

In vehicle units



TRENDS IN MOTOR VEHICLE EXPORTS

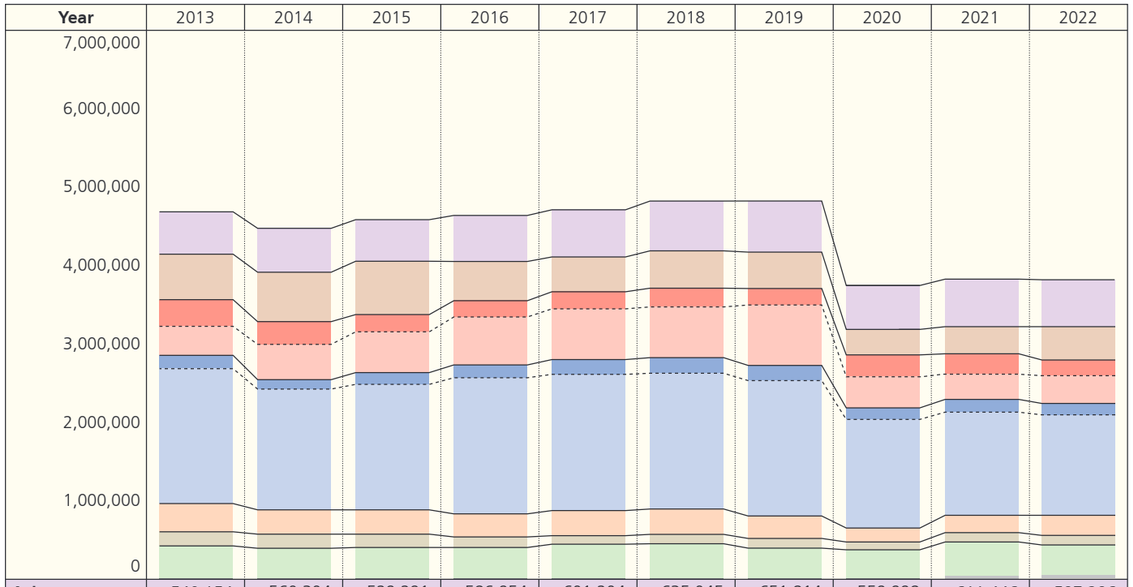
x 1 million units



MOTOR VEHICLE EXPORT TRENDS BY DESTINATION

Asia, Middle East, Europe (EU), North America (U.S.A.), Latin America, Africa, Oceania, Other

In vehicle units



Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Asia	540,154	560,304	529,291	586,954	601,204	635,045	651,814	559,998	611,446	597,296
Middle East	584,062	625,708	684,886	500,325	443,963	476,157	464,195	325,027	346,405	425,423
Europe	709,139	744,138	737,518	818,931	864,518	885,705	980,516	675,630	588,648	555,037
(EU)	371,305	452,322	524,770	611,559	646,679	646,943	770,512	396,451	324,154	354,352
North America	1,887,155	1,662,160	1,749,208	1,898,913	1,925,356	1,929,781	1,919,835	1,532,247	1,495,883	1,429,604
(U.S.A.)	1,719,793	1,537,676	1,604,446	1,735,480	1,736,765	1,731,025	1,726,139	1,384,998	1,331,718	1,283,934
Latin America	362,023	306,117	310,001	294,378	320,236	323,591	286,374	177,864	217,631	260,108
Africa	179,352	183,860	168,234	134,497	108,845	119,549	123,842	99,469	115,367	118,940
Oceania	407,294	375,672	390,891	393,457	434,458	438,362	383,261	362,785	435,381	417,532
Other	5,454	7,665	8,049	6,578	7,268	9,280	8,295	7,812	8,149	9,329
Total	4,674,633	4,465,624	4,578,078	4,634,033	4,705,848	4,817,470	4,818,132	3,740,832	3,818,910	3,813,269
Chg. (%)	97.3	95.5	102.5	101.2	—	—	100.0	77.6	102.1	99.9

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

MOTOR VEHICLE EXPORTS

In vehicle units

Year	Passenger Cars					Trucks					Buses		Total		Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)		Chg. (%)		Chg. (%)	
1970	715,450		10,136	725,586	129.5	65,170	272,549	13,892	351,611	120.9	9,579	141.6	1,086,776	126.7	1970
1975	1,821,835		5,451	1,827,286	105.8	168,370	643,232	22,071	833,673	95.3	16,653	104.3	2,677,612	102.3	1975
1980	345,413	3,580,623	21,124	3,947,160	127.2	332,257	1,548,251	73,177	1,953,685	137.2	66,116	179.4	5,966,961	130.8	1980
1985	493,047	3,932,414	1,301	4,426,762	111.2	1,196,973	1,029,757	11,374	2,238,104	108.0	65,606	116.7	6,730,472	110.2	1985
1990	1,343,967	3,138,147	16	4,482,130	101.8	944,737	364,376	8	1,309,121	90.6	39,961	113.7	5,831,212	99.1	1990
1995	1,156,122	1,732,050	8,044	2,896,216	86.2	612,654	236,929	276	849,859	82.8	44,734	60.8	3,790,809	85.0	1995
2000	2,333,263	1,462,069	520	3,795,852	101.0	530,823	86,329	718	617,870	100.8	41,163	107.3	4,454,885	101.0	2000
2005	3,164,603	1,198,273	292	4,363,168	103.5	521,848	89,946	162	611,956	89.0	77,937	139.6	5,053,061	101.9	2005
2010	3,453,951	818,660	2,755	4,275,366	133.2	397,404	52,908	0	450,312	142.7	115,782	125.8	4,841,460	133.9	2010
2013	3,564,559	499,541	1,419	4,065,519	96.8	397,694	74,465	20	472,179	99.0	136,935	106.8	4,674,633	97.3	2013
2014	3,593,941	239,198	2,456	3,835,595	94.3	408,859	79,614	0	488,473	103.5	141,556	103.4	4,465,624	95.5	2014
2015	3,759,771	205,727	4,505	3,970,003	103.5	392,531	74,245	0	466,776	95.6	141,299	99.8	4,578,078	102.5	2015
2016	3,871,859	241,206	5,367	4,118,432	103.7	339,821	44,138	0	383,959	82.3	131,642	93.2	4,634,033	101.2	2016
2017	3,944,646	270,707	3,076	4,218,429	102.4	326,120	42,287	0	368,407	—	119,012	—	4,705,848	—	2017
2018	4,120,080	230,684	7,018	4,357,782	103.3	331,004	19,082	5	350,091	—	109,597	—	4,817,470	—	2018
2019	4,138,078	231,404	3,163	4,372,645	100.3	315,186	9,787	0	324,973	92.8	120,514	110.0	4,818,132	100.0	2019
2020	3,165,492	235,158	7,349	3,407,999	77.9	244,598	15,281	0	259,879	80.0	72,954	60.5	3,740,832	77.6	2020
2021	3,127,811	175,376	64,403	3,367,590	98.8	350,800	28,207	0	379,007	145.8	72,313	99.1	3,818,910	102.1	2021
2022	3,090,277	176,239	54,869	3,321,385	98.6	376,591	29,565	0	406,156	107.2	85,728	118.6	3,813,269	99.9	2022

Notes: 1. Figures represent ex-factory export shipments of motor vehicles manufactured in Japan, which are classified in the above categories as per Japanese law, including the Road Vehicles Act. 2. Vehicle type classification in this table differs somewhat from that used in Ministry of Finance export data. 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. Since December 2017, export figures from one JAMA member manufacturer have not been available. 5. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

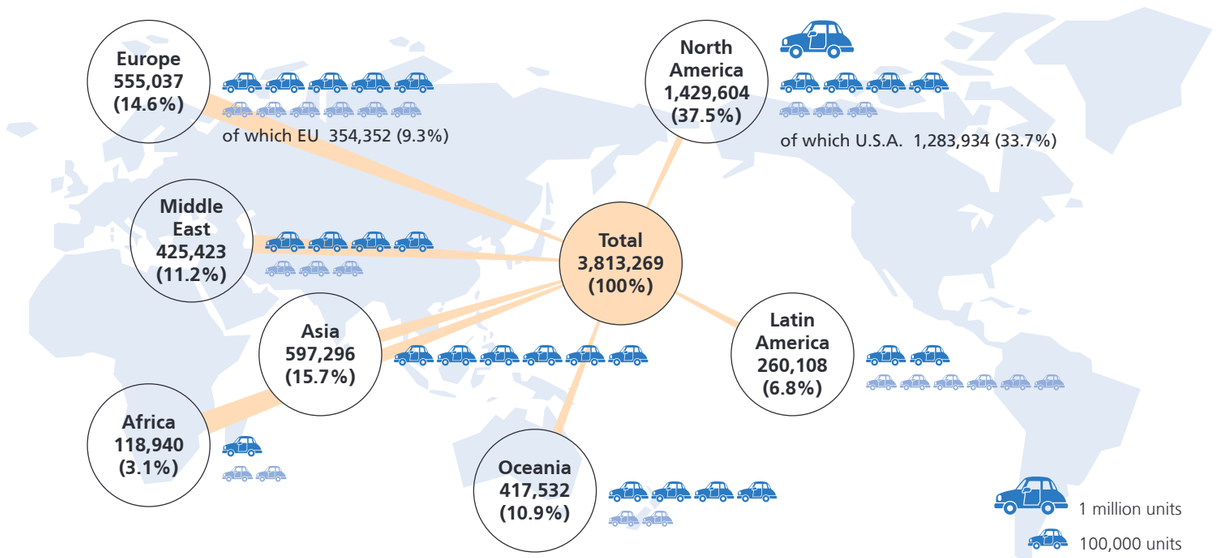
Source: Japan Automobile Manufacturers Association

A Rise in Motor Vehicle Exports to the Middle East, Latin America, and Africa

Motor vehicle exports decreased in 2022 from the previous year to North America (1.43 million units), Asia (597,000 units), Europe (555,000 units), and Oceania (418,000 units), but increased to the Middle East (425,000 units), Latin America (260,000 units), and Africa (119,000 units).

MOTOR VEHICLE EXPORTS BY DESTINATION IN 2022

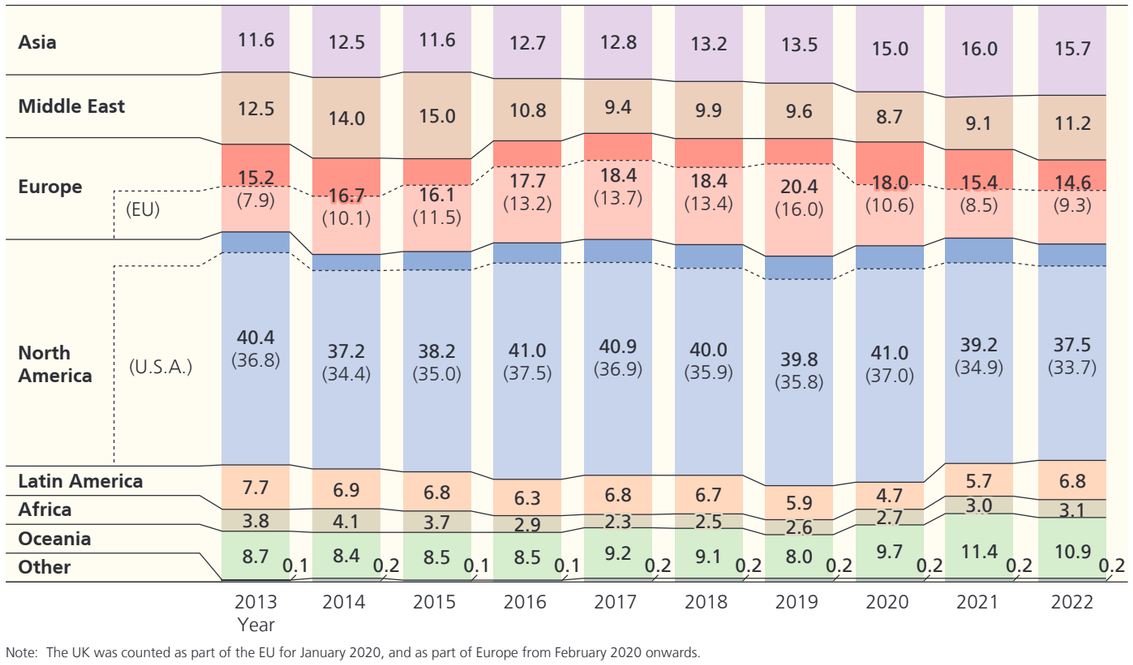
In vehicle units



Note: The "Total" figure includes 9,329 units (0.2%) shipped to other destinations.

MOTOR VEHICLE EXPORT TRENDS BY DESTINATION

In %



Note: The UK was counted as part of the EU for January 2020, and as part of Europe from February 2020 onwards.

MOTOR VEHICLE EXPORTS BY DESTINATION & BY VEHICLE TYPE IN 2022

In vehicle units

Destination		Passenger Cars				Trucks				Buses	Total
		Standard	Small	Mini	Subtotal	Standard	Small	Mini	Subtotal		
Asia	South Korea	12,937	0	0	12,937	537	0	0	537	0	13,474
	China	217,543	0	0	217,543	0	0	0	0	0	217,543
	Taiwan	66,191	4,678	0	70,869	11,621	0	0	11,621	538	83,028
	Hong Kong	4,403	4,042	233	8,678	4,203	0	0	4,203	404	13,285
	Thailand	837	0	0	837	7,015	0	0	7,015	7,419	15,271
	Singapore	3,775	1,228	0	5,003	4,056	40	0	4,096	131	9,230
	Malaysia	18,865	3,560	0	22,425	18,085	888	0	18,973	2	41,400
	Philippines	8,159	172	0	8,331	6,349	0	0	6,349	12,118	26,798
	Indonesia	12,405	1,782	0	14,187	23,521	0	0	23,521	2,671	40,379
	Pakistan	60	13,277	54,624	67,961	4,054	0	0	4,054	1,057	73,072
	Other	34,531	347	12	34,890	19,469	8,592	0	28,061	865	63,816
	Subtotal	379,706	29,086	54,869	463,661	98,910	9,520	0	108,430	25,205	597,296
Middle East	Bahrain	6,028	17	0	6,045	1,084	0	0	1,084	779	7,908
	Saudi Arabia	127,966	127	0	128,093	27,777	0	0	27,777	2,399	158,269
	Kuwait	36,019	70	0	36,089	3,189	0	0	3,189	2,789	42,067
	Oman	15,946	211	0	16,157	6,627	0	0	6,627	1,497	24,281
	Israel	37,777	5,091	0	42,868	1,193	0	0	1,193	0	44,061
	United Arab Emirates	57,458	779	0	58,237	10,758	0	0	10,758	4,384	73,379
	Qatar	17,295	242	0	17,537	1,900	0	0	1,900	1,749	21,186
	Other	38,389	303	0	38,692	14,071	0	0	14,071	1,509	54,272
	Subtotal	336,878	6,840	0	343,718	66,599	0	0	66,599	15,106	425,423
Europe	Sweden	17,125	296	0	17,421	0	112	0	112	0	17,533
	Denmark	8,319	2,123	0	10,442	0	240	0	240	0	10,682
	Netherlands	11,334	1,668	0	13,002	0	167	0	167	0	13,169
	Belgium	10,617	1,037	0	11,654	0	387	0	387	0	12,041
	France	21,937	6,803	0	28,740	0	2,477	0	2,477	0	31,217
EU	Germany	69,196	6,353	0	75,549	0	1,877	0	1,877	0	77,426
EU	Spain	33,221	1,514	0	34,735	0	606	0	606	0	35,341
EU	Italy	23,206	9,484	0	32,690	8,760	2,377	0	11,137	0	43,827
EU	Finland	9,363	253	0	9,616	0	207	0	207	0	9,823
EU	Poland	40,601	1,421	0	42,022	0	587	0	587	0	42,609
EU	Austria	8,784	1,123	0	9,907	0	505	0	505	0	10,412
EU	Greece	1,388	1,800	0	3,188	0	407	0	407	0	3,595
EU	Other	38,856	4,067	0	42,923	2,840	914	0	3,754	0	46,677
	Subtotal	293,947	37,942	0	331,889	11,600	10,863	0	22,463	0	354,352
	Norway	15,818	570	0	16,388	0	0	0	0	0	16,388
	UK	92,270	24,916	0	117,186	5,872	452	0	6,324	0	123,510
	Switzerland	9,571	2,021	0	11,592	0	220	0	220	0	11,812
	Russia	18,893	189	0	19,082	1,274	0	0	1,274	74	20,430
	Turkey	9,394	1,051	0	10,445	4,908	0	0	4,908	0	15,353
	Ukraine	9,762	171	0	9,933	436	0	0	436	0	10,369
	Other	2,403	241	0	2,644	0	179	0	179	0	2,823
	Subtotal	452,058	67,101	0	519,159	24,090	11,714	0	35,804	74	555,037
North America	Canada	143,590	0	0	143,590	2,080	0	0	2,080	0	145,670
	U.S.A.	1,248,231	0	0	1,248,231	35,703	0	0	35,703	0	1,283,934
	Subtotal	1,391,821	0	0	1,391,821	37,783	0	0	37,783	0	1,429,604
Latin America	Mexico	44,942	25,143	0	70,085	11,567	0	0	11,567	5,026	86,678
	Puerto Rico	33,523	0	0	33,523	66	0	0	66	0	33,589
	Colombia	15,247	4,342	0	19,589	16,580	0	0	16,580	652	36,821
	Ecuador	4,018	195	0	4,213	2,009	0	0	2,009	338	6,560
	Peru	7,084	133	0	7,217	3,350	0	0	3,350	848	11,415
	Chile	24,426	1,503	0	25,929	3,327	0	0	3,327	110	29,366
	Brazil	1,998	894	0	2,892	0	0	0	0	0	2,892
	Other	28,049	3,478	0	31,527	15,519	619	0	16,138	5,122	52,787
	Subtotal	159,287	35,688	0	194,975	52,418	619	0	53,037	12,096	260,108
Africa	Algeria	1,416	0	0	1,416	2	0	0	2	0	1,418
	Egypt	2,519	0	0	2,519	6,256	6,792	0	13,048	2,719	18,286
	Nigeria	254	0	0	254	419	0	0	419	190	863
	Kenya	51	4	0	55	5,633	0	0	5,633	452	6,140
	South Africa	16,201	1,251	0	17,452	10,309	828	0	11,137	15,068	43,657
	Other	16,976	515	0	17,491	23,682	39	0	23,721	7,364	48,576
	Subtotal	37,417	1,770	0	39,187	46,301	7,659	0	53,960	25,793	118,940
Oceania	Australia	286,536	23,215	0	309,751	38,613	0	0	38,613	2,443	350,807
	New Zealand	38,730	12,067	0	50,797	4,257	0	0	4,257	280	55,334
	Other	4,739	435	0	5,174	3,427	53	0	3,480	2,737	11,391
	Subtotal	330,005	35,717	0	365,722	46,297	53	0	46,350	5,460	417,532
Other		3,105	37	0	3,142	4,193	0	0	4,193	1,994	9,329
Grand Totals		3,090,277	176,239	54,869	3,321,385	376,591	29,565	0	406,156	85,728	3,813,269

Note: Since December 2017, export figures from one JAMA member manufacturer have not been available.

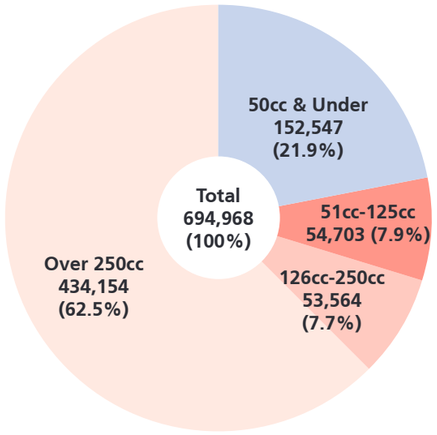
Source: Japan Automobile Manufacturers Association

Motorcycle Production Totals 695,000 Units

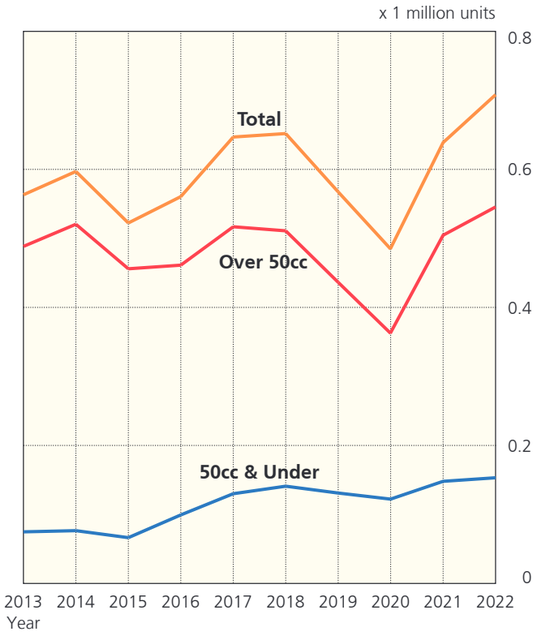
Overall domestic motorcycle production in 2022 rose 7.4% from the previous year to 695,000 units. By engine capacity, Class 1 motor-driven cycles (50cc and under) grew 7.1% to 153,000 units, Class 2 motor-driven cycles (51cc to 125cc) rose 0.8% to 55,000 units, and small-sized motorcycles (over 250cc) climbed 10.7% to 434,000 units, but mini-sized motorcycles (126cc to 250cc) fell 7.6% to 54,000 units. The combined total for larger motorcycles (all those over 50cc) increased 7.5% to 542,000 units.

MOTORCYCLE PRODUCTION BY ENGINE CAPACITY IN 2022

In vehicle units



TRENDS IN MOTORCYCLE PRODUCTION



MOTORCYCLE PRODUCTION

In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal		
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
2005	298,549	260,343	279,274	953,419	1,493,036	1,791,585	103.0
2010	87,513	80,630	108,950	387,082	576,662	664,175	103.0
2013	74,940	27,670	88,108	372,591	488,369	563,309	94.6
2014	76,569	31,529	93,536	395,424	520,489	597,058	106.0
2015	66,438	30,886	76,945	348,125	455,956	522,394	87.5
2016	99,319	31,465	73,194	356,558	461,217	560,536	107.3
2017	130,149	33,665	78,993	404,176	516,834	646,983	115.4
2018	140,921	59,451	61,658	389,854	510,963	651,884	100.8
2019	131,013	47,945	54,682	333,736	436,363	567,376	87.0
2020	122,209	38,504	53,939	269,944	362,387	484,596	85.4
2021	142,412	54,280	58,001	392,261	504,542	646,954	133.5
2022	152,547	54,703	53,564	434,154	542,421	694,968	107.4

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).

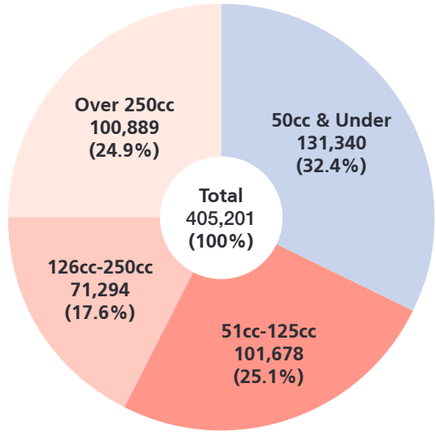
Source: Japan Automobile Manufacturers Association

Motorcycle Sales Total 405,000 Units

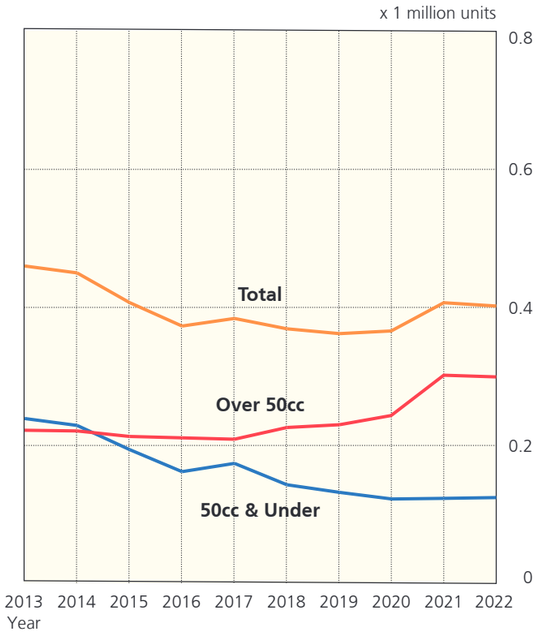
Domestic motorcycle sales in 2022 finished at 405,000 units, down 2.6% from the previous year. By engine capacity, whereas sales of Class 1 motor-driven cycles (50cc and under) grew 2.8% to 131,000 units and small-sized motorcycles (over 250cc) expanded 20.7% to 101,000 units, Class 2 motor-driven cycles (51cc to 125cc) dropped 19.1% to 102,000 units and mini-sized motorcycles (126cc to 250cc) declined 9.7% to 71,000 units. Overall sales of motorcycles with engine capacity over 50cc totalled 274,000 units, a decrease of 5.0% from 2021.

