THE MOTOR INDUSTRY OF JAPAN

2010

JAPAN AUTOMOBILE MANUFACTURERS ASSOCIATION, INC.

Contents

Automobiles and Society

Global Operations

Motor Vehicles Worldwide

Vehicle-Based Systems

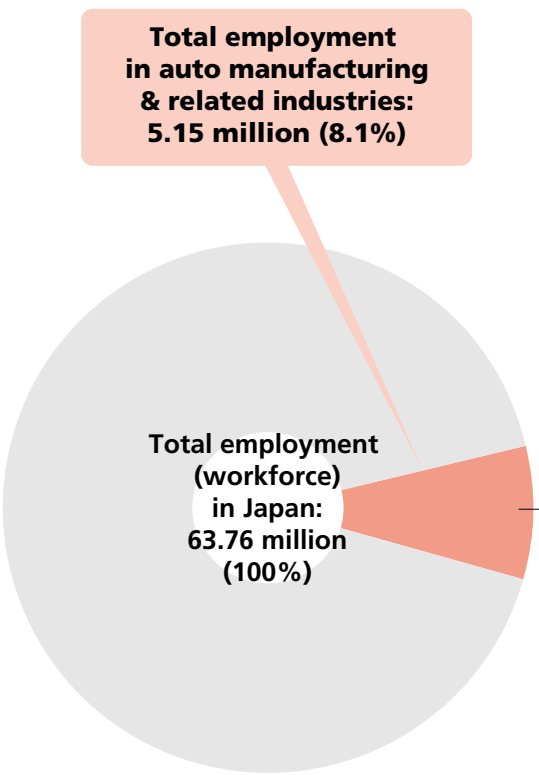
References

A Vast Range of Related Industries

Automobiles are the focus of an extremely wide range of industrial and related activity, from materials supply and vehicle production and distribution to sales, servicing and other auto-centered operations. Auto-related employment in Japan at present totals 5.15 million people.

EMPLOYMENT IN THE AUTOMOBILE MANUFACTURING AND RELATED INDUSTRIES

Number of employees



Automobile Production ····· 866,000

- Automobile manufacturing (including motorcycles) ····· 183,000
- Auto parts and accessories manufacturing ····· 664,000
- Auto body and trailer manufacturing ····· 19,000

Road Transport ····· 2,728,000

- Road freight transport ····· 1,530,000
- Road passenger transport ····· 596,000
- Road transport-related services ····· 330,000
- Parking-lot operations ····· 76,000
- Vehicle rental services ····· 38,000
- Warehousing ····· 158,000

Automotive Fuel/Financing & Insurance/Recycling ···· 314,000

- Automotive fuel retailing ····· 253,000
- Financing and insurance ····· 58,000
- Automobile recycling ····· 3,000

Materials & Equipment Supply ····· 227,000

- Electrical machinery & equipment ····· 9,000
- Non-ferrous metals ····· 11,000
- Iron & steel ····· 52,000
- Metal products ····· 26,000
- Chemicals (including paints), textiles, and petroleum ····· 19,000
- Plastics, rubber, and glass ····· 50,000
- Electronic parts & equipment ····· 33,000
- Manufacturing machinery ····· 27,000

Sales & Services ····· 1,012,000

- Automobile retailing (new vehicles) ····· 318,000
- Motorcycle retailing (including motor-driven cycles) ····· 30,000
- Used vehicle retailing ····· 96,000
- Auto parts and accessories retailing ····· 64,000
- Automobile wholesaling (including motorcycles, finished/used parts, and accessories) ····· 190,000
- Automobile servicing ····· 314,000

Notes: 1. Figures are rounded off to the nearest thousand. 2. "Motor-driven cycles" is the official term in Japan for mopeds.

Sources: Report on Establishment and Enterprise Census, Labor Force Survey, Input-Output Tables for Japan, Census of Commerce, Census of Manufactures, *Ministry of Internal Affairs and Communications' Statistics Bureau; Ministry of Economy, Trade and Industry*

Automobile Manufacturing is an Integrated Industry

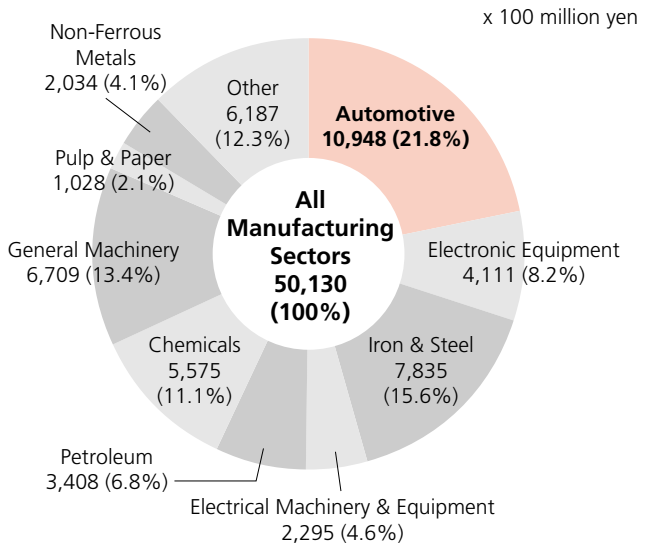
An automobile typically is composed of 20,000 to 30,000 parts, all of which even the largest manufacturers cannot produce themselves. Automakers therefore either outsource production or purchase finished products (such as tires and batteries), including products manufactured abroad. The volume of imported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

PRINCIPAL MATERIALS AND COMPONENTS USED IN AUTOMOBILE MANUFACTURING

Cast iron	Engine parts, e.g. cylinder blocks
Common steel	Chassis, frames, wheel parts
Special steel	Gears, axle shafts, crankshafts, fuel injection equipment
Copper	Electricals, radiators, cables
Lead, tin, zinc	Engine metals, solder, body varnish, batteries
Aluminum	Engine parts (e.g. pistons, cylinder heads), wheels, chassis
Noble metals	Emissions after-treatment parts
Other non-ferrous metals	Magnets, plating
Synthetic resin	Steering wheels, bumpers, radiator grilles, body components
Glass	Window glass, mirrors, headlamps
Rubber	Tires, sealing parts, vibration control parts
Ceramics	Plugs, electronic parts, sensors, emissions after-treatment parts
Textiles	Seats, linings, seatbelts
Leather	Seats, packing
Paper	Filters
Wood	Load-carrying platforms, interior equipment
Paints	Ornamental and rustproof paints
Chemicals	Antifreeze, engine oil, transmission oil, brake oil
Animal and vegetable oils	For casting
Fats and oils	For lubrication, heat treatment, etc.

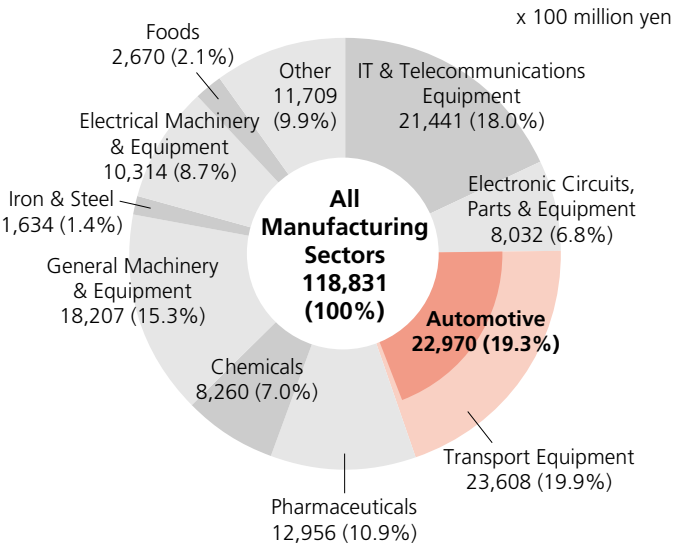
Springs, dampers	
Turbochargers	
Bearings	
Machined parts, e.g. pumps	
Tires and tubes	
Batteries	
Window glass	
Onboard tools, e.g. jacks	
Supplies, e.g. extinguishers, tire chains	
Electronic parts	Sensors, ECUs, actuators
Lights, cables, optical fibers	
Air conditioners, air cleaners	
Starters, alternators, generators, meters	
Radios, cassette decks, CD/DVD players, phones, navigation systems	
Safety equipment, e.g. anti-lock brakes, airbags, traction control	
Coke	For casting
Petroleum, electricity, natural gas	Fuel, heat treatment, paint drying, power generation

INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS (PROJECTED, FY 2009)



Source: Survey on Equipment Investment, *Ministry of Economy, Trade and Industry*

INVESTMENTS IN R&D OF MAJOR MANUFACTURING SECTORS (FY 2008)



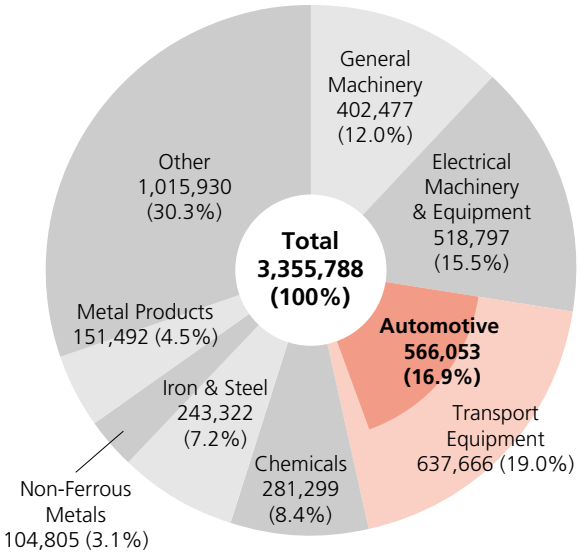
Source: Survey on Research Activities in Science and Technology, *Ministry of Internal Affairs and Communications*

Automobile Manufacturing is a Core Industry

The automotive industry is one of the Japanese economy's core industrial sectors. In 2008 automotive shipments accounted for 16.9% of the total value of Japan's manufacturing shipments, and 36.3% of the value of the machinery industries' combined shipments. Automotive shipments (both domestic and export shipments, including motorcycles, auto parts, etc.) in value terms totalled 56.6 trillion yen in 2008.

SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS (2008)

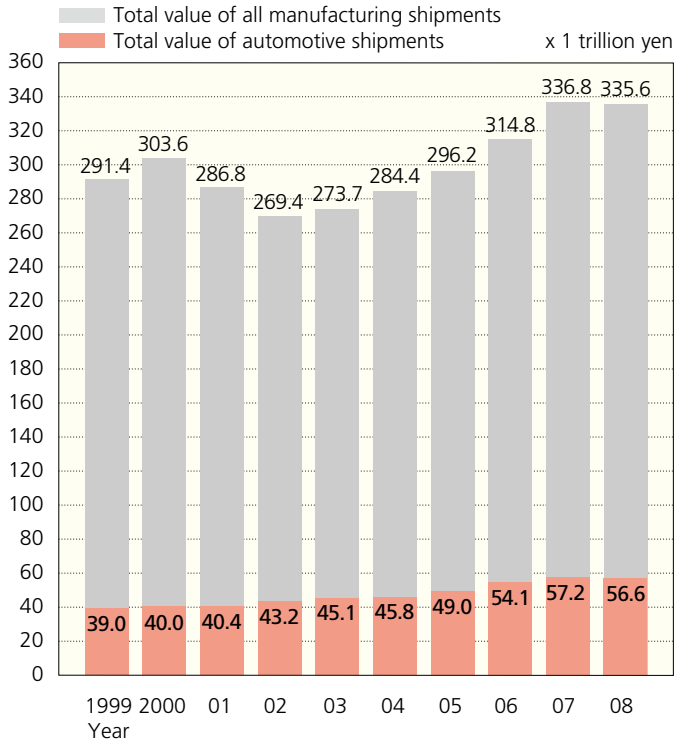
x 100 million yen



Breakdown of Automotive Shipments:

- Automobiles (including motorcycles) ····· 235,304
- Auto bodies and trailers ····· 6,012
- Automotive parts and accessories ····· 324,737

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



SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS

x 100 million yen

Year	Chemicals	Iron & Steel	Non-Ferrous Metals	Metal Products	Machinery Industries					Other	Total	Automotive Shipments	
					General Machinery	Electrical Machinery & Equipment	Transport Equipment		Subtotal			As % of Value of Machinery Shipments	As % of Total Value of Manufacturing Shipments
								Automotive					
1970	55,402	65,648	30,547	37,277	68,028	73,305	72,758	54,673	223,008	287,383	690,348	24.5	7.9
1975	104,381	113,063	39,087	65,731	106,112	108,213	147,935	105,241	379,551	589,807	1,274,329	27.7	8.3
1980	179,787	178,956	81,186	106,465	175,998	222,346	249,536	212,346	682,457	952,724	2,146,998	31.1	9.9
1985	205,524	177,543	63,836	130,944	241,904	408,422	361,793	276,927	1,055,932	1,063,240	2,653,206	26.2	10.4
1990	235,030	182,687	78,217	185,736	332,249	545,286	468,582	423,106	1,397,439	1,205,939	3,233,726	30.3	13.1
1995	233,625	140,727	64,964	176,465	298,844	548,309	442,145	395,613	1,330,364	1,155,277	3,060,356	29.7	12.9
1999	230,548	113,217	57,890	152,382	279,720	549,051	438,774	390,043	1,309,238	1,092,402	2,913,984	29.8	13.4
2000	237,994	119,630	62,189	155,868	304,132	595,817	444,474	400,429	1,385,612	1,115,720	3,035,824	28.9	13.2
2001	232,284	112,018	58,492	145,450	282,965	524,657	451,522	404,215	1,299,143	1,060,156	2,867,544	31.1	14.1
2002	227,483	109,627	56,685	137,365	254,773	460,411	479,974	431,630	1,230,660	967,300	2,693,618	35.1	16.0
2003	233,271	119,030	56,321	132,430	260,683	480,137	498,869	450,500	1,275,564	956,603	2,737,344	35.3	16.5
2004	241,493	141,413	61,931	134,543	290,742	498,469	506,995	458,122	1,335,931	968,597	2,844,183	34.3	16.1
2005	250,271	168,964	67,116	140,159	312,108	495,083	539,999	489,548	1,385,037	988,717	2,962,417	35.3	16.5
2006	261,995	184,727	90,162	144,510	333,313	511,634	598,356	541,091	1,484,034	1,023,649	3,148,346	36.5	17.2
2007	282,939	211,917	107,705	151,889	362,734	553,265	639,100	571,848	1,597,840	1,058,017	3,367,566	35.8	17.0
2008	281,299	243,322	104,805	151,492	402,477	518,797	637,666	566,053	1,558,940	1,015,930	3,355,788	36.3	16.9

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

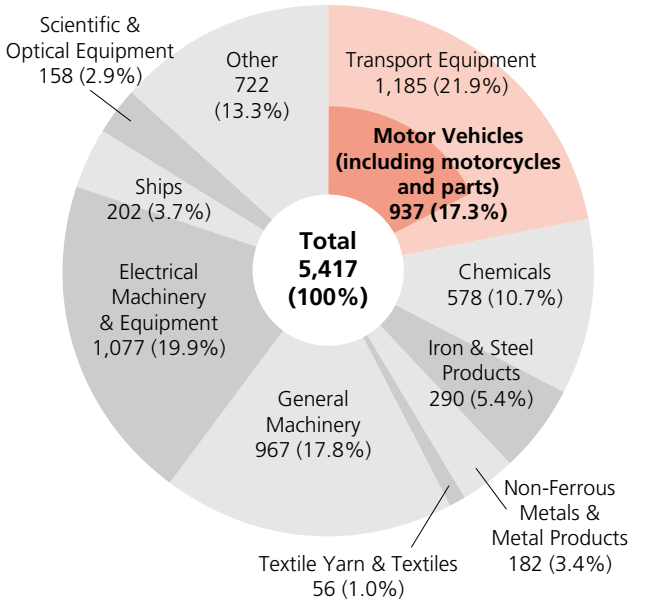
Source for all statistical data on this page: Census of Manufactures, *Ministry of Economy, Trade and Industry*

Motor Vehicle Imports and Exports Both on the Decline

In 2009 Japan's gross exports and imports decreased from the previous year, by 33.1% and 34.8% respectively. In value terms, automotive exports shrank 46.5% to 9.4 trillion yen, with motor vehicle, motorcycle and parts exports all showing a decline. Automotive imports also fell, by 41.8% year-on-year to 0.8 trillion yen, with both motor vehicle and parts imports dropping significantly.

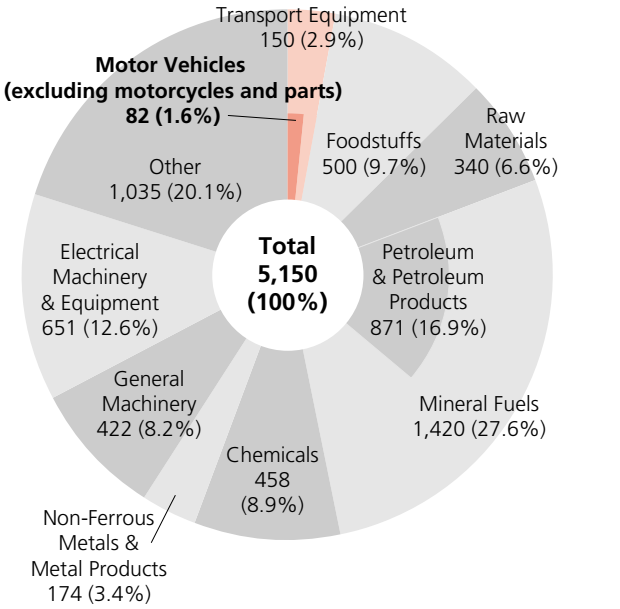
EXPORTS BY PRINCIPAL COMMODITY (FOB) IN 2009

x 10 billion yen



IMPORTS BY PRINCIPAL COMMODITY (CIF) IN 2009

x 10 billion yen



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. (%)
2000	94,546	101.2	69,301	18,642	6,603	516,542	108.6
2001	97,802	103.4	72,108	18,804	6,891	489,792	94.8
2002	115,675	118.3	87,746	21,172	6,757	521,090	106.4
2003	118,363	102.3	88,950	22,998	6,415	545,484	104.7
2004	124,773	105.4	92,142	25,617	7,014	611,700	112.1
2005	135,132	108.3	99,288	28,006	7,839	656,565	107.3
2006	161,795	119.7	122,995	30,227	8,573	752,462	114.6
2007	185,267	114.5	143,170	33,555	8,543	839,314	111.5
2008	175,126	94.5	137,361	30,655	7,110	810,181	96.5
2009	93,679	53.5	66,933	23,089	3,657	541,706	66.9

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

AUTOMOTIVE IMPORTS IN VALUE TERMS (CIF)

x 100 million yen

Year	Motor Vehicles	Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Imports Total	Chg. (%)
2000	9,880	108.8	7,679	2,200	409,384	116.1
2001	10,390	105.2	7,814	2,576	424,155	103.6
2002	11,234	108.1	8,038	3,196	422,275	99.6
2003	11,799	105.0	8,279	3,520	443,620	105.1
2004	12,842	108.8	9,055	3,787	492,166	110.9
2005	13,353	104.0	9,149	4,204	569,494	115.7
2006	14,412	107.9	9,163	5,249	673,443	118.3
2007	15,586	108.1	9,294	6,291	731,359	108.6
2008	14,160	90.9	7,499	6,662	789,548	108.0
2009	8,245	58.2	4,549	3,696	514,994	65.2

Notes: 1. Motor vehicles include passenger cars, trucks, buses, and chassis. 2. FOB (free-on-board): Transaction value, including freight and insurance, up to loading onboard transport vessel (border of exporting country); CIF (cost, insurance, freight): Transaction value, including freight and insurance, up to offloading from transport vessel (border of importing country). 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

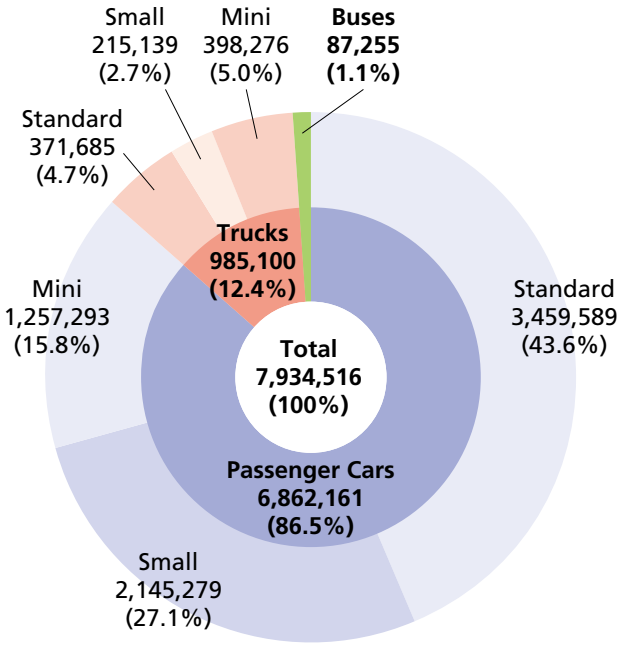
Source for all statistical data on this page: The Summary Report on Trade of Japan, *Ministry of Finance*

Motor Vehicle Production Falls for Second Consecutive Year

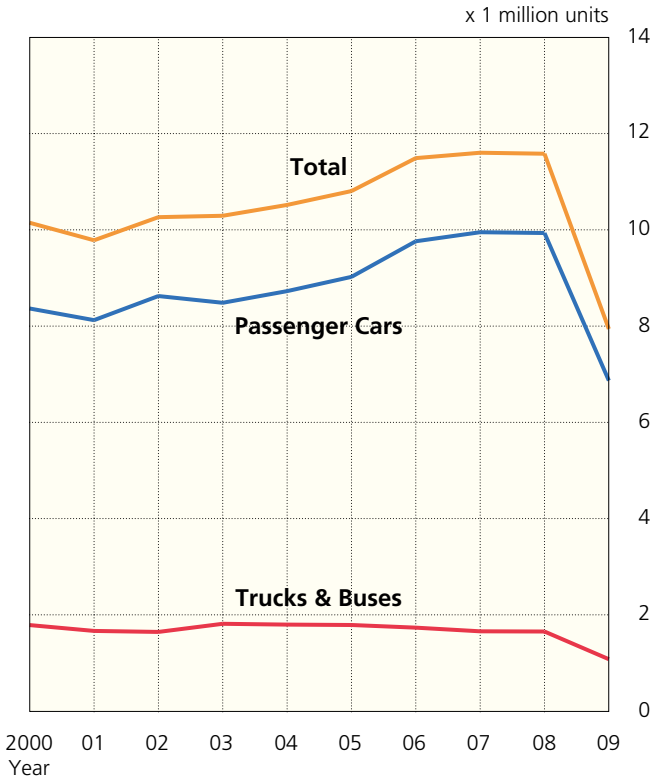
In 2009 motor vehicle production in Japan decreased for the second consecutive year, totalling 7.93 million units, down 31.5% from the previous year. Passenger car production fell 30.9% to 6.86 million units. Within that category, standard car production declined 40.2% to a total of 3.46 million units, small car production dropped 21.0% to 2.15 million units, and minicar production decreased 11.9% to 1.26 million units. Truck and bus production also showed a decline from 2008, plunging 34.7% and 37.3%, to 985,000 and 87,000 units respectively.