MOTORCYCLE SALES BY ENGINE CAPACITY IN 2022

In vehicle units



TRENDS IN MOTORCYCLE SALES



MOTORCYCLE SALES

In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal		
1980	1,978,426	200,238	80,799	97,281	378,318	2,356,744	122.0
1985	1,646,115	130,574	167,213	143,324	441,111	2,087,226	101.5
1990	1,213,512	169,618	165,692	103,876	439,186	1,652,698	98.1
1995	884,718	138,115	104,175	115,430	357,720	1,242,438	102.2
2000	558,459	102,116	75,887	83,963	261,966	820,425	93.6
2005	470,922	88,747	102,038	76,841	267,626	738,548	100.7
2010	231,247	96,368	37,645	58,108	192,121	423,368	97.7
2013	238,786	100,947	55,441	65,289	221,677	460,463	104.1
2014	228,918	96,249	54,310	70,151	220,710	449,628	97.6
2015	193,842	94,851	51,277	66,621	212,749	406,591	90.4
2016	162,130	101,424	46,429	62,908	210,761	372,891	91.7
2017	174,259	88,765	56,586	64,003	209,354	383,613	102.9
2018	143,129	105,536	57,229	63,220	225,985	369,114	96.2
2019	132,086	105,403	58,359	66,456	230,218	362,304	98.2
2020	122,416	101,737	74,392	67,379	243,508	365,924	101.0
2021	127,736	125,674	78,911	83,571	288,156	415,892	113.7
2022	131,340	101,678	71,294	100,889	273,861	405,201	97.4

Notes: 1. Motor-driven cycle (Class 1 and Class 2) figures represent shipments to domestic dealers. 2. Figures for mini-sized and small-sized motorcycles include imported motorcycles.
3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

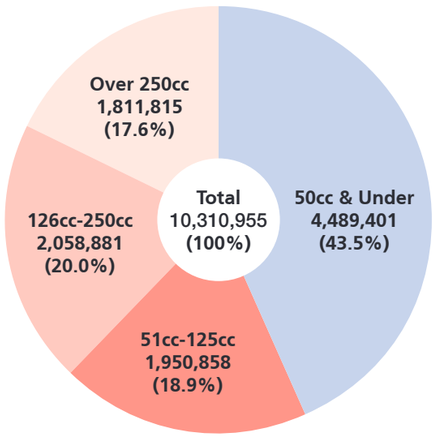
Sources: Japan Mini Vehicles Association; Japan Automobile Manufacturers Association

10.31 Million Motorcycles in Use

At March 31, 2022, motorcycles in use in Japan totalled 10.31 million units, up 0.2% from the previous year. By engine capacity, whereas Class 1 motor-driven cycles, accounting for 43.5% of all motorcycles in use, dropped 3.5% to 4.49 million units in 2022, Class 2 motor-driven cycles, mini-sized motorcycles, and small-sized motorcycles in use rose 4.2%, 2.2%, and 3.6% to 1.95 million units, 2.06 million units, and 1.81 million units, respectively. Thus, motorcycles over 50cc in use increased 3.3%, to a total of 5.82 million units.

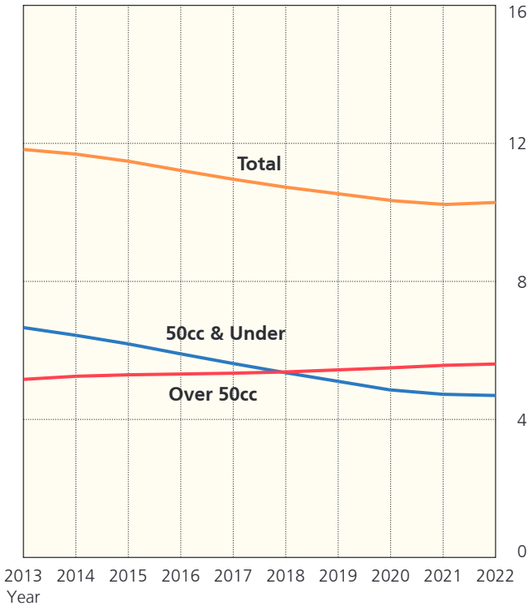
MOTORCYCLES IN USE BY ENGINE CAPACITY (at March 31, 2022)

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				Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal		
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
2005	8,566,613	1,353,732	1,857,439	1,397,392	4,608,563	13,175,176	99.3
2010	7,448,862	1,511,440	1,992,939	1,524,176	5,028,555	12,477,417	98.4
2013	6,661,807	1,626,094	1,969,187	1,566,341	5,161,622	11,823,429	98.7
2014	6,438,002	1,674,884	1,980,411	1,595,335	5,250,630	11,688,632	98.9
2015	6,188,710	1,704,083	1,978,462	1,611,089	5,293,634	11,482,344	98.2
2016	5,899,276	1,717,092	1,970,471	1,628,461	5,316,024	11,215,300	97.7
2017	5,615,360	1,737,911	1,961,109	1,641,580	5,340,600	10,955,960	97.7
2018	5,353,473	1,752,278	1,966,973	1,657,613	5,376,864	10,730,337	97.9
2019	5,103,395	1,787,133	1,968,905	1,680,416	5,436,454	10,539,849	98.2
2020	4,853,131	1,818,357	1,972,367	1,704,542	5,495,266	10,348,397	98.2
2021	4,652,686	1,872,491	2,014,251	1,748,026	5,634,768	10,287,454	99.4
2022	4,489,401	1,950,858	2,058,881	1,811,815	5,821,554	10,310,955	100.2

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).

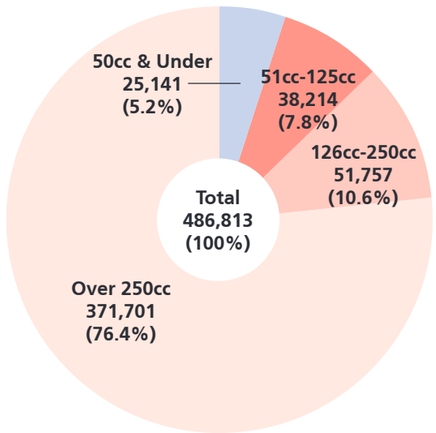
Sources: Ministry of Land, Infrastructure, Transport and Tourism; since 2006 (only for the 125cc-and-under categories), *Ministry of Internal Affairs and Communications*

Motorcycle Exports Total 487,000 Units

Motorcycle exports in 2022 grew 11.4% from the previous year to 487,000 units. By engine capacity, whereas exports of Class 1 motor-driven cycles and mini-sized motorcycles declined 3.1% and 2.2% to 25,000 units and 52,000 units, respectively, exports of Class 2 motor-driven cycles rose 8.9% to 38,000 units and exports of small-sized motorcycles climbed 15.0% to 372,000 units.

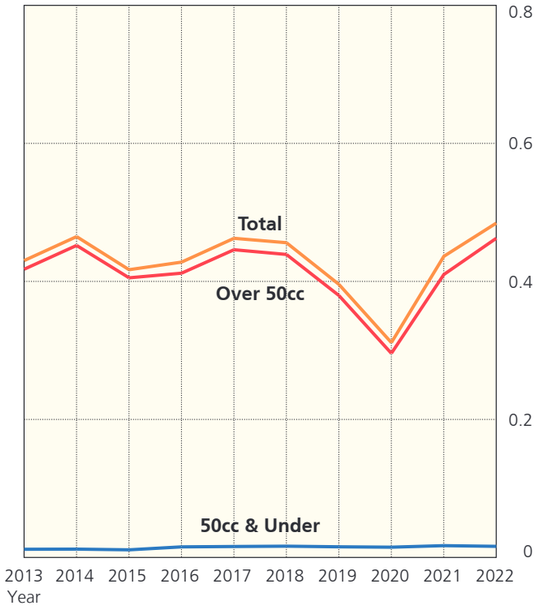
MOTORCYCLE EXPORTS BY ENGINE CAPACITY IN 2022

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				Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal		
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
2005	57,860	197,378	177,824	899,161	1,274,363	1,332,223	100.4
2010	11,522	48,976	85,506	347,460	481,942	493,464	90.7
2013	12,560	27,676	64,566	326,095	418,337	430,897	89.9
2014	12,778	29,771	63,891	359,144	452,806	465,584	108.0
2015	11,761	30,823	59,851	315,214	405,888	417,649	89.7
2016	16,031	30,181	59,805	322,602	412,588	428,619	102.6
2017	16,559	25,395	58,611	362,558	446,564	463,123	108.1
2018	17,025	30,999	53,895	354,839	439,733	456,758	98.6
2019	16,122	24,329	48,516	307,412	380,257	396,379	86.8
2020	15,571	25,233	40,906	230,288	296,427	311,998	78.7
2021	25,938	35,095	52,901	323,108	411,104	437,042	140.1
2022	25,141	38,214	51,757	371,701	461,672	486,813	111.4

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).

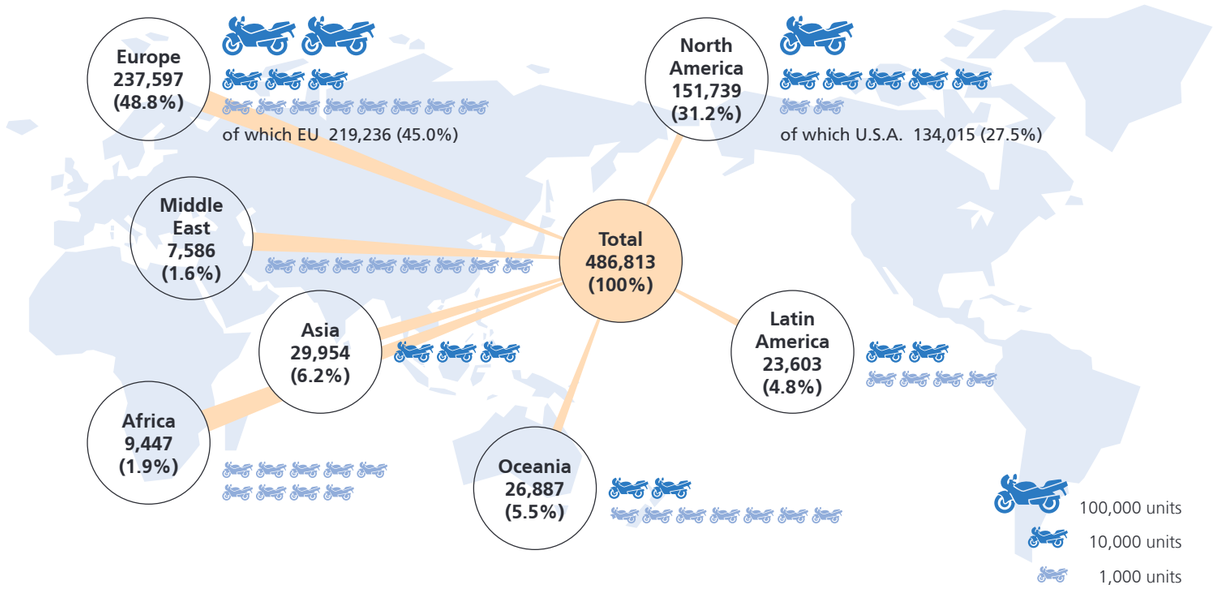
Source: Japan Automobile Manufacturers Association

An Increase in Motorcycle Exports to Most Destinations

Compared to the previous year, motorcycle exports in 2022 increased to Europe (238,000 units), North America (152,000 units), Latin America (24,000 units), Africa (9,000 units), and the Middle East (8,000 units), but decreased to Asia (30,000 units) and Oceania (27,000 units).

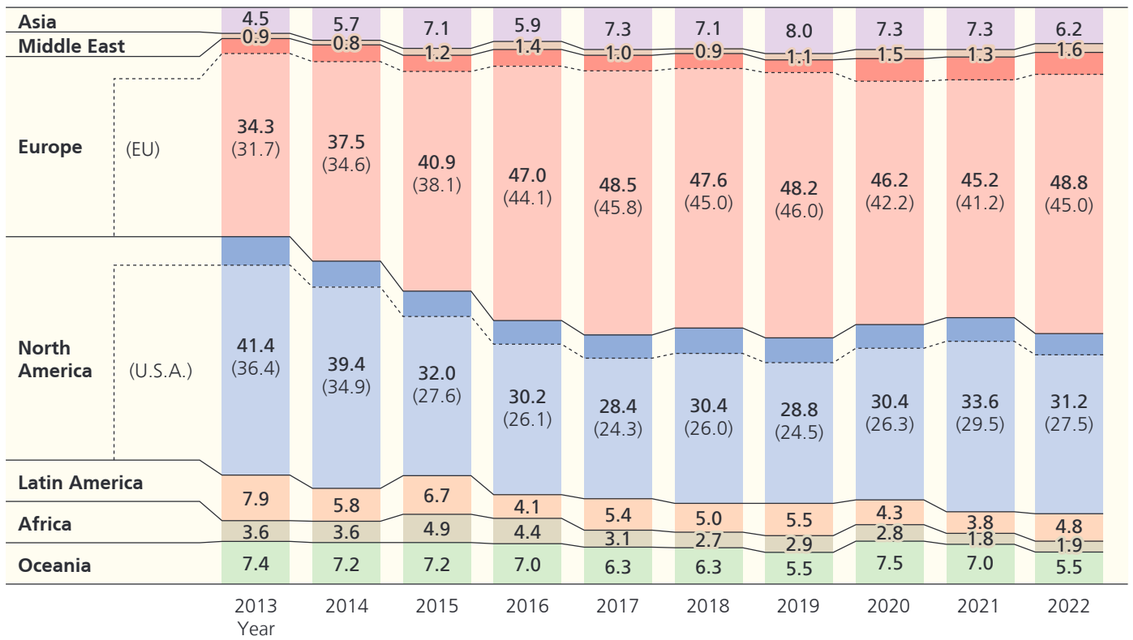
MOTORCYCLE EXPORTS BY DESTINATION IN 2022

In vehicle units



MOTORCYCLE EXPORT TRENDS BY DESTINATION

In %



Note: The UK was counted as part of the EU for January 2020, and as part of Europe from February 2020 onwards.

MOTORCYCLE EXPORTS BY DESTINATION & BY ENGINE CAPACITY IN 2022

In vehicle units

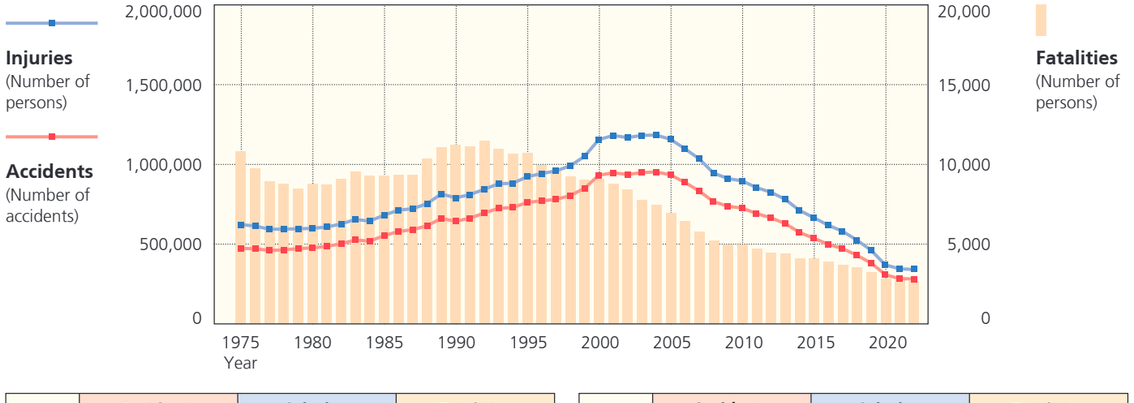
Destination		Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total
			Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal	
Asia	South Korea	15	0	4	4,283	4,287	4,302
	China	0	0	45	5,139	5,184	5,184
	Taiwan	51	1,306	0	3,404	4,710	4,761
	Hong Kong	3	2	90	1,187	1,279	1,282
	Thailand	0	0	23	3,437	3,460	3,460
	Singapore	12	72	252	1,205	1,529	1,541
	Malaysia	2	0	4	2,997	3,001	3,003
	Philippines	90	144	371	3,217	3,732	3,822
	Indonesia	1	553	461	356	1,370	1,371
	Other	0	0	89	1,139	1,228	1,228
	Subtotal	174	2,077	1,339	26,364	29,780	29,954
Middle East	Saudi Arabia	30	17	26	1,026	1,069	1,099
	Israel	45	105	133	3,674	3,912	3,957
	United Arab Emirates	57	277	189	714	1,180	1,237
	Other	24	31	206	1,032	1,269	1,293
	Subtotal	156	430	554	6,446	7,430	7,586
Europe	Sweden	0	0	238	1,246	1,484	1,484
	Denmark	0	20	85	1,607	1,712	1,712
	Netherlands	0	1,131	2,892	36,305	40,328	40,328
	Belgium	0	0	350	2,940	3,290	3,290
	France	4,107	3,499	2,975	51,928	58,402	62,509
	Germany	1,419	1,999	1,680	28,068	31,747	33,166
	Portugal	0	0	0	357	357	357
EU	Spain	381	251	297	21,064	21,612	21,993
EU	Italy	381	457	2,066	35,116	37,639	38,020
EU	Poland	0	0	149	2,345	2,494	2,494
EU	Austria	0	0	262	4,636	4,898	4,898
EU	Hungary	0	0	80	1,687	1,767	1,767
EU	Greece	72	95	156	3,146	3,397	3,469
EU	Croatia	81	80	63	475	618	699
EU	Slovenia	90	103	111	696	910	1,000
EU	Other	0	0	343	1,707	2,050	2,050
	Subtotal	6,531	7,635	11,747	193,323	212,705	219,236
	Norway	0	0	33	758	791	791
	UK	0	0	411	7,692	8,103	8,103
	Switzerland	54	68	309	6,840	7,217	7,271
	Russia	0	0	9	227	236	236
	Turkey	0	0	1	1,586	1,587	1,587
	Other	0	0	2	371	373	373
	Subtotal	6,585	7,703	12,512	210,797	231,012	237,597
North America	Canada	2,215	2,327	2,903	10,279	15,509	17,724
	U.S.A.	11,334	15,018	22,601	85,062	122,681	134,015
	Subtotal	13,549	17,345	25,504	95,341	138,190	151,739
Latin America	Mexico	111	92	221	3,327	3,640	3,751
	Guatemala	9	24	514	251	789	798
	Panama	9	25	134	210	369	378
	Colombia	111	318	155	2,623	3,096	3,207
	Peru	6	33	40	356	429	435
	Chile	132	323	714	1,686	2,723	2,855
	Brazil	15	83	369	7,612	8,064	8,079
	Argentina	0	12	150	493	655	655
	Other	261	376	1,527	1,281	3,184	3,445
	Subtotal	654	1,286	3,824	17,839	22,949	23,603
Africa	Morocco	9	42	32	205	279	288
	Guinea	0	40	0	0	40	40
	Dem Rep Congo	0	1,488	136	0	1,624	1,624
	Angola	0	60	0	200	260	260
	Ethiopia	0	1,794	164	20	1,978	1,978
	Kenya	0	87	377	10	474	474
	Uganda	0	278	25	0	303	303
	South Africa	39	355	1,205	1,010	2,570	2,609
	Other	9	592	440	830	1,862	1,871
	Subtotal	57	4,736	2,379	2,275	9,390	9,447
Oceania	Australia	3,252	3,668	3,532	10,551	17,751	21,003
	New Zealand	699	922	1,988	1,984	4,894	5,593
	Other	15	47	125	104	276	291
	Subtotal	3,966	4,637	5,645	12,639	22,921	26,887
Grand Totals		25,141	38,214	51,757	371,701	461,672	486,813

Source: Japan Automobile Manufacturers Association

Promoting Greater Road Safety

In 2022 road fatalities (defined here as deaths taking place within 24 hours of accident occurrence) in Japan dropped to 2,610, the lowest number recorded since the start of road fatality data compilation by the National Police Agency in 1948. Road accidents and road injuries also declined, for the eighteenth consecutive year, to 300,839 and 356,601 (in number of persons), respectively. As the aging of Japan's society advances, annual road accident statistics show a growing ratio of elderly people (aged 65 years and older) in road fatalities. In addition, the number of fatal road accidents per 100,000 driver's license holders attributable to elderly drivers (aged 75 years and older) is the largest among age groups.

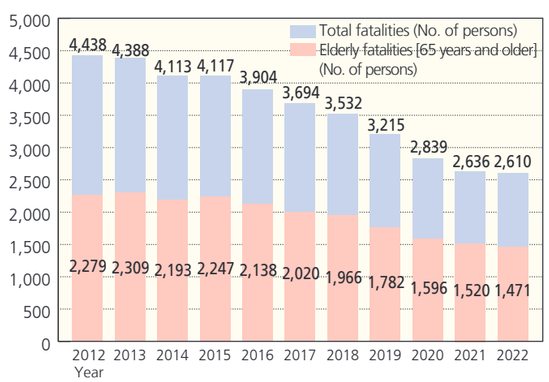
ROAD ACCIDENTS/INJURIES/FATALITIES



Year	Accidents (Number of accidents)	Injuries (Number of persons)	Fatalities (Number of persons)
1975	472,938	622,467	10,792
1980	476,677	598,719	8,760
1985	552,788	681,346	9,261
1990	643,097	790,295	11,227
1995	761,794	922,677	10,684
2000	931,950	1,155,707	9,073
2005	934,346	1,157,113	6,937
2010	725,924	896,297	4,948
2011	692,084	854,613	4,691
2012	665,157	825,392	4,438

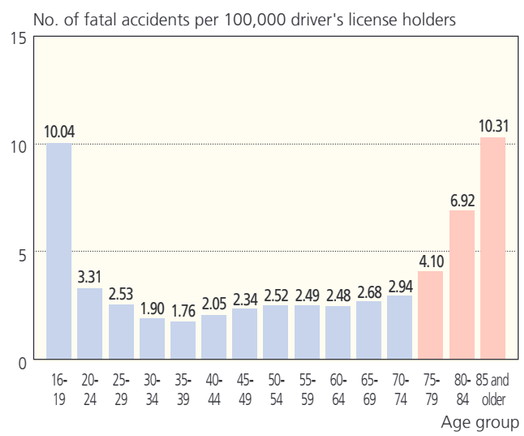
Year	Accidents (Number of accidents)	Injuries (Number of persons)	Fatalities (Number of persons)
2013	629,033	781,492	4,388
2014	573,842	711,374	4,113
2015	536,899	666,023	4,117
2016	499,201	618,853	3,904
2017	472,165	580,850	3,694
2018	430,601	525,846	3,532
2019	381,237	461,775	3,215
2020	309,178	369,476	2,839
2021	305,196	362,131	2,636
2022	300,839	356,601	2,610

TRENDS IN ELDERLY ROAD FATALITIES



	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Elderly fatalities as % of total fatalities	51.4	52.6	53.3	54.6	54.8	54.7	55.7	55.4	56.2	57.7	56.4

FATAL ROAD ACCIDENTS PER 100,000 DRIVER'S LICENSE HOLDERS BY AGE GROUP



Note: "Driver's license holders" here refers to drivers possessing valid licenses for driving automobiles, motorcycles, and motor-driven cycles.
Source for all data on this page: *National Police Agency*

Given the circumstances, Japan's Ministry of Economy, Trade and Industry, Ministry of Land, Infrastructure, Transport and Tourism, National Police Agency, Financial Services Agency and automobile-related organizations have been working cooperatively to promote the widespread use of "safety support cars" ("sapocars" for short) equipped with safety features such as advanced emergency braking systems (referred to in this publication's previous editions as "collision-mitigation braking systems"), to help drivers of all ages avoid road accident occurrence and to mitigate damage/injury when accidents do occur.

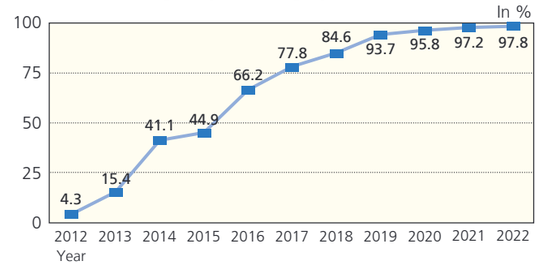
THE "SAFETY SUPPORT CAR" Ver 1.0 CONCEPT

Safety Support Car ("Sapocar")	Safety Support Car S ("Sapocar S")	"Sapocar S" Classification The "Sapocar S" concept has three sub-classifications, based on the safety features installed.		
Safety Support Car Passenger cars equipped with advanced emergency braking systems; suitable for all drivers	Safety Support Car S Passenger cars equipped with advanced emergency braking systems and acceleration control for pedal error; suitable especially for elderly drivers	Safety Support Car S (Wide)	Type: "Wide"	Advanced emergency braking system (pedestrian collision avoidance) Acceleration control for pedal error (1) Lane departure warning (2) Advanced headlamp control (3)
		Safety Support Car S (Basic+)	Type: "Basic+"	Advanced emergency braking system (vehicle collision avoidance) Acceleration control for pedal error (1)
		Safety Support Car S (Basic)	Type: "Basic"	Advanced emergency braking system (vehicle collision avoidance) for low-speed vehicle operation (4) Acceleration control for pedal error (1)

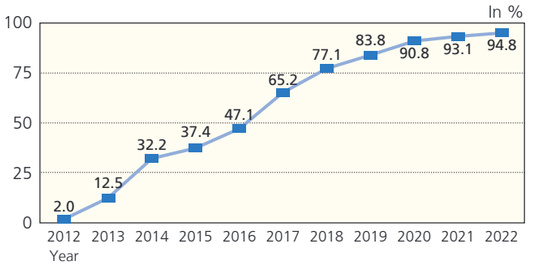
(1) In automatic-transmission vehicles only. (2) Including lane-keeping assist. (3) Automatic high-to-low-beam headlamp control, glare-free high beam headlamp control, or adaptive front-lighting system. (4) 30km/h or lower.

TRENDS IN ONBOARD INSTALLATION RATES OF ADVANCED DRIVER-ASSISTANCE SYSTEMS (ADAS)

Advanced Emergency Braking System



Acceleration Control for Pedal Error



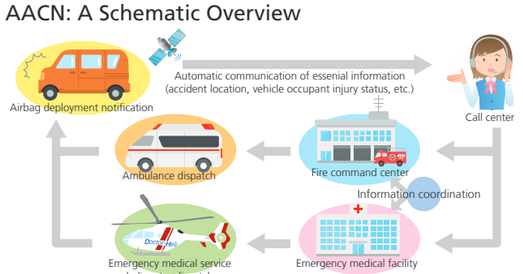
Note: "In %" means the number of passenger cars equipped with the ADAS feature as a percentage of the total number of passenger cars produced for the domestic market.
Source: Japan Automobile Manufacturers Association

AUTOMATIC COLLISION NOTIFICATION

Automatic collision notification (ACN) is an onboard-based system that automatically communicates essential information to relevant authorities in the event of a serious road traffic accident, such as when an airbag is deployed, without requiring the driver or witnesses to report the incident themselves. Advanced automatic collision notification (AACN) is an enhanced version of ACN whose onboard installation is steadily expanding. As of the end of 2022, more than 4.8 million vehicles were equipped with AACN.

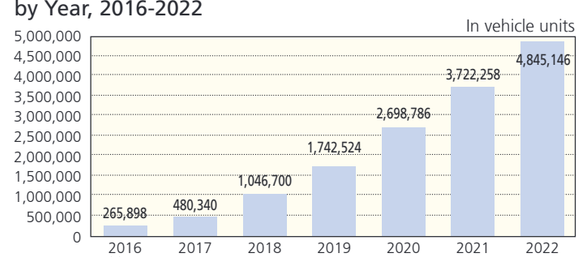
ACN	Automatic collision notification	Automatic communication of essential information (location, etc.) to the authorities concerned in the event of a serious road traffic accident
AACN	Advanced automatic collision notification	Essential information automatically communicated to relevant authorities in the event of a serious road traffic accident is augmented with information on the status of vehicle occupant injuries, which is directed also to fire departments and medical facilities for their prompt dispatch of emergency medical service vehicles including, as necessary, a helicopter.

AACN: A Schematic Overview



Source: National Agency for Automotive Safety and Victims' Aid

Cumulative Number of AACN-Equipped Vehicles in Use by Year, 2016-2022

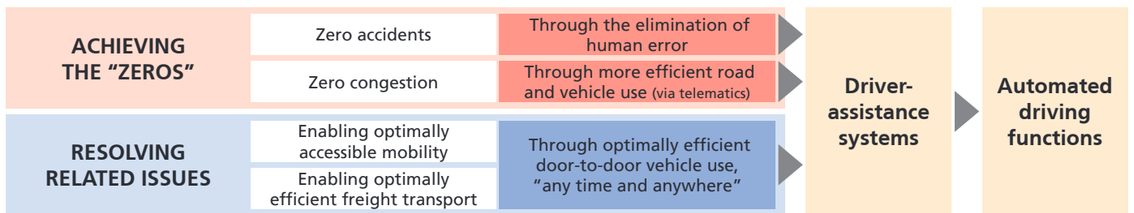


Note: Above figures apply only to AACN-equipped vehicles manufactured by Japanese automakers for the domestic market. *Source: Japan Automobile Manufacturers Association*

The Transition to Automated Driving

In 2018 the Japanese government released an outline of the broad spectrum of system-building measures needed for the real-world implementation of automated driving. The adoption in 2020 of a revised Road Traffic Act and a revised Road Vehicles Act made it mandatory for automated driving systems and devices to comply with safety standards. In addition, rules were established regarding the obligations of drivers of vehicles equipped with automated driving systems, with the inclusion of automated driving event data recorders in such systems also being mandated. These initiatives allowed Level 3 self-driving vehicles to run on public roads. In 2022 a further revision of the Road Traffic Act was adopted enabling the creation of an authorization system to facilitate Level 4 automated driving (self-driving vehicles used under specific circumstances, e.g., on designated and limited routes) and Level 4 automated vehicle use in accordance with those stipulations started in April 2023. JAMA member companies are actively working towards the practical and widespread use of automated driving technologies in line with the initiatives undertaken by the government.

JAMA'S VIEW OF AUTOMATED DRIVING



DEFINITIONS OF DRIVING AUTOMATION LEVELS AND LEVEL-COMPATIBLE VEHICLE DESCRIPTIONS

Level	Definition	In Charge*	Vehicle Description
Driver (human) performs part or all of the dynamic driving task			
Level 0	Driver performs the entire dynamic driving task (DDT).	Driver	—
Level 1	Driver-assistance system performs the subtasks of *either* longitudinal or lateral vehicle motion control (within a limited operational design domain), while the driver performs all other DDT subtasks.	Driver	Vehicles with driver-assistance systems
Level 2	Advanced driver-assistance system performs the subtasks of *both* longitudinal and lateral vehicle motion control (within a limited operational design domain), monitored by the driver who performs all other DDT subtasks and can take manual control at any time.	Driver	
Automated driving system ("ADS," "system") performs the entire dynamic driving task (while engaged)			
Level 3	ADS performs the entire DDT (within a limited operational design domain). However, driver must remain alert and respond appropriately to ADS-issued requests to intervene when ADS cannot execute a task (= human override).	System (Driver, when ADS cannot execute a task)	Vehicles with conditional driving automation
Level 4	ADS performs the entire DDT (within a limited operational design domain) and responds in the event of operational difficulty. However, Level 4 vehicles can operate only under specific circumstances, with human override remaining an option.	System	Vehicles with high driving automation
Level 5	ADS performs the entire DDT and responds unconditionally (*not* within a limited operational design domain) in the event of operational difficulty, with no need for human intervention.	System	Vehicles with full driving automation

*I.e., performing all the requisite processes of recognition, prediction, judgment, and operation.

Source: The Public-Private ITS Initiative/Roadmaps *initiative*

Memo

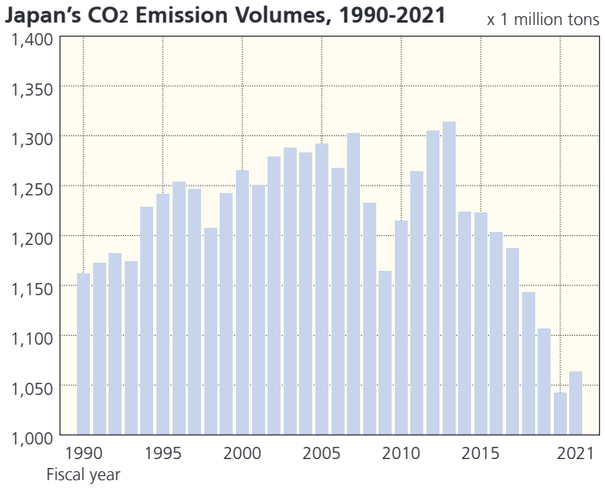
Climate Change and CO_2 Emissions Reduction: The Response of the Transport Sector

In 2021 Japan's CO_2 emissions totalled 1.06 billion tons (actual figure), of which the transportation sector accounted for nearly 17%. Despite a small increase in 2021 over the previous year, CO_2 emission volumes in Japan's transport sector have trended downwards since peaking in 2001, owing largely to increased fuel efficiency in passenger cars and greater efficiency in goods distribution. The automobile industry will continue to vigorously promote CO_2 emissions reduction in road transport by further improving vehicle fuel efficiency and expanding the market supply of next-generation vehicles.

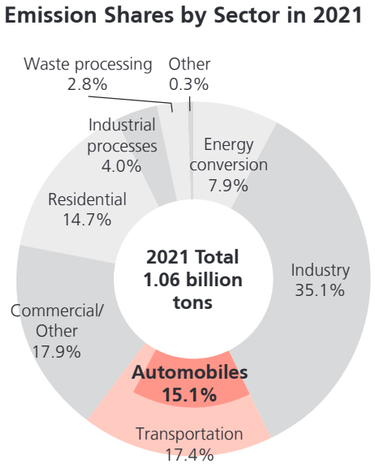
CO_2 EMISSIONS IN JAPAN

The transportation sector accounts for nearly 17% of Japan's total CO_2 emissions, which in 2021 amounted to 1.06 billion tons (actual figure).

Japan's CO_2 Emission Volumes, 1990-2021



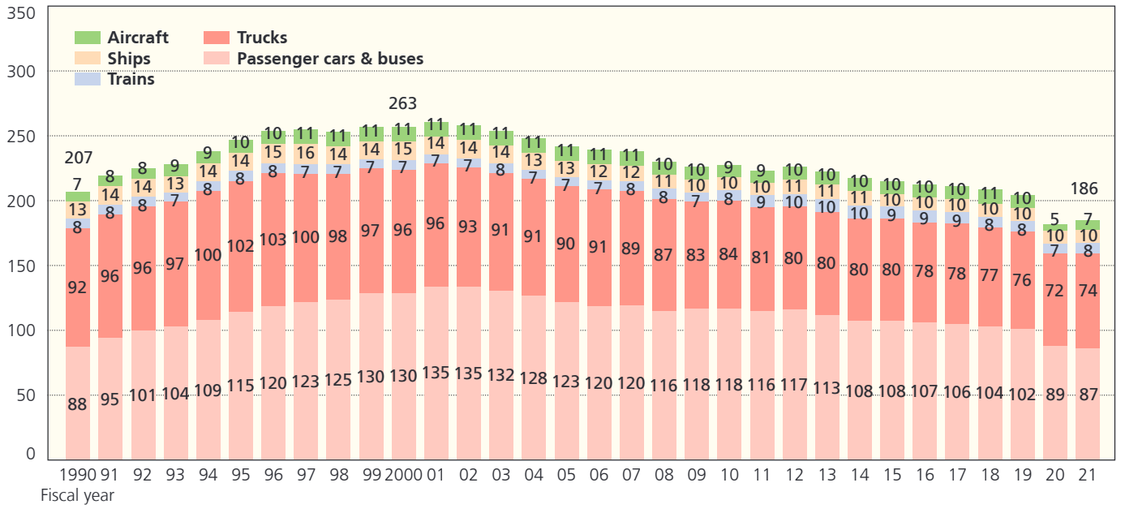
CO_2 Emission Shares by Sector in 2021



Source: Ministry of the Environment

TRENDS IN CO_2 EMISSION VOLUMES IN JAPAN'S TRANSPORT SECTOR, BY MODE

Motor vehicle-emitted CO_2 accounts for about 87% of the totality of CO_2 emitted by Japan's transport sector. CO_2 emissions from road transportation in Japan have seen a significant decrease since transport-sector emissions peaked in 2001.

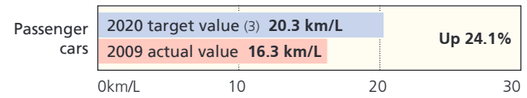


Source: Ministry of the Environment

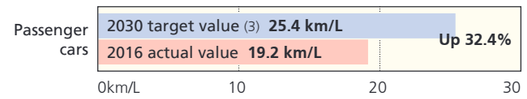
CO_2 Emissions Reduction: Improving Vehicle Fuel Efficiency

Fuel efficiency targets for passenger cars, trucks, and buses are formulated by applying "top runner" criteria whereby the target value for a given vehicle weight category is established based on the leading fuel efficiency performance to date for that weight category. To comply, first, with stringent 2015 average fuel efficiency targets for heavy-duty vehicles as well as with a 2020 target for passenger cars and, subsequently, with a 2022 target for small trucks, 2025 targets for heavy-duty vehicles, and a 2030 target for passenger cars, JAMA member manufacturers have been making continuous efforts to increase the fuel efficiency of conventional vehicles and expand the supply of alternative-energy vehicles. Calculation of the average fuel efficiency target of 25.4 km/L (a 32.4% increase over the actual value in 2016) established for 2030 for new passenger cars took into account, for the first time, the fuel efficiency performances of electric vehicles and plug-in electric vehicles.

2020 AVERAGE FUEL EFFICIENCY TARGET FOR NEW PASSENGER CARS (1)

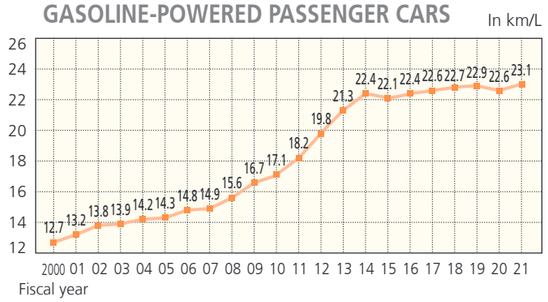


2030 AVERAGE FUEL EFFICIENCY TARGET FOR NEW PASSENGER CARS (2)



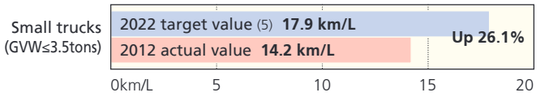
(1) Fuel efficiency is JC08 test cycle-based (see page 18). (2) Fuel efficiency is WLTC-based (see page 18). (3) Targets were established assuming the same shipment volume ratios by vehicle weight category for target years as those recorded in the years showing the actual value of fuel efficiency performance.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

AVERAGE FUEL EFFICIENCY OF DOMESTIC NEW GASOLINE-POWERED PASSENGER CARS



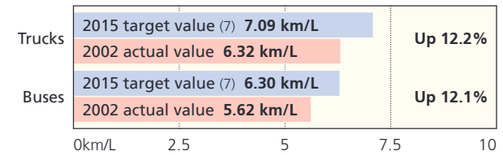
Note: Figures here are JC08 test cycle-based through 2016 and the JC08 test-cycle equivalents of WLTC-based values from 2017. *Source: Japan Automobile Manufacturers Association*

2022 AVERAGE FUEL EFFICIENCY TARGET FOR NEW SMALL TRUCKS (4)

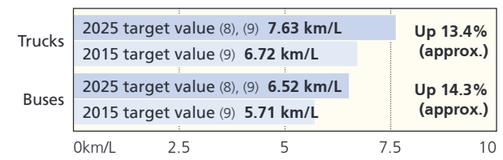


(4) Fuel efficiency is JC08 test cycle-based (see page 18). (5) Targets were established assuming the same shipment volume ratios by vehicle weight category for target years as those recorded in the years showing the actual value of fuel efficiency performance.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

2015 AVERAGE FUEL EFFICIENCY TARGETS FOR NEW HEAVY-DUTY VEHICLES (GVW>3.5t) (6)



2025 AVERAGE FUEL EFFICIENCY TARGETS FOR NEW HEAVY-DUTY VEHICLES (GVW>3.5t)



(6) Fuel efficiency is JE05 test cycle-based. (7) Targets were established assuming the same shipment volume ratios by vehicle weight category for target years as those recorded in the years showing the actual value of fuel efficiency performance. (8) While the 2015 target values for new heavy-duty vehicles are JE05 test cycle-based, the 2025 target values were established on the basis of a new measuring method. (9) Targets were established assuming the same shipment volume ratios by vehicle weight category for 2025 as those recorded in 2014.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

VEHICLE TECHNOLOGIES FOR INCREASED FUEL EFFICIENCY

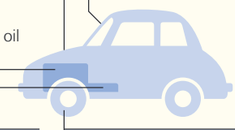
Improved engine efficiency

More efficient fuel consumption:
- Direct injection
- Variable mechanisms (variable cylinder activation, VVT&L, etc.)
- Downsized engine supercharging

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)

In-Use Status of Next-Generation Vehicles

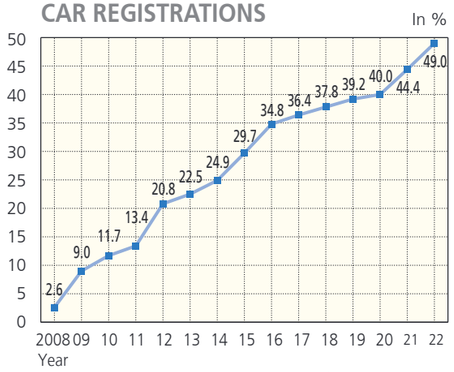
Since 2009, when the government's tax incentive/subsidy programs for the purchase of eco-friendly vehicles were first introduced, new registrations of (so-called in Japan) next-generation vehicles—including hybrid, plug-in hybrid, electric, fuel cell, clean diesel, and other new-energy vehicles—had been steadily increasing. In 2020, however, new registrations of these vehicles shrank owing to the spread of COVID-19. Nevertheless, as a result of each automaker's efforts to develop a range of such models and despite the impact of the pandemic, the share of next-generation vehicles in new passenger car registrations continues to expand yearly, reaching 49% in 2022. The more widespread use of these vehicles requires not only further advances in vehicle and related technologies, but also, among other government initiatives, the establishment of the necessary fuel/energy supply infrastructures and the continued provision of purchasing incentives.

NEXT-GENERATION PASSENGER CAR NEW REGISTRATIONS, 2008-2022

In vehicle units

Year	Hybrid vehicles	Plug-in hybrid vehicles	Electric vehicles	Fuel cell vehicles	Clean diesel vehicles	Total
2008	108,518	0	0	0	0	108,518
2009	347,999	0	1,078	0	4,364	353,441
2010	481,221	0	2,442	0	8,927	492,590
2011	451,308	15	12,607	0	8,797	472,727
2012	887,863	10,968	13,469	0	40,201	952,501
2013	921,045	14,122	14,756	0	75,430	1,025,353
2014	1,058,402	16,178	16,110	7	78,822	1,169,519
2015	1,074,926	14,188	10,467	411	153,768	1,253,760
2016	1,275,560	9,390	15,299	1,054	143,468	1,444,771
2017	1,385,343	36,004	18,092	849	156,162	1,596,450
2018	1,431,856	23,230	26,533	612	176,725	1,658,956
2019	1,472,281	17,609	21,281	685	175,145	1,687,001
2020	1,346,842	14,680	14,574	761	147,139	1,523,996
2021	1,434,719	22,677	21,658	2,464	149,298	1,630,816
2022	1,450,582	37,719	58,786	848	140,340	1,688,275

TRENDS IN NEXT-GENERATION VEHICLE SHARE IN NEW PASSENGER CAR REGISTRATIONS

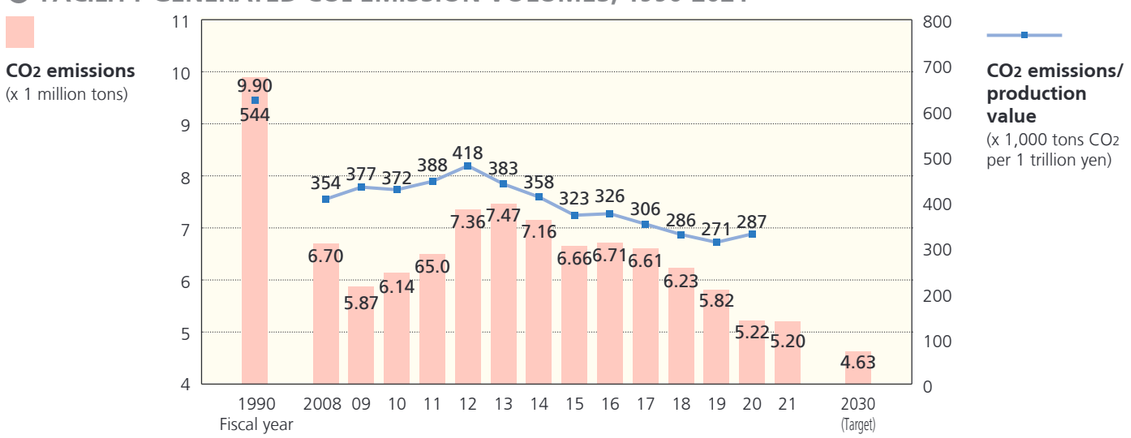


Source: Japan Automobile Manufacturers Association

CO_2 Reductions at Manufacturers' Facilities

Japan's automakers, together with the member companies of the Japan Auto-Body Industries Association (JABIA), have for years taken measures to reduce energy consumption and otherwise cut CO_2 emissions at their production plants. Having more recently expanded their voluntary CO_2 reduction activities to also include administrative and research facilities, their combined facility-emitted CO_2 in 2021 totalled 5.20 million tons (preliminary figure), down 20,000 tons from the previous year. With a revised target for 2030 of 4.63 million tons (down from the previous target of 6.16 million tons), JAMA and JABIA member companies will strive for further CO_2 reductions at their facilities.

FACILITY-GENERATED CO_2 EMISSION VOLUMES, 1990-2021



Source: Japan Automobile Manufacturers Association

Voluntary Initiatives to Eliminate the Use of Four Heavy Metals in Motor Vehicles

JAMA member manufacturers have, on a voluntary basis, eliminated the use of four heavy metals—lead, mercury, hexavalent chromium and cadmium—in new vehicles to reduce their environmental impact, particularly when they are dismantled and processed at the end of their service life. Restrictions on the use of these substances in motorcycles have been established separately.

RESTRICTIONS ON THE USE OF FOUR HEAVY METALS IN NEW VEHICLES & COMPLIANCE STATUS

Substance	Restrictions	Compliance Status
Lead	As of January 2006, a 90% decrease or more from the 1996 level of 1,850 grams (i.e., a maximum permissible level of 185 grams).* For large commercial vehicles including buses, a 75% decrease or more from the 1996 level. *Batteries are exempt.	All models have complied since January 2006.
Mercury	As of January 2005, banned except for trace amounts in safety-related components such as: - Instrument panel displays - Liquid crystal displays in navigation devices - Discharge lamps - Fluorescent cabin lamps	All models have complied since January 2003. Components listed here in the left column are now mercury-free in all models.
Hexavalent chromium	Banned as of January 2008.	All models are in compliance.
Cadmium	Banned as of January 2007.	All models have complied since January 2006.

A Voluntary Approach to Reducing Vehicle Cabin VOCs

Established in January 2002 by Japan's Ministry of Health, Labor and Welfare, target values for indoor concentration levels of 13 volatile organic compounds (VOCs) were amended in January 2019, with a view to enabling automakers, on a voluntary basis, to meet the revised target values in all new-model vehicles marketed from January 2022. To measure VOC concentration levels in vehicle cabin air, in-cabin test procedures developed by JAMA and covering passenger cars as well as trucks and buses were introduced in 2005. However, in July 2012 JAMA member companies adopted the global standard for testing in-cabin VOCs in passenger cars—namely, the ISO 12219-1 test procedure (revised in 2021)—established by the ISO that same month. Ten years later, JAMA member companies adopted the ISO 12219-10 test procedure for measuring in-cabin VOCs in trucks and buses—formulated on the basis of a JAMA-developed procedure—established by the ISO in 2022. The automakers at present continue to work to achieve further reductions in in-cabin VOC concentration levels.

TARGET VALUES FOR INDOOR CONCENTRATION LEVELS OF 13 SUBSTANCES (VOCs) (revised in January 2019)

Substance	Target Value for Indoor Concentration Level	Principal Sources
Formaldehyde	100 $\mu g/m^3$ (0.08 ppm)	Adhesives for plywood, wallpaper, etc.
Toluene	260 $\mu g/m^3$ (0.07 ppm)	Adhesives/paints for interior finishing materials, furniture, etc.
Xylene	200 $\mu g/m^3$ (0.05 ppm)	Adhesives/paints for interior finishing materials, furniture, etc.
Paradichlorobenzene	240 $\mu g/m^3$ (0.04 ppm)	Moth repellents, lavatory air fresheners
Ethylbenzene	3,800 $\mu g/m^3$ (0.88 ppm)	Adhesives/paints for plywood, furniture, etc.
Styrene	220 $\mu g/m^3$ (0.05 ppm)	Insulation materials, bath units, tatami-mat core materials
Chlorpyrifos	1 $\mu g/m^3$ (0.07 ppb)	Insecticides (esp. ant exterminators)
Di-*n*-butyl phthalate	17 $\mu g/m^3$ (1.5 ppb)	Paints, pigments, adhesives
Tetradecane	330 $\mu g/m^3$ (0.04 ppm)	Kerosene, paints
Di-2-ethylhexyl phthalate	100 $\mu g/m^3$ (6.3 ppb)	Wallpaper, flooring materials, wire-coating materials
Diazinon	0.29 $\mu g/m^3$ (0.02 ppb)	Pesticides
Acetaldehyde	48 $\mu g/m^3$ (0.03 ppm)	Adhesives for construction materials, wallpaper, etc.
Fenobucarb	33 $\mu g/m^3$ (3.8 ppb)	Insecticides (esp. termite exterminators)

Notes: 1. This voluntary initiative applies only to vehicles that are manufactured and sold in Japan. 2. The use of paradichlorobenzene, chlorpyrifos, diazinon and fenobucarb does not apply to vehicle cabins.