MOTOR VEHICLE PRODUCTION BY TYPE IN 2009

In vehicle units



TRENDS IN MOTOR VEHICLE PRODUCTION

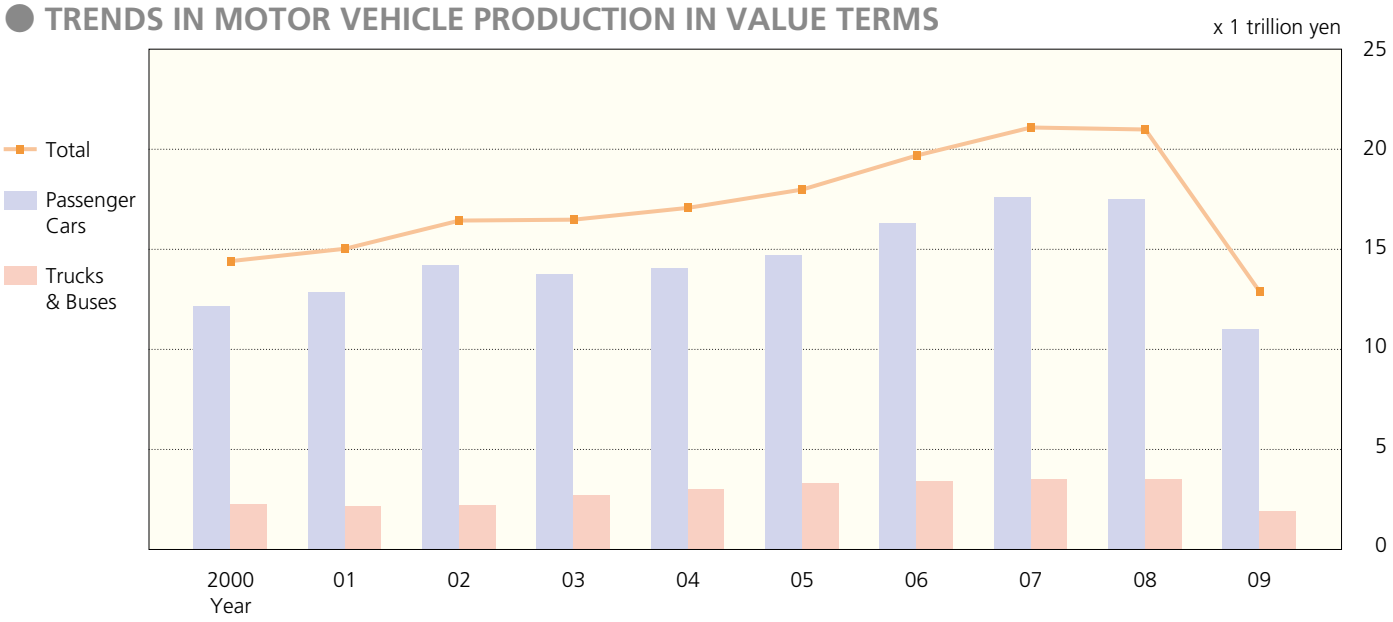


MOTOR VEHICLE PRODUCTION

Year	Passenger Cars					Trucks				
						Standard			Small	
	Standard	Small	Mini	Total	Chg. (%)	Gasoline	Diesel	Subtotal	Gasoline	Diesel
1970	51,619	2,377,639	749,450	3,178,708	121.7	52,047	206,053	258,100	1,156,729	97,132
1975	209,032	4,198,550	160,272	4,567,854	116.2	84,304	203,866	288,170	1,441,759	168,716
1980	403,338	6,438,847	195,923	7,038,108	114.0	457,208	427,990	885,198	1,663,834	449,477
1985	494,792	6,991,432	160,592	7,646,816	108.1	842,792	435,420	1,278,212	1,218,423	659,470
1990	1,750,783	7,361,224	835,965	9,947,972	109.9	635,255	614,270	1,249,525	517,972	744,971
1995	2,553,703	4,140,629	916,201	7,610,533	97.5	232,514	591,626	824,140	304,495	604,826
2000	3,376,447	3,699,893	1,283,094	8,359,434	103.2	153,280	495,900	649,180	204,253	279,029
2001	3,460,006	3,378,915	1,278,642	8,117,563	97.1	150,414	444,989	595,403	199,037	246,233
2002	3,671,023	3,637,501	1,309,830	8,618,354	106.2	157,225	522,739	679,964	198,002	182,301
2003	3,753,446	3,434,662	1,290,220	8,478,328	98.4	157,420	615,307	772,727	250,019	199,443
2004	4,044,563	3,309,147	1,366,675	8,720,385	102.9	127,529	642,424	769,953	261,902	184,634
2005	4,191,360	3,416,622	1,408,753	9,016,735	103.4	106,530	617,133	723,663	233,694	203,069
2006	4,915,367	3,302,326	1,537,210	9,754,903	108.2	96,083	603,327	699,410	213,687	205,717
2007	5,864,354	2,638,842	1,441,441	9,944,637	101.9	125,262	593,639	718,901	177,425	188,107
2008	5,786,333	2,714,413	1,427,397	9,928,143	99.8	121,443	613,480	734,923	163,237	166,521
2009	3,459,589	2,145,279	1,257,293	6,862,161	69.1	83,442	288,243	371,685	127,004	88,135

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

TRENDS IN MOTOR VEHICLE PRODUCTION IN VALUE TERMS



MOTOR VEHICLE PRODUCTION IN VALUE TERMS

x 1 million yen

Year	Passenger Cars				Trucks					Buses			Grand Total
	Standard	Small	Mini	Total	Standard	Small	Mini	Tractors	Total	Large	Small	Total	
1985	895,041	7,049,323	85,925	8,030,289	1,793,000	1,519,934	679,498	46,745	4,039,177	103,053	101,007	204,060	12,273,526
1990	3,717,356	8,676,715	572,188	12,966,259	1,953,924	1,180,028	591,144	64,913	3,790,009	134,015	66,988	201,003	16,957,271
1995	5,147,637	4,869,427	790,303	10,807,367	1,619,428	849,511	510,579	124,764	3,104,282	107,647	89,441	197,088	14,108,737
2000	6,640,075	4,298,370	1,237,605	12,176,050	1,111,558	543,408	357,765	45,453	2,058,184	80,897	109,007	189,904	14,424,138
2001	7,483,041	4,136,594	1,225,030	12,844,665	1,079,881	522,666	344,339	41,561	1,988,447	96,949	111,499	208,448	15,041,560
2002	8,573,769	4,468,191	1,166,197	14,208,157	1,209,751	441,509	324,822	36,334	2,012,416	97,050	131,813	228,863	16,449,436
2003	8,454,215	4,243,705	1,054,329	13,752,249	1,539,221	540,480	338,236	67,945	2,485,882	116,560	130,268	246,828	16,484,959
2004	8,836,999	4,067,398	1,146,115	14,050,512	1,805,315	561,422	333,606	89,959	2,790,302	105,985	129,577	235,562	17,076,376
2005	9,352,545	4,178,641	1,169,871	14,701,057	1,916,692	588,224	357,615	104,567	2,967,098	127,605	163,069	290,674	17,958,829
2006	10,891,826	4,088,449	1,333,394	16,313,669	2,029,030	574,272	352,050	122,267	3,077,619	131,726	203,231	334,957	19,726,245
2007	13,122,924	3,167,910	1,309,576	17,600,410	2,146,513	512,887	319,400	120,346	3,099,146	129,209	264,477	393,686	21,093,242
2008	13,006,119	3,207,109	1,293,624	17,506,852	2,110,682	463,435	312,374	136,277	3,022,768	136,115	313,594	449,709	20,979,329
2009	7,261,654	2,548,371	1,155,681	10,965,706	1,072,163	305,123	281,888	29,549	1,688,723	105,256	166,115	271,371	12,925,800

Source: Ministry of Economy, Trade and Industry

In vehicle units

				Buses				Total		Year
Subtotal	Mini	Total	Chg. (%)	Large (≥ 30 passengers)	Small (≤ 29 passengers)	Total	Chg. (%)		Chg. (%)	
1,253,861	551,922	2,063,883	102.1	15,265	31,301	46,566	111.3	5,289,157	113.1	1970
1,610,475	438,987	2,337,632	90.8	13,624	22,481	36,105	78.8	6,941,591	105.9	1975
2,113,311	914,679	3,913,188	115.2	16,470	75,118	91,588	146.4	11,042,884	114.6	1980
1,877,893	1,388,583	4,544,688	105.2	15,547	64,044	79,591	110.2	12,271,095	107.0	1985
1,262,943	986,171	3,498,639	89.0	15,787	24,398	40,185	95.5	13,486,796	103.5	1990
909,321	804,276	2,537,737	93.9	12,814	34,452	47,266	96.2	10,195,536	96.6	1995
483,282	594,356	1,726,818	98.8	8,035	46,509	54,544	112.7	10,140,796	102.5	2000
445,270	560,863	1,601,536	92.7	11,205	46,887	58,092	106.5	9,777,191	96.4	2001
380,303	512,373	1,572,640	98.2	11,141	55,180	66,321	114.2	10,257,315	104.9	2002
449,462	524,427	1,746,616	111.1	11,406	49,668	61,074	92.1	10,286,018	100.3	2003
446,536	514,202	1,730,691	99.1	12,286	48,156	60,442	99.0	10,511,518	102.2	2004
436,763	546,185	1,706,611	98.6	11,763	64,550	76,313	126.3	10,799,659	102.7	2005
419,404	521,879	1,640,693	96.1	11,063	77,574	88,637	116.1	11,484,233	106.3	2006
365,532	453,587	1,538,020	93.7	11,516	102,154	113,670	128.2	11,596,327	101.0	2007
329,758	443,718	1,508,399	98.1	11,660	127,442	139,102	122.4	11,575,644	99.8	2008
215,139	398,276	985,100	65.3	9,243	78,012	87,255	62.7	7,934,516	68.5	2009

"mini" (660cc and under); see page 74 for details. 2. KD sets have been excluded since 1979; they represent less than 60% of the cost of compositional components per vehicle and have

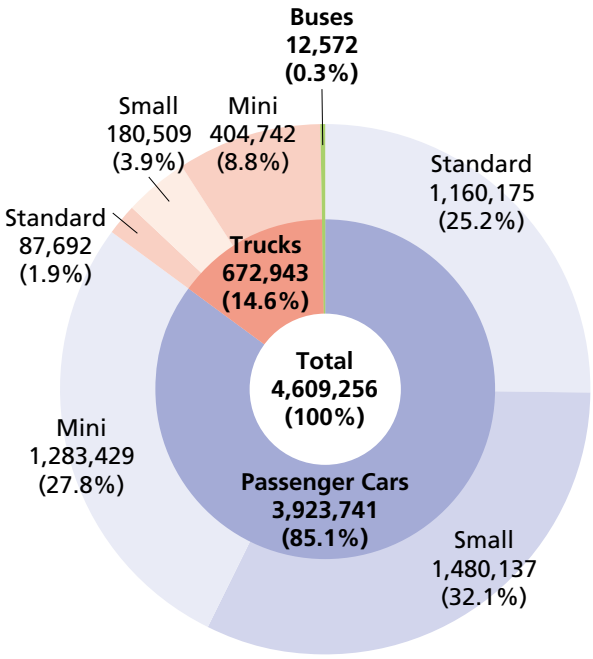
Source: Japan Automobile Manufacturers Association

Motor Vehicle Sales Dip for Fourth Year in a Row

Passenger car and commercial vehicle demand in Japan in 2009 totalled 4.61 million units, a decline of 9.3% from the previous year. Total passenger car sales dropped 7.2% to 3.92 million units, with the standard car segment decreasing 7.3% to 1.16 million units, small cars falling 4.5% to 1.48 million units, and minicars sliding 10.1% to 1.28 million units. Sales of trucks and buses declined 19.8% and 18.0% from 2008, to 673,000 and 13,000 units respectively.

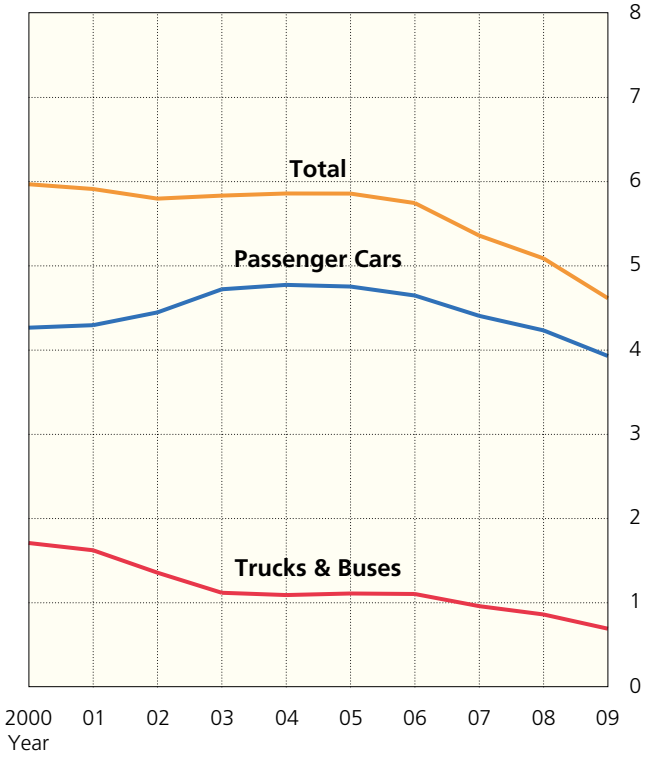
NEW MOTOR VEHICLE REGISTRATIONS BY TYPE IN 2009

In vehicle units



TRENDS IN NEW MOTOR VEHICLE REGISTRATIONS

x 1 million units



NEW MOTOR VEHICLE REGISTRATIONS

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

Notes: 1. Data compilation was chassis-based through 2002, then vehicle registration number-based as of 2003. 2. Figures for mini-vehicle as of 2004 reflect the use of a new calculation method.

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

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

Source: Japan Mini Vehicles Association

RECREATIONAL VEHICLE (RV) SALES

In vehicle units

Year	Station Wagons	Vans	Off-Road 4WD Vehicles	Minivans	Total	Chg. (%)
2000	602,624	12,554	233,605	1,227,266	2,076,049	111.1
2001	656,407	12,216	256,913	1,177,207	2,102,743	101.3
2002	850,219	10,187	198,291	1,123,797	2,182,494	103.8
2003	771,384	6,927	183,435	1,201,270	2,163,016	99.1
2004	669,501	7,347	170,447	1,230,788	2,078,083	96.1
2005	612,667	9,363	179,776	1,169,006	1,970,812	94.8
2006	509,936	9,406	211,135	1,126,216	1,856,693	94.2
2007	460,950	8,752	226,159	980,181	1,676,042	90.3
2008	454,164	9,396	213,209	938,694	1,615,463	96.4
2009	339,827	7,433	157,284	890,265	1,394,809	86.3

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

Source: Japan Automobile Dealers Association

In vehicle units

Buses				Total		Total Vehicle Registrations		Total Mini-Vehicles		Year
Large	Small	Subtotal	Chg. (%)		Chg. (%)		Chg. (%)		Chg. (%)	
10,256	17,572	27,828	104.2	4,100,467	106.9	2,844,554	104.9	1,255,913	111.7	1970
8,818	11,018	19,836	87.4	4,308,931	111.9	3,720,630	118.8	588,301	82.1	1975
9,414	13,973	23,387	97.5	5,015,510	97.3	4,002,172	93.1	1,013,338	118.3	1980
8,798	12,775	21,573	106.4	5,556,834	102.2	4,028,132	101.3	1,528,702	104.8	1985
9,162	15,763	24,925	105.9	7,777,493	107.2	5,975,089	107.4	1,802,404	106.3	1990
6,474	10,829	17,303	97.0	6,865,034	105.2	5,149,414	104.8	1,715,620	106.2	1995
4,333	12,238	16,571	114.5	5,963,042	101.7	4,095,117	102.7	1,867,925	99.7	2000
4,420	11,512	15,932	96.1	5,906,471	99.1	4,059,046	99.1	1,847,425	98.9	2001
4,729	11,630	16,359	102.7	5,792,093	98.1	3,966,093	97.7	1,826,000	98.8	2002
5,862	15,341	21,203	—	5,828,178	100.6	4,027,315	101.5	1,800,863	98.6	2003
5,098	13,049	18,147	85.6	5,853,382	100.4	3,962,232	98.4	1,891,150	105.0	2004
5,856	11,898	17,754	97.8	5,852,067	100.0	3,928,351	99.1	1,923,716	101.7	2005
6,064	11,536	17,600	99.1	5,739,506	98.1	3,715,887	94.6	2,023,619	105.2	2006
5,153	10,464	15,617	88.7	5,353,648	93.3	3,433,829	92.4	1,919,819	94.9	2007
5,357	9,976	15,333	98.2	5,082,235	94.9	3,212,342	93.5	1,869,893	97.4	2008
4,234	8,338	12,572	82.0	4,609,256	90.7	2,921,085	90.9	1,688,171	90.3	2009

3. Truck figures include special-purpose vehicles (except large ones). 4. Data includes imported cars. 5. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

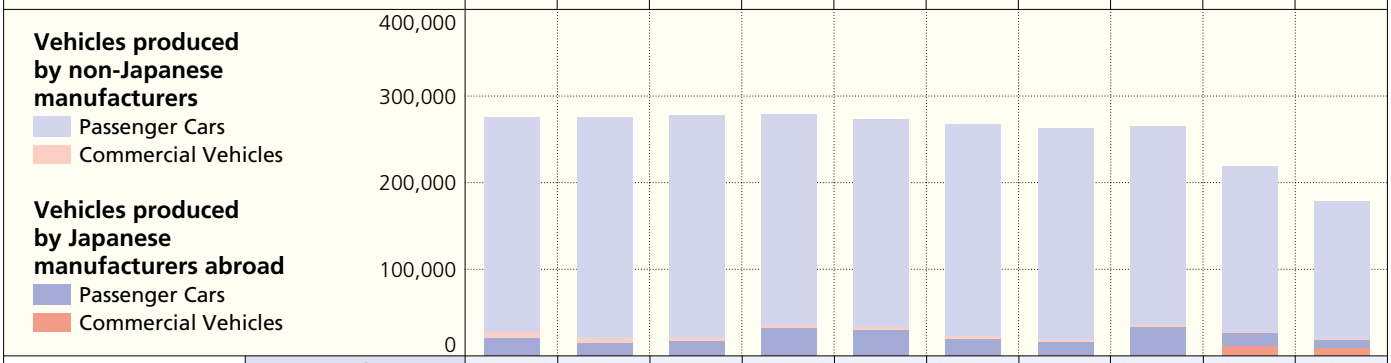
Sources: Japan Automobile Dealers Association; Japan Mini Vehicles Association

Sales of Imported Vehicles Decline for Second Straight Year

Imported vehicle sales in Japan in 2009 totalled 179,000 units, down 18.6% from the previous year. Passenger car sales plunged 18.6% to 168,000 units, and commercial vehicles (trucks and buses) fell 17.9% to 11,000 units. Sales of used imported vehicles also declined, dropping 7.0% to 494,000 units, with passenger cars decreasing 6.7% to 471,000 units, but trucks increasing 0.9% to 13,000 units.