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). In line with legislative provisions promoting the so-called 3R initiatives ("reduce, reuse, and 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 2021 the volume of auto plant-generated waste destined for landfill disposal totalled 400 tons. Having long surpassed the target of 1,000 tons set for 2025, JAMA members will nevertheless continue to promote the reduction of plant-generated waste for landfill disposal.

INDUSTRY MEASURES IN LINE WITH NATIONAL LEGISLATION

	Promotion of Effective Utilization of Resources Law (the "3R" Law)			End-of-Life Vehicle Recycling Law
	Product Design	Waste Management		ELV Recycling
"Reduce" initiatives	For designated products (1): - Weight reduction/ Downsizing - Longer product life - Reduced use of hazardous substances	For designated areas of activity: - Reduction/recycling of designated waste products generated in vehicle manufacturing operations: 1) Scrap metals 2) Casting sand residue	Distribution, Servicing and Use	Basic premise: - Environmentally responsible vehicle design on the part of automobile manufacturers
"Reuse" initiatives	For designated products (2): - Use of reusable/recyclable materials - Ease of dismantling - Ease of sorting - Non-hazardous recycling - Materials identification			
"Recycle" initiatives		- Total waste volume:* 1990 (baseline): 352,000 tons ↓ 2021: 400 tons JAMA target: 1,000 tons by fiscal 2025 *For landfill disposal, including scrap metals, casting sand residue, and other waste		- Recovery and recycling of: 1) Fluorocarbons 2) Airbags 3) ASR Note: Motorcycles are not covered by the ELV Recycling Law.

(1) Nineteen products including automobiles have been designated in this legislation as requiring "reduce" initiatives in their design. (2) Twenty-three products including automobiles have been designated in this legislation as requiring "reuse" and "recycle" initiatives in their design.

ELV RECOVERY IN NUMBERS

In vehicle units

Fiscal Year		2021 (Actual)	2022 (Preliminary)
No. of ELVs recovered		3,042,462	2,739,421
Appropriate recovery of three designated items	Fluorocarbons	2,678,183	2,383,655
	Airbags (1)	2,644,525	2,377,639
	ASR (2)	2,956,837	2,565,991

(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.

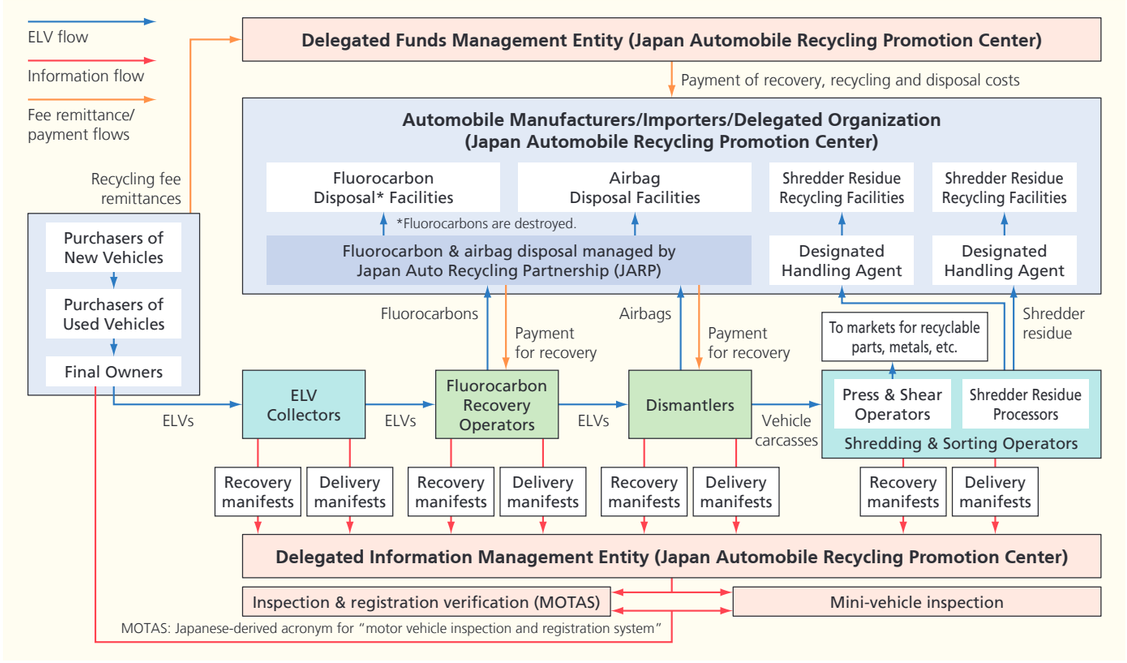
Sources: Japan Automobile Recycling Promotion Center; Japan Auto Recycling Partnership; Toyotsu Recycle Corporation; "ART" group of companies

RECYCLING RATES: TARGETED & ACHIEVED

Three Designated Items	Target	Achieved
Fluorocarbons	Destruction	2.68 million vehicle units (2021)
Airbags	85%	95% (2021)
ASR	2005: 30% 2010: 50% 2015: 70%	96-97.5% (2021)

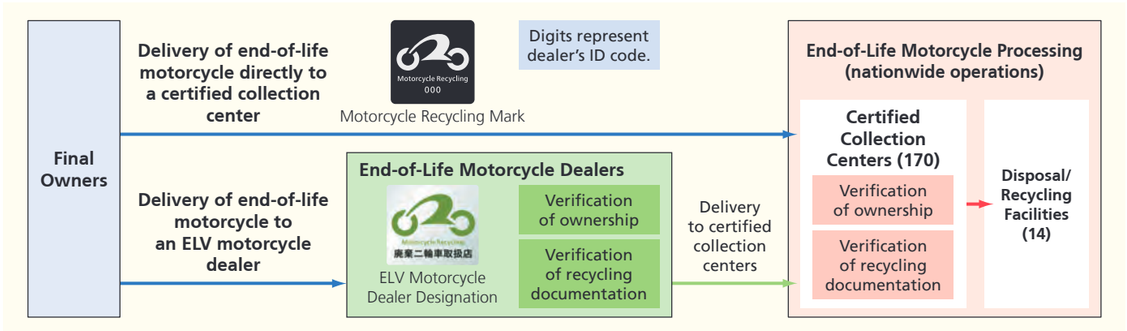
Sources: Government-affiliated entities

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.

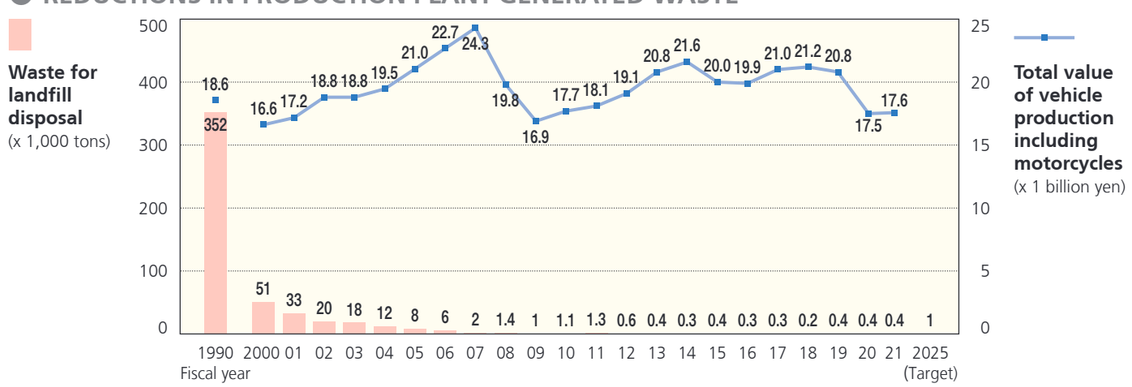
THE MOTORCYCLE RECYCLING FLOW



Notes: 1. The only cost to final owners (where applicable) is for the delivery by ELV dealers of end-of-life motorcycles to certified collection centers. 2. The disposal of municipally-owned end-of-life motorcycles requires advance approval by the Japan Automobile Recycling Promotion Center.

Source: Japan Automobile Recycling Promotion Center

REDUCTIONS IN PRODUCTION PLANT-GENERATED WASTE



Source: Japan Automobile Manufacturers Association

Global Harmonization in the Regulation of Vehicle Exhaust Emissions

Japan's vehicle exhaust emissions regulations have always been among the world's most stringent, 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, even in large urban areas, on a steady decline. Japan has participated in international discussions on the global harmonization of emission test cycles and in 2010 introduced the UN test cycle for motorcycle emissions. In 2018 Japan adopted the UN "WLTC" to measure emissions from new gasoline-powered passenger cars and light commercial vehicles, following its adoption in 2016 of the UN "WHTC" for measuring diesel exhaust emissions from new heavy-duty vehicles (see corresponding notes below).

MOTOR VEHICLE EMISSIONS REGULATIONS IN JAPAN

Vehicle Type			Current Regulations			
			Test cycle	Year enforced	Emission	Regulatory value (average)
Gasoline and LPG Vehicles	**Passenger cars**		WLTC (g/km) (1)	2018	CO	1.15
					NMHC	0.10
					NOx	0.05
			WLTC (g/km) (1)	2018	PM (2)	0.005
	Trucks and buses	Mini	WLTC (g/km) (1)	2019	CO	4.02
					NMHC	0.10
					NOx	0.05
			WLTC (g/km) (1)	2019	PM (2)	0.005
		Light-duty (GVW≤1.7t)	WLTC (g/km) (1)	2018	CO	1.15
					NMHC	0.10
					NOx	0.05
			WLTC (g/km) (1)	2018	PM (2)	0.005
		Medium-duty (1.7t<GVW≤3.5t)	WLTC (g/km) (1)	2019	CO	2.55
					NMHC	0.15
					NOx	0.07
			WLTC (g/km) (1)	2019	PM (2)	0.007
		Heavy-duty (GVW>3.5t)	JE05 (g/kWh)	2009	CO	16.0
					NMHC	0.23
					NOx	0.7
					PM (2)	0.010
Diesel Vehicles	**Passenger cars** (3)		WLTC (g/km) (1)	2018	CO	0.63
					NMHC	0.024
					NOx	0.15
					PM	0.005
	Trucks and buses	Light-duty (GVW≤1.7t)	WLTC (g/km) (1)	2018	CO	0.63
					NMHC	0.024
					NOx	0.15
					PM	0.005
		Medium-duty (1.7t<GVW≤3.5t)	WLTC (g/km) (1)	2019	CO	0.63
					NMHC	0.024
					NOx	0.24
					PM	0.007
		Heavy-duty (GVW>3.5t)	WHTC (g/kWh) (4)	2016	CO	2.22
					NMHC	0.17
					NOx	0.4
					PM	0.010
Motorcycles	**Class I, Class II, and Class III motorcycles** (5)		WMTC (g/km) (6)	2020	CO	1.00
					THC	0.10
					NMHC	0.068
					NOx	0.060
					PM (2)	0.0045

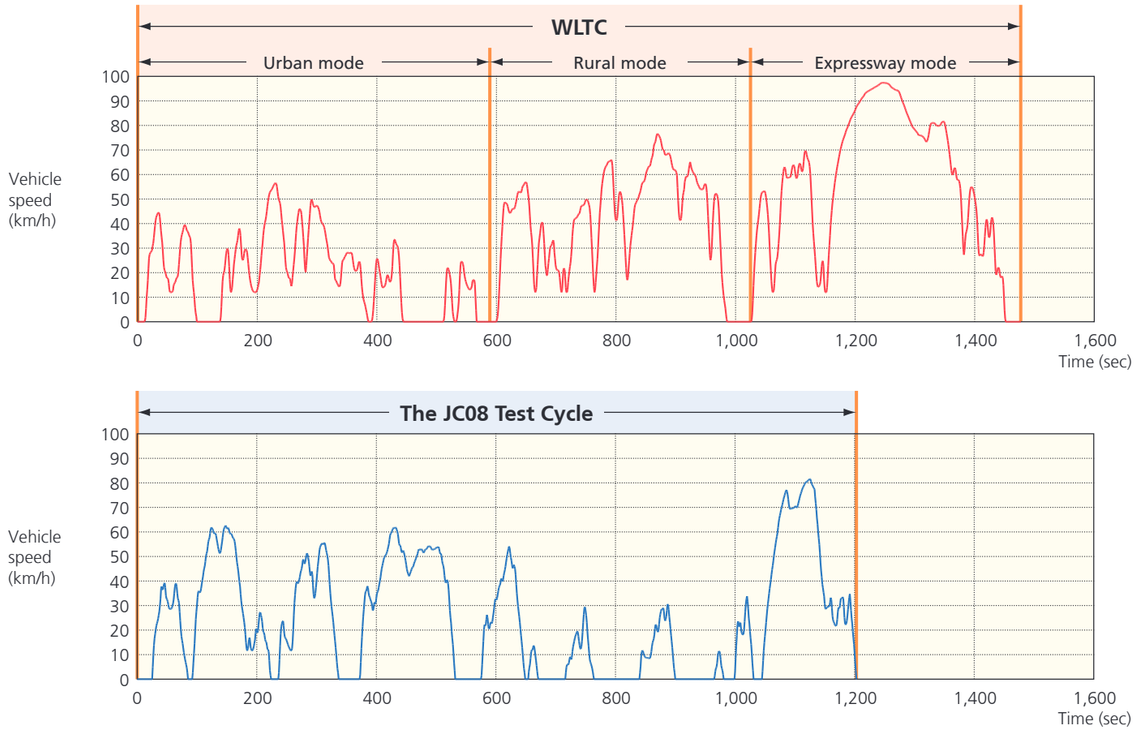
(1) WLTC: Worldwide Harmonized Light Vehicle Test Cycle, on the basis of values measured in cold-start state.
(2) PM values apply only to direct-injection, lean-burn vehicles.
(3) Small-sized diesel passenger cars have an equivalent inertia weight (EIW) of 1.25t (GVW of 1.265t) or less, and mid-sized diesel passenger cars have an EIW over 1.25t.
(4) WHTC: World Harmonized Transient Cycle, on the basis of (values measured in cold-start state) x 0.14 + (values measured in warm-start state) x 0.86.
(5) Class I motorcycles: Over 0.050L and under 0.150L in engine capacity with a maximum speed of ≤50km/h, or under 0.150L in engine capacity with a maximum speed of >50km/h and <100km/h. Equivalent to motor-driven cycles, Class 1 and Class 2.
Class II motorcycles: Under 0.150L in engine capacity with a maximum speed ≥100km/h and <130km/h, or 0.150L or over in engine capacity with a maximum speed of <130km/h. Equivalent to mini-sized and small-sized motorcycles with a maximum speed of <130km/h.
Class III motorcycles: With a maximum speed of ≥130km/h. Equivalent to mini-sized and small-sized motorcycles with a maximum speed of ≥130km/h.
(6) WMTC: World Motorcycle Test Cycle.
Note: CO: Carbon monoxide; NMHC: Non-methane hydrocarbons; NOx: Nitrogen oxides; PM: Particulate matter; THC: Total hydrocarbons.

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

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

Japan not only promotes the international standardization of test cycles for measuring motor vehicle fuel consumption and CO_2 and other emissions but has actively contributed to the development of the Worldwide Harmonized Light Vehicle Test Cycle (also referred to as the Worldwide Harmonized Light-Duty Test Cycle), or WLTC, under the United Nations' World Forum for Harmonization of Vehicle Regulations. In line with that initiative, Japan is now in the process of replacing its JC08 test cycle for passenger cars and other non-heavy-duty vehicles with WLTC. WLTC incorporates three driving cycles: the "urban, rural and expressway modes," as they are called in Japanese. The indication wherever necessary of fuel consumption rates measured in the three driving "modes" as well as their certified mean (i.e., average) rate has been required since October 2018.

COMPARISON OF WLTC AND THE JC08 TEST CYCLE FOR LIGHT VEHICLES



HOW LIGHT-VEHICLE FUEL CONSUMPTION RATES (EXAMPLES) ARE INDICATED IN JAPAN

Measured on the basis of WLTC

Fuel consumption rate (1) **certified by the Ministry of Land, Infrastructure, Transport and Tourism**

WLTCモード (2)
20.4 km/L

Urban mode (2)	**15.2km/L**
Rural mode (2)	**21.4km/L**
Expressway mode (2)	**23.2km/L**

(1) Fuel consumption rates are obtained on the basis of designated test conditions. In real-world on-road driving, rates will vary as a result of multiple factors (weather and traffic conditions, driving behavior, use of air conditioner, etc.).
(2) WLTC is an international test cycle incorporating urban, rural and expressway driving cycles or "modes" with specific time durations designated for each mode.
Urban mode: (Assumptions) Low-speed driving characterized by frequent stops and starts owing to numerous traffic signals and congestion
Rural mode: (Assumptions) Steady driving characterized by fewer stops and starts owing to fewer traffic signals and less congestion than in urban driving
Expressway driving mode: (Assumptions) High-speed driving typical of highway driving

Measured on the basis of the JC08 test cycle

Fuel consumption rate (1) **certified by the Ministry of Land, Infrastructure, Transport and Tourism**

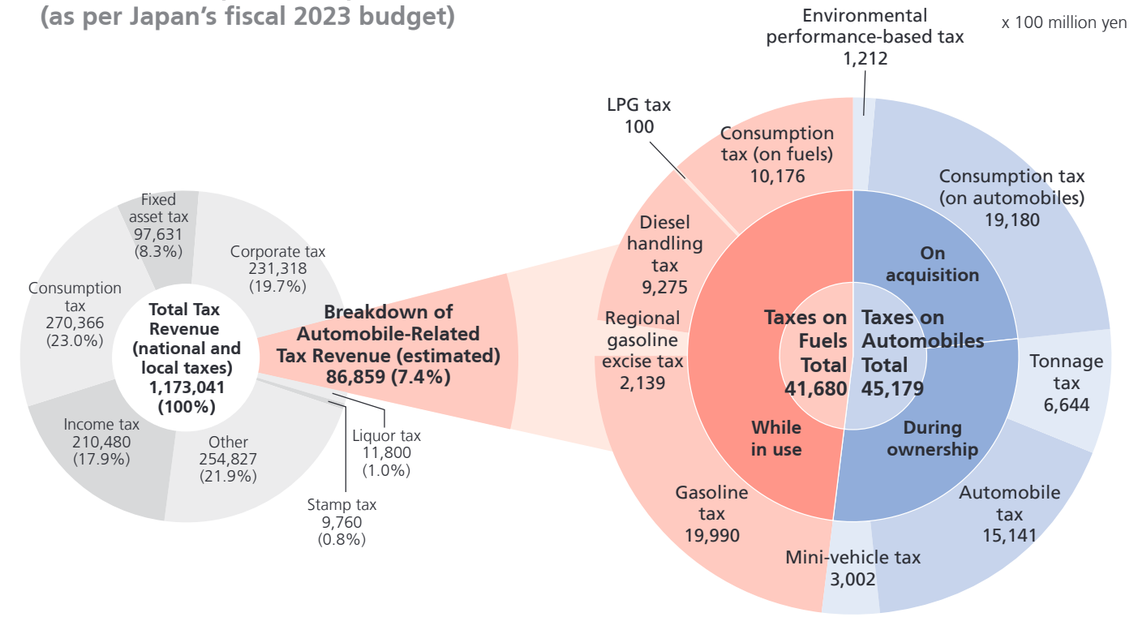
JC08モード
21.4 km/L

(1) Fuel consumption rates are obtained on the basis of designated test conditions. In real-world on-road driving, rates will vary as a result of multiple factors (weather and traffic conditions, driving behavior, use of air conditioner, etc.).

9 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 motor vehicle owners in Japan. Under the government's budget for fiscal 2023, the total value of tax revenue from these automobile-related taxes has been estimated at 9.0 trillion yen, or 7.4% of Japan's projected total tax revenue of 117 trillion yen in fiscal 2023.

TAX REVENUE (Estimated) BY SOURCE IN FISCAL 2023 (as per Japan's fiscal 2023 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 (including the consumption tax revenue from automobile servicing, not shown but included in figures here) have been calculated by JAMA. 3. The consumption tax is a national sales tax, of which 2.2% of the revenue is redistributed as revenue to local governments.

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

JAPAN'S ESTIMATED AUTOMOBILE-RELATED TAX REVENUE IN FISCAL 2023

			Tax Revenue (x 100 million yen)	Base Tax Rate (for reference)	Current Tax Rate	Comparison with Base Tax Rate (multiplier value)
Taxes on Automobiles	On acquisition	Environmental performance-based tax	1,212	0 to 3%	0 to 3% (commercial and mini-vehicles excluded)	1.00
		Consumption tax (on automobiles)	19,180	10%		
	During ownership	Tonnage tax	6,644	¥2,500/0.5t/year (passenger cars for private use)	¥4,100/0.5t/year (passenger cars for private use)	1.64
		Automobile tax	15,141	Based on engine capacity (e.g., for 1,001≤1,500cc passenger cars for private use, ¥30,500/year; see below)		
		Mini-vehicle tax	3,002	¥10,800/year (passenger cars for private use)		
		Total	45,179			
Taxes on Fuels	While in use	Gasoline tax	19,990	¥24.3/L	¥48.6/L	2.00
		Regional gasoline excise tax	2,139	¥4.4/L	¥5.2/L	1.18
		Diesel handling tax	9,275	¥15.0/L	¥32.1/L	2.14
		LPG tax	100	¥17.5/kg		1.00
		Consumption tax (on fuels)	10,176	10%		
		Total	41,680			
Grand Total			88,859			

Notes: 1. Consumption tax revenue values (including the consumption tax revenue from automobile servicing, not shown but included in figures here) have been calculated by JAMA.
2. Current tax rates effective as of May 1, 2023.

TAX RATES IN EFFECT (Examples), 1954-2023, TO SUPPORT ROAD NETWORK IMPROVEMENTS

Duration	"Five-Year" Plan	Fiscal Year	Acquisition Tax	Environmental Performance-Based Tax	Tonnage Tax ¥/0.5t/year	Gasoline Tax ¥/L	Regional Gasoline Excise Tax ¥/L	Diesel Handling Tax ¥/L	LPG Tax ¥/kg
1954-57	First	1954	[Commercial and mini-vehicles excluded]		[In the case of a passenger car for private use]	13.0	2.0	6.0	
		1955				11.0		8.0	
		1956				↓	↓	↓	
		1957				14.8	3.5	10.4	
1958-60	Second	1959				19.2			
1961-63	Third	1961				↓	↓	↓	
1964-66	Fourth	1964				22.1	4.0	12.5	
		1966				24.3	4.4	15.0	
1967-69	Fifth	1967				↓	↓	↓	5
		1968	3%						10
1970-72	Sixth	1970	↓						↓
		1971			2,500				17.5
1973-77	Seventh	1974	5%		5,000	29.2	5.3	19.5	
		1976			6,300	36.5	6.6	24.3	
1978-82	Eighth	1979			↓	45.6	8.2	↓	
1983-87	Ninth					↓	↓		
1988-92	Tenth								
1993-97	Eleventh	1993				48.6	5.2	32.1	
1998-2002	Twelfth	1998				↓	↓	↓	
2003-07	As per the national priority infrastructure development plan								
2008-	As per the national medium-term road infrastructure plan			[Commercial and mini-vehicles excluded]	6,300 5,000 4,100 (2,500*)				
		2010		↓	↓				
		2012							
		2014							
		2019	3% Abolished	0 to 3%					
		2023							
Comparison with base tax rate (multiplier value)				1.00	1.64	2.00	1.18	2.14	1.00

Base tax rate

*The base tonnage tax rate (¥2,500/0.5t/year as of May 1, 2023) is applied only to eco-friendly private-use passenger cars.