TRENDS IN IMPORTED MOTOR VEHICLE SALES

In vehicle units



Year		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Vehicles produced by non-Japanese manufacturers	Passenger Cars	247,799	254,558	256,528	243,996	240,209	245,610	243,782	230,078	192,317	159,143
	Commercial Vehicles	7,683	6,719	4,071	3,610	3,682	3,383	2,199	1,515	1,585	1,761
	Total	255,482	261,277	260,599	247,606	243,891	248,993	245,981	231,593	193,902	160,904
Vehicles produced by Japanese manufacturers abroad	Passenger Cars	19,968	14,002	16,466	31,198	28,989	19,119	15,780	32,918	13,961	8,746
	Commercial Vehicles	2	0	0	0	0	0	513	575	11,368	8,877
	Total	19,970	14,002	16,466	31,198	28,989	19,119	16,293	33,493	25,329	17,623
Passenger Cars Total		267,767	268,560	272,994	275,194	269,198	264,729	259,562	262,996	206,278	167,889
Commercial Vehicles Total		7,685	6,719	4,071	3,610	3,682	3,383	2,712	2,090	12,953	10,638
Grand Totals		275,452	275,279	277,065	278,804	272,880	268,112	262,274	265,086	219,231	178,527
Chg. (%)		99.0	99.9	100.6	100.6	97.9	98.3	97.8	101.1	82.7	81.4

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

Source: Japan Automobile Importers Association

IMPORTED MOTOR VEHICLES (ON CUSTOMS CLEARANCE BASIS)

In vehicle units

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

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. (%)
2000	511,296	105.2	4,499	102.1	47,022	108.9	179	562,996	105.5
2001	525,571	102.8	4,682	104.1	47,290	100.6	257	577,800	102.6
2002	537,750	102.3	5,169	110.4	42,669	90.2	315	585,903	101.4
2003	555,895	103.4	6,148	118.9	38,025	89.1	308	600,376	102.5
2004	576,809	103.8	7,961	129.5	31,856	83.8	281	616,907	102.8
2005	588,397	102.0	9,468	118.9	27,269	85.6	228	625,362	101.4
2006	586,398	99.7	11,121	117.5	22,640	83.0	303	620,462	99.2
2007	543,211	92.6	12,518	112.6	17,574	77.6	204	573,507	92.4
2008	504,710	92.9	12,441	99.4	13,292	75.6	355	530,798	92.6
2009	470,986	93.3	12,547	100.9	10,083	75.9	165	493,781	93.0

Notes: 1. Passenger cars are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 74 for details. 2. "Other" includes buses, large special-purpose vehicles and small-sized three-wheeled trucks. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

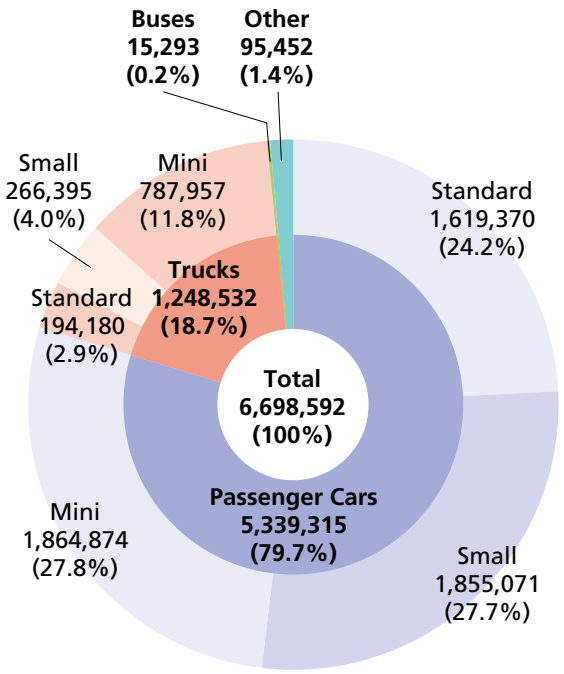
Source: Japan Automobile Importers Association

Used Vehicle Sales Show Fourth Straight Year of Decline

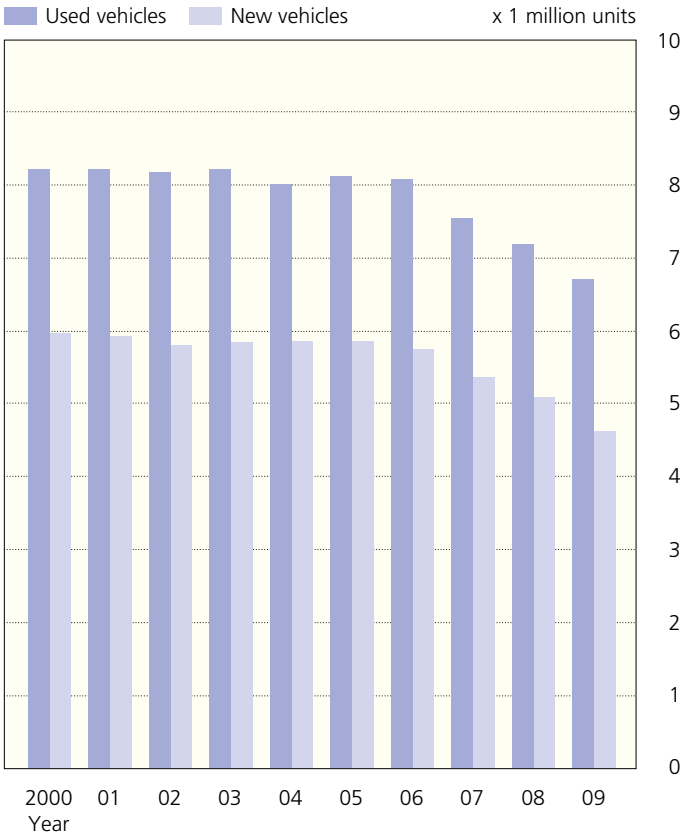
In 2009 sales of used motor vehicles decreased 6.7% from the previous year to total 6.70 million units, with used passenger car sales declining 5.8% to 5.34 million units. In this category, standard passenger cars dropped 6.3% to 1.62 million units, small cars fell 4.6% to 1.86 million units, and minicars decreased 6.5% to 1.87 million units. Meanwhile, used truck sales declined 10.1% from 2008 to 1.25 million units and used bus sales dipped 5.6% to 15,000 units.

USED VEHICLE SALES BY TYPE IN 2009

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
2001	1,830,588	2,913,775	1,552,297	6,296,660	100.9	202,981	398,804	1,110,833	1,712,618	96.0	16,466	108.5	170,179	98.1	8,195,923	99.8
2002	1,861,694	2,744,604	1,714,827	6,321,125	100.4	206,088	374,111	1,089,079	1,669,278	97.5	17,064	103.6	159,825	93.9	8,167,292	99.7
2003	1,910,017	2,640,456	1,809,840	6,360,313	100.6	220,470	379,461	1,062,660	1,662,591	99.6	17,392	101.9	154,971	97.0	8,195,267	100.3
2004	1,984,562	2,524,764	1,777,866	6,287,192	98.9	225,715	363,523	972,000	1,561,238	93.9	17,240	99.1	136,242	87.9	8,001,912	97.6
2005	2,002,563	2,460,410	1,890,154	6,353,127	101.0	240,060	368,778	980,714	1,589,552	101.8	18,871	109.5	144,910	106.4	8,106,460	101.3
2006	1,959,739	2,304,226	2,033,569	6,297,534	99.1	244,770	365,180	1,003,607	1,613,557	101.5	20,643	109.4	135,130	93.3	8,066,864	99.5
2007	1,810,596	2,105,122	2,022,866	5,938,584	94.3	220,989	302,043	935,745	1,458,777	90.4	16,418	79.5	116,317	86.1	7,530,096	93.3
2008	1,728,090	1,944,766	1,995,333	5,668,189	95.4	225,848	278,673	884,836	1,389,357	95.2	16,193	98.6	104,516	89.9	7,178,255	95.3
2009	1,619,370	1,855,071	1,864,874	5,339,315	94.2	194,180	266,395	787,957	1,248,532	89.9	15,293	94.4	95,452	91.3	6,698,592	93.3

Notes: 1. Passenger cars are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 74 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).

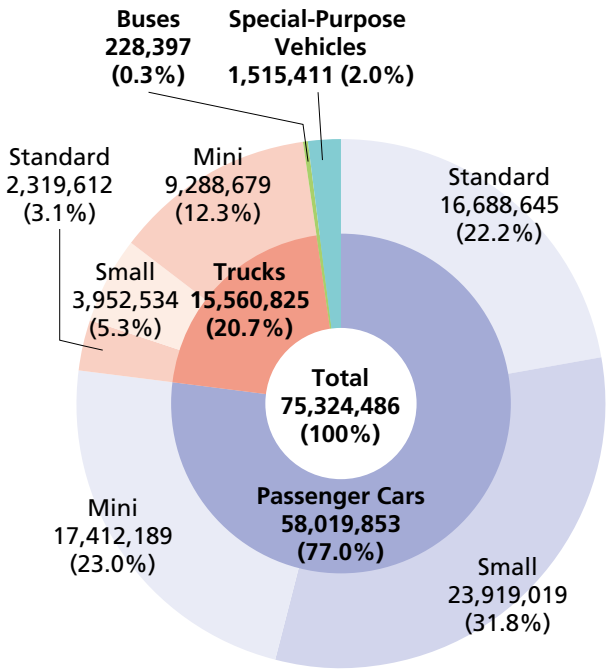
Sources: Japan Automobile Dealers Association; Japan Mini Vehicles Association

Continued Increase in Number of Passenger Cars in Use

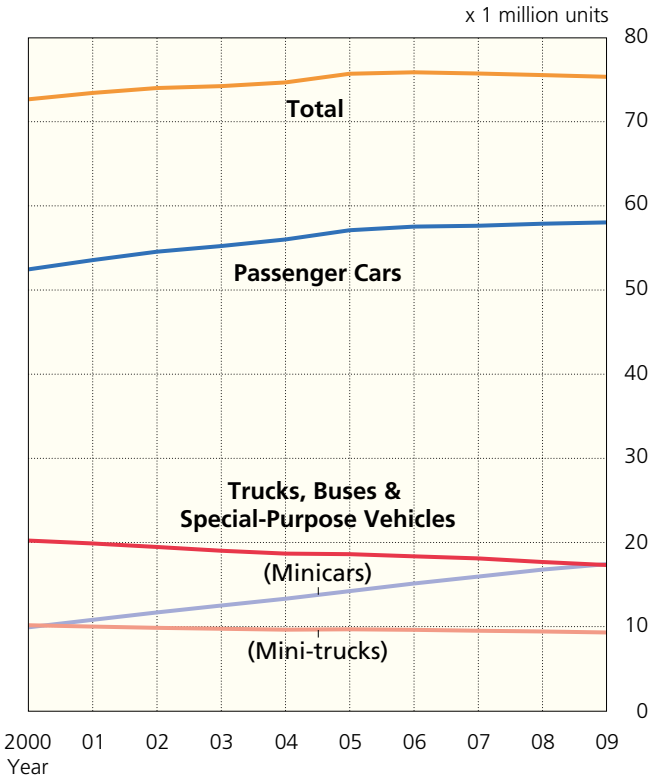
At the end of December 2009, motor vehicles in use in Japan (excluding motorcycles) totalled 75.3 million units, a 0.3% decrease from the previous year. Passenger cars in use increased 0.3% to 58.0 million units, with minicars growing 3.9% to 17.4 million units, but standard and small cars dropping 0.4% and 1.8%, to 16.7 million and 23.9 million units respectively. Meanwhile, trucks in use slipped 2.1% from 2008 to 15.6 million units and buses in use decreased 1.0% to 228,000 units. At the end of March 2009, the average service life of motor vehicles in Japan was 11.68 years for passenger cars, 13.50 years for trucks, and 15.00 years for buses.

MOTOR VEHICLES IN USE BY TYPE AT END OF 2009

In vehicle units



TRENDS IN MOTOR VEHICLES IN USE



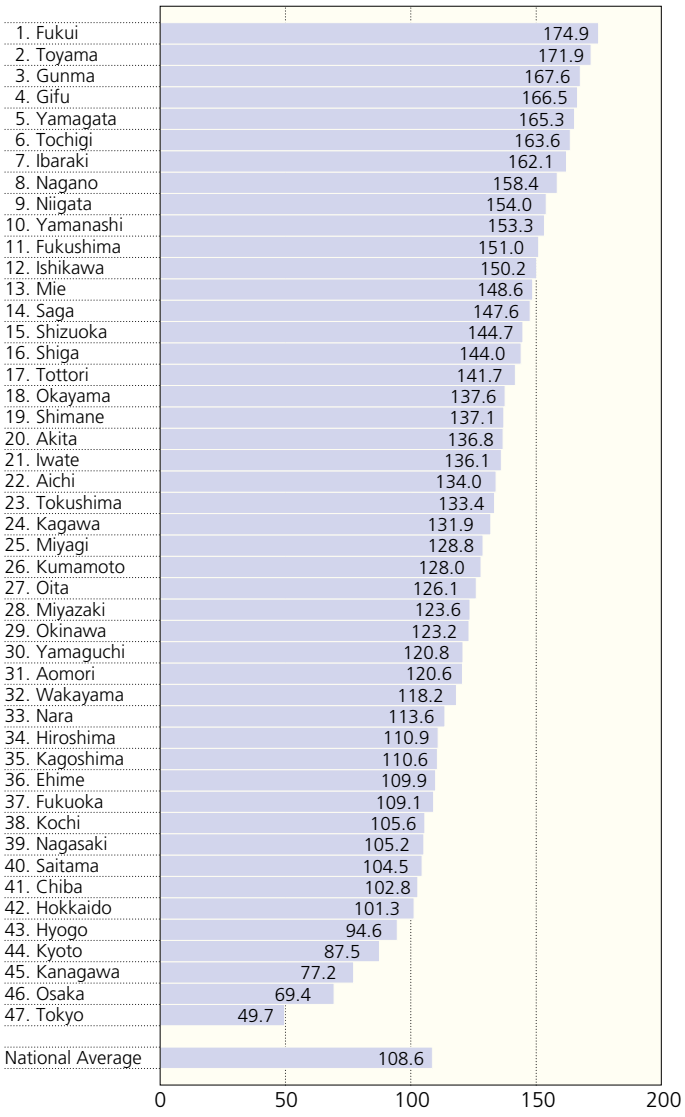
MOTOR VEHICLES IN USE (at end of every calendar year)

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

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

PRIVATE PASSENGER CARS IN USE PER 100 HOUSEHOLDS BY PREFECTURE (at March 31, 2009)

In vehicle units



Source: Automobile Inspection & Registration Information Association

PASSENGER CARS IN USE BY YEAR OF FIRST REGISTRATION

At March 31, 2009

Year of First Registration	Vehicles in Use	(%) of Total Vehicles in Use
April 2008-March 2009	2,485,329	6.09
April 2007-March 2008	2,900,598	7.11
April 2006-March 2007	2,934,507	7.19
April 2005-March 2006	3,156,504	7.74
April 2004-March 2005	3,157,848	7.74
April 2003-March 2004	3,018,204	7.40
April 2002-March 2003	3,079,164	7.55
April 2001-March 2002	2,824,891	6.92
April 2000-March 2001	2,818,791	6.91
April 1999-March 2000	2,465,924	6.04
April 1998-March 1999	2,400,717	5.88
April 1997-March 1998	2,158,363	5.29
April 1996-March 1997	2,203,475	5.40
April 1995-March 1996	1,403,175	3.44
-March 1995	3,791,755	9.30
Total Vehicles in Use	40,799,245	100.00

AVERAGE AGE BY TYPE

At March 31, 2009
In years

Year	Passenger Cars	Trucks	Buses
2000	5.84	7.14	8.28
2001	6.04	7.48	8.64
2002	6.23	7.77	8.97
2003	6.39	8.10	9.24
2004	6.58	8.17	9.33
2005	6.77	8.36	9.53
2006	6.90	8.50	9.61
2007	7.09	8.68	9.80
2008	7.23	8.98	10.02
2009	7.48	9.16	10.26

AVERAGE SERVICE LIFE BY TYPE

At March 31, 2009
In years

Year	Passenger Cars	Trucks	Buses
2000	9.96	10.53	13.03
2001	10.40	10.68	13.72
2002	10.55	10.92	13.98
2003	10.77	11.23	14.41
2004	10.97	11.84	14.48
2005	10.93	11.72	15.34
2006	11.10	11.47	15.02
2007	11.66	11.92	14.83
2008	11.67	11.72	15.62
2009	11.68	13.50	15.00

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

Source: Automobile Inspection & Registration Information Association

In vehicle units

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

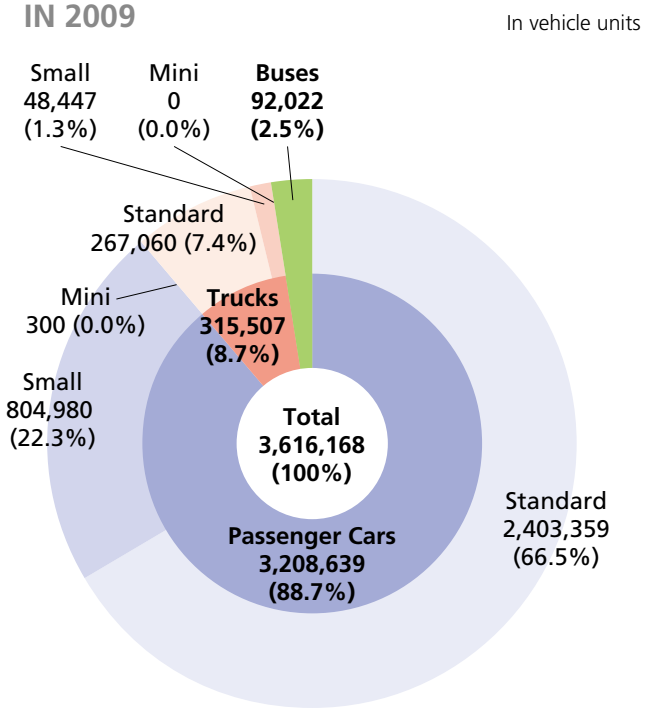
snowmobiles, etc., that are identified as special-purpose vehicles by special registration numbers. 2. "Chg. (%)" means change from the previous year (with the previous year's result indexed at

Source: Ministry of Land, Infrastructure, Transport and Tourism

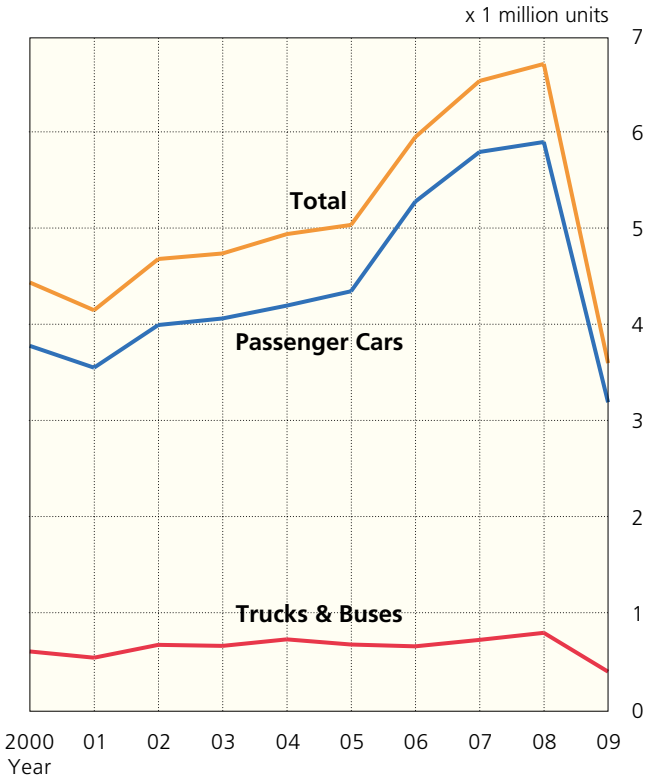
Motor Vehicle Exports Drop for First Time in 8 Years

Exports of motor vehicles in 2009 plunged 46.2% from the previous year to 3.62 million units, marking the first decline in eight years. Passenger car exports fell 45.8% to 3.21 million units, truck exports plummeted 52.1% to 316,000 units, and bus exports dropped 40.0% to 92,000 units. The total value of automotive exports fell 39.8% to US$ 97.0 billion, with the value of automobile exports declining 45.6% to US$ 69.4 billion and the value of auto parts exports decreasing 17.7% to US$ 27.5 billion.