Source: Japan Automobile Manufacturers Association

AUTOMOBILE-RELATED TAXES IN JAPAN (as of May 1, 2023)

Tax Category	On Acquisition		During Ownership			While in Use				
	Environmental Performance-Based Tax	Consumption Tax	Tonnage Tax	Automobile Tax	Mini-Vehicle Tax	Gasoline Tax	Regional Gasoline Excise Tax	Diesel Handling Tax	LPG Tax	Consumption Tax
How Assessed	Assessed on the purchase price of an automobile, whether new or used, based on its environmental performance	Assessed on the purchase price of the automobile	Assessed according to vehicle weight at each mandatory vehicle inspection	Fixed amount assessed on the owner each year as of April 1	Fixed amount assessed on the owner each year as of April 1	Assessed on gasoline Included in the fuel price		Assessed on light oil	Assessed on LPG	Assessed on the purchase price of fuels
National/Local Tax	Prefectural and municipal tax	National and local tax	National tax	Prefectural tax	Municipal tax	National tax		Prefectural tax	National tax	National and local tax
Tax Rate/ Amount	(Private use) - 0 to 3% of purchase price (0 to 2% for commercial vehicles and mini-vehicles) - Exempted for vehicles purchased for ¥500,000 or less Note: Highly fuel-efficient vehicles as well as electrified and other designated vehicles are exempted from the tax.	10% (of which 2.2% is a local tax)	1) Eco-friendly vehicles, e.g.: ¥2,500/0.5t/year (= base rate) for private-use passenger cars 2) Vehicles on the road 18 years or longer since first registration: ¥6,300/0.5t/year for private-use passenger cars 3) Vehicles on the road 13 years or longer since first registration: ¥5,700/0.5t/year for private-use passenger cars 4) Other vehicles for private use: - Passenger cars: ¥4,100/0.5t/year - Trucks (GVW>2.5t): ¥4,100/t/year; Trucks (GVW≤2.5t): ¥3,300/t/year - Buses: ¥4,100/t/year; Mini-vehicles: ¥3,300/year - Motorcycles (251cc and over): ¥1,900/year - Motorcycles (126 to 250cc): ¥4,900 upon registration Note: For eco-friendly vehicles, reductions/exemptions apply to the tonnage tax (see pages 20 and 21).	Passenger cars for private use: - Up to 1,000cc ¥25,000/year - 1,001 to 1,500cc ¥30,500/year - 1,501 to 2,000cc ¥36,000/year - 2,001 to 2,500cc ¥43,500/year - 2,501 to 3,000cc ¥50,000/year - 3,001 to 3,500cc ¥57,000/year - 3,501 to 4,000cc ¥65,500/year - 4,001 to 4,500cc ¥75,500/year - 4,501 to 6,000cc ¥87,000/year - Over 6,000cc ¥110,000/year Note: Above tax rates apply to new private-use passenger cars registered on or after October 1, 2019.	1) Mini-vehicles for private use: - Passenger cars ¥10,800/year - Trucks ¥5,000/year Note: Above tax rates apply to new vehicles registered in or after fiscal 2015 and took effect from fiscal 2016. 2) Motorcycles - Up to 50cc ¥2,000/year - 51 to 90cc ¥2,000/year - 91 to 125cc ¥2,400/year - 126 to 250cc ¥3,600/year - 251cc and over ¥6,000/year Note: For some eco-friendly mini-vehicles, reductions apply to the mini-vehicle tax (see page 22).	¥48.6/L	¥5.2/L	¥32.1/L (light oil)	¥17.5/kg (LPG)	10% of the purchase price of fuels (of which 2.2% is a local tax) [For light oil, imposed on the light oil price excluding the diesel handling tax]

Source: Japan Automobile Manufacturers Association

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

To help expedite the shift to low-carbon road transport in the interest of curbing global warming and to help improve air quality, the Japanese government has, since April 2009, applied automobile-related tax incentives to promote the wider use of eco-friendly vehicles. The tonnage tax incentive scheme that is currently in effect for all vehicle types will remain so through December 31, 2023. From January 1, 2024, however, a revised scheme—based on tax reform measures adopted in fiscal 2023—will extend tonnage tax incentives through April 30, 2025 or April 30, 2026, depending on vehicle type. Moreover, the emissions and fuel efficiency criteria determining specific tonnage tax reductions/exemptions will, on the whole, become more stringent.

INCENTIVES & ELIGIBILITY REQUIREMENTS

● TONNAGE TAX REDUCTIONS/EXEMPTIONS

Period in effect: May 1, 2023 through December 31, 2023.

1. Passenger Cars

Requirements		When Imposed	Reductions/Exemptions			
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (complying with 2018 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)			
• **Clean diesel passenger cars** (complying with 2009 or 2018 emission standards)			Exempt (2), (4)			
Gasoline vehicles/ LPG vehicles (including hybrids)	Fuel efficiency / Emissions level		2030 Fuel Efficiency Standards (3)			
			60%	75%	90%	120%
	Down by 50% from 2018 standards	@ Initial vehicle inspection	25% reduction	50% reduction	Exempt	Exempt (4)

2. Heavy-Duty Trucks and Buses (GVW>3.5t)

Requirements		When Imposed	Reductions/Exemptions		
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)		
Diesel vehicles (including hybrids)	Fuel efficiency / Emissions level		2015 Fuel Efficiency Standards		
			105%	110%	115%
	Compliant with 2016 emission standards	@ Initial vehicle inspection	50% reduction	75% reduction	Exempt

3. Small and Mid-Sized Buses (GVW≤3.5t)

Requirements		When Imposed	Reductions/Exemptions		
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)		
	Fuel efficiency / Emissions level		2020 Fuel Efficiency Standards		
			Compliant	105%	110%
Gasoline vehicles (including hybrids)	Down by 75% from 2005 standards or Down by 50% from 2018 standards	@ Initial vehicle inspection	75% reduction	Exempt	
	Down by 50% from 2005 standards or Down by 25% from 2018 standards		50% reduction	75% reduction	Exempt
Diesel vehicles (including hybrids)	NOx and PM emissions down by 10% from 2009 standards or Compliant with 2018 emission standards		75% reduction	Exempt	
	Compliant with 2009 emission standards		50% reduction	75% reduction	Exempt

4. Mid-Sized Trucks (2.5t<GVW≤3.5t)

Requirements		When Imposed	Reductions/Exemptions		
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)		
	Fuel efficiency / Emissions level		2015 Fuel Efficiency Standards		
			105%	110%	115%
Gasoline vehicles (including hybrids)	Down by 75% from 2005 standards or Down by 50% from 2018 standards	@ Initial vehicle inspection	50% reduction	75% reduction	Exempt
	Down by 50% from 2005 standards or Down by 25% from 2018 standards		No incentive	50% reduction	75% reduction
Diesel vehicles (including hybrids)	NOx and PM emissions down by 10% from 2009 standards or Compliant with 2018 emission standards		50% reduction	75% reduction	Exempt
	Compliant with 2009 emission standards		No incentive	50% reduction	75% reduction

5. Small Trucks (GVW≤2.5t)

Requirements		When Imposed	Reductions/Exemptions			
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)			
Gasoline vehicles (including hybrids)	Fuel efficiency / Emissions level		2015 Fuel Efficiency Standards			
			105%	115%	120%	125%
	Down by 75% from 2005 standards or Down by 50% from 2018 standards	@ Initial vehicle inspection	25% reduction	50% reduction	75% reduction	Exempt

(1) An initial inspection is mandated for a new vehicle purchase; exemption at the time of first vehicle inspection post-purchase applies only when the new inspection certificate is issued within 15 days following expiration of the old certificate. (2) Only vehicles complying with 2020 fuel efficiency standards will be exempt. (3) Only vehicles complying with 2020 fuel efficiency standards are eligible for the reductions/exemptions shown here. (4) Vehicles compliant 120% with 2030 fuel efficiency standards will also be exempt at the time of first vehicle inspection post-purchase (exemption applies only when the new inspection certificate is issued within 15 days following expiration of the old certificate).

TONNAGE TAX REDUCTIONS/EXEMPTIONS

Period in effect: January 1, 2024 through April 30, 2025.

1. Passenger Cars

Requirements		When Imposed	Reductions/Exemptions			
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (complying with 2018 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)			
	Fuel efficiency / Emissions level		2030 Fuel Efficiency Standards (2)			
			70%	80%	90%	120%
Gasoline vehicles/ LPG vehicles (including hybrids)	Down by 50% from 2018 standards	@ Initial vehicle inspection	25% reduction	50% reduction	Exempt	Exempt (3)
Clean diesel vehicles (including hybrids)	Compliant with 2018 emission standards	@ Initial vehicle inspection				

2. Heavy-Duty Trucks and Buses (GVW>3.5t)

Requirements		When Imposed	Reductions/Exemptions		
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)		
Diesel vehicles (including hybrids)	Fuel efficiency / Emissions level		2015 Fuel Efficiency Standards		
			105%	110%	115%
	Compliant with 2016 emission standards	@ Initial vehicle inspection	25% reduction	50% reduction	Exempt

Period in effect: January 1, 2024 through April 30, 2026.

3. Small and Mid-Sized Buses (GVW≤3.5t)

Requirements		When Imposed	Reductions/Exemptions		
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)		
	Fuel efficiency / Emissions level		2020 Fuel Efficiency Standards		
			Compliant	105%	110%
Gasoline vehicles (including hybrids)	Down by 50% from 2018 standards	@ Initial vehicle inspection	75% reduction	Exempt	
	Down by 25% from 2018 standards		50% reduction	75% reduction	Exempt
Diesel vehicles (including hybrids)	Compliant with 2018 emission standards		75% reduction	Exempt	

4. Mid-Sized Trucks (2.5t<GVW≤3.5t)

Requirements		When Imposed	Reductions/Exemptions		
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)		
	Fuel efficiency / Emissions level		2022 Fuel Efficiency Standards		
			90%	95%	Compliant
Gasoline vehicles (including hybrids)	Down by 50% from 2018 standards	@ Initial vehicle inspection	50% reduction	75% reduction	Exempt
	Down by 25% from 2018 standards		25% reduction	50% reduction	75% reduction
Diesel vehicles (including hybrids)	Compliant with 2018 emission standards		50% reduction	75% reduction	Exempt

5. Small Trucks (GVW≤2.5t)

Requirements		When Imposed	Reductions/Exemptions			
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)			
Gasoline vehicles (including hybrids)	Fuel efficiency / Emissions level		2022 Fuel Efficiency Standards			
			90%	95%	Compliant	105%
	Down by 50% from 2018 standards	@ Initial vehicle inspection	25% reduction	50% reduction	75% reduction	Exempt

(1) An initial inspection is mandated for a new vehicle purchase; exemption at the time of first vehicle inspection post-purchase applies only when the new inspection certificate is issued within 15 days following expiration of the old certificate. (2) Only vehicles complying with 2020 fuel efficiency standards are eligible for the reductions/exemptions shown here. (3) Vehicles compliant 120% with 2030 fuel efficiency standards will also be exempt at the time of first vehicle inspection post-purchase (exemption applies only when the new inspection certificate is issued within 15 days following expiration of the old certificate).

ENVIRONMENTAL PERFORMANCE-BASED TAX REDUCTIONS/EXEMPTIONS

– From October 1, 2019, an automotive environmental performance-based tax came into effect as an adjunct provision to the automobile tax and the mini-vehicle tax. It is imposed at the time of vehicle (passenger car, mini-vehicle, heavy-duty vehicle, etc.) purchase and calculated on the basis of the vehicle's environmental (i.e., fuel efficiency, emissions) performance and its purchase price.
– The tax applies to both new and used vehicles, with the exception of vehicles purchased for ¥500,000 or less, which are exempted from the tax.
– The fuel efficiency and other environmental performance criteria on the basis of which the tax's varying rates (e.g., from 0% to 3% for passenger vehicles and from 0% to 2% for commercial vehicles and mini-vehicles) have been determined are in line with criteria established in Japan's Energy Conservation Law. Highly fuel-efficient as well as electrified and other designated vehicles are exempted from the tax.

Period in effect: April 1, 2023 through December 31, 2023.

Environmental Performance-Based Tax Reductions/Exemptions for Private-Use Passenger Vehicles (including mini- and used vehicles)

Requirements		Tax Rates/Exemptions						
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)		Passenger cars, Mini-vehicles	Exempt					
• **Plug-in hybrid vehicles** • **Clean diesel vehicles** (1)		Passenger cars	Exempt					
Gasoline vehicles/ LPG vehicles (including hybrids)	Fuel efficiency / Emissions level		2030 Fuel Efficiency Standards (2)					
			Under 60%	60%	65%	75%	85%	Compliant
	Down by 75% from 2005 standards or Down by 50% from 2018 standards	Passenger cars	3%	2%		1%	Exempt	
		Mini-vehicles	2%	1%		Exempt		

Period in effect: January 1, 2024 through March 31, 2025.

Environmental Performance-Based Tax Reductions/Exemptions for Private-Use Passenger Vehicles (including mini- and used vehicles)

Requirements		Tax Rates/Exemptions					
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)		Passenger cars, Mini-vehicles	Exempt				
• **Plug-in hybrid vehicles**		Passenger cars	Exempt				
Gasoline vehicles/ LPG vehicles (including hybrids)	Fuel efficiency / Emissions level		2030 Fuel Efficiency Standards (2)				
			60%	70%	80%	85%	Compliant
	Down by 75% from 2005 standards or Down by 50% from 2018 standards	Passenger cars	3%	2%	1%	Exempt	
		Mini-vehicles	2%	1%	Exempt		
Clean diesel vehicles (including hybrids)	Compliant with 2009 emission standards or Compliant with 2018 emission standards	Passenger cars	1%	0.5%	Exempt		

(1) Only clean diesel vehicles complying with 2020 fuel efficiency standards and compliant 60% with 2030 fuel efficiency standards will be exempt. (2) Only vehicles complying with 2020 fuel efficiency standards are eligible for the reductions/exemptions shown here.

TONNAGE TAX & ENVIRONMENTAL PERFORMANCE-BASED TAX REDUCTIONS for Vehicles Equipped with Eligible Advanced Safety Feature (ASV) Systems

The tax reductions detailed below are applied only once, on initial inspection mandated for new vehicle purchase.

Period in effect	Tonnage tax: May 1, 2023 through April 30, 2026. Environmental performance-based tax: April 1, 2023 through March 31, 2025.		
Eligible ASV system	Vehicle Type	Reductions	
		Tonnage Tax	Environmental Performance-Based Tax
Automatic emergency braking system (AEBS) with pedestrian collision avoidance function	•Trucks (GVW>3.5t) •Tractors (GVW>3.5t) •Buses	25% reduction	¥1.75 million deduction from purchase price

Period in effect	Tonnage tax: May 1, 2023 through April 30, 2024. Environmental performance-based tax: April 1, 2023 through April 30, 2024.		
Eligible ASV system	Vehicle Type	Reductions	
		Tonnage Tax	Environmental Performance-Based Tax
Blind spot information system (BSIS)	Heavy-duty truck (GVW>8t) Heavy-duty truck (GVW>8t) [tow truck]	25% reduction	¥1.75 million deduction from purchase price
AEBS and BSIS	Heavy-duty truck (GVW>8t) Heavy-duty truck (GVW>8t) [tow truck]	50% reduction	¥3.5 million deduction from purchase price

TONNAGE TAX & ENVIRONMENTAL PERFORMANCE-BASED TAX REDUCTIONS/EXEMPTIONS for Public-Use Assisted-Mobility Vehicles (AMVs)

The tax reductions/exemptions detailed below are applied only once, on initial inspection mandated for new vehicle purchase.

Period in effect Tonnage tax: May 1, 2021 through March 31, 2024.
Environmental performance-based tax: April 1, 2023 through March 31, 2025.

Vehicle Type & Requirements		Reductions/Exemptions	
		Tonnage Tax	Environmental Performance-Based Tax
Low-floor ("non-step") buses (1)		Exempt	¥10 million deduction from purchase price
Buses with ≥30-person occupancy equipped with an electric lift (1)	Airport shuttle buses		¥8 million deduction from purchase price
	Other		¥6.5 million deduction from purchase price
Buses with <30-person occupancy equipped with an electric lift (1)			¥2 million deduction from purchase price
Universal design-based taxis (2)			¥1 million deduction from purchase price

(1) For use in public/charter transport. (2) For use in public transport.

FISCAL 2023 & 2024 SPECIAL AUTOMOBILE TAX AND SPECIAL MINI-VEHICLE TAX REDUCTIONS

Special Automobile Tax Reductions (Passenger Cars and Trucks & Buses)

Requirements				Reduction (1)
Passenger Cars	For private use For commercial use	• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards) • Plug-in hybrid vehicles		75% reduction
	For commercial use	Gasoline vehicles/LPG vehicles (including hybrids)	Compliant 90% with 2030 fuel efficiency standards, with emissions down by 75% from 2005 standards or down by 50% from 2018 standards (2)	75% reduction
		Diesel vehicles (including hybrids)	Compliant 90% with 2030 fuel efficiency standards and Compliant with 2009 or 2018 emission standards (2)	75% reduction
		Gasoline vehicles/LPG vehicles (including hybrids)	Compliant 70% with 2030 fuel efficiency standards, with emissions down by 75% from 2005 standards or down by 50% from 2018 standards (2)	50% reduction
		Diesel vehicles (including hybrids)	Compliant 70% with 2030 fuel efficiency standards and Compliant with 2009 or 2018 emission standards (2)	50% reduction
Trucks & Buses		• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards) • Plug-in hybrid vehicles		75% reduction

(1) Reductions effective on initial inspection mandated for new vehicle purchase are applied in the fiscal year following the year of purchase. This scheme also mandates a yearly 15% (10% for trucks and buses) surcharge on the automobile tax for gasoline and LPG-powered vehicles on the road 13 years or longer, and for diesel vehicles on the road 11 years or longer, since first registration. (2) Only vehicles complying with 2020 fuel efficiency standards are eligible for the reductions shown here.

Special Mini-Vehicle Tax Reductions (Minicars and Mini-Trucks)*

Requirements				Reduction (1)
Minicars	For private use For commercial use	• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)		75% reduction
	For commercial use	Gasoline vehicles (including hybrids)	Compliant 90% with 2030 fuel efficiency standards, with emissions down by 75% from 2005 standards or down by 50% from 2018 standards (2)	50% reduction
			Compliant 70% with 2030 fuel efficiency standards, with emissions down by 75% from 2005 standards or down by 50% from 2018 standards (2)	25% reduction
Mini-Trucks		• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)		75% reduction

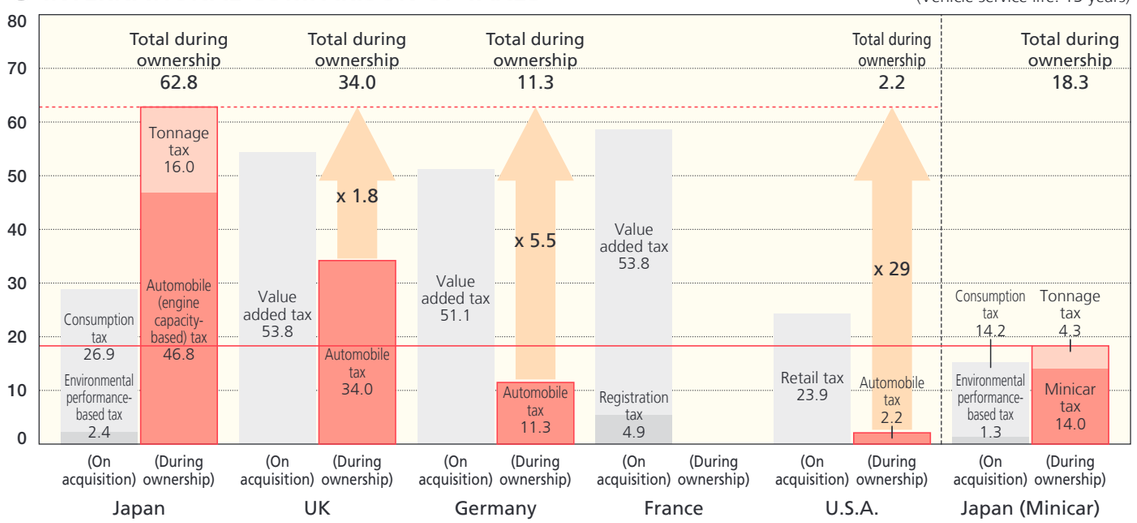
*Applies only to three- or four-wheeled mini-vehicles at the time of new vehicle registration.
(1) Reductions effective on initial inspection mandated for new vehicle purchase are applied in the fiscal year following the year of purchase. This scheme also mandates a yearly 20% surcharge on the mini-vehicle tax for mini-vehicles on the road 13 years or longer since first registration. (2) Only vehicles complying with 2020 fuel efficiency standards are eligible for the reductions shown here.

Automobile-Related Taxes Are Onerous

Consider the case of a passenger car costing 2.69 million yen when purchased new and providing 13 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 1.8 million yen. In addition to these various taxes, the user will also be required to pay onerous expressway tolls, automobile insurance premiums (mandatory and optional), a recycling fee, periodic inspection fees, and maintenance costs.

INTERNATIONAL COMPARISON OF TAXES

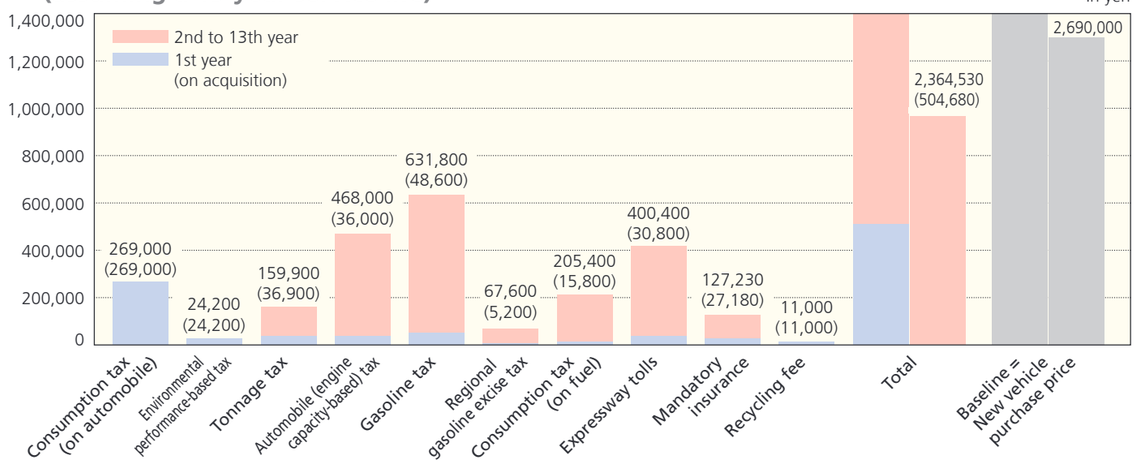
x 10,000 yen
(Vehicle service life: 13 years)



Assumptions: 1) Engine capacity: 2000cc. 2) GVW≤1.5t. 3) Purchase price: ¥2.69 million (¥1.42 million for a minicar). 4) Fuel consumption (JC08 test cycle-based): 21.4km/L (CO_2 emissions: 108g/km). 5) France = Paris; U.S.A. = New York City. 6) France: Vehicle in no. 8 horsepower "class." 7) Service life: 13 years. 8) Currency exchange rates (April 2021-March 2022 averages): EUR 1 = JPY 132, GBP 1 = JPY 158, USD 1 = JPY 113.
Notes: 1. Figures here are based on tax rates in effect as of April 2022. 2. Figures here do not take into account applicable incentives/surcharges, such as tax incentives for eco-friendly vehicles in Japan, if any.
Source: Japan Automobile Manufacturers Association

TAXES ASSESSED ON PASSENGER CAR OWNERSHIP AND USE (PRIVATE) IN JAPAN (assuming a 13-year service life)

In yen



Assumptions: 1) A passenger car with 2000cc engine capacity and purchase price of ¥2.69 million (retail price, excluding consumption tax). 2) GVW≤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 at April 1, 2022. 6) Consumption tax = 10% of retail price. 7) The recycling fee indicated is the average rate for a 2000cc passenger car.
Notes: 1. Estimated expressway tolls, mandatory insurance premium payments and recycling fee are included here because they can be considered similar to taxes. (Mandatory insurance premium values indicated in effect at April 1, 2022.) 2. Value of expressway tolls was estimated by JAMA based on expressway toll revenue in 2020.
Source: Japan Automobile Manufacturers Association

81.84 Million People Hold Driver's Licenses

At the end of 2022 there were 81.84 million people, or 44.33 million men and 37.51 million women, holding valid driver's licenses in Japan. The number of driver's licenses held totalled 125.41million (with one count allotted to each vehicle category covered, whenever a license covers multiple vehicle categories). By license category, Class 2 licenses were held by 1.76 million people, or 1.69 million men and 70,000 women, and Class 1 licenses by 123.65 million people, or 78.74 million men and 44.91 million women.