MOTOR VEHICLE EXPORTS BY TYPE IN 2009



TRENDS IN MOTOR VEHICLE EXPORTS

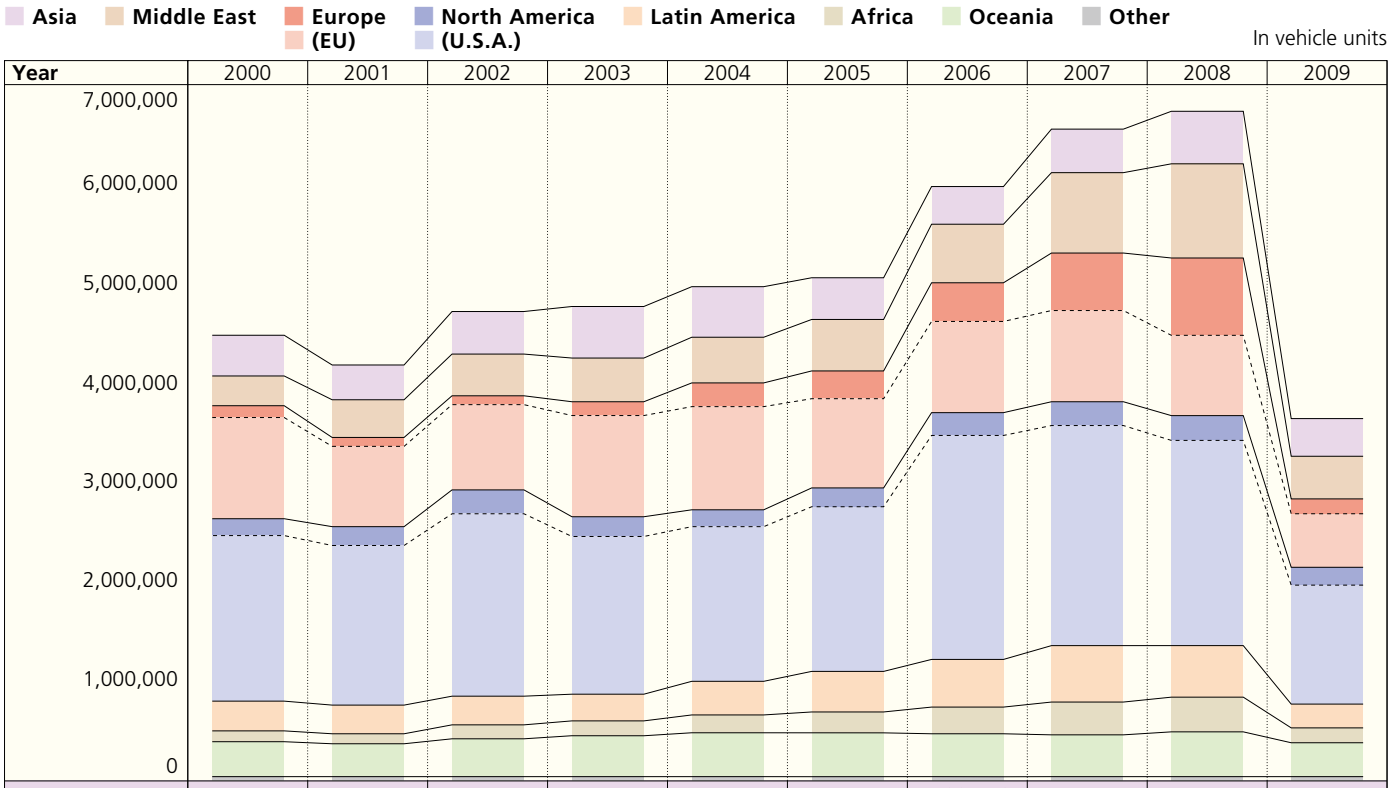


MOTOR VEHICLE EXPORTS

Year	Passenger Cars					Trucks		
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini
1970	715,450		10,136	725,586	129.5	65,170	272,549	13,892
1975	1,821,835		5,451	1,827,286	105.8	168,370	643,232	22,070
1980	345,413	3,580,623	21,124	3,947,160	127.2	332,257	1,548,251	73,177
1985	493,047	3,932,414	1,301	4,426,762	111.2	1,196,973	1,029,757	11,374
1990	1,343,967	3,138,147	16	4,482,130	101.8	944,737	364,376	8
1995	1,156,122	1,732,050	8,044	2,896,216	86.2	612,654	236,929	276
2000	2,333,263	1,462,069	520	3,795,852	101.0	530,823	86,329	718
2001	2,384,696	1,183,917	104	3,568,717	94.0	486,458	66,376	57
2002	2,783,405	1,228,525	443	4,012,373	112.4	567,313	70,218	62
2003	2,856,312	1,222,433	1,753	4,080,498	101.7	553,406	76,787	61
2004	2,995,259	1,217,013	1,755	4,214,027	103.3	591,233	96,453	109
2005	3,164,603	1,198,273	292	4,363,168	103.5	521,848	89,946	162
2006	3,845,081	1,449,608	808	5,295,497	121.4	488,632	89,201	141
2007	4,450,934	1,359,414	1,611	5,811,959	109.8	527,010	89,128	312
2008	4,379,569	1,534,975	885	5,915,429	101.8	567,596	90,581	41
2009	2,403,359	804,980	300	3,208,639	54.2	267,060	48,447	0

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

MOTOR VEHICLE EXPORT TRENDS (BY REGION OF DESTINATION)



In vehicle units

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Asia	410,590	351,227	426,692	524,093	510,939	420,067	381,561	440,920	525,081	378,840
Middle East	295,176	381,965	419,274	439,587	457,406	519,594	590,341	811,887	952,749	428,042
Europe	1,136,083	895,415	949,699	1,159,706	1,275,229	1,178,197	1,305,861	1,497,800	1,589,054	685,026
(EU)	1,017,801	810,087	864,794	1,019,058	1,036,127	895,728	921,837	919,421	812,163	542,215
North America	1,836,941	1,795,816	2,076,298	1,786,387	1,726,465	1,854,438	2,488,373	2,455,099	2,318,254	1,379,150
(U.S.A.)	1,669,047	1,606,998	1,841,637	1,594,157	1,559,607	1,662,939	2,261,552	2,215,452	2,068,062	1,202,732
Latin America	298,801	293,556	287,165	272,297	344,844	413,259	479,324	569,945	517,900	244,196
Africa	110,218	98,524	144,979	146,269	182,451	209,548	269,956	330,744	351,762	145,131
Oceania	357,739	341,808	385,455	418,202	448,671	447,922	441,912	434,268	460,561	347,394
Other	9,337	7,778	9,166	9,802	11,658	10,036	9,344	9,277	11,730	8,389
Total	4,454,885	4,166,089	4,698,728	4,756,343	4,957,663	5,053,061	5,966,672	6,549,940	6,727,091	3,616,168
Chg. (%)	101.0	93.5	112.8	101.2	104.2	101.9	118.1	109.8	102.7	53.8

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

In vehicle units

Buses						Total		Year
Subtotal	Chg. (%)	Large	Small	Subtotal	Chg. (%)		Chg. (%)	
351,611	120.9	4,520	5,059	9,579	141.6	1,086,776	126.7	1970
833,672	95.3	6,407	10,247	16,654	104.3	2,677,612	102.3	1975
1,953,685	137.2	7,616	58,500	66,116	179.4	5,966,961	130.8	1980
2,238,104	108.0	6,249	59,357	65,606	116.7	6,730,472	110.2	1985
1,309,121	90.6	6,066	33,895	39,961	113.7	5,831,212	99.1	1990
849,859	82.8	8,028	36,706	44,734	60.8	3,790,809	85.0	1995
617,870	100.8	7,131	34,032	41,163	107.3	4,454,885	101.0	2000
552,891	89.5	9,593	34,888	44,481	108.1	4,166,089	93.5	2001
637,593	115.3	9,346	39,416	48,762	109.6	4,698,728	112.8	2002
630,254	98.8	8,300	37,291	45,591	93.5	4,756,343	101.2	2003
687,795	109.1	11,692	44,149	55,841	122.5	4,957,663	104.2	2004
611,956	89.0	9,957	67,980	77,937	139.6	5,053,061	101.9	2005
577,974	94.4	11,567	81,634	93,201	119.6	5,966,672	118.1	2006
616,450	106.7	13,887	107,644	121,531	130.4	6,549,940	109.8	2007
658,218	106.8	17,574	135,870	153,444	126.3	6,727,091	102.7	2008
315,507	47.9	11,106	80,916	92,022	60.0	3,616,168	53.8	2009

under); see page 74 for details. Vehicle type classification in this table differs somewhat from that used in Ministry of Finance export data. 2. Figures represent ex-factory export shipments of motor vehicles
4. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

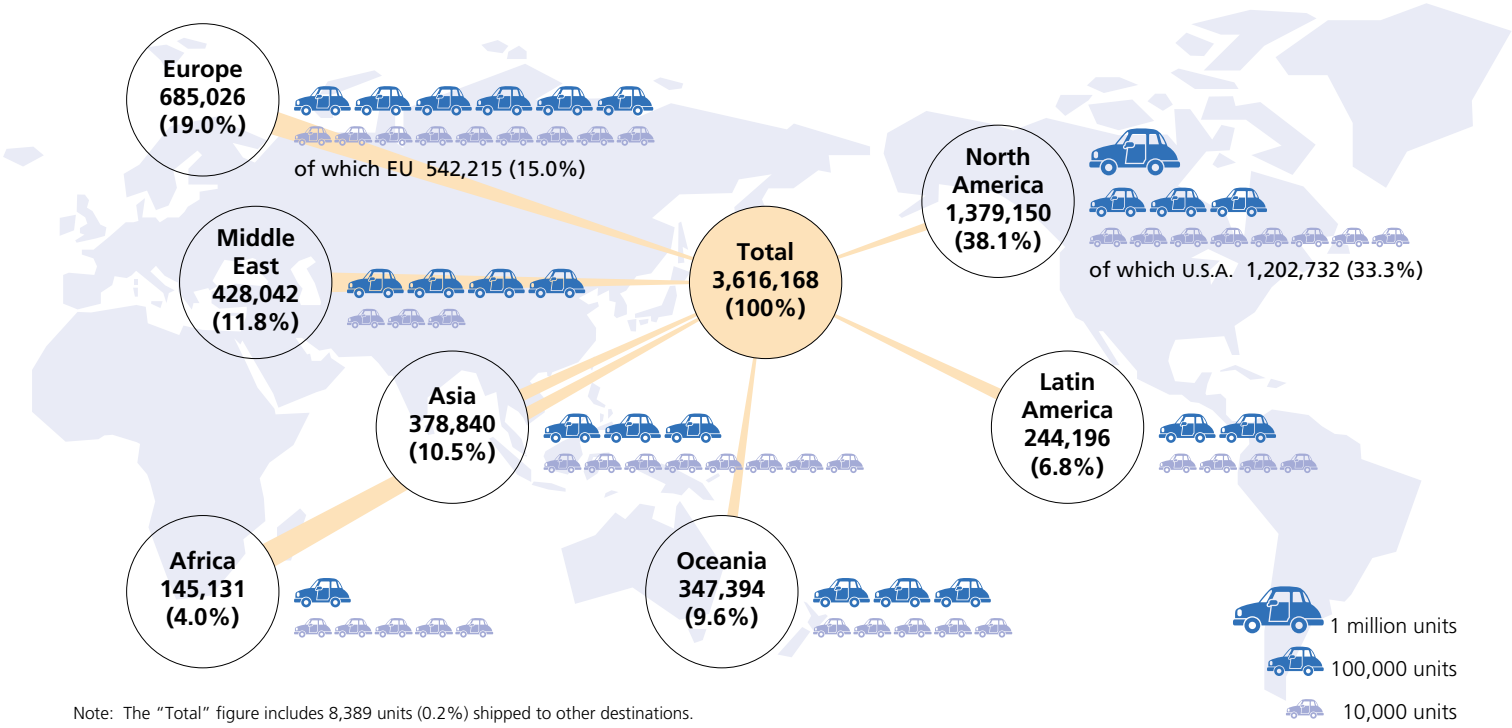
Source: Japan Automobile Manufacturers Association

A Drop in Motor Vehicle Exports Worldwide

In 2009 motor vehicle exports to every destination declined. Compared to the previous year, they fell 58.7% to Africa, 56.9% to Europe, 55.1% to the Middle East, 52.8% to Latin America, 40.5% to North America, 27.9% to Asia, and 24.6% to Oceania.

MOTOR VEHICLE EXPORTS BY DESTINATION IN 2009

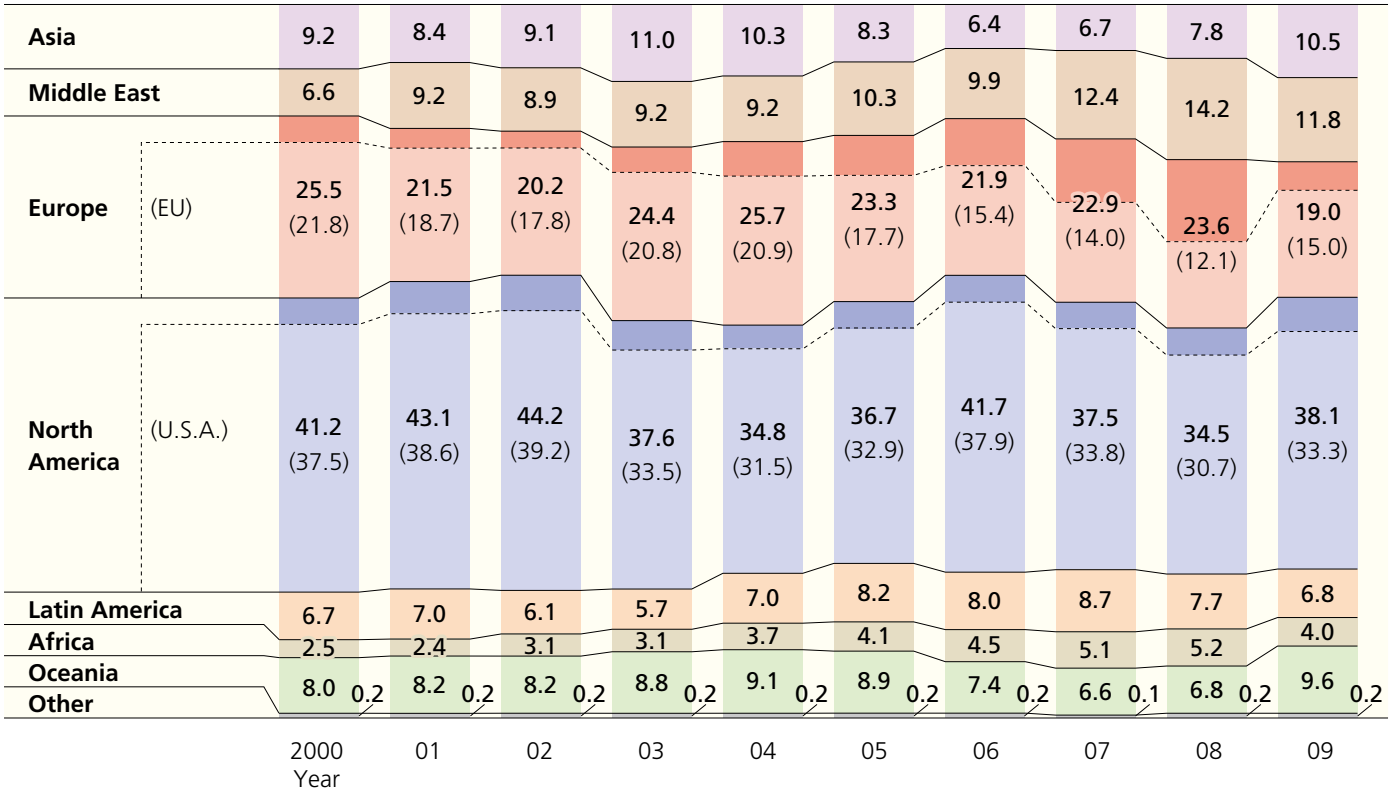
In vehicle units



Note: The "Total" figure includes 8,389 units (0.2%) shipped to other destinations.

MOTOR VEHICLE EXPORT TRENDS (BY REGION OF DESTINATION)

In %



MOTOR VEHICLE EXPORTS BY DESTINATION IN 2009

In vehicle units

Destination		Passenger Cars				Trucks				Buses			Total
		Standard	Small	Mini	Subtotal	Standard	Small	Mini	Subtotal	Large	Small	Subtotal	
Asia	China	140,631	2,357	0	142,988	6,620	0	0	6,620	0	977	977	150,585
	Taiwan	23,943	2,985	0	26,928	3,274	696	0	3,970	1,275	227	1,502	32,400
	Thailand	4,994	1	0	4,995	13,975	324	0	14,299	52	11,872	11,924	31,218
	Singapore	12,525	4,278	25	16,828	2,877	710	0	3,587	60	284	344	20,759
	Malaysia	5,315	8,766	0	14,081	12,269	8,696	0	20,965	490	3,251	3,741	38,787
	Philippines	9,139	1,747	0	10,886	1,704	416	0	2,120	402	4,499	4,901	17,907
	Indonesia	8,180	4,869	22	13,071	13,049	0	0	13,049	738	21	759	26,879
	Pakistan	77	4,922	0	4,999	2,921	12	0	2,933	348	661	1,009	8,941
	Other	29,656	6,252	201	36,109	8,476	5,073	0	13,549	359	1,347	1,706	51,364
	Subtotal	234,460	36,177	248	270,885	65,165	15,927	0	81,092	3,724	23,139	26,863	378,840
Middle East	Iran	13,211	50	0	13,261	9,332	0	0	9,332	0	0	0	22,593
	Saudi Arabia	45,897	55,610	0	101,507	25,897	1,865	0	27,762	578	5,011	5,589	134,858
	Kuwait	16,097	5,819	0	21,916	2,117	435	0	2,552	512	1,237	1,749	26,217
	Oman	33,619	8,563	0	42,182	15,888	933	0	16,821	565	6,235	6,800	65,803
	Israel	31,722	15,572	0	47,294	629	0	0	629	0	0	0	47,923
	United Arab Emirates	25,653	18,376	0	44,029	4,389	7,468	0	11,857	380	4,658	5,038	60,924
	Qatar	10,366	3,455	0	13,821	1,538	768	0	2,306	84	1,080	1,164	17,291
	Other	15,676	23,647	0	39,323	8,750	676	0	9,426	870	2,814	3,684	52,433
	Subtotal	192,241	131,092	0	323,333	68,540	12,145	0	80,685	2,989	21,035	24,024	428,042
Europe	Sweden	11,599	2,042	1	13,642	105	0	0	105	0	0	0	13,747
	Denmark	3,375	2,523	0	5,898	63	0	0	63	0	0	0	5,961
	UK	56,808	44,611	25	101,444	521	245	0	766	0	0	0	102,210
	Netherlands	24,084	5,764	0	29,848	241	0	0	241	0	0	0	30,089
	Belgium	8,829	5,296	0	14,125	226	323	0	549	0	0	0	14,674
	France	41,595	17,250	12	58,857	189	832	0	1,021	0	0	0	59,878
EU	Germany	69,039	52,601	4	121,644	746	331	0	1,077	0	0	0	122,721
EU	Spain	24,111	6,791	1	30,903	202	644	0	846	0	0	0	31,749
	Italy	31,522	40,720	0	72,242	1,309	339	0	1,648	0	0	0	73,890
	Finland	4,848	831	0	5,679	684	6	0	690	0	0	0	6,369
	Poland	13,808	1,153	0	14,961	21	0	0	21	0	0	0	14,982
	Austria	15,300	7,319	0	22,619	230	0	0	230	0	44	44	22,893
	Greece	9,835	7,329	0	17,164	198	0	0	198	0	0	0	17,362
	Other	15,776	7,595	0	23,371	2,209	110	0	2,319	0	0	0	25,690
	Subtotal	330,529	201,825	43	532,397	6,944	2,830	0	9,774	0	44	44	542,215
	Norway	13,714	1,648	0	15,362	1,447	0	0	1,447	0	0	0	16,809
	Switzerland	18,012	14,100	0	32,112	885	0	0	885	0	0	0	32,997
	Russia	53,869	13,403	0	67,272	1,034	1	0	1,035	0	20	20	68,327
	Turkey	4,060	8,993	0	13,053	874	124	0	998	0	0	0	14,051
	Ukraine	4,287	3,500	0	7,787	372	0	0	372	0	0	0	8,159
	Other	1,749	716	0	2,465	3	0	0	3	0	0	0	2,468
	Subtotal	426,220	244,185	43	670,448	11,559	2,955	0	14,514	0	64	64	685,026
North America	Canada	147,510	27,700	4	175,214	1,204	0	0	1,204	0	0	0	176,418
	U.S.A.	1,020,600	171,541	5	1,192,146	9,047	1,539	0	10,586	0	0	0	1,202,732
	Subtotal	1,168,110	199,241	9	1,367,360	10,251	1,539	0	11,790	0	0	0	1,379,150
Latin America	Mexico	38,679	7,534	0	46,213	11,063	373	0	11,436	0	2,341	2,341	59,990
	Puerto Rico	22,157	8,346	0	30,503	10	0	0	10	0	0	0	30,513
	Colombia	5,505	3,848	0	9,353	9,677	622	0	10,299	514	27	541	20,193
	Venezuela	104	2,190	0	2,294	3,712	234	0	3,946	240	0	240	6,480
	Ecuador	16,537	3,816	0	20,353	1,903	400	0	2,303	0	89	89	22,745
	Chile	21,430	10,776	0	32,206	3,837	394	0	4,231	0	107	107	36,544
	Other	30,254	20,260	0	50,514	10,133	2,110	0	12,243	553	4,421	4,974	67,731
	Subtotal	134,666	56,770	0	191,436	40,335	4,133	0	44,468	1,307	6,985	8,292	244,196
Africa	Algeria	2,902	6,255	0	9,157	6,599	209	0	6,808	1,653	717	2,370	18,335
	Egypt	2,366	8,454	0	10,820	6,325	6,514	0	12,839	151	3,628	3,779	27,438
	Nigeria	2,760	432	0	3,192	476	39	0	515	526	4,570	5,096	8,803
	South Africa	13,318	14,934	0	28,252	8,845	380	0	9,225	0	10,239	10,239	47,716
	Other	13,526	9,291	0	22,817	12,820	2,689	0	15,509	646	3,867	4,513	42,839
	Subtotal	34,872	39,366	0	74,238	35,065	9,831	0	44,896	2,976	23,021	25,997	145,131
Oceania	Australia	194,854	85,893	0	280,747	28,724	1,567	0	30,291	62	2,745	2,807	313,845
	New Zealand	10,593	10,816	0	21,409	2,451	210	0	2,661	0	132	132	24,202
	Other	3,456	1,357	0	4,813	2,531	139	0	2,670	32	1,832	1,864	9,347
	Subtotal	208,903	98,066	0	306,969	33,706	1,916	0	35,622	94	4,709	4,803	347,394
Other		3,887	83	0	3,970	2,439	1	0	2,440	16	1,963	1,979	8,389
Grand Totals		2,403,359	804,980	300	3,208,639	267,060	48,447	0	315,507	11,106	80,916	92,022	3,616,168

Note: Passenger cars are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 74 for details.