GENDER TRENDS IN DRIVER'S LICENSE HOLDERS (at end of every calendar year)

Number of persons

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Men	45,463,791	45,430,245	45,344,259	45,255,994	45,133,771	44,994,702	44,778,696	44,596,553	44,459,560	44,330,965
Women	36,396,221	36,645,978	36,805,749	36,949,917	37,121,424	37,320,222	37,379,732	37,393,334	37,435,999	37,509,584
Total	81,860,012	82,076,223	82,150,008	82,205,911	82,255,195	82,314,924	82,158,428	81,989,887	81,895,559	81,840,549

TOTAL NUMBER OF LICENSES HELD, BY YEAR & LICENSE/VEHICLE CATEGORY

Number of licenses held

Year		2016	2017	2018	2019	2020	2021	2022
Class 2 Licenses	Large motor vehicle	942,526	919,242	896,127	871,492	847,769	824,732	802,143
	Middle-category motor vehicle	873,879	1,055,123	1,001,038	944,325	893,513	844,567	795,254
	Ordinary motor vehicle	234,070	13,318	29,358	45,103	56,943	67,611	80,082
	Large special-purpose vehicle	42,997	42,302	41,560	40,913	40,313	39,852	39,331
	Traction vehicle	48,134	47,325	46,446	45,614	44,844	44,231	43,537
	Subtotal	2,141,606	2,077,310	2,014,529	1,947,447	1,883,382	1,820,993	1,760,347
Class 1 Licenses	Large motor vehicle	5,143,533	5,086,713	5,027,351	4,959,169	4,894,263	4,834,110	4,768,441
	Middle-category motor vehicle	68,813,808	67,870,730	66,958,774	65,855,860	64,726,907	63,607,787	62,549,043
	Quasi-middle-category motor vehicle	—	11,739,992	11,707,930	11,686,402	11,676,958	11,668,068	11,671,635
	Ordinary motor vehicle	11,473,646	905,528	2,067,271	3,207,204	4,337,710	5,528,416	6,651,593
	Large special-purpose vehicle	2,475,520	2,471,164	2,466,107	2,453,392	2,481,852	2,506,325	2,512,938
	Traction vehicle	1,182,806	1,187,003	1,191,690	1,195,020	1,200,999	1,208,338	1,211,565
	Large two-wheeler	9,799,816	9,466,072	9,126,995	8,764,619	8,451,156	8,170,421	7,898,087
	Ordinary two-wheeler	9,877,616	9,994,091	10,116,497	10,242,096	10,378,351	10,545,288	10,710,385
	Small special-purpose vehicle	394,952	367,603	341,013	314,838	292,244	272,106	253,431
	Motorized bicycle	16,450,534	16,291,972	16,142,848	15,950,023	15,754,030	15,575,693	15,420,927
	Subtotal	125,612,231	125,380,868	125,146,476	124,628,623	124,194,470	123,916,552	123,648,045
Total		127,753,837	127,458,178	127,161,005	126,576,070	126,077,852	125,737,545	125,408,392

Note: In the above figures, one count is allotted to each vehicle category covered, whenever a license covers multiple vehicle categories.

CLASS 1 LICENSES AND THE VEHICLE CATEGORIES THEY COVER

Vehicle Category		Class 1 Licenses									
		Large motor vehicle	Middle-category motor vehicle	Quasi-middle-category motor vehicle	Ordinary motor vehicle	Large special-purpose vehicle	Large two-wheeler	Ordinary two-wheeler	Ordinary two-wheeler (51cc-125cc)	Small special-purpose vehicle	Motorized bicycle
Large motor vehicle		●									
Middle-category motor vehicle		●	●								
Quasi-middle-category motor vehicle		●	●	●							
Ordinary motor vehicle		●	●	●	●						
Large special-purpose vehicle						●					
Large two-wheeler (over 400cc)							●				
Ordinary two-wheeler	126cc-400cc						●	●			
	51cc-125cc						●	●	●		
Small special-purpose vehicle		●	●	●	●	●	●	●	●	●	
Motorized bicycle (50cc & under)		●	●	●	●	●	●	●	●		●

Note: The ordinary motor vehicle and large two-wheeler license categories include licenses restricted to automatic transmission (AT) cars/motorcycles; the ordinary two-wheeler license category includes licenses restricted, respectively, to AT motorcycles, to small-sized (over 250cc) motorcycles, and to small-sized AT motorcycles. Ordinary motor vehicle driver's licenses are also issued to owners of "safety support cars" (see page 13) on application.

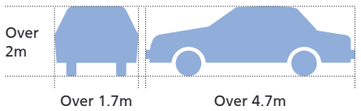
Source for all statistical data on this page: *National Police Agency*

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, while 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. "Vanity" number plates are obtainable nationwide and illustrated vanity plates are obtainable in designated regions.

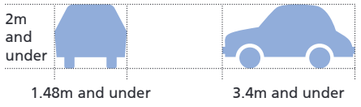
CLASSIFICATION UNDER THE ROAD VEHICLES ACT (for registration, inspection, etc.)

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; the Road Vehicles Act also establishes the categories of large and small special-purpose vehicles.

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

Large	Middle Category	Quasi-Middle Category
Gross vehicle weight: ≥11 tons Payload: ≥6.5 tons or Occupancy: ≥30 persons	Gross vehicle weight: 7.5≤tons<11 Payload: 4.5≤tons<6.5 or Occupancy: 11≤persons<30	Gross vehicle weight: 3.5≤tons<7.5 Payload: 2≤tons<4.5

Ordinary	Large/Small Special-Purpose Motor Vehicles
Motor vehicles that do not meet the classification requirements for large, middle-category, quasi-middle-category or large/small special-purpose motor vehicles, or for large or ordinary motorcycles.	Motor vehicles with caterpillar treads such as steamrollers, graders, snowplows, tractors, etc. Small special-purpose motor vehicles are those of up to 15km/h in maximum speed, up to 4.7m in length, up to 2m in height,* and up to 1.7m in width.

*Devices such as the overhead guard installed on small special-purpose vehicles should not exceed 2.8m.

CLASSIFICATION OF MOTORCYCLES

Road Vehicles Act

Category	Engine Capacity	Rated Output	Width	Height	Length
Small-sized	Over 250cc	Over 1.0kW	Over 1.3m	Over 2.0m	Over 2.5m
Mini-sized	126cc to 250cc	Over 1.0kW	1.3m and under	2.0m and under	2.5m and under
Motor-driven cycle Class 2	51cc to125cc	Over 0.6kW to 1.0kW	1.3m and under	2.0m and under	2.5m and under
Motor-driven cycle Class 1	50cc and under	0.6kW and under	1.3m and under	2.0m and under	2.5m and under

Road Traffic Act

Category	Engine Capacity	Rated Output
Large	Over 400cc	Over 20.0kW
Ordinary	51cc to 400cc	Over 0.6kW to 20.0kW
Motorized bicycle	50cc and under	0.6kW 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 x 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 x 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 x 23cm

Usage Designations

Ordinary and large motor vehicles	
Private use	さすせそたちつて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を
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てとなにぬねのはひふほまみむめもやゆよらるろを
Commercial business use	りれ
Rental vehicle	わ
Foreign military vehicle	AB

Hiragana character indicates vehicle usage category: private, commercial business, rental or foreign military vehicle (private or official).

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

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

Designated Number Categories Indicating Vehicle Type

Ordinary trucks	1, 10-19, 100-199, 10A-19Z, 1A0-1Z9, 1AA-1ZZ
Ordinary buses	2, 20-29, 200-299, 20A-29Z, 2A0-2Z9, 2AA-2ZZ
Ordinary passenger cars	3, 30-39, 300-399, 30A-39Z, 3A0-3Z9, 3AA-3ZZ
Three- or four-wheeled small trucks	4, 40-49, 400-499, 40A-49Z, 4A0-4Z9, 4AA-4ZZ 6, 60-69, 600-699, 60A-69Z, 6A0-6Z9, 6AA-6ZZ
Three- or four-wheeled small passenger cars and small buses	5, 50-59, 500-599, 50A-59Z, 5A0-5Z9, 5AA-5ZZ 7, 70-79, 700-799, 70A-79Z, 7A0-7Z9, 7AA-7ZZ
Special-purpose vehicles	8, 80-89, 800-899, 80A-89Z, 8A0-8Z9, 8AA-8ZZ
Large special-purpose vehicles	9, 90-99, 900-999, 90A-99Z, 9A0-9Z9, 9AA-9ZZ
Large special-purpose vehicles used as construction machinery	0, 00-09, 000-099, 00A-09Z, 0A0-0Z9, 0AA-0ZZ

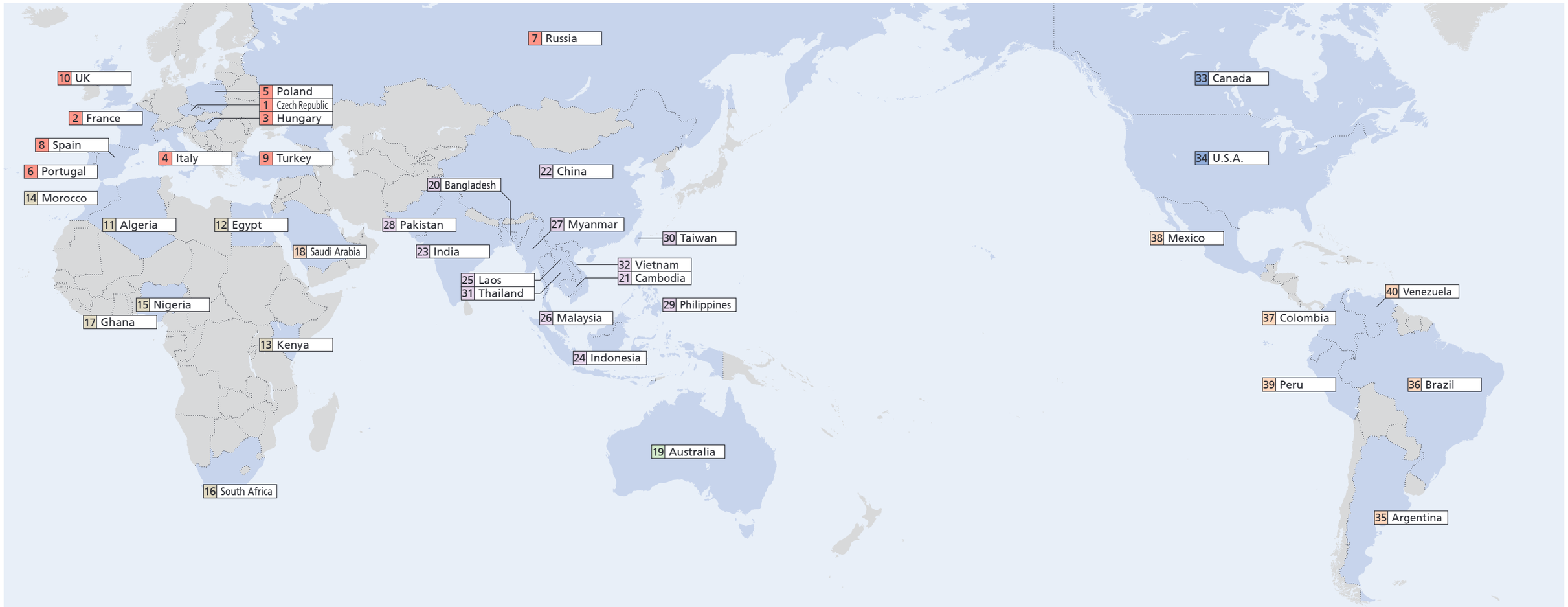
Source: Ministry of Land, Infrastructure, Transport and Tourism

Global Manufacturing Operations Expand Their Range

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

GEOGRAPHICAL DISTRIBUTION OF JAPANESE AUTOMAKERS' OVERSEAS PRODUCTION BASES

As of May 1, 2023



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

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	-	1
Poland	5	-	-	-	1
Portugal	6	2	-	-	-
Russia	7	3	-	-	-
Spain	8	-	-	-	3
Turkey	9	4	-	-	-
UK	10	3	-	-	1
Europe Total		16	2	-	6

Country/Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor-cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
Africa					
Algeria	11	1	-	-	-
Egypt	12	5	-	-	-
Kenya	13	4	1	-	-
Morocco	14	1	-	-	-
Nigeria	15	2	2	-	-
South Africa	16	5	-	-	-
Ghana	17	2	-	-	-
Africa Total		20	3	-	-
Middle East					
Saudi Arabia	18	2	-	-	-
Middle East Total		2	-	-	-
Oceania					
Australia	19	-	-	-	1
Oceania Total		-	-	-	1

Country/Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor-cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
Asia					
Bangladesh	20	2	3	-	-
Cambodia	21	-	1	-	-
China	22	25	10	-	18
India	23	11	6	-	1
Indonesia	24	13	7	1	15
Laos	25	-	1	-	-
Malaysia	26	12	3	-	6
Myanmar	27	4	-	-	-
Pakistan	28	4	3	1	-
Philippines	29	4	4	-	4
Taiwan	30	7	2	-	1
Thailand	31	15	4	-	11
Vietnam	32	6	3	2	3
Asia Total		103	47	4	59

Country/Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor-cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
North America					
Canada	33	5	-	-	2
U.S.A.	34	15	1	-	9
North America Total		20	1	-	11
Latin America					
Argentina	35	2	2	-	-
Brazil	36	6	4	-	4
Colombia	37	1	2	-	-
Mexico	38	9	2	-	2
Peru	39	-	1	-	-
Venezuela	40	1	-	-	-
Latin America Total		19	11	-	6
World Total		180	64	4	83

Source: Japan Automobile Manufacturers Association

Japanese Automakers' Overseas Production Finishes at 16.96 Million Automobiles and 25.36 Million Motorcycles

The global operations of Japanese automobile manufacturers continue to grow, focusing on on-site manufacturing to meet local needs. Whether as independent operations, joint ventures or technical tie-ups, local manufacturing activities are conducted in numerous countries around the world (see page 24). Japanese automakers' overseas production in 2022 totalled 16.96 million automobiles and 25.36 million motorcycles.

OVERSEAS PRODUCTION BY JAPANESE AUTOMOBILE MANUFACTURERS

In vehicle units

Year	Asia	Middle East	Europe	EU	North America	U.S.A.	Latin America	Africa	Oceania	Total
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	252,384	159,710	11,859,761
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	7,127,042	0	1,356,126	1,250,226	3,390,095	2,653,231	982,342	206,476	119,473	13,181,554
2011	7,547,127	0	1,410,628	1,302,277	3,068,979	2,422,152	1,029,511	233,709	93,675	13,383,629
2012	8,500,825	0	1,484,110	1,383,583	4,253,869	3,324,703	1,234,584	248,711	101,381	15,823,480
2013	9,056,388	0	1,537,025	1,379,733	4,540,685	3,627,226	1,284,187	232,191	106,278	16,756,754
2014	9,112,629	596	1,654,208	1,382,052	4,785,769	3,813,351	1,591,099	241,841	90,125	17,476,267
2015	9,472,178	437	1,668,878	1,401,521	4,823,222	3,847,517	1,820,525	218,020	91,616	18,094,876
2016	10,091,593	89	1,757,776	1,487,994	4,989,360	3,976,482	1,859,685	190,724	90,240	18,979,467
2017	10,870,888	0	1,940,778	1,511,800	4,767,063	3,765,364	1,903,466	198,625	60,942	19,741,762
2018	11,391,185	0	1,856,511	1,415,747	4,606,948	3,676,823	1,894,346	216,969	0	19,965,959
2019	10,847,347	0	1,638,200	619,704	4,407,151	3,531,395	1,745,597	211,761	0	18,850,056
2020	9,168,992	0	1,236,877	434,895	3,498,540	2,715,707	1,318,780	153,392	0	15,376,581
2021	10,051,014	0	1,232,226	462,664	3,442,966	2,723,564	1,532,664	203,901	0	16,462,771
2022	10,543,320	0	1,212,073	625,566	3,497,648	2,822,916	1,478,481	229,990	0	16,961,512

Notes: 1. Data in principle is for Japanese-brand vehicles only. 2. Until 1997, data was based on statistics supplied by the 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. 6. Since December 2017, data from one JAMA member manufacturer has not been available. 7. EU data since 2020 does not include the United Kingdom.

Source: Japan Automobile Manufacturers Association

OVERSEAS PRODUCTION BY JAPANESE MOTORCYCLE MANUFACTURERS

In vehicle units

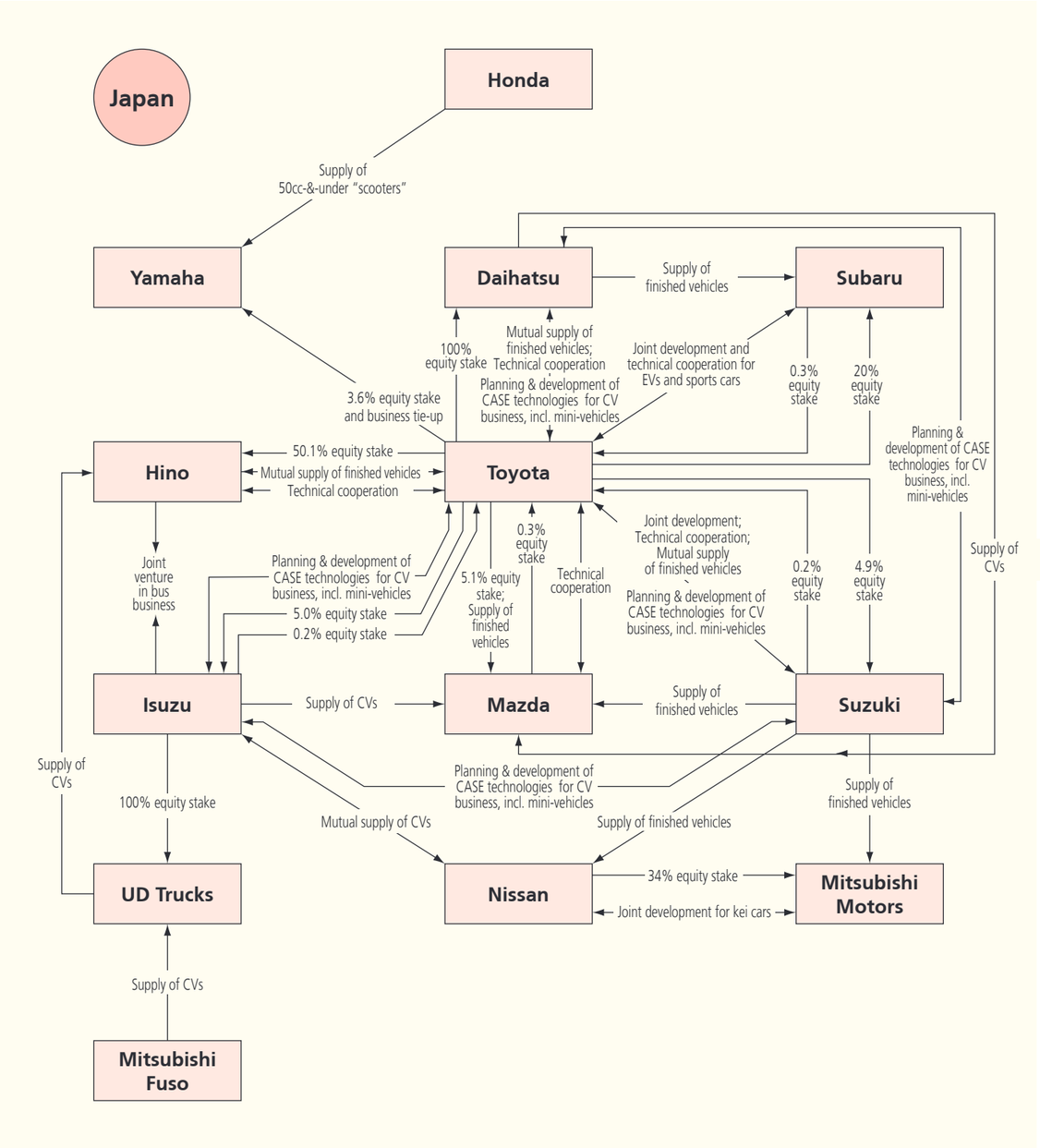
Year	Total
2019	26,850,264
2020	20,161,917
2021	23,750,278
2022	25,360,754

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 among 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 growth of motorization in China and Southeast Asia, Japanese automakers have been 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 May 1, 2023



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

At May 1, 2023

Japan – U.S.A.

- Hino ← Supply of CVs ← Isuzu
- Isuzu → Comprehensive contract for powertrain business → Cummins Inc.
- Isuzu → Supply of CVs → General Motors
- GM Japan ← 100% equity stake ← General Motors
- General Motors → 50% equity stake → Fuel Cell System Manufacturing, LLC
- General Motors ↔ FC co-development ↔ Honda
- 50% equity stake → Fuel Cell System Manufacturing, LLC

Japan – Europe

- Daimler Truck AG → 89.29% equity stake → Mitsubishi Fuso
- Nissan → 15% equity stake → Renault
- Nissan ← 43.4% equity stake ← Renault
- Collaboration on environmental technologies for sports cars → BMW
- Toyota → Supply of finished vehicles in Europe → Stellantis N.V.
- Stellantis N.V. → 70% equity stake → PCMA Rus
- Mitsubishi Motors → 30% equity stake → PCMA Rus
- Hino → Business alliance agreement for next-generation commercial mobility → REE
- UD Trucks → 100% equity stake → Isuzu
- Isuzu → Strategic tie-up in the field of CVs → Volvo

Japan – China

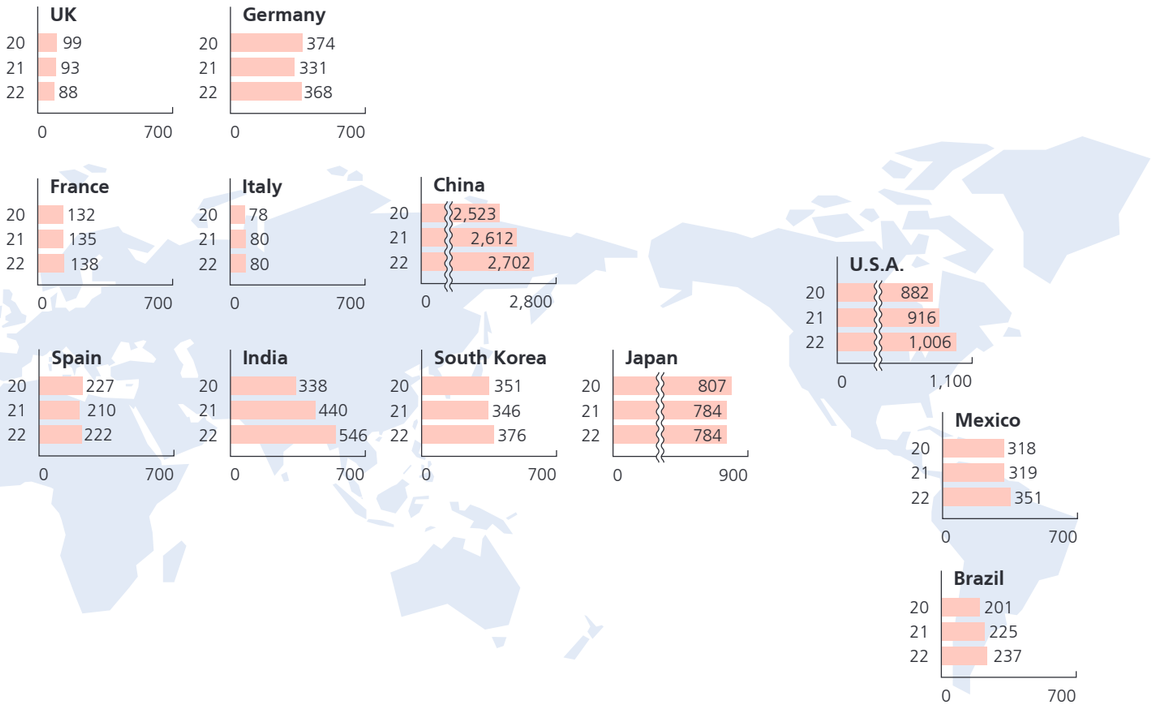
- Isuzu → 20% equity stake; Production of *Elf, Forward, Giga* → Qingling Motors Co., Ltd.
- Qingling Motors Co., Ltd. → 50.1% equity stake → Qingling Motors Group Co., Ltd.
- Isuzu → 50% equity stake; Production of *D-MAX, MU-X* → Jiangxi Isuzu Motors Co., Ltd.
- Jiangxi Isuzu Motors Co., Ltd. → 50% equity stake → Jiangling Motors Group Co., Ltd.
- GAC Mitsubishi Motors Co., Ltd. → 30% equity stake; Production and sales → Mitsubishi Motors
- 50% equity stake; Production of *Camry* (incl. HVs), *Levin* (incl. PHVs & HVs), *Highlander* HVs, *C-HR* (incl. EVs) → GAC Toyota Motor Co., Ltd.
- Toyota → 50% equity stake; Production of *Corolla* (incl. PHVs & HVs), *Vios*, *Izoa* (incl. EVs) → FAW Toyota Motor Co., Ltd.
- Toyota → 50% equity stake; Development of EVs → BYD TOYOTA EV TECHNOLOGY Co., Ltd.
- Toyota → 65% equity stake; Joint development of fuel cell systems for CVs → FAW Toyota Motor (Chengdu) Co., Ltd.
- FAW Toyota Motor Co., Ltd. → 100% equity stake; Production of *Coaster, Avalon* (incl. HVs), *RAV4* (incl. PHVs & HVs) → FAW Toyota Motor (Chengdu) Co., Ltd.
- FAW Car Co., Ltd. → 50% equity stake → China FAW Group Co., Ltd.
- Production outsourcing of *Mazda6* and *CX-4* → China FAW Group Co., Ltd.
- China FAW Group Co., Ltd. → 5% equity stake → Changan Mazda Automobile Co., Ltd.
- China FAW Group Co., Ltd. → 5% equity stake → FAW Toyota Motor (Chengdu) Co., Ltd.
- Mazda → 47.5% equity stake; Production of *Mazda3, CX-5, CX-8, CX-30* → Changan Mazda Automobile Co., Ltd.
- Mazda → 50% equity stake → Changan Mazda Engine Co., Ltd.
- 50% equity stake → BYD TOYOTA EV TECHNOLOGY Co., Ltd. → BYD Company Limited
- 47.5% equity stake → Changan Mazda Automobile Co., Ltd.
- 50% equity stake → Changan Mazda Engine Co., Ltd. → Chongqing Changan Automobile Co., Ltd.
- BYD Company Limited → 50% equity stake; Production & sales of fuel cell systems for CVs → United Fuel Cell System R&D (Beijing) Co., Ltd.
- Toyota → 5% equity stake → United Fuel Cell System R&D (Beijing) Co., Ltd.
- United Fuel Cell System R&D (Beijing) Co., Ltd. → 15% equity stake → Beijing SinoHytec Co., Ltd.
- Beijing SinoHytec Co., Ltd. → 50% equity stake → Chongqing Changan Automobile Co., Ltd.
- Toyota → 5% equity stake → Toyota Sinohytec Fuel Cell Co., Ltd.
- Beijing Automotive Group Co., Ltd. → 5% equity stake → Toyota Sinohytec Fuel Cell Co., Ltd.
- Dongfeng Motor Corporation → Toyota Sinohytec Fuel Cell Co., Ltd.
- Dongfeng Motor Corporation → 100% equity stake → Dongfeng Motor Group Co., Ltd.
- Dongfeng Motor Group Co., Ltd. → 50% equity stake → Dongfeng Motor Co., Ltd.
- Dongfeng Motor Co., Ltd. → 50% equity stake → Nissan
- Nissan → 50% equity stake; Production of *Navara*, etc. → Zhengzhou Nissan Automobile Co., Ltd.
- Dongfeng Motor Group Co., Ltd. → 50% equity stake → Dongfeng Honda Automobile Co., Ltd.
- Honda → 40% equity stake; Production of *CR-V* and *Civic* → Dongfeng Honda Automobile Co., Ltd.
- Honda → 40% equity stake; Production of *Accord, Odyssey, Vezel, Fit* → GAC Honda Automobile Co., Ltd.
- Honda → 10% equity stake → Honda Motor (China) Investment Co., Ltd.
- Honda Motor (China) Investment Co., Ltd. → 10% equity stake → GAC Honda Automobile Co., Ltd.
- Honda → 5% equity stake → Guangzhou Automobile Group Co., Ltd.
- Guangzhou Automobile Group Co., Ltd. → 50% equity stake → GAC Honda Automobile Co., Ltd.
- Guangzhou Automobile Group Co., Ltd. → 50% equity stake → GAC Hino Motors Co., Ltd.
- Guangzhou Automobile Group Co., Ltd. → 30% equity stake → Shanghai Hino Engine Co., Ltd.
- Hino → 70% equity stake → Shanghai Hino Engine Co., Ltd.
- Hino → 50% equity stake → GAC Hino Motors Co., Ltd.
- Hino → Strategic business alliance agreement focusing on the development of commercial BEVs → BYD Auto Industry Co., Ltd.