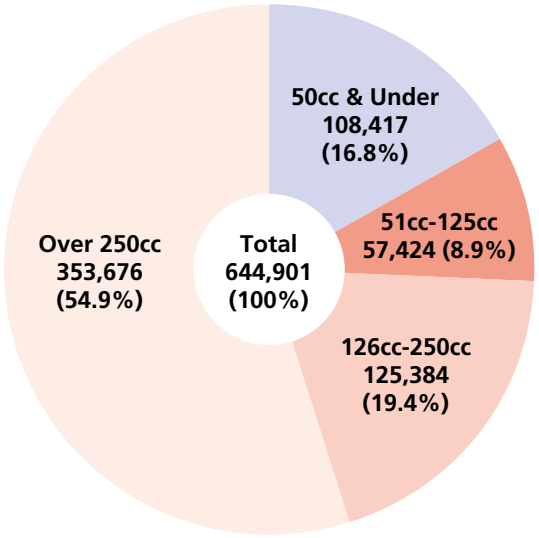
Source: Japan Automobile Manufacturers Association

Motorcycle Production Falls for Fourth Consecutive Year

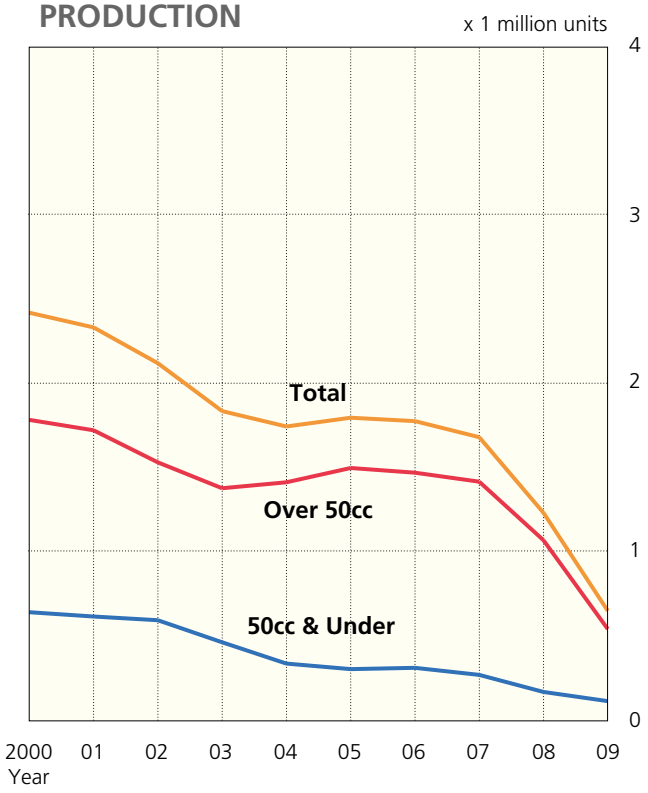
Overall domestic motorcycle production in 2009 decreased 47.4% from the previous year to 645,000 units. While Class 1 motor-driven cycles (50cc and under) declined 33.5% to 108,000 units, the combined total for larger motorcycles (all those over 50cc) plunged 49.6% to 536,000 units, with Class 2 motor-driven cycles (51cc to 125cc), mini-sized motorcycles (126cc to 250cc) and small-sized motorcycles (over 250cc) dropping 55.3% to 57,000 units, 35.0% to 125,000 units, and 52.4% to 354,000 units respectively.

MOTORCYCLE PRODUCTION BY ENGINE CAPACITY IN 2009

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
2001	610,993	598,551	260,269	858,227	1,717,047	2,328,040	96.4
2002	588,956	543,294	241,356	741,882	1,526,532	2,115,488	90.9
2003	458,072	376,800	235,499	760,534	1,372,833	1,830,905	86.5
2004	331,449	304,622	271,126	832,387	1,408,135	1,739,584	95.0
2005	298,549	260,343	279,274	953,419	1,493,036	1,791,585	103.0
2006	306,246	149,868	276,043	1,039,229	1,465,140	1,771,386	98.9
2007	264,336	178,827	269,689	963,245	1,411,761	1,676,097	94.6
2008	162,928	128,381	192,863	742,667	1,063,911	1,226,839	73.2
2009	108,417	57,424	125,384	353,676	536,484	644,901	52.6

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

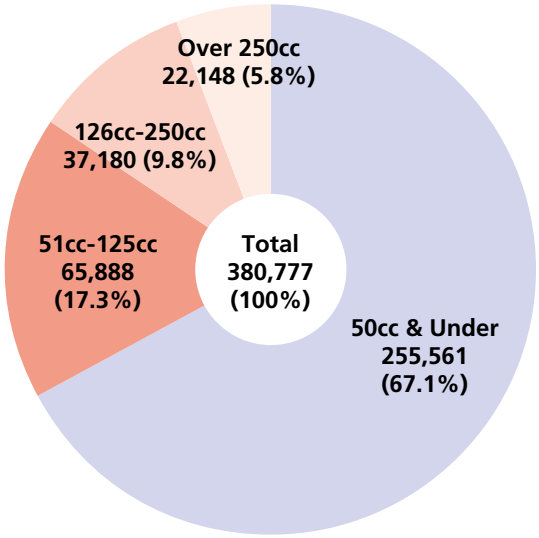
Source: Japan Automobile Manufacturers Association

Motorcycle Sales Decline for Fourth Straight Year

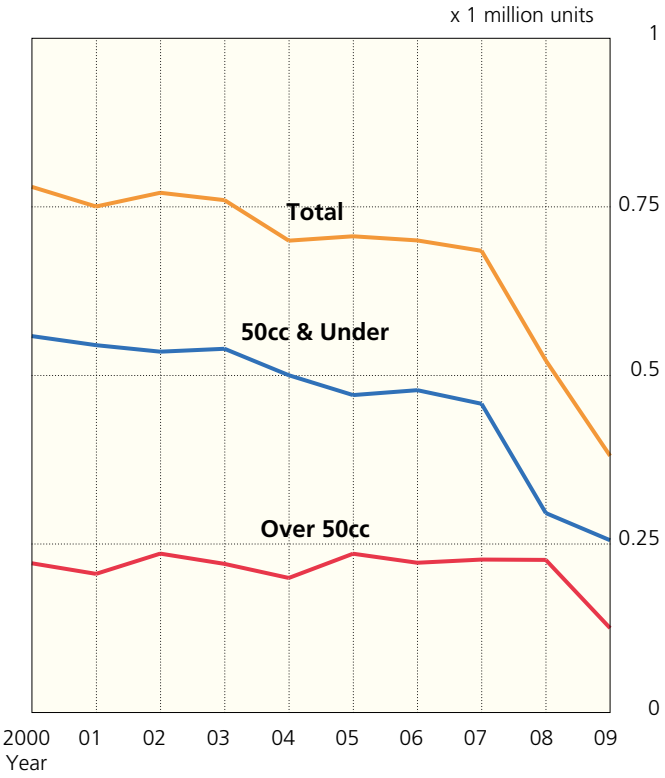
Domestic motorcycle sales in 2009 dropped 27.1% from 2008 to 381,000 units. While sales of Class 1 motor-driven cycles (50cc and under) decreased 13.6% to 256,000 units, sales of Class 2 motor-driven cycles (51cc to 125cc), mini-sized motorcycles (126cc to 250cc) and small-sized motorcycles (over 250cc) plummeted 45.5% to 66,000 units, 33.2% to 37,000 units, and 55.5% to 22,000 units respectively. Overall sales of motorcycles with engine capacity over 50cc thus totalled 125,000 units, a plunge of 44.7% from 2008.

MOTORCYCLE SALES BY ENGINE CAPACITY IN 2009

In vehicle units



TRENDS IN MOTORCYCLE SALES



MOTORCYCLE SALES (SHIPMENTS TO DOMESTIC DEALERS)

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	598,165	461,570	61,608	69,586	592,764	1,190,929	98.0
1975	778,117	307,276	15,882	28,018	351,176	1,129,293	100.6
1980	1,978,426	200,238	88,188	103,184	391,610	2,370,036	122.7
1985	1,646,115	130,574	173,887	145,674	450,135	2,096,250	102.6
1990	1,213,512	169,618	158,882	76,921	405,421	1,618,933	97.6
1995	884,718	138,115	98,833	91,186	328,134	1,212,852	101.6
2000	558,459	102,116	72,886	46,416	221,418	779,877	93.2
2001	544,988	78,263	79,156	48,279	205,698	750,686	96.3
2002	535,327	94,468	94,414	46,873	235,755	771,082	102.7
2003	539,610	89,906	87,881	42,724	220,511	760,121	98.6
2004	500,388	62,780	97,135	39,718	199,633	700,021	92.1
2005	470,922	88,747	99,658	47,186	235,591	706,513	100.9
2006	478,196	82,211	91,395	48,564	222,170	700,366	99.1
2007	458,023	100,720	86,081	40,120	226,921	684,944	97.8
2008	295,908	120,990	55,674	49,743	226,407	522,315	76.3
2009	255,561	65,888	37,180	22,148	125,216	380,777	72.9

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

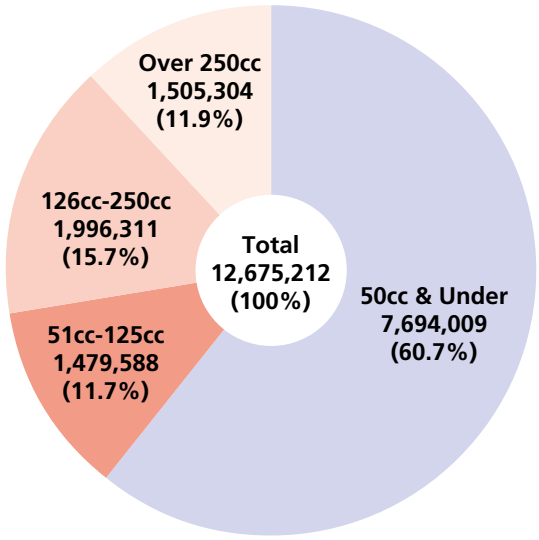
Source: Japan Automobile Manufacturers Association

Ninth Consecutive Year of Rise in Number of Motorcycles Over 50cc in Use

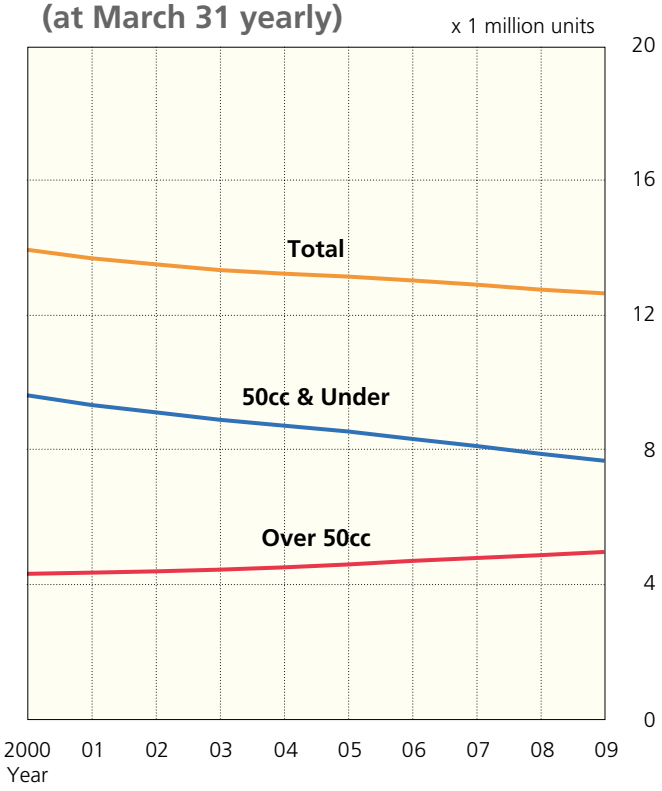
As of March 31, 2009, the number of motorcycles in use in Japan dipped to 12.68 million, down 0.9% from the previous year. By engine capacity, Class 1 motor-driven cycles, which account for 60.7% of all motorcycles in use, dropped 2.6% to 7.69 million units, whereas Class 2 motor-driven cycles in use increased 3.5% to 1.48 million units. Also, mini-sized and small-sized motorcycles in use rose 1.0% and 1.8%, to 2.00 million and 1.51 million units respectively. Thus, motorcycles over 50cc in use increased 2.0%, to a total of 4.98 million units.

MOTORCYCLES IN USE BY ENGINE CAPACITY (at March 31, 2009)

In vehicle units



TRENDS IN MOTORCYCLES IN USE (at March 31 yearly)



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
2001	9,354,554	1,344,330	1,712,597	1,308,417	4,365,344	13,719,898	98.2
2002	9,136,832	1,334,792	1,734,395	1,334,354	4,403,541	13,540,373	98.7
2003	8,915,037	1,329,410	1,772,545	1,352,199	4,454,154	13,369,191	98.7
2004	8,739,686	1,341,088	1,810,594	1,370,331	4,522,013	13,261,699	99.2
2005	8,566,613	1,353,732	1,857,439	1,397,392	4,608,563	13,175,176	99.3
2006	8,345,225	1,378,714	1,908,402	1,428,149	4,715,265	13,060,490	99.1
2007	8,134,692	1,397,085	1,950,512	1,452,893	4,800,490	12,935,182	99.0
2008	7,902,051	1,429,738	1,976,829	1,478,724	4,885,291	12,787,342	98.9
2009	7,694,009	1,479,588	1,996,311	1,505,304	4,981,203	12,675,212	99.1

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).

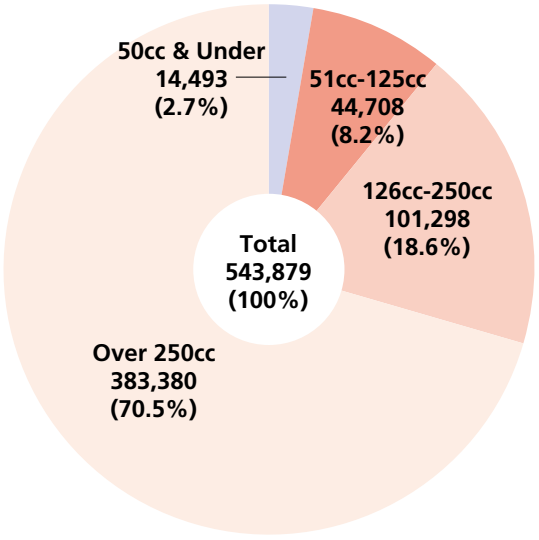
Sources: Ministry of Land, Infrastructure, Transport and Tourism; since 2006 (only for the 125cc-and-under categories), *Ministry of Internal Affairs and Communications*

Motorcycle Exports Decline for Third Straight Year

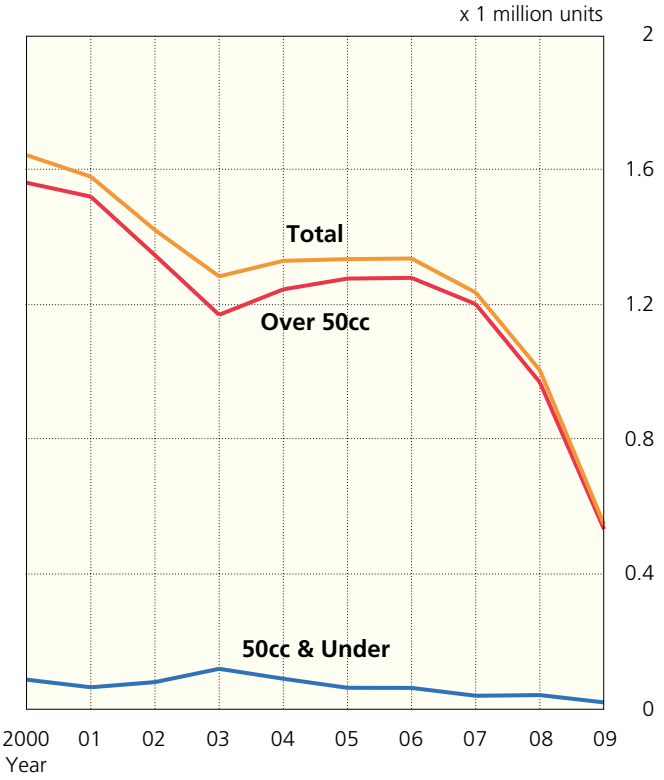
Motorcycle exports in 2009 fell 45.7% from the previous year to 544,000 units. By engine capacity, exports of Class 1 motor-driven cycles plunged 60.0% to 14,000 units and exports of Class 2 motor-driven cycles slid 53.0% to 45,000 units. Exports in the mini-sized and small-sized motorcycle categories declined 32.3% and 46.8%, to 101,000 and 383,000 units respectively. In 2009 the total value of motorcycle and motorcycle components exports dropped 39.3% from the previous year to US$ 4.4 billion, with the value of motorcycle exports falling 43.7% to US$ 3.1 billion and the value of components exports decreasing 25.7% to US$ 1.3 billion.