Motor Vehicle Production Worldwide Rises to 85.02 Million Units

In 2022 worldwide motor vehicle production (excluding motorcycles) increased 6.0% from the previous year to a total of 85.02 million units.

MOTOR VEHICLE PRODUCTION EXCLUDING MOTORCYCLES (MAJOR PRODUCING COUNTRIES)

x 10,000 units



MOTORCYCLE PRODUCTION (MAJOR PRODUCING COUNTRIES)

In vehicle units

Country/Territory	2018	2019	2020	2021	2022
Czech Republic	1,493	980	553	1,035	1,624
Italy	329,185	329,080	293,356	346,850	—
Brazil	1,036,788	1,107,758	961,986	1,195,149	1,413,222
China	15,577,507	17,366,580	17,874,635	25,372,421	21,292,196
India	24,499,777	21,032,927	18,349,941	17,821,111	19,459,009
Japan	651,884	567,376	484,596	646,954	694,968
Malaysia	465,083	553,382	492,490	496,136	685,828
Pakistan	1,902,632	1,677,352	1,510,560	1,893,686	1,514,956
Philippines	1,258,566	1,161,646	631,370	867,453	934,685
Taiwan	1,088,657	1,027,867	1,297,680	1,163,921	1,070,231
Thailand	2,063,076	1,948,017	1,615,319	1,780,654	2,015,940

Note: "—" means data was not available at the end of March 2023.

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

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

In vehicle units

Country/Region/Territory	2020			2021			2022		
	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total
Austria	109,500	15,500	125,000	124,700	12,000	136,700	107,500	0	107,500
Belgium	237,057	30,236	267,293	224,180	36,858	261,038	232,100	44,454	276,554
Finland	86,270	0	86,270	85,934	0	85,934	73,044	0	73,044
France	927,344	388,653	1,315,997	918,825	433,401	1,352,226	1,010,466	372,707	1,383,173
Germany	3,515,488	227,082	3,742,570	3,096,165	212,527	3,308,692	3,480,357	197,463	3,677,820
Italy	451,718	325,339	777,057	443,819	353,424	797,243	473,194	323,200	796,394
Netherlands	127,058	0	127,058	107,021	0	107,021	101,670	0	101,670
Portugal	211,281	52,955	264,236	229,221	60,733	289,954	256,018	66,386	322,404
Spain	1,800,664	467,521	2,268,185	1,662,174	435,959	2,098,133	1,785,432	434,030	2,219,462
Sweden	249,000	0	249,000	258,023	0	258,023	238,955	0	238,955
Czech Republic	1,152,901	6,250	1,159,151	1,105,223	6,209	1,111,432	1,217,787	6,669	1,224,456
Hungary	406,497	0	406,497	416,725	0	416,725	441,729	0	441,729
Poland	278,900	172,482	451,382	260,800	178,621	439,421	255,100	228,740	483,840
Romania	438,107	0	438,107	420,755	0	420,755	509,465	0	509,465
Slovakia	990,598	0	990,598	1,030,000	0	1,030,000	1,000,000	0	1,000,000
Slovenia	141,714	0	141,714	95,797	0	95,797	68,130	0	68,130
European Union (EU27)	11,124,097	1,670,518	12,794,615	10,479,363	1,717,732	12,197,095	11,250,947	1,673,649	12,924,596
UK	920,928	66,116	987,044	859,575	72,913	932,488	775,014	101,600	876,614
Turkey	855,043	442,835	1,297,878	782,835	493,305	1,276,140	810,889	541,759	1,352,648
Serbia	23,272	103	23,375	21,109	154	21,263	4,358	140	4,498
Russia	1,260,518	175,033	1,435,551	1,352,740	214,267	1,567,007	448,897	159,563	608,460
Azerbaijan	1,949	109	2,058	2,079	239	2,318	2,049	424	2,473
Belarus	21,295	9,978	31,273	29,891	0	29,891	0	0	0
Kazakhstan	64,790	10,041	74,831	80,679	11,738	92,417	103,345	9,195	112,540
Ukraine	4,202	749	4,951	7,342	811	8,153	1,490	0	1,490
Uzbekistan	280,080	4,805	284,885	236,668	5,436	242,104	328,118	5,451	333,569
Europe	14,534,879	2,369,550	16,904,429	13,822,390	2,515,775	16,338,165	13,725,107	2,491,781	16,216,888
Canada	327,681	1,048,446	1,376,127	288,235	826,767	1,115,002	289,371	939,364	1,228,735
U.S.A.	1,924,398	6,896,628	8,821,026	1,562,717	7,594,488	9,157,205	1,751,736	8,308,603	10,060,339
North America	2,252,079	7,945,074	10,197,153	1,850,952	8,421,255	10,272,207	2,041,107	9,247,967	11,289,074
Mexico	967,479	2,209,772	3,177,251	708,242	2,486,616	3,194,858	658,001	2,851,071	3,509,072
Argentina	93,001	164,186	257,187	184,106	250,647	434,753	257,505	279,388	536,893
Brazil	1,607,175	406,880	2,014,055	1,707,851	540,402	2,248,253	1,824,833	544,936	2,369,769
Colombia	47,281	0	47,281	40,764	0	40,764	51,455	0	51,455
Latin America	2,714,936	2,780,838	5,495,774	2,640,963	3,277,665	5,918,628	2,791,794	3,675,395	6,467,189
North and Latin America	4,967,015	10,725,912	15,692,927	4,491,915	11,698,920	16,190,835	4,832,901	12,923,362	17,756,263
Australia	0	4,730	4,730	0	5,391	5,391	0	6,077	6,077
China	19,994,081	5,231,161	25,225,242	21,444,743	4,676,969	26,121,712	23,836,083	3,184,532	27,020,615
India	2,836,534	545,285	3,381,819	3,631,095	768,017	4,399,112	4,439,039	1,017,818	5,456,857
Indonesia	551,426	138,750	690,176	889,756	232,211	1,121,967	1,214,250	255,896	1,470,146
Iran	826,210	54,787	880,997	838,251	56,047	894,298	997,519	66,697	1,064,215
Japan	6,960,411	1,107,532	8,067,943	6,619,245	1,217,663	7,836,908	6,566,356	1,269,163	7,835,519
Malaysia	457,755	27,431	485,186	446,431	35,220	481,651	650,190	52,085	702,275
Myanmar	8,346	2,407	10,753	1,519	438	1,957	2,480	695	3,175
Pakistan	95,504	21,871	117,375	193,991	44,711	238,702	190,555	44,899	235,454
Philippines	37,141	30,156	67,297	46,278	39,596	85,874	41,663	50,560	92,223
South Korea	3,211,706	295,068	3,506,774	3,162,727	299,677	3,462,404	3,438,355	318,694	3,757,049
Taiwan	180,967	64,648	245,615	196,749	68,571	265,320	191,409	69,854	261,263
Thailand	537,633	889,441	1,427,074	594,690	1,091,015	1,685,705	594,057	1,289,458	1,883,515
Vietnam	125,235	40,333	165,568	123,482	44,317	167,799	162,491	69,919	232,410
Asia-Oceania	35,822,949	8,453,600	44,276,549	38,188,956	8,579,844	46,768,800	42,324,447	7,696,347	50,020,793
Algeria	754	0	754	5,208	0	5,208	2,030	743	2,773
Egypt	23,754	0	23,754	0	0	0	0	0	0
Morocco	299,753	28,527	328,280	338,339	64,668	403,007	404,742	60,122	464,864
South Africa	238,216	208,997	447,213	239,267	259,820	499,087	309,423	246,466	555,889
Africa	538,723	237,524	776,247	582,814	324,488	907,302	716,195	306,588	1,022,783
Grand Totals	55,863,566	21,786,586	77,650,152	57,086,075	23,119,027	80,205,102	61,598,650	23,418,078	85,016,728

Notes: 1. Includes preliminary figures. 2. Some EU and Latin American countries do not release truck and bus production data.

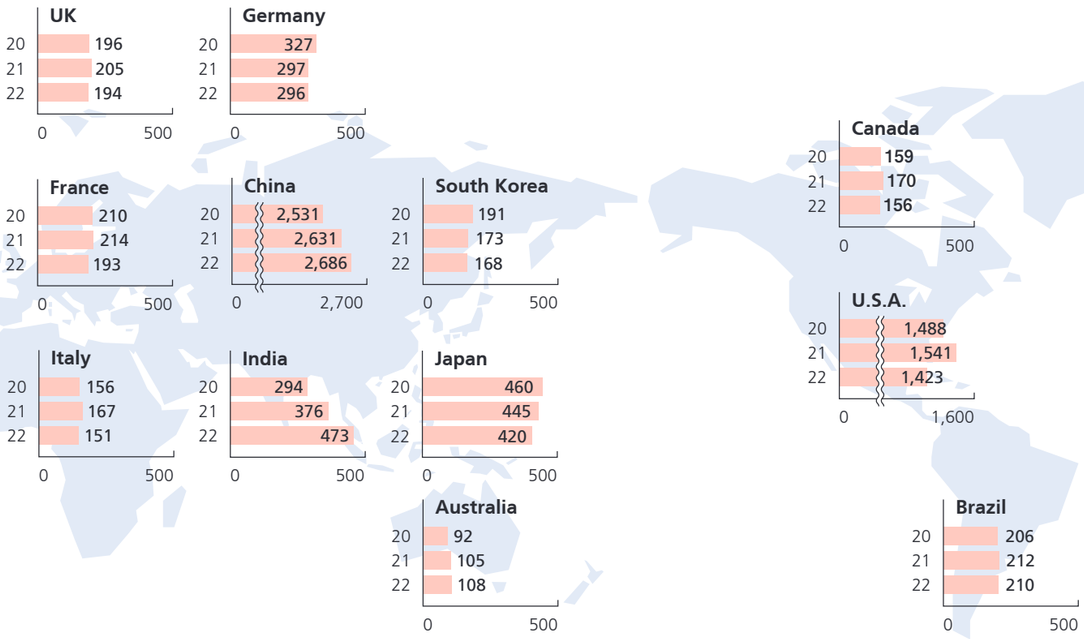
Sources: International Organization of Motor Vehicle Manufacturers (OICA); for Japan, *Japan Automobile Manufacturers Association*

A Total of 81.63 Million New Motor Vehicles Sold Globally

In 2022 new motor vehicle registrations (excluding motorcycles) decreased 1.4% from the previous year to a global total of 81.63 million units. Motor vehicle sales surged in India (up 25.7% to 4.73 million units), Malaysia (up 19.3% to 607,000 units), and Indonesia (up 18.1% to 1.05 million units).

NEW REGISTRATIONS OF MOTOR VEHICLES EXCLUDING MOTORCYCLES (SELECTED COUNTRIES)

x 10,000 units



MOTORCYCLE SALES (SELECTED COUNTRIES)

In vehicle units

Country/Territory	2018	2019	2020	2021	2022
UK	—	107,408	104,612	114,371	116,534
Germany	180,995	190,500	242,572	221,561	226,939
France	256,371	293,072	289,825	307,884	286,629
Italy	240,461	252,346	238,398	282,112	281,225
Spain	173,545	194,663	177,293	182,865	191,225
U.S.A.	457,200	467,780	505,000	550,000	556,000
Brazil	957,764	1,084,639	932,618	—	—
China	15,570,521	17,132,596	17,918,668	25,363,718	21,420,026
India	21,179,847	17,416,432	15,120,783	13,570,008	15,862,087
Japan	335,572	331,207	328,346	378,720	362,082
Indonesia	6,383,108	6,487,460	3,660,616	5,057,516	5,221,470
Pakistan	1,899,662	1,672,219	1,521,056	1,891,416	1,511,365
Philippines	1,590,333	1,704,898	1,206,374	1,435,677	1,564,547
Thailand	1,788,323	1,718,587	1,516,096	1,606,481	1,792,016
Australia	95,044	89,199	108,926	123,530	99,030

Note: "—" means data was not available at the end of March 2023.

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

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

In vehicle units

Country	2020			2021			2022		
	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total
Austria	257,721	43,896	301,617	239,803	66,373	306,176	215,050	29,644	244,694
Belgium	431,491	78,503	509,994	383,123	80,688	463,811	366,333	65,261	431,594
Czech Republic	202,971	25,863	228,834	206,876	29,345	236,221	192,087	27,111	219,198
Denmark	198,162	35,109	233,271	185,324	36,592	221,916	148,293	32,723	181,016
Finland	96,430	16,558	112,988	98,481	16,810	115,291	81,674	14,948	96,622
France	1,650,118	449,912	2,100,030	1,659,005	483,279	2,142,284	1,532,035	397,519	1,929,554
Germany	2,917,678	349,081	3,266,759	2,622,132	351,187	2,973,319	2,651,357	312,391	2,963,748
Hungary	128,031	25,947	153,978	121,920	28,467	150,387	111,524	24,048	135,572
Italy	1,381,753	183,003	1,564,756	1,458,030	211,825	1,669,855	1,316,919	189,059	1,505,978
Netherlands	355,598	71,564	427,162	322,323	80,500	402,823	313,609	72,849	386,458
Poland	428,347	81,806	510,153	446,647	107,972	554,619	419,749	98,299	518,048
Portugal	142,414	31,575	173,989	146,637	33,650	180,287	156,304	29,063	185,367
Romania	125,004	21,381	146,385	119,817	25,583	145,400	127,948	24,028	151,976
Slovakia	76,305	8,604	84,909	75,700	11,649	87,349	78,841	11,233	90,074
Spain	851,222	179,570	1,030,792	859,477	174,587	1,034,064	813,374	145,439	958,813
Sweden	292,024	38,191	330,215	301,006	42,874	343,880	288,087	41,781	329,868
Norway	141,412	39,473	180,885	176,276	41,188	217,464	174,329	35,678	210,007
Russia	1,433,956	197,207	1,631,163	1,483,444	258,521	1,741,965	629,923	178,681	808,604
Switzerland	236,828	32,563	269,391	238,481	33,606	272,087	226,006	28,878	254,884
Turkey	610,109	186,041	796,150	561,853	210,997	772,850	592,660	234,503	827,163
UK	1,631,064	333,596	1,964,660	1,647,181	401,824	2,049,005	1,614,063	329,509	1,943,572
Canada	318,750	1,267,724	1,586,474	320,605	1,384,245	1,704,850	258,483	1,304,482	1,562,965
U.S.A.	3,401,838	11,479,518	14,881,356	3,350,050	12,058,515	15,408,565	2,858,575	11,371,749	14,230,324
Mexico	532,433	445,217	977,650	520,112	526,620	1,046,732	486,962	647,480	1,134,442
Brazil	1,615,942	442,495	2,058,437	1,558,467	561,384	2,119,851	1,576,666	527,795	2,104,461
Argentina	232,133	102,183	334,316	240,688	140,748	381,436	260,876	146,732	407,608
China	20,177,731	5,133,338	25,311,069	21,518,324	4,795,939	26,314,263	23,563,287	3,300,458	26,863,745
India	2,433,473	505,102	2,938,575	3,082,279	677,119	3,759,398	3,792,356	933,116	4,725,472
Indonesia	388,925	143,152	532,077	659,809	227,396	887,205	783,563	264,477	1,048,040
Japan	3,809,981	788,634	4,598,615	3,675,698	772,642	4,448,340	3,448,297	753,023	4,201,320
Malaysia	480,965	48,469	529,434	452,663	56,248	508,911	544,838	62,162	607,000
South Korea	1,618,333	287,639	1,905,972	1,468,873	265,708	1,734,581	1,420,486	263,171	1,683,657
Thailand	343,494	448,652	792,146	312,200	436,380	748,580	343,349	506,039	849,388
Australia	676,804	240,164	916,968	753,256	296,575	1,049,831	777,688	303,741	1,081,429
Egypt	167,792	51,940	219,732	215,072	62,733	277,805	133,857	41,268	175,125
South Africa	246,541	126,092	372,633	304,340	146,334	450,674	363,696	165,866	529,562
Other	3,882,155	931,876	4,814,031	4,651,831	1,181,291	5,833,122	4,822,234	1,228,951	6,051,185
Grand Totals	53,915,928	24,871,638	78,787,566	56,437,803	26,317,394	82,755,197	57,485,378	24,143,155	81,628,533

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

Over 1.5 Billion Motor Vehicles in Use Worldwide

There were over 1.57 billion motor vehicles (excluding motorcycles) in use worldwide in 2021, equivalent to 200 motor vehicles per 1,000 inhabitants or one vehicle for every 5 persons. Motorcycle density in recent years has been particularly high in Taiwan, Malaysia, and Indonesia, with one motorcycle in use for every two persons; in Thailand, with one in use for every three persons; and in Greece, with one in use for every six persons. In Japan, one motorcycle is in use for every 12 persons.

MOTOR VEHICLE DENSITY: INTERNATIONAL COMPARISONS (at end of 2021)

In vehicle units | x 1 person

Country	No. of Motor Vehicles per 1,000 Inhabitants (Total Motor Vehicles / Passenger Cars)	No. of Persons per Motor Vehicle (No. of Persons per Passenger Car)
U.S.A.	880 / 345	1.1 (2.9)
Australia	738 / 576	1.4 (1.7)
Italy	748 / 659	1.3 (1.5)
Canada	674 / 607	1.5 (1.6)
Spain	640 / 543	1.6 (1.8)
Austria	632 / 570	1.6 (1.8)
Germany	628 / 579	1.6 (1.7)
Japan	622 / 493	1.6 (2.0)
France	628 / 500	1.6 (2.0)
UK	594 / 514	1.7 (1.9)
Switzerland	612 / 539	1.6 (1.9)
Belgium	588 / 504	1.7 (2.0)
World	200 / 144	5.0 (6.9)

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

MOTOR VEHICLES IN USE WORLDWIDE (at end of 2021)

In vehicle units

Country	Passenger Cars	Commercial Vehicles	Total
Germany	48,540,878	4,186,564	52,727,442
Italy	39,822,723	5,379,323	45,202,046
France	32,694,300	8,345,100	41,039,400
UK	35,023,652	5,483,319	40,506,971
Spain	25,344,776	4,531,120	29,875,896
Netherlands	9,142,277	1,224,502	10,366,779
Belgium	5,851,682	970,983	6,822,665
Austria	5,133,836	558,169	5,692,005
Sweden	4,988,564	706,000	5,694,564
Poland	25,869,804	4,171,900	30,041,704
Switzerland	4,688,235	638,705	5,326,940
Turkey	13,706,065	5,773,678	19,479,743
Russia	56,883,903	9,376,365	66,260,268
U.S.A.	114,960,610	177,923,475	292,884,085
Canada	23,127,670	2,565,768	25,693,438
Mexico	33,141,234	11,187,815	44,329,049
Argentina	10,645,300	3,429,600	14,074,900
Brazil	37,983,278	7,985,294	45,968,572
Japan	62,164,356	16,288,555	78,452,911
China	242,390,000	51,800,000	294,190,000
South Korea	20,410,648	4,500,453	24,911,101
India	40,811,100	33,640,600	74,451,700
Thailand	11,294,049	7,124,688	18,418,737
Indonesia	15,837,500	5,243,700	21,081,200
Australia	14,850,675	4,191,135	19,041,810
South Africa	10,812,700	4,955,100	15,767,800
Other	187,936,660	55,063,226	242,999,886
Grand Totals	1,134,056,475	437,245,137	1,571,301,612

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

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

x 1 person

2022	Taiwan	1.6
2019	Malaysia	2.3
2022	Indonesia	2.4
2019	Thailand	3.3
2022	Greece	6.4
2021	Czech Republic	8.8
2021	Netherlands	8.7
2022	Japan	12.0
2020	Germany	13.2
2021	Belgium	15.7
2022	Norway	16.9
2022	China	19.0
2022	Sweden	24.4
2020	U.S.A.	38.6

Note: Data for Japan is as at March 31.

Sources: Ministry of Land, Infrastructure, Transport and Tourism; Ministry of Internal Affairs and Communications; Ministry of Foreign Affairs; Federation of Asian Motorcycle Industries (FAMI); European Association of Motorcycle Manufacturers (ACEM), etc.; for population data, OECD, UN

MOTORCYCLES IN USE WORLDWIDE

In vehicle units

Year	Country/Territory	Total
2022	Indonesia	125,267,349
2019	Malaysia	14,322,030
2019	Thailand	21,293,888
2022	Greece	1,724,438
2022	Japan	10,310,955
2020	Germany	6,350,138
2022	China	80,720,000
2020	U.S.A.	8,575,569
2021	Canada	859,827
2021	Belgium	737,350
2021	Czech Republic	1,217,894
2021	Netherlands	1,970,050
2022	Norway	326,329
2022	Sweden	418,025
2022	Taiwan	14,390,626

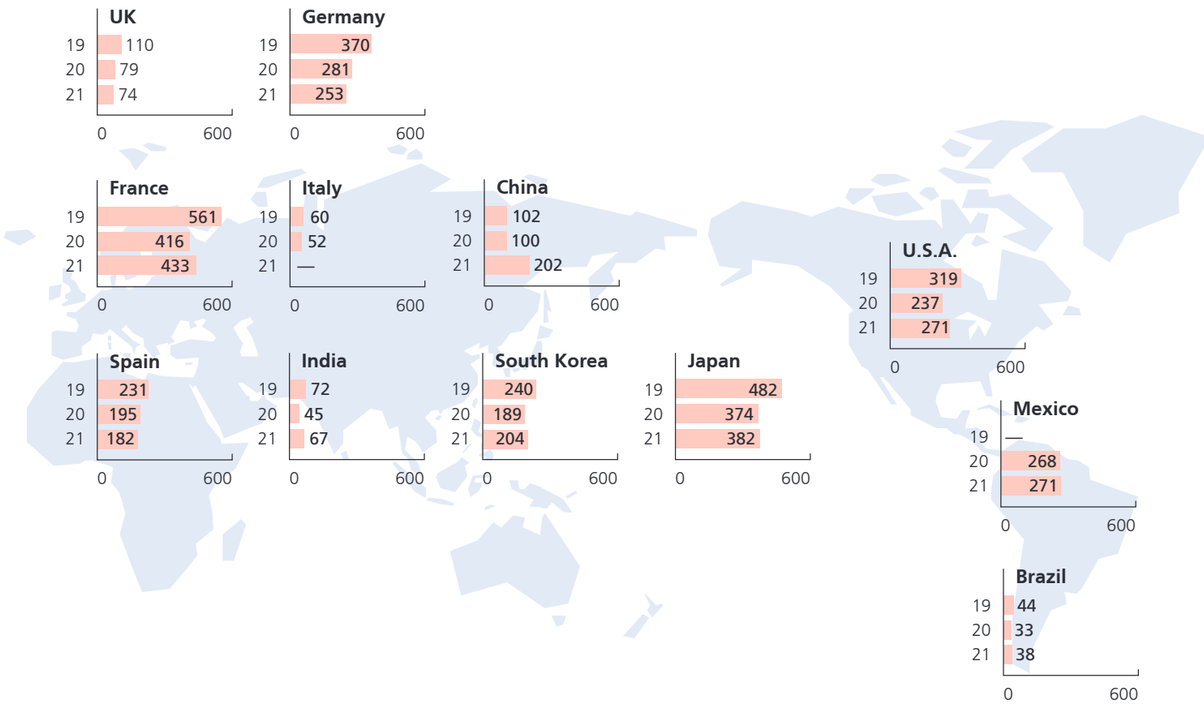
Sources: Ministry of Land, Infrastructure, Transport and Tourism; Ministry of Internal Affairs and Communications; Federation of Asian Motorcycle Industries (FAMI); European Association of Motorcycle Manufacturers (ACEM), etc.