MOTORCYCLE EXPORTS BY ENGINE CAPACITY IN 2009

In vehicle units



TRENDS IN MOTORCYCLE EXPORTS



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	288,974	1,546,170	328,313	527,344	2,401,827	2,690,801	83.0
1980	501,027	1,907,481	548,306	972,226	3,428,013	3,929,040	144.0
1985	369,167	1,350,412	296,865	525,038	2,172,315	2,541,482	119.7
1990	147,301	507,840	117,222	411,381	1,036,443	1,183,744	107.3
1995	61,627	691,433	129,961	442,689	1,264,083	1,325,710	94.2
2000	82,038	549,040	204,591	805,508	1,559,139	1,641,177	116.1
2001	59,406	530,728	194,058	793,221	1,518,007	1,577,413	96.1
2002	74,811	462,137	149,900	731,834	1,343,871	1,418,682	89.9
2003	114,315	312,768	144,873	708,999	1,166,640	1,280,955	90.3
2004	84,832	265,245	173,037	804,030	1,242,312	1,327,144	103.6
2005	57,860	197,378	177,824	899,161	1,274,363	1,332,223	100.4
2006	57,558	124,335	183,980	968,153	1,276,468	1,334,026	100.1
2007	34,192	134,570	177,673	886,361	1,198,604	1,232,796	92.4
2008	36,234	95,114	149,530	721,309	965,953	1,002,187	81.3
2009	14,493	44,708	101,298	383,380	529,386	543,879	54.3

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

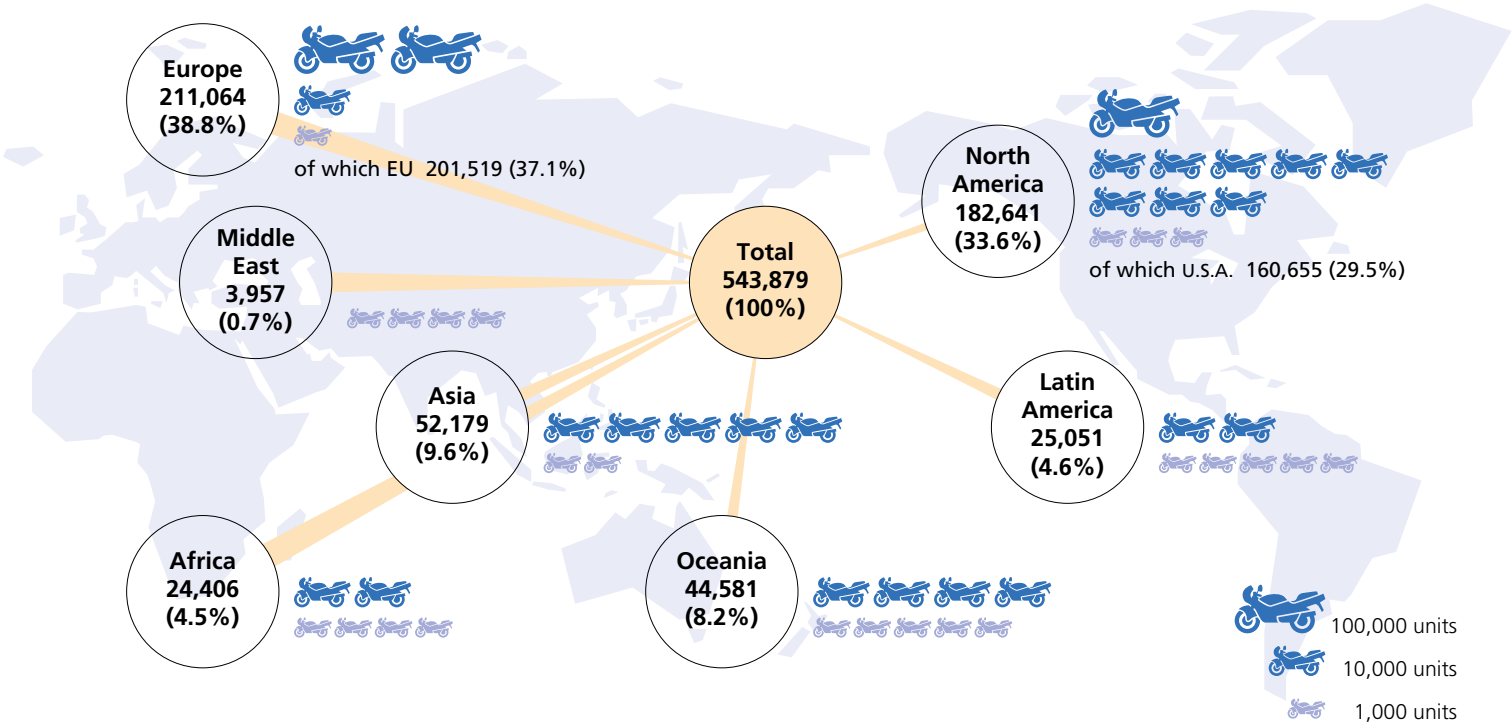
Source: Japan Automobile Manufacturers Association

A Rise in Motorcycle Exports to Asia

Whereas motorcycle exports in 2009 increased 3.8% to Asia, they declined 60.4% to Latin America, 55.4% to North America, 48.6% to the Middle East, 43.0% to Europe, 33.8% to Oceania, and 28.2 % to Africa. North America and Europe have long been Japan's major motorcycle export destinations with a combined share of that market of about 80%, which decreased to 72.4% in 2009.

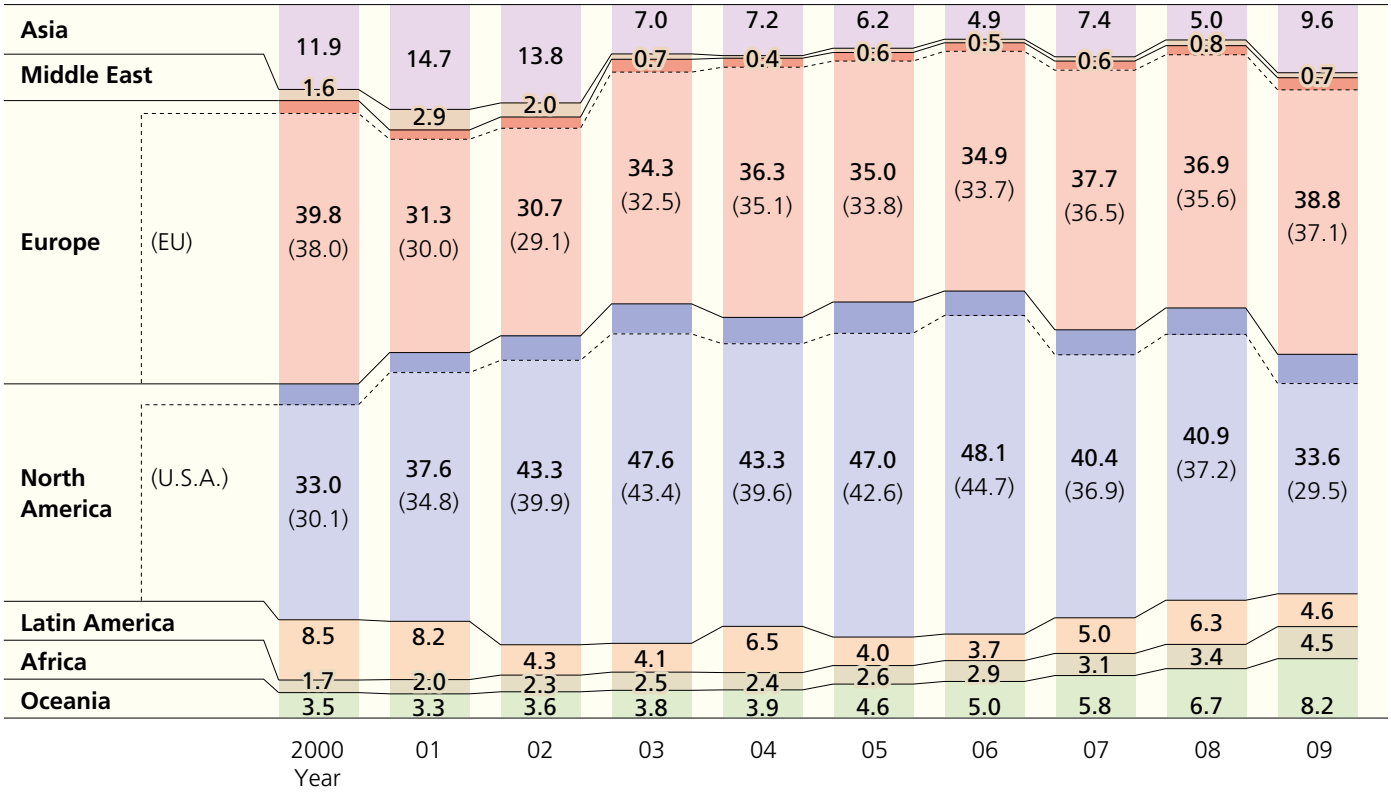
MOTORCYCLE EXPORTS BY DESTINATION IN 2009

In vehicle units



MOTORCYCLE EXPORT TRENDS (BY REGION OF DESTINATION)

In %



● MOTORCYCLE EXPORTS BY DESTINATION IN 2009

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	79	42	24	784	850	929
	Taiwan	0	1,090	0	340	1,430	1,430
	Hong Kong	345	83	317	2,610	3,010	3,355
	Singapore	0	16	63	868	947	947
	Malaysia	0	0	284	2,332	2,616	2,616
	Philippines	0	6,000	36,000	38	42,038	42,038
	Other	54	44	74	692	810	864
	Subtotal	478	7,275	36,762	7,664	51,701	52,179
Middle East	Israel	0	38	75	1,031	1,144	1,144
	United Arab Emirates	21	278	196	547	1,021	1,042
	Other	27	98	622	1,024	1,744	1,771
	Subtotal	48	414	893	2,602	3,909	3,957
Europe	**EU** Sweden	60	20	490	557	1,067	1,127
	EU Denmark	0	120	149	1,023	1,292	1,292
	EU UK	30	685	1,532	16,923	19,140	19,170
	EU Netherlands	0	1,077	2,324	33,819	37,220	37,220
	EU Belgium	0	50	76	1,548	1,674	1,674
	EU France	353	6,123	1,881	41,496	49,500	49,853
	EU Germany	645	389	2,011	28,927	31,327	31,972
	EU Portugal	5	78	30	937	1,045	1,050
	EU Spain	14	853	1,076	11,139	13,068	13,082
	EU Italy	42	211	2,398	32,917	35,526	35,568
	EU Finland	3	72	111	628	811	814
	EU Poland	10	18	168	662	848	858
	EU Hungary	26	8	245	2,379	2,632	2,658
	EU Greece	9	16	244	2,569	2,829	2,838
	EU Slovenia	3	4	18	560	582	585
	EU Czech Republic	17	10	79	936	1,025	1,042
	EU Other	9	17	145	545	707	716
	EU Subtotal	1,226	9,751	12,977	177,565	200,293	201,519
	Norway	132	0	55	305	360	492
	Switzerland	0	0	518	4,915	5,433	5,433
	Russia	24	128	65	2,386	2,579	2,603
	Croatia	9	10	5	616	631	640
	Other	0	5	44	328	377	377
	Subtotal	1,391	9,894	13,664	186,115	209,673	211,064
North America	Canada	1,075	1,153	3,145	16,613	20,911	21,986
	U.S.A.	8,344	1,479	24,230	126,602	152,311	160,655
	Subtotal	9,419	2,632	27,375	143,215	173,222	182,641
Latin America	Mexico	41	260	475	1,492	2,227	2,268
	Guatemala	0	20	566	112	698	698
	Honduras	0	2	478	29	509	509
	Panama	12	14	156	331	501	513
	Colombia	4	10	3,038	2,331	5,379	5,383
	Peru	0	210	740	122	1,072	1,072
	Chile	8	54	209	497	760	768
	Brazil	0	6	395	8,565	8,966	8,966
	Argentina	0	54	277	2,486	2,817	2,817
	Other	136	302	951	668	1,921	2,057
	Subtotal	201	932	7,285	16,633	24,850	25,051
Africa	Guinea	0	1,007	184	30	1,221	1,221
	Mali	0	630	359	0	989	989
	Niger	0	910	140	0	1,050	1,050
	Dem Rep Congo	0	1,798	20	0	1,818	1,818
	Ethiopia	0	0	1,097	0	1,097	1,097
	Kenya	0	712	698	10	1,420	1,420
	Uganda	0	1,416	60	0	1,476	1,476
	Tanzania	0	906	72	0	978	978
	Mozambique	0	1,508	100	0	1,608	1,608
	Namibia	0	1,351	0	0	1,351	1,351
	South Africa	66	2,158	914	2,552	5,624	5,690
	Other	12	3,038	1,485	1,173	5,696	5,708
	Subtotal	78	15,434	5,129	3,765	24,328	24,406
Oceania	Australia	2,565	6,784	8,598	21,415	36,797	39,362
	New Zealand	306	1,277	1,563	1,812	4,652	4,958
	Other	7	66	29	159	254	261
	Subtotal	2,878	8,127	10,190	23,386	41,703	44,581
Grand Totals		14,493	44,708	101,298	383,380	529,386	543,879

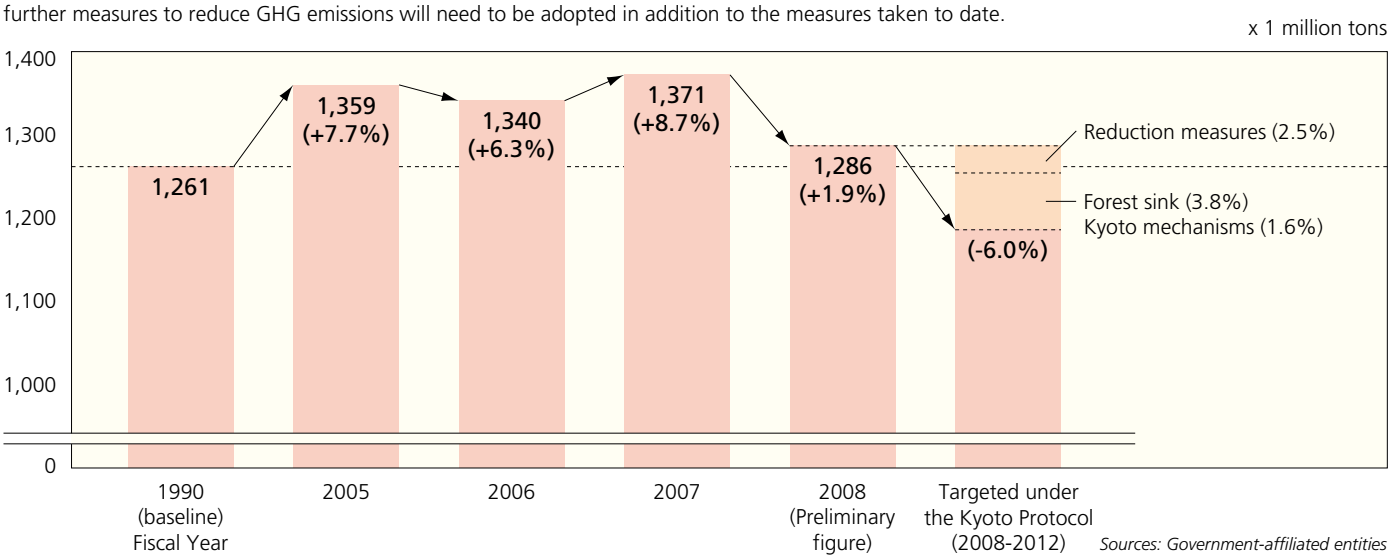
Source: Japan Automobile Manufacturers Association

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

Under the Kyoto Protocol, adopted in 1997 by most industrialized countries to reduce CO_2 and other greenhouse gas emissions and enforced in February 2005, Japan pledged to reduce its annual GHG emissions volume to 6% below the 1990 level by 2012. In April 2005, the Japanese government formulated a target achievement plan (revised in March 2008) and has since promoted diverse CO_2 reduction measures in all major sectors including the industrial, consumer, and transport sectors. In line with the national initiative, the automobile industry has been making vigorous efforts with respect to increasing vehicle fuel efficiency, developing and promoting alternative-energy and next-generation vehicles, raising public awareness of eco-friendly driving practices, and supporting the government's efforts to improve traffic flow. After peaking in 2001, CO_2 emissions in Japan's transport sector have been on a steady decline, owing largely to increased fuel efficiency in passenger cars and greater efficiency in goods distribution.

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

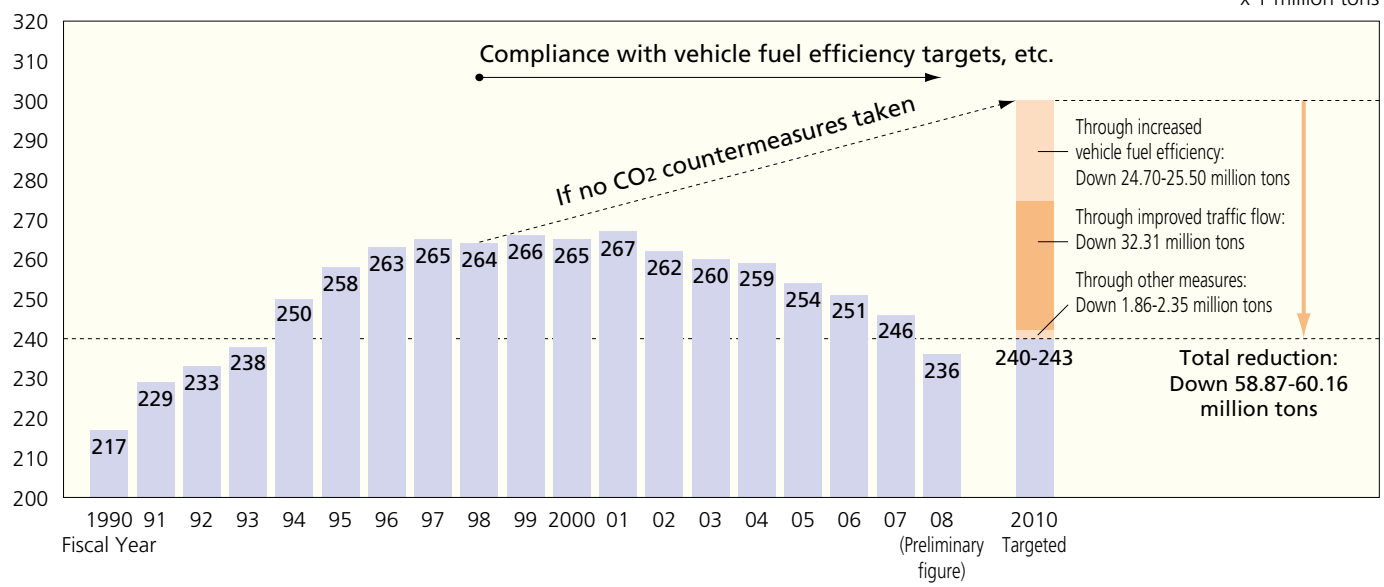
Japan's GHG emissions in 1990 totalled 1,261 million tons (in equivalent tons of CO_2). In order for Japan to meet its target under the Kyoto Protocol, it was determined that its total annual GHG emissions would have to be reduced to 1,186 million tons by 2010. In fact, however, total GHG emissions in 2008 (preliminary figure) increased 1.9% over the 1990 level, to 1,286 million tons, marking a gap of 7.9% from the target volu me. To close that gap, further measures to reduce GHG emissions will need to be adopted in addition to the measures taken to date.



Sources: Government-affiliated entities

● ACTUAL & TARGETED CO_2 EMISSION VOLUMES IN JAPAN'S TRANSPORT SECTOR

Of Japan's total CO_2 emissions, the transportation sector accounts for roughly 20%, of which 90% are auto-emitted—making CO_2 reduction in road transport a priority concern. With steadily declining CO_2 emissions since 2001, the transport sector's original target of an annual total of 250 million tons of CO_2 emissions by 2010 has been revised downward to a more challenging 240-243 million tons. JAMA believes this target is achievabl e if stakeholders throughout the sector— including automakers, fuel suppliers, government and vehicle users—make the efforts required to meet that goal.

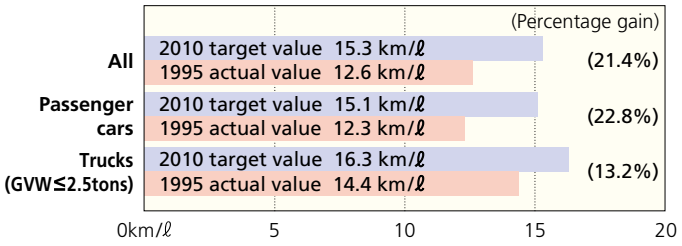


Sources: Kyoto Protocol Target Achievement Plan, *etc.*

CO_2 Emissions Reduction: Improving Vehicle Fuel Efficiency

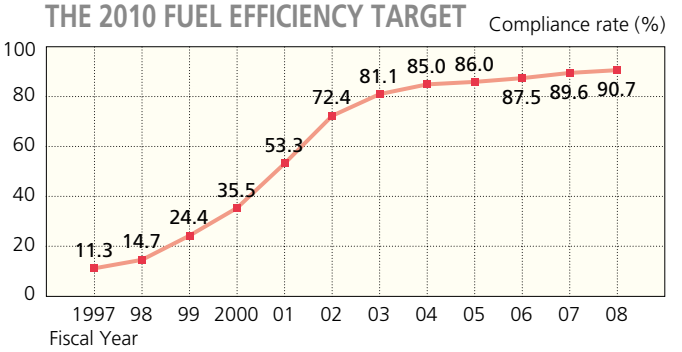
In 1998 Japan's Energy Conservation Law recommended vehicle fuel efficiency targets for fiscal year 2010, applying "top runner" criteria whereby the leading fuel efficiency performance to date (1998) for a given vehicle weight category was established as the target value. Auto manufacturers have worked hard to comply, and in 2008 the average fuel efficiency of domestic-market new gasoline-powered passenger cars reached 16.9 km/liter, largely surpassing the 2010 target of 15.1 km/liter. In 2006 fuel efficiency targets were established for heavy-duty vehicles, i.e. trucks and buses weighing more than 3.5 tons, for enforcement in 2015. Furthermore, new and stricter fuel efficiency targets, also for 2015, were introduced in 2007 for passenger cars and trucks/small buses weighing 3.5 tons or less. Japan's automakers will therefore continue to advance fuel efficiency technologies in order to meet these new targets.

2010 AVERAGE FUEL EFFICIENCY TARGETS FOR PASSENGER CARS & TRUCKS



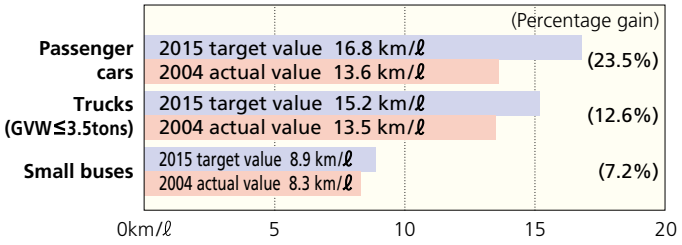
Note: Fuel efficiency here is 10·15 test cycle-measured (see page 75), and targets were established assuming the same respective shipment volume ratios by vehicle weight category for 2010 as those recorded in 1995.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

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



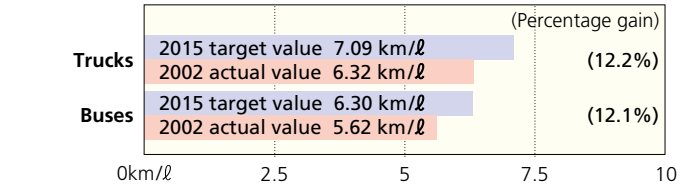
Note: Compliance rates are calculated on the basis of unit sales of new gasoline-powered passenger cars. *Source: Japan Automobile Manufacturers Association*

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



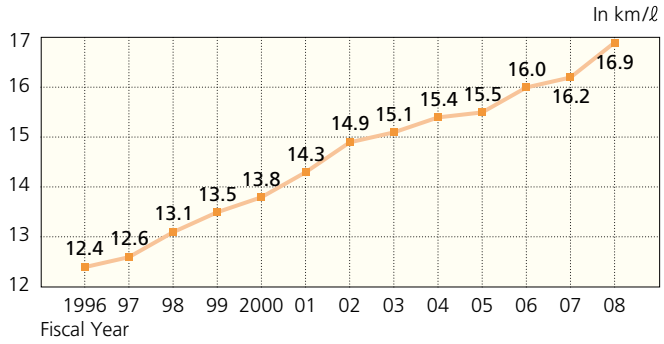
Note: Fuel efficiency here is JC08 test cycle-measured (see page 75), and targets were established assuming the same respective shipment volume ratios by vehicle weight category for 2015 as those recorded in 2004.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

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



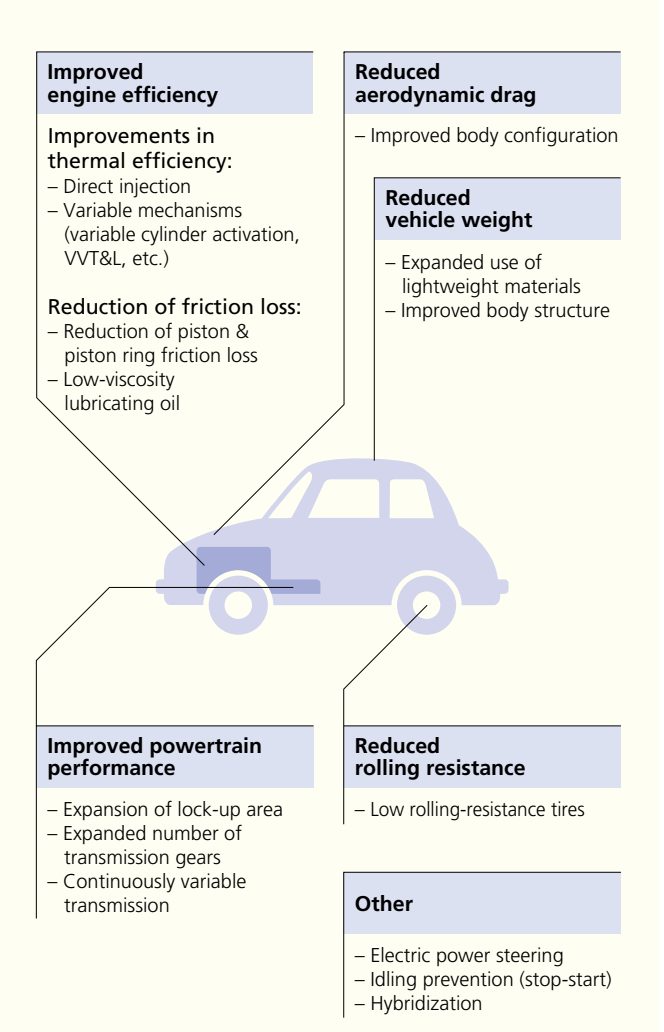
Note: Fuel efficiency here is JE05 test cycle-measured (see page 75), and targets were established assuming the same respective shipment volume ratios by vehicle weight category for 2015 as those recorded in 2002.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

AVERAGE FUEL EFFICIENCY PERFORMANCE OF GASOLINE-POWERED PASSENGER CARS



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

VEHICLE TECHNOLOGIES FOR INCREASED FUEL EFFICIENCY



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

Alternative-energy vehicles that run on power/fuels such as electricity, natural gas, and diesel-alternative LPG are becoming increasingly popular owing to their significantly reduced CO_2 and other tailpipe emissions. In 2008 nearly 610,000 alternative-energy vehicles, including hybrid vehicles, were in circulation in Japan and that number is expected to grow. The more widespread use of alternative-energy vehicles will largely depend on the automakers' resolution of a number of technological issues (for fuel cell and hydrogen vehicles, for example) and on the expansion of the fuel/energy supply infrastructure. Meanwhile, the use of more fuel-efficent and low-emission gasoline-powered vehicles continues to be actively promoted. In 2008, the combined total of domestic alternative-energy and fuel-efficient/low-emission vehicle shipments was 3.6 million units.

DOMESTIC SHIPMENTS OF ALTERNATIVE-ENERGY & FUEL-EFFICIENT/LOW-EMISSION VEHICLES (Fiscal 2008)

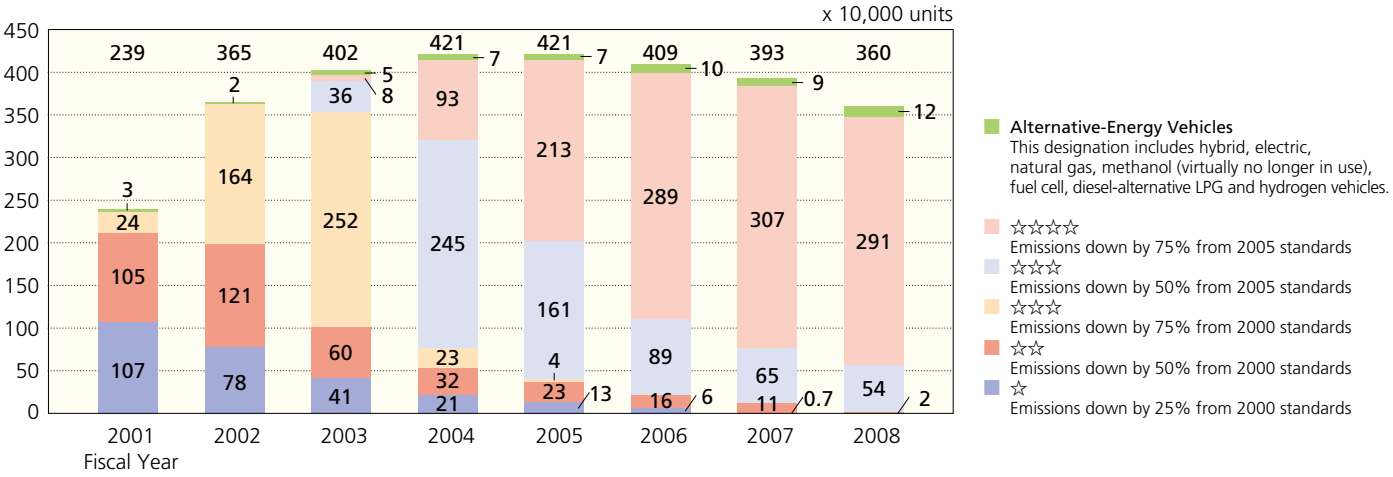
In vehicle units

		Passenger Cars		Trucks		Buses	Total	Chg. (%)
		Standard and small-sized vehicles	Mini-vehicles	Standard and small-sized vehicles	Mini-vehicles			
Fuel cell vehicles		15	0	0	0	0	15	—
Electric vehicles		0	0	0	0	0	0	—
Hybrid vehicles		117,826	0	3,063	63	149	121,101	133.8
Natural gas vehicles		0	14	1,618	714	33	2,379	109.4
Methanol vehicles		0	0	0	0	0	0	—
Subtotal		117,841	14	4,681	777	182	123,495	133.2
Vehicles certified as fuel-efficient and low-emission vehicles (see Note1)	☆☆☆☆ (1)	1,823,081	1,047,864	30,661	9,153	0	2,910,759	94.8
	☆☆☆ (2)	184,673	193,149	52,726	114,287	0	544,835	84.5
	☆☆☆ (3)	0	0	0	0	0	0	—
	☆☆ (4)	0	0	0	17,100	0	17,100	15.2
	☆ (5)	0	0	0	0	0	0	—
Subtotal		2,007,754	1,241,013	83,387	140,540	0	3,472,694	90.5
Diesel-alternative LPG vehicles		0	0	590	0	19	609	69.7
Hydrogen vehicles		0	0	0	0	0	0	—
Total		2,125,595	1,241,027	88,658	141,317	201	3,596,798	91.5

(1) ☆☆☆☆ = Emissions down by 75% from 2005 emission standards. (2) ☆☆☆ = Emissions down by 50% from 2005 emission standards. (3) ☆☆☆ = Emissions down by 75% from 2000 emission standards. (4) ☆☆ = Emissions down by 50% from 2000 emission standards. (5) ☆ = Emissions down by 25% from 2000 emission standards.
Notes: 1. Vehicles that meet or surpass 2010 fuel efficiency standards (as per Japan's Energy Conservation Law) and are certified compliant with the criteria for low-emission environmental performance certification (see starred rankings above). 2. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Source: Japan Automobile Manufacturers Association

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



TRENDS IN ALTERNATIVE-ENERGY VEHICLE USE IN JAPAN

In vehicle units

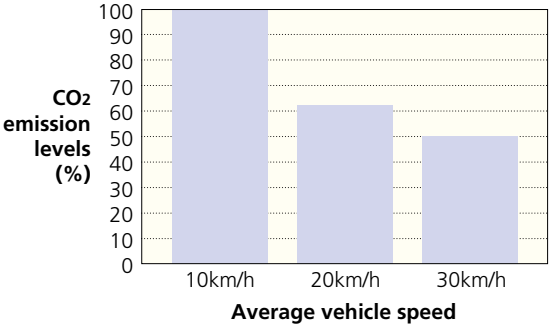
Fiscal Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Electric vehicles	2,600	3,800	4,700	5,600	7,700	8,500	9,900	9,400	9,400	8,900
Hybrid vehicles	37,400	50,400	74,600	91,200	132,500	196,800	343,600	429,300	441,300	536,500
Natural gas vehicles	5,252	7,811	12,012	16,561	20,638	24,263	27,605	31,462	34,203	37,117
Methanol vehicles	222	157	135	114	58	33	26	20	20	17
Diesel-alternative LPG vehicles	10,955	12,602	14,962	17,054	19,483	20,670	21,868	23,007	22,917	22,608
Total	56,429	74,770	106,409	130,529	180,379	250,266	402,999	493,189	507,840	605,142

Sources: Japan Automobile Research Institute; Japan Gas Association; Automobile Inspection & Registration Information Association; Organization for the Promotion of Low-Emission Vehicles

CO_2 Emissions Reduction: Improving Traffic Flow

Improved road traffic flow enables increased vehicle speed and increased fuel efficiency, which in turn contributes to CO_2 reduction. Improving traffic flow by upgrading road networks and overall infrastructure is therefore urgently required. JAMA advocates such upgrades, including efforts to mitigate congestion at intersections, as well as the early completion of the Tokyo metropolitan area's three major beltways (or ring roads) and the greater use of expressways. To help ensure steady progress in this regard, the government and other relevant public-sector players must jointly establish a data compilation/analysis and response formulation/implementation scheme to evaluate the impact of traffic flow-related measures on CO_2 reduction and to follow up accordingly. JAMA in fact conducted a quantitative assessment of the impact on CO_2 reduction of the operation of the Oji section (opened for service in December 2002) of the Tokyo Metropolitan Expressway's inner beltway. This study determined that operation of the new section enabled increased average vehicle speed on that beltway and on surrounding local roads, resulting in an estimated reduction in CO_2 emissions of 20,000 to 30,000 tons annually.

IMPACT OF VEHICLE SPEED ON CO_2 EMISSIONS



Source: Japan Automobile Research Institute

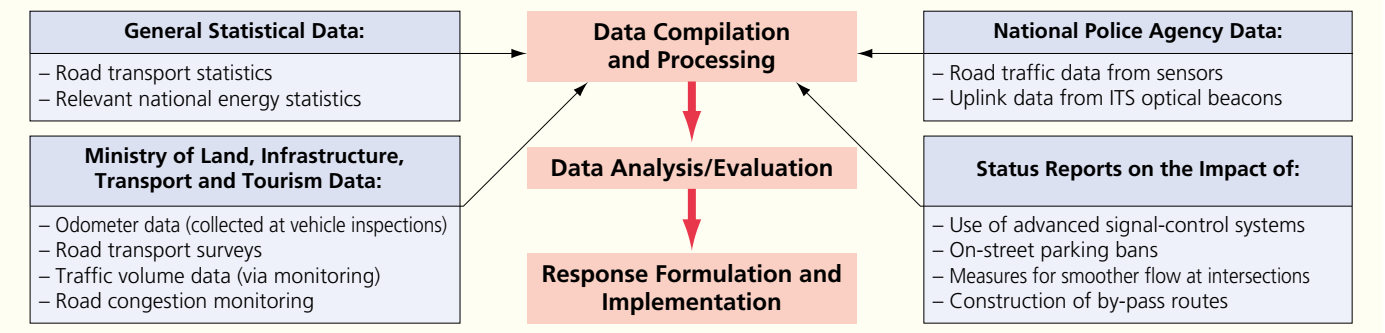
IMPACT OF THE OJI SECTION'S OPERATION ON CO_2 REDUCTION

		Before Operation	After Operation	Increase/ Decrease
Average vehicle speed in km/h	Tokyo Metropolitan Expressway	56.0	56.2	0.2
	Local roads	22.5	22.8	0.3
CO_2 emissions volume x 10,000 tons/year	Tokyo Metropolitan Expressway	173	178	5
	Local roads	356	349	-7
	Total	529	527	-2

Note: Vehicle speed and CO_2 emissions were calculated on the basis of three established models, including that of the Japan Automobile Research Institute. The estimated annual CO_2 reduction volume varies between 20,000 and 30,000 tons depending on the model used.

Source: Japan Automobile Manufacturers Association

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

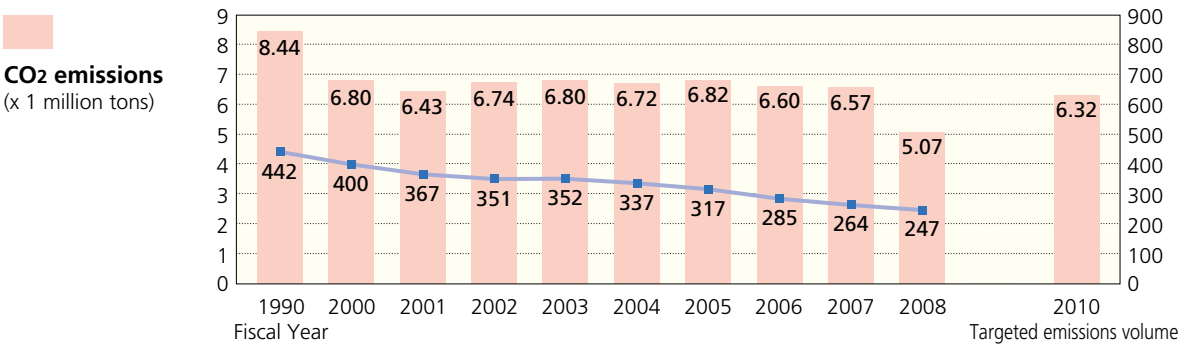


Source: Japan Automobile Manufacturers Association

CO_2 Reductions at Production Plants

In line with an environmental action plan formulated by JAMA in 1996, Japan's automobile manufacturers have implemented multiple energy-conservation measures at their production facilities. The original target of a 10% slash in plant CO_2 emissions by 2010 compared to the 1990 level was revised in 2007 and 2008 (to cuts of 12.5% and 22%, respectively), to be achieved jointly with Japan's auto-body manufacturers from 2008 on. In 2009, the joint target for 2010 was further revised to a stringent 25% reduction, down to 6.32 million tons. In 2008, however, combined plant CO_2 emissions dropped to 5.07 million tons, a 39.9% plunge from the 1990 level, attributable to the large decrease in production volumes resulting from the economic downturn that began in autumn of that year.

REDUCTIONS IN PRODUCTION PLANT-GENERATED CO_2 EMISSIONS



Source: Japan Automobile Manufacturers Association

Promoting Vehicles with Greater Fuel Efficiency and Lower Emissions

Vehicles with greater fuel efficiency help counter global warming through their reduced emission of CO_2, while vehicles with reduced tailpipe emissions help improve air quality. The Japanese government has established one certification system for gasoline and diesel vehicles as well as heavy-duty trucks and buses with advanced fuel efficiency; another certification system for gasoline and diesel (including heavy-duty) vehicles whose emissions performance is superior to current regulatory levels for carbon monoxide (CO), nitrogen oxides (NOx), and particulate matter (PM); and a third certification system for trucks and buses that comply with 2009 or 2005 emission (including NOx and PM) standards or with the "long-term" or "new short-term" regulatory standards (see page 30). To boost widespread public awareness of vehicles with advanced fuel efficiency and/or low emissions, such vehicles are identified with appropriately coded stickers (see below; sticker affixation is optional only when emissions performance is under the four-star rating).

ADVANCED FUEL EFFICIENCY CERTIFICATION

For Gasoline and LPG Vehicles

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

For Diesel Vehicles

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

For Trucks and Buses with GVW>2.5 tons

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

ENVIRONMENTAL PERFORMANCE CERTIFICATION FOR VEHICLES WITH LOW EMISSIONS

Rating/Performance Level		Vehicle Sticker
★★★★	Emissions down by 75% from 2005 standards	
★	Heavy-duty diesel vehicles compliant with, and with NOx and PM emissions down by 10% from, 2005 standards	
☆	Heavy-duty diesel vehicles compliant with, and with NOx emissions down by 10% from, 2005 standards	
☆	Heavy-duty diesel vehicles compliant with, and with PM emissions down by 10% from, 2005 standards	

LOW NOx & PM EMISSIONS CERTIFICATION FOR TRUCKS AND BUSES

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

Vehicle Exhaust Emissions: New Regulations Enforced in 2009

Japan's vehicle exhaust emissions regulations have always been among the most stringent in the world, and its automakers have worked very hard to develop the advanced technologies required to comply with them. As a result, NOx and other atmospheric pollutant levels have been on a steady decline even in large urban areas. In April 2005, the Ministry of the Environment-affiliated Central Environment Council's report entitled *Future Policy for Motor Vehicle Exhaust Emissions Reduction* recommended that stricter and uniform limit values be applied to gasoline and diesel vehicle emissions alike, beginning with new regulations enforced as of 2009. Air quality standards for 2010 should be largely satisfied nationwide through compliance with those regulations.