A Notable Rise in Motor Vehicle Exports

In 2021 there was an increase over the previous year in motor vehicle exports (excluding motorcycles) in more than half of the major exporting countries, notably in China (up 101.1% to 2.02 million units), India (up 47.4% to 670,000 units), and Brazil (up 16.4% to 384,000 units).

MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

x 10,000 units



MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

In vehicle units

Country	2019			2020			2021		
	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total
Germany	3,487,321	211,739	3,699,060	2,646,644	164,880	2,811,524	2,374,096	152,389	2,526,485
UK	1,055,997	46,110	1,102,107	749,038	37,893	786,931	705,826	37,679	743,505
France	4,825,843	779,390	5,605,233	3,495,653	662,010	4,157,663	3,410,335	919,601	4,329,936
Italy	292,415	312,126	604,541	252,452	266,850	519,302	—	—	—
Spain	1,904,311	405,759	2,310,070	1,588,889	362,559	1,951,448	1,455,634	365,093	1,820,727
U.S.A.	2,600,220	592,028	3,192,248	1,911,544	455,009	2,366,553	2,204,786	508,523	2,713,309
Mexico	—	—	—	743,546	1,938,260	2,681,806	526,865	2,180,115	2,706,980
Brazil	351,373	88,975	440,348	258,289	72,065	330,354	298,012	86,372	384,384
Japan	4,372,645	445,487	4,818,132	3,407,999	332,833	3,740,832	3,367,590	451,320	3,818,910
South Korea	2,313,037	88,345	2,401,382	1,820,745	65,938	1,886,683	1,960,674	79,898	2,040,572
China	724,826	299,354	1,024,180	766,586	235,385	1,001,971	1,613,520	401,700	2,015,220
India	662,118	60,379	722,497	404,397	50,334	454,731	577,875	92,297	670,172

Note: The figures for France include motor vehicle export shipments of French manufacturers operating outside France.

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

MOTORCYCLE EXPORTS (MAJOR EXPORTING COUNTRIES/TERRITORY)

In vehicle units

Country/Territory	2018	2019	2020	2021	2022
Italy	430,691	382,268	381,539	542,225	—
Japan	456,758	396,379	311,998	437,042	486,813
China	7,309,230	7,124,806	7,090,588	9,107,290	7,644,663
Taiwan	333,769	323,967	355,586	385,735	394,372
Indonesia	627,421	810,433	700,392	803,931	743,551
India	3,280,841	3,519,405	3,282,786	4,443,131	3,652,122

Sources: Automobile/motorcycle manufacturers' associations of individual countries; for Japan, Japan Automobile Manufacturers Association

Automobile Customs Tariffs, EPAs-FTAs

Following repeated reductions in tariff rates, import tariffs in Japan on finished motor vehicles and auto parts were abolished in 1978. Many other countries continue to impose tariffs on imported vehicles: for example, the United States imposes a 25% tariff on imported trucks and China levies a 15% tariff on finished vehicles. Aiming to abolish customs tariffs and thereby to liberalize and facilitate trade and investment, the Japanese government promotes the establishment of economic partnership agreements (EPAs) and free trade agreements (FTAs). In recent years, Japan has signed several multilateral trade accords including the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) with ten countries, the Regional Comprehensive Economic Partnership (RCEP) with fourteen countries, and the Japan-European Union EPA, thereby significantly expanding the scope of its international trade agreements.

AUTOMOBILE CUSTOMS TARIFFS, JAPAN/U.S.A./CHINA

As of May 2023

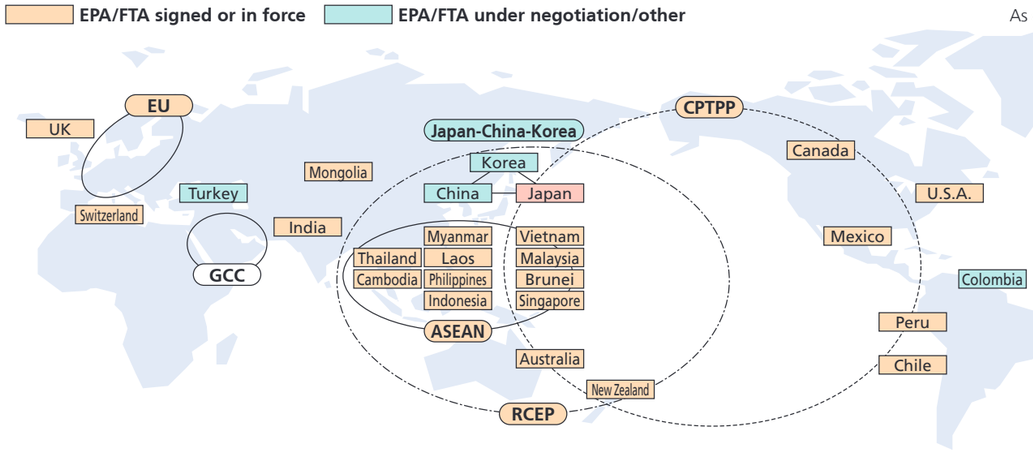
	Passenger Cars	Trucks	Buses	Auto Parts, Etc. (including vehicle bodies)
Japan	None	None	None	None
U.S.A.	2.5%	25% Cab chassis, from 5t up to 20t in GVW: 4%	2%	2.5%
China	15%	15%	15%	6%

Source: Japan Automobile Manufacturers Association

STATUS OF JAPAN'S ENGAGEMENT IN EPAs/FTAs

EPA/FTA signed or in force **EPA/FTA under negotiation/other**

As of May 2023



Note: Negotiations are postponed/suspended with GCC, Korea, and Canada.

Source: Ministry of Foreign Affairs

AUTOMOBILE CUSTOMS TARIFFS under the Japan-EU EPA and CPTPP

		Passenger Cars	Trucks	Buses	Auto Parts, Etc. (including vehicle bodies)
Japan-EU EPA (in effect as of Feb. 2019)		[10%] To be abolished in 8 years.	Gasoline trucks≥2800cc, Diesel trucks≥2500cc: [22%] Gasoline trucks<2800cc, Diesel trucks<2500cc: [10%] To be abolished in 8 years.	Gasoline buses≥2800cc, Diesel buses≥2500cc: [16%] Gasoline buses<2800cc, Diesel buses<2500cc: [10%] To be abolished in 13 years.	[3-4.5%] Immediately abolished for more than 90% (in value terms).
CPTPP (in effect as of Dec. 2018)	Example: Canada	[6.1%] To be abolished in 5 years.	[6.1%] Large-sized gasoline trucks: To be abolished in 6 years. Other trucks: To be abolished in 11 years.	[6.1%] To be abolished in 11 years.	[6.0%] Immediately abolished for 87.5% (in value terms).
	Example: Vietnam	[77%] Over 3000cc: To be abolished in 10 years. 3000cc or under: To be abolished in 13 years.	[20-70%] To be abolished in 12-13 years.	[5%] To be abolished in 13 years.	[3-30%] Immediately abolished, or to be abolished within 11 years depending on the product, for tires, vehicle bodies, parts, and accessories.

Note: Figures in brackets represent tariff rates imposed prior to reduction/abolition.

Source: Japan Automobile Manufacturers Association

Memo

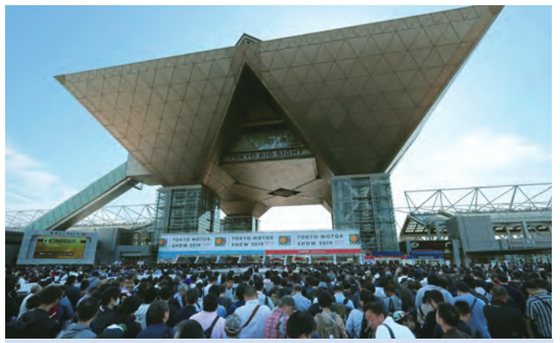
■ A Look Back at the Tokyo Motor Show (1954-2019)

The Tokyo Motor Show was launched as the All Japan Motor Show in 1954 at Hibiya Park in central Tokyo. Subsequently, as the show grew in step with the development of Japan's automobile industry, its venues were upscaled. In 1959 it moved to the Japan Trade Center located in Tokyo's Harumi area; in 1989 to Makuhari Messe (the Nippon Convention Center) in Chiba Prefecture; and in 2011 it moved again, to the Tokyo Big Sight venue (officially, the Tokyo International Exhibition Center) in the Ariake district of Tokyo's Koto-ku, where it established itself as a top-level international motor show on a par with those in Europe and the United States. The 46th edition of the show in 2019, conceived as a showcase for new mobility, expanded the scope of participation to include representatives of other industries, thereby turning the exhibition into a multi-industry event comprising 192 companies and organizations and attracting more than 1.3 million visitors.

The 1st Tokyo Motor Show, Hibiya Park, 1954

The 6th Tokyo Motor Show, Japan Trade Center, 1959

The 28th Tokyo Motor Show, Makuhari Messe, 1989



The 46th Tokyo Motor Show, Tokyo Big Sight, 2019

■ The New Japan Mobility Show (from 2023 onwards)

The inaugural edition of Japan Mobility Show, Tokyo's new motor show, will be held from October 26 (Thursday) through November 5 (Sunday), 2023 at Tokyo Big Sight (occupying the entire venue) in Ariake. In addition to automotive industry representation, the show will welcome the participation of domestic and overseas companies as well as startups to promote the creation of groundbreaking new partnerships whose activities extend beyond mobility. "Future," "green," and "dream" are the three keywords that underpin the show's concept. Instead of the exhibitors sharing their own visions of the future, Japan Mobility Show aims to serve as a unique venue for collaboration—a show where exhibitors and visitors can discuss and envision, together, what the future will look like. Stay tuned!

Japan Mobility Show

https://www.japan-mobility-show.com/en/

Tokyo Motor Show Historical Data

No.	Year	When Held			Duration (days)	Venue	Admission Fee (in yen, incl. tax)	Site Area (m^2)	Exhibits Area (m^2)	Number of Exhibitors	Number of Vehicles Exhibited	Number of Visitors
		Japanese era	Year	Dates held (month/day)								
1	1954	Showa	29	Apr. 20-29	10	Hibiya	Free of charge	14,999	4,389	254	267	547,000
2	1955	"	30	May 7-18	12	"	Free of charge	14,999	4,689	232	191	784,800
3	1956	"	31	Apr. 20-29	10	"	Apr. 20-22 = 20 yen, thereafter free of charge	14,999	5,405	267	247	598,300
4	1957	"	32	May 9-19	11	"	20	14,999	6,049	278	268	527,200
5	1958	"	33	Oct. 10-20	11	Korakuen	30	28,050	6,094	302	256	519,400
6	1959	"	34	Oct. 24-Nov. 4	12	Harumi	50	44,653	8,996	303	317	653,000
7	1960	"	35	Oct. 25-Nov. 7	14	"	50	44,653	11,025	294	358	812,400
8	1961	"	36	Oct. 25-Nov. 7	14	"	100	79,236	13,470	303	375	952,100
9	1962	"	37	Oct. 25-Nov. 7	14	"	100	107,710	21,209	284	410	1,049,100
10	1963	"	38	Oct. 26-Nov. 10	16	"	100 (Premier show = 500)	141,756	28,921	287	441	1,216,900
11	1964	"	39	Sep. 26-Oct. 9	14	"	100 (Premier show = 500)	137,002	34,889	274	598	1,161,000
12	1965	"	40	Oct. 29-Nov. 11	14	"	100 (Premier show = 500)	136,002	36,800	243	642	1,465,800
13	1966	"	41	Oct. 26-Nov. 8	14	"	120 (Charity show = 500)	148,433	39,089	245	732	1,502,300
14	1967	"	42	Oct. 26-Nov. 8	14	"	200 (Charity show = 500)	125,086	35,732	235	655	1,402,500
15	1968	"	43	Oct. 26-Nov. 11	17	"	200 (Charity show = 500)	139,356	39,819	246	723	1,511,600
16	1969	"	44	Oct. 24-Nov. 6	14	"	200 (Charity show = 500)	128,693	38,552	256	722	1,523,500
17	1970	"	45	Oct. 30-Nov. 12	14	"	250 (Charity show = 500)	134,967	41,298	274	792	1,452,900
18	1971	"	46	Oct. 29-Nov. 11	14	"	250 (Charity show = 600)	122,247	33,550	267	755	1,351,500
19	1972	"	47	Oct. 23-Nov. 5	14	"	250 (Charity show = 600)	108,103	26,395	218	559	1,261,400
20	1973	"	48	Oct. 30-Nov. 12	14	"	300	115,720	34,232	215	690	1,223,000
21	1975	"	50	Oct. 31-Nov. 10	11	"	500	108,074	28,381	165	626	981,400
22	1977	"	52	Oct. 28- Nov. 7	11	"	600	117,500	30,633	203	704	992,100
23	1979	"	54	Nov. 1-Nov. 12	12	"	700	117,500	34,969	184	800	1,003,100
24	1981	"	56	Oct. 30-Nov. 10	12	"	800	114,700	34,332	209	849	1,114,200
25	1983	"	58	Oct. 28- Nov. 8	12	"	800	111,650	35,130	224	945	1,200,400
26	1985	"	60	Oct. 31-Nov. 11	12	"	900	114,780	40,734	262	1,032	1,291,500
27	1987	"	62	Oct. 29-Nov. 9	12	"	900	112,800	38,662	280	960	1,297,200
28	1989	Heisei	1	Oct. 26-Nov. 6	12	Makuhari	1,000	173,820	41,844	338	818	1,924,200
29	1991	"	3	Oct. 25-Nov. 8	15	"	1,200	210,300	45,635	336	783	2,018,500
30	1993	"	5	Oct. 22-Nov. 5	15	"	1,200	211,300	46,924	357	770	1,810,600
31	1995	"	7	Oct. 27-Nov. 8	13	"	1,200	211,300	47,941	361	787	1,523,300
32	1997	"	9	Oct. 24-Nov. 5	13	"	1,200	211,300	48,693	337	771	1,515,400
33	1999	"	11	Oct. 22-Nov. 3	13	"	1,200 (passenger cars, motorcycles)	211,300	45,394	294	757	1,386,400
34	2000	"	12	Oct. 31-Nov. 4	5	"	1,000 (commercial vehicles)	133,000	24,773	133	248	177,900
35	2001	"	13	Oct. 26-Nov. 7	13	"	1,200 (passenger cars, motorcycles)	211,300	42,119	281	709	1,276,900
36	2002	"	14	Oct. 29-Nov. 3	6	"	1,000 (commercial vehicles)	133,000	24,837	110	224	211,100
37	2003	"	15	Oct. 24-Nov. 5	13	"	1,200 (passenger cars, motorcycles)	211,300	40,839	268	612	1,420,400
38	2004	"	16	Nov. 2-Nov. 7	6	"	1,000 (commercial vehicles)	133,000	24,465	113	206	248,600
39	2005	"	17	Oct. 21-Nov. 6	17	"	1,200 (passenger cars, motorcycles)	211,300	40,211	239	571	1,512,100
40	2007	"	19	Oct. 26-Nov. 11	17	"	1,300	211,300	44,587	241	517	1,425,800
41	2009	"	21	Oct. 23-Nov. 4	13	"	1,300	54,000	21,823	128	261	614,400
42	2011	"	23	Dec. 2- Dec. 11	10	Tokyo Big Sight	1,500	82,660	35,187	174	402	842,600
43	2013	"	25	Nov. 22-Dec. 1	10	"	1,500	82,660	38,293	178	426	902,800
44	2015	"	27	Oct. 29-Nov. 8	11	"	1,600	82,660	39,354	160	417	812,500
45	2017	"	29	Oct. 27-Nov. 5	10	"	1,800	89,660	39,708	153	380	771,200
46	2019	Reiwa	1	Oct. 24-Nov. 4	12	"	2,000	80,520	30,467	192	—	1,300,900

Notes: 1. "Number of Vehicles Exhibited" includes four-wheeled and three-wheeled vehicles and motorcycles but excludes parts, machine tools, and related products.
2. "Site Area" from 2009 represents only the indoor area.
3. In 2019 the venue was expanded (to include the "Mega Web" site and Symbol Promenade Park) and there was no official announcement of the number of vehicles exhibited.

See https://www.tokyo-motorshow.com/en/history/ for details.

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1-1 Daihatsu-cho, Ikeda, Osaka 563-8651 Tel: (072) 751-8811
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HINO Motors, Ltd.

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http://www.hino-global.com

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Note: Manufacturers are listed in alphabetical order.

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Tel: (03) 6447-8000
https://www.subaru.co.jp/en/

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Tel: (053) 440-2061
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Minato-ku, Tokyo 105-0021
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https://www.globalsuzuki.com/

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Nagoya Office:
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Tel: (052) 552-2111
https://global.toyota/en

UD Trucks Corporation

Head Office:
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https://www.udtrucks.com/

YAMAHA MOTOR CO., Ltd.

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Marunouchi My Plaza 15F, 1-1 Marunouchi 2-chome, Chiyoda-ku, Tokyo 100-0005
Tel: (03) 5220-7200
http://global.yamaha-motor.com/

Former Member & Friend of JAMA:

General Motors Japan Ltd.

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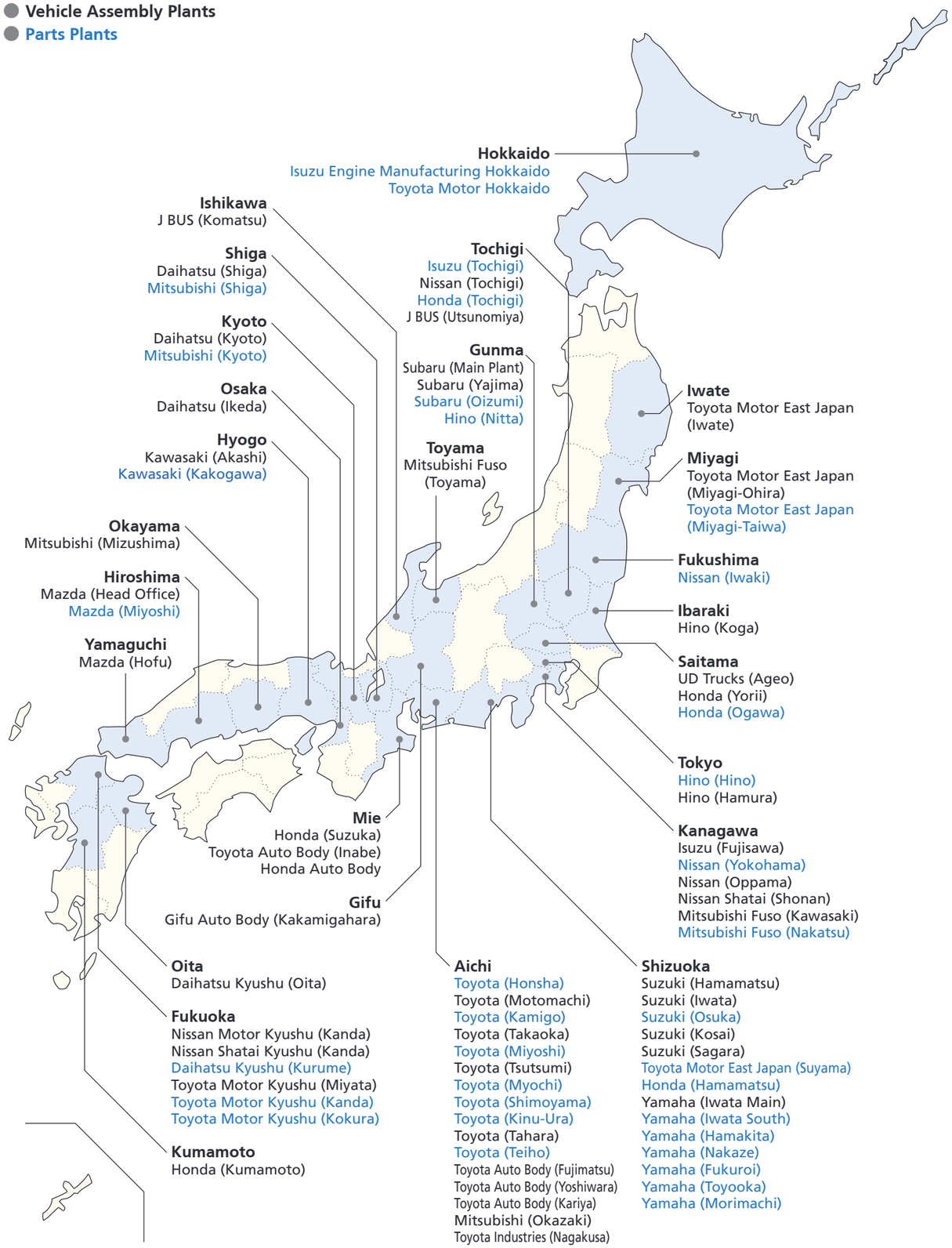
12-8 Higashi-Shinagawa 4-chome, Shinagawa-ku, Tokyo 140-0002
Tel: (03) 6711-5600
http://www.gmjapan.co.jp/

Locations of Auto Manufacturing Plants

At May 1, 2023

● **Vehicle Assembly Plants**
● **Parts Plants**



Related Automotive Associations

At May 1, 2023

- 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 105-0011 (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 (JARI) [Tsukuba]
  2530, Karima, Tsukuba, Ibaraki 305-0822 (029) 856-1112
- Japan Automobile Research Institute (JARI) [Tokyo]
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-7921
- Automotive Dispute Resolution Center (ADR)
  2-3, Uchisaiwaicho 2-chome, Chiyoda-ku, Tokyo 100-0011 (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)
  11-6, Iwamoto-cho 3-chome, Chiyoda-ku, Tokyo 101-0032 (03) 5825-3671
- 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 Light Motor Vehicle and Motorcycle 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-Shimbashi 2-chome, Minato-ku, Tokyo 105-0003 (03) 5776-0901
- Automobile Fair Trade Council (AFTC)
  11-30, Nagata-cho 1-chome, Chiyoda-ku, Tokyo 100-0014 (03) 5511-2111
- 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
- Japan Motorcycle Promotion & Safety Association
  25-15, Minami-Otsuka 2-chome, Toshima-ku, Tokyo 170-0005 (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 (GIAJ)
  9, Kanda-Awajicho 2-chome, Chiyoda-ku, Tokyo 101-8335 (03) 3255-1844
- Institute for Traffic Accident Research and Data Analysis (ITARDA)
  7-8, Kanda-Sarugaku-cho 2-chome, Chiyoda-ku, Tokyo 101-0064 (03) 5577-3977
- Japan Automobile Transport Technology Association (JATA)
  2-5, Yotsuya 3-chome, Shinjuku-ku, Tokyo 160-0004 (03) 6836-1201
- Japan Automobile Standards Internationalization Center (JASIC)
  2-5, Yotsuya 3-chome, Shinjuku-ku, Tokyo 160-0004 (03) 5362-7751
- 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
  2-5, Yotsuya 3-chome, Shinjuku-ku, Tokyo 160-0004 (03) 3354-1009
- Nihon Bus Association (NBA)
  4-1, Marunouchi 3-chome, Chiyoda-ku, Tokyo 100-0005 (03) 3216-4011
- All Japan Railway-Freight Forwarders Association
  21, Kanda-Awajicho 2-chome, Chiyoda-ku, Tokyo 101-0063 (03) 5296-1670
- Japan Federation of Hire-Taxi 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 Drivers School Associations
  3-9, Kudan-Minami 2-chome, Chiyoda-ku, Tokyo 102-0074 (03) 3556-0070
- Japan Automobile Tyre Manufacturers Association, Inc. (JATMA)
  8-21, Toranomon 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 (JARA)
  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
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