● COMPARISON OF HEAVY-DUTY DIESEL TRUCK EMISSIONS REGULATIONS

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

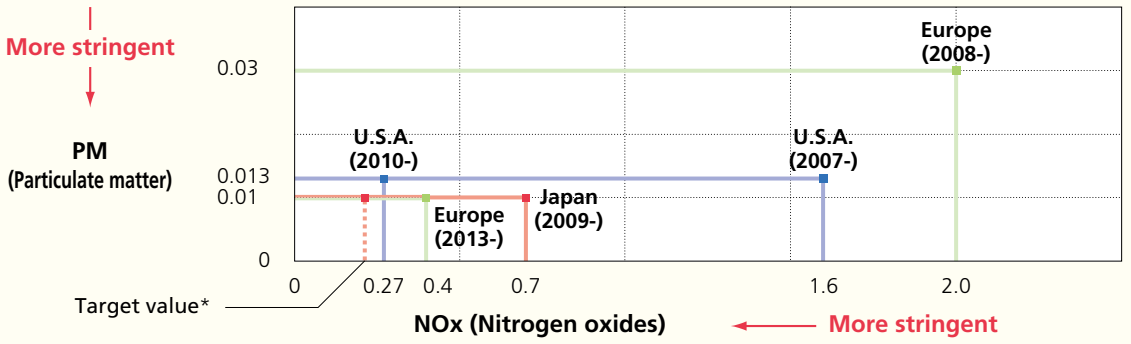
			NOx Nitrogen oxides	HC Hydrocarbons	NMHC Non-methane hydrocarbons	CO Carbon monoxide	PM Particulate matter
Japan (GVW=Over 3.5 tons)							
	Long-term regulations (1997, 1998, 1999)		4.50	2.90	—	7.40	0.25
	New short-term regulations (2003, 2004)		3.38	0.87	—	2.22	0.18
	New long-term regulations (2005)		2.0	—	0.17	2.22	0.027
	Post-new long-term regulations (2009, 2010)		0.7 (1)	—	0.17	2.22	0.01
U.S.A. (GVW=Over 3.85 tons)							
	1998 standard		5.36	1.74	—	20.78	0.134
	2004 standard		Automobile manufacturers must comply with one of the following: 1) NOx + NMHC 3.22 2) NOx + NMHC 3.35 with mandatory NMHC value of 0.67			20.78	0.134
	2007 standard		0.27	—	0.188	20.78	0.013
	2010 standard		0.27	—	0.188	20.78	0.013
Europe (GVW=Over 3.5 tons)							
	EURO Ⅱ (1995)		7.0	1.1	—	4.0	0.15
	EURO Ⅲ (2000)	Transient mode	5.0	—	0.78	5.45	0.16
		Steady state mode	(5.0)	(0.66)	—	(2.1)	(0.10)
	EURO Ⅳ (2005)	Transient mode	3.5	—	0.55	4.0	0.03
		Steady state mode	(3.5)	(0.46)	—	(1.5)	(0.02)
	EURO Ⅴ (2008)	Transient mode	2.0	—	0.55	4.0	0.03
		Steady state mode	(2.0)	(0.46)	—	(1.5)	(0.02)
	EURO Ⅵ (2013)	Transient mode	0.4	0.16	—	4.0	0.01
		Steady state mode	(0.4)	(0.13)	—	(1.5)	(0.01)
	EEV	Transient mode	2.0	—	0.40	3.0	0.02
		Steady state mode	(2.0)	(0.25)	—	(1.5)	(0.02)

(1) The NOx value in Japan's post-new long-term regulations is to be reduced to approximately one-third of the value indicated in the chart (0.7g/kWh) as a post-2009 target value; exact value and enforcement date are to be decided by the Central Environment Council in 2010.

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

Source: Ministry of the Environment

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



In g/kWh

Note: Countries apply different test cycles based on different running patterns.
*A post-2009 target value; exact value and enforcement date are to be decided by the Central Environment Council in 2010.

● MOTOR VEHICLE EMISSIONS REGULATIONS IN JAPAN

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

(1) All vehicles weighing 3.5t or less are regulated as follows: Beginning in 2008, on the basis of (values measured in cold-start state in JC08 test cycle) x 0.25 + (values measured in 10•15 test cycle) x 0.75; and beginning in 2011, on the basis of (values measured in cold-start state in JC08 test cycle) x 0.25 + (values measured in warm-start state in JC08 test cycle) x 0.75. (2) PM values apply only to direct-injection, lean-burn vehicles equipped with absorption-type NOx reduction catalysts. (3) Small-sized diesel passenger cars have an equivalent inertia weight (EIW) of 1.25t (GVW of 1.265t) or less, and mid-sized diesel passenger cars have an EIW over 1.25t. (4) Medium-duty diesel vehicles weighing 2.5t or less and heavy-duty diesel vehicles weighing 12t or less are scheduled to be regulated beginning in 2010. (5) To be reduced to approximately one-third of the value indicated in the chart (0.7g/kWh) as a post-2009 target value; exact value and enforcement date are to be decided by the Central Environment Council in 2010.

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

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

Improving Air Quality

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

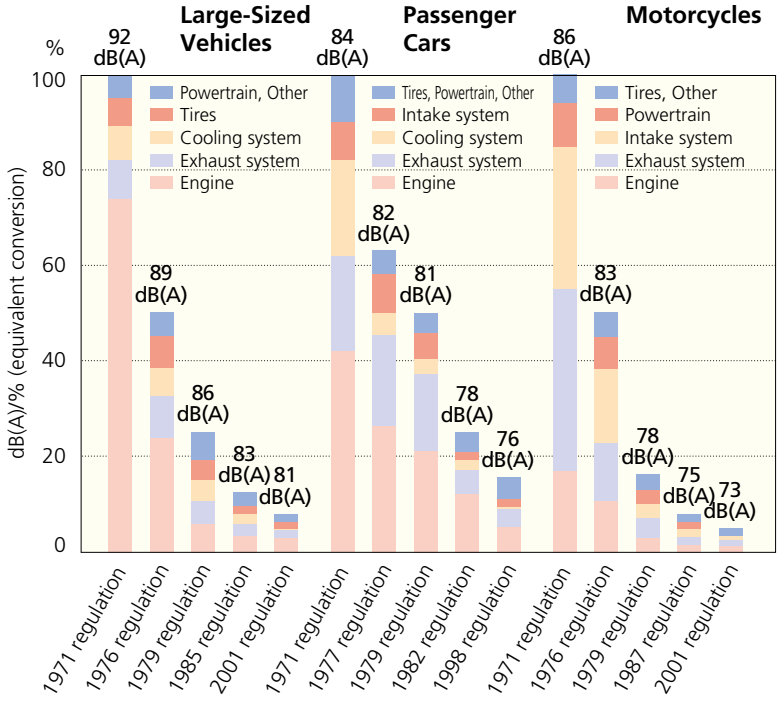
● PROVISIONS OF THE NATIONAL MOTOR VEHICLE NOx & PM EMISSIONS ACT/ DIESEL-VEHICLE PM EMISSION REGULATIONS FOR THE GREATER TOKYO REGION

	Provisions of the National Motor Vehicle NOx & PM Emissions Act (Major Metropolitan Areas)	Provisions of PM Emission Regulations for Diesel Vehicles (Greater Tokyo Region Only)
Areas Regulated	Tokyo, Osaka, and Saitama, Chiba, Kanagawa, Aichi, Mie, and Hyogo prefectures (designated areas)	Tokyo (except for islands) and Saitama, Chiba, and Kanagawa prefectures (all areas)
Vehicle Types Regulated	Diesel, gasoline, and LPG trucks and buses Diesel passenger cars	Diesel trucks and buses Note: Not applicable to diesel passenger cars with up to 10-passenger occupancy
Substances Regulated	NOx and PM	PM only
Regulatory Values in Force	**Trucks and Buses** GVW = Gross vehicle weight GVW=Under 1.7 tons: NOx Same as 1988 regulatory values for new gasoline vehicles PM Half the 2002 regulatory values for new diesel vehicles GVW=1.7 to 2.5 tons: NOx Same as 1994 regulatory values for new gasoline vehicles PM Half the 2002 regulatory values for new diesel vehicles GVW=2.5 to 3.5 tons: NOx Same as 1995 regulatory values for new gasoline vehicles PM Half the 2003 regulatory values for new diesel vehicles GVW=Over 3.5 tons: NOx Same as 1998-1999 regulatory values for new diesel vehicles PM Same as 1998-1999 regulatory values for new diesel vehicles **Passenger Cars** NOx Same as 1978 regulatory values for new diesel vehicles PM Half the 2002 regulatory values for new diesel vehicles	In Chiba and Kanagawa, same as 1997, 1998, and 1999 regulatory values for new diesel vehicles In Tokyo and Saitama, same as 2002, 2003, and 2004 regulatory values for new trucks and buses
Specific Provisions	**New Vehicles** In regulated areas, new vehicles not meeting the standards cannot be registered. **Vehicles in Use** Regulated vehicles whose principal places of use (as declared in their inspection certificates) fall in regulated areas and that do not meet the standards will not be granted inspection certification after grace periods have expired. Note: Vehicles whose principal places of use (as declared in their inspection certificates) do not fall in regulated areas can travel through regulated areas even if they do not meet the standards.	**New Vehicles** No restriction. **Vehicles in Use** Vehicles not meeting the standards will be prohibited from travelling through regulated areas after grace periods have expired. Vehicles equipped with local government-specified PM reduction systems are deemed to be in compliance with the standards. Note: Applicable to diesel trucks and buses registered anywhere in Japan and travelling through regulated areas.
Grace Periods	From first registration: ●Small trucks ····· 8 years etc. ●Diesel passenger cars ····· 9 years etc. ●Standard trucks ····· 9 years etc. ●Minibuses ····· 10 years etc. ●Large buses ····· 12 years etc.	Seven years from first registration, regardless of vehicle type (truck or bus) Note: Except in Chiba Prefecture, where vehicles neither registered in nor travelling through areas designated under the national Motor Vehicle NOx and PM Emissions Act will be exempted for a period of 12 years, provided vehicle owners apply for such an exemption.

Reducing Automobile-Emitted Noise

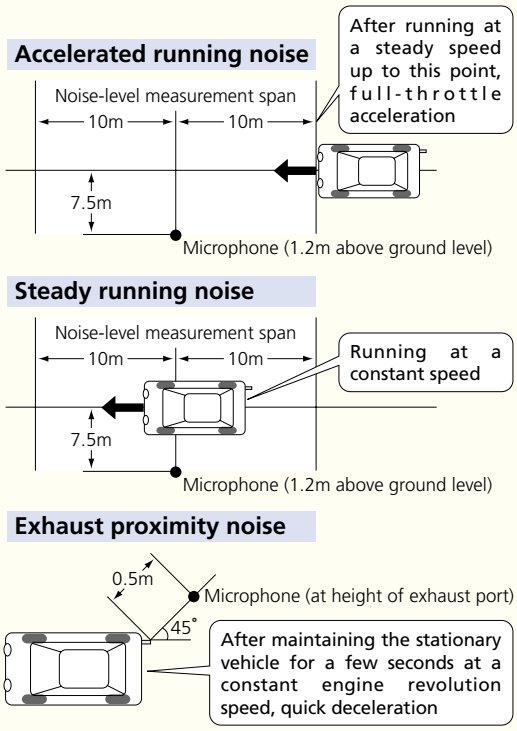
Automobiles generate various kinds of noise, including the noise emitted by the engine, intake system, powertrain, and cooling and exhaust systems. In addition, tires generate tire/road noise. Automotive noise in Japan is regulated by standards—on accelerated running noise, steady running noise, and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

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



Source: Japan Automobile Manufacturers Association

TESTING MOTOR VEHICLE NOISE LEVELS



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

In dB(A)

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

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

Source: Ministry of the Environment

Vehicle Recycling and Waste Reduction

Under Japan's End-of-Life Vehicle (ELV) Recycling Law which entered into force in January 2005, automobile manufacturers and importers are responsible for recovery, recycling and appropriate disposal with respect to fluorocarbons, airbags, and automobile shredder residue (ASR). Compliance with the law was anticipated to enable ASR to be recycled at a rate of 70% by 2015, resulting in an automobile recycling rate, by vehicle weight, of 95% (as compared with the 80% rate prevailing prior to the introduction of the law); those rates were in fact surpassed in 2008. Japan's vehicle recycling infrastructure as mandated by its ELV Recycling Law is the first in the world to administer the entire process of auto recycling—from ELV recovery to final disposal—on the basis of electronic "manifests" (or compliance checklists). JAMA itself played a central role in the development and implementation of this advanced vehicle recycling system. It also provided financial support for related software development and continues to help finance system maintenance and upgrades. In line with national efforts to "reduce, reuse, recycle," Japan's automakers are also striving to design vehicles using lightweight materials that are easy to dismantle and recycle, and to reduce and recycle waste generated in the manufacturing process. In 2008 the total volume of auto plant-generated waste destined for landfill disposal dropped to 1,400 tons, a 99.6% decrease from the 1990 level, very largely surpassing the 2010 target of 11,000 tons.

INDUSTRY MEASURES IN LINE WITH NATIONAL LEGISLATION

	Promotion of Effective Utilization of Resources Law (the "3-R" Law)		Distribution, Servicing and Use	End-of-Life Vehicle Recycling Law
	Product Design	Waste Management		ELV Recycling
"Reduce" initiatives	For designated products: - 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		
"Reuse" initiatives	For designated products: - Use of recyclable materials - Ease of dismantling - Ease of sorting - Non-hazardous recycling - Materials identification			- Recovery and recycling of: 1) ASR 2) Airbags 3) Fluorocarbons Note: Motorcycles are not covered by the ELV Recycling Law.
"Recycle" initiatives		- Total waste volume*: 1990 (baseline): 352,000 tons ↓ 2008: 1,400 tons (a 99.6% reduction from 1990) JAMA target: 11,000 tons by FY 2010 *For landfill disposal, including scrap metals, casting sand residue, and other waste.		

ELV RECOVERY IN NUMBERS

In vehicle units

Fiscal Year		2008	2009
No. of ELVs recovered		3,580,882	3,918,415
Appropriate disposal of 3 designated items	Fluorocarbons	2,717,277	3,059,873
	Airbags *1	1,306,233	1,697,379
	ASR *2	3,547,252	3,800,649

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

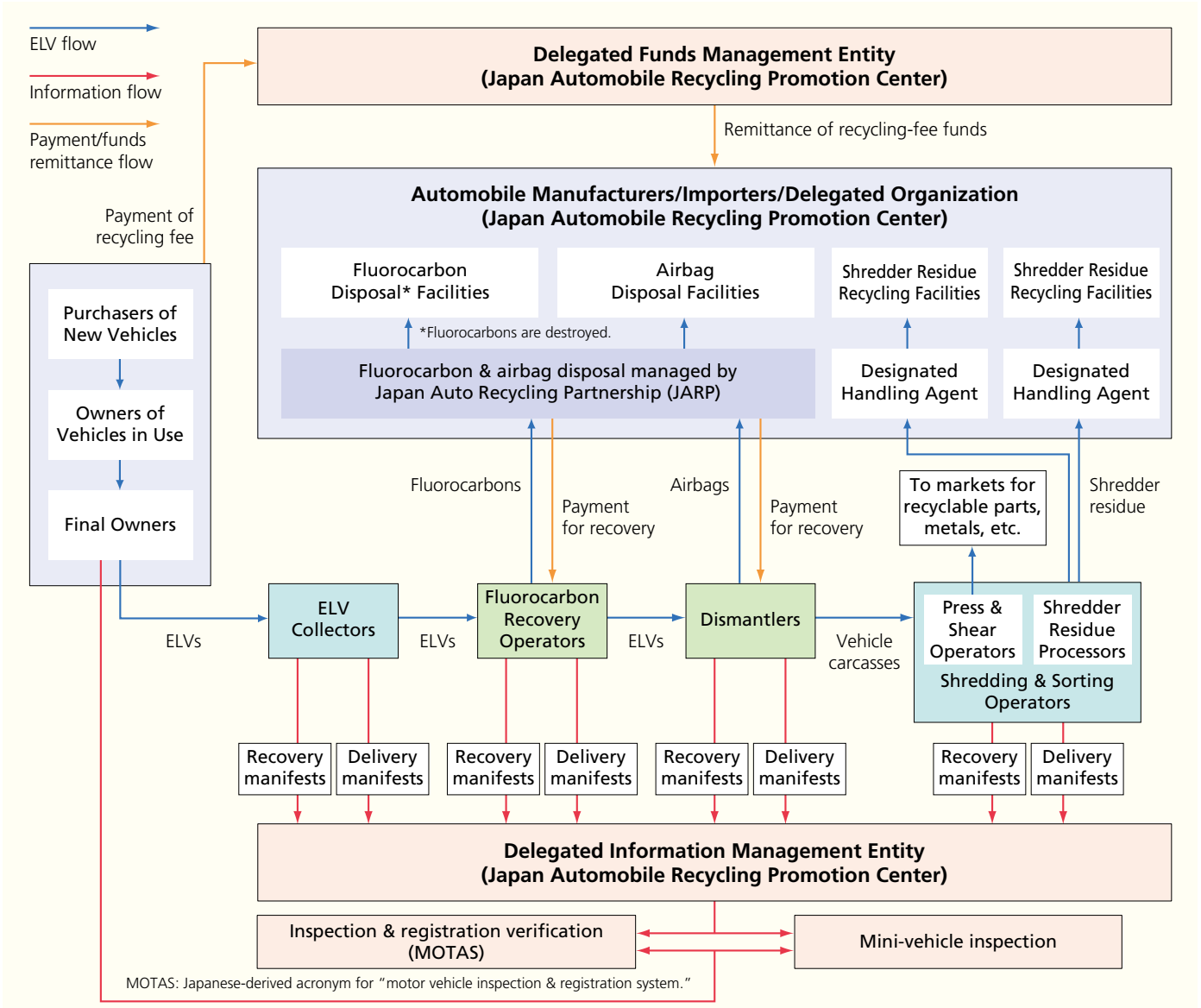
Source: Japan Automobile Recycling Promotion Center

RECYCLING RATES: TARGETED & ACHIEVED

Three Designated Items	Target	Achieved
Fluorocarbons	Destruction	3.06 million vehicle units (2009)
Airbags	85%	94%-95% (2008)
ASR	2005: 30% 2010: 50% 2015: 70%	72%-81% (2008)

Sources: Government-affiliated entities

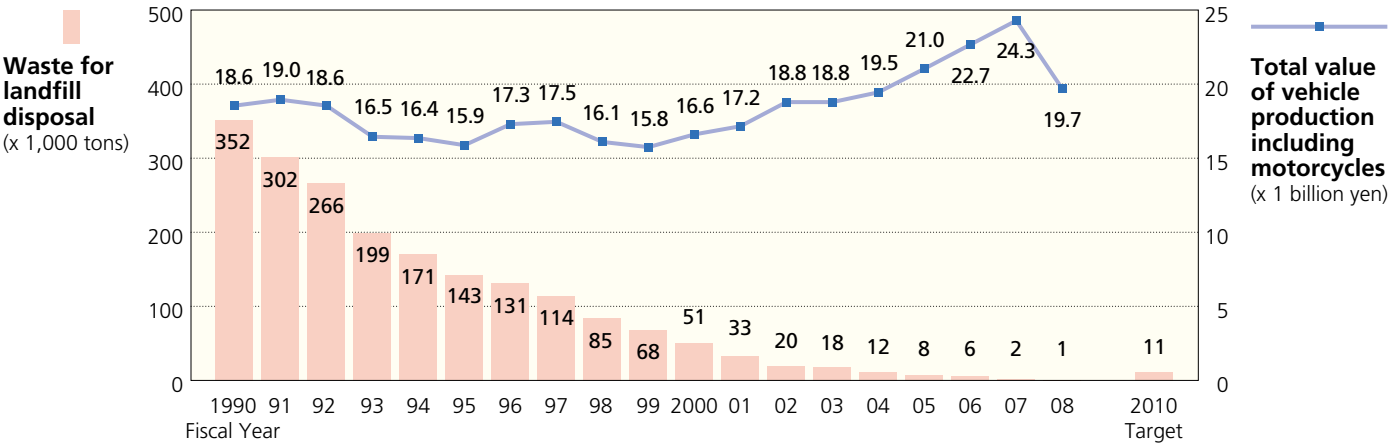
THE ELV RECYCLING FLOW (as per the provisions of the End-of-Life Vehicle Recycling Law)



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

REDUCTIONS IN PRODUCTION PLANT-GENERATED WASTE

As a result of the efforts made by Japan's automobile manufacturers, the total volume of auto plant-generated waste destined for landfill has decreased dramatically despite the overall growth trend in vehicle production. Having shrunk in 2005 to 8,000 tons, down more than 97% from the 1990 baseline level and for the first time surpassing the 2010 target of 11,000 tons, plant-generated waste dropped to 1,400 tons in 2008, a 99.6% decrease from the 1990 level.

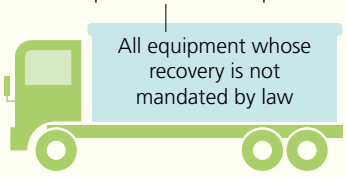
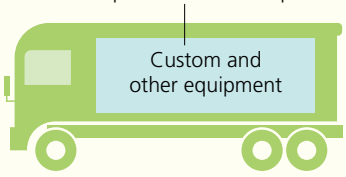


Source: Japan Automobile Manufacturers Association

Voluntary Initiatives to Recycle Commercial Vehicle Rack Equipment and Motorcycles

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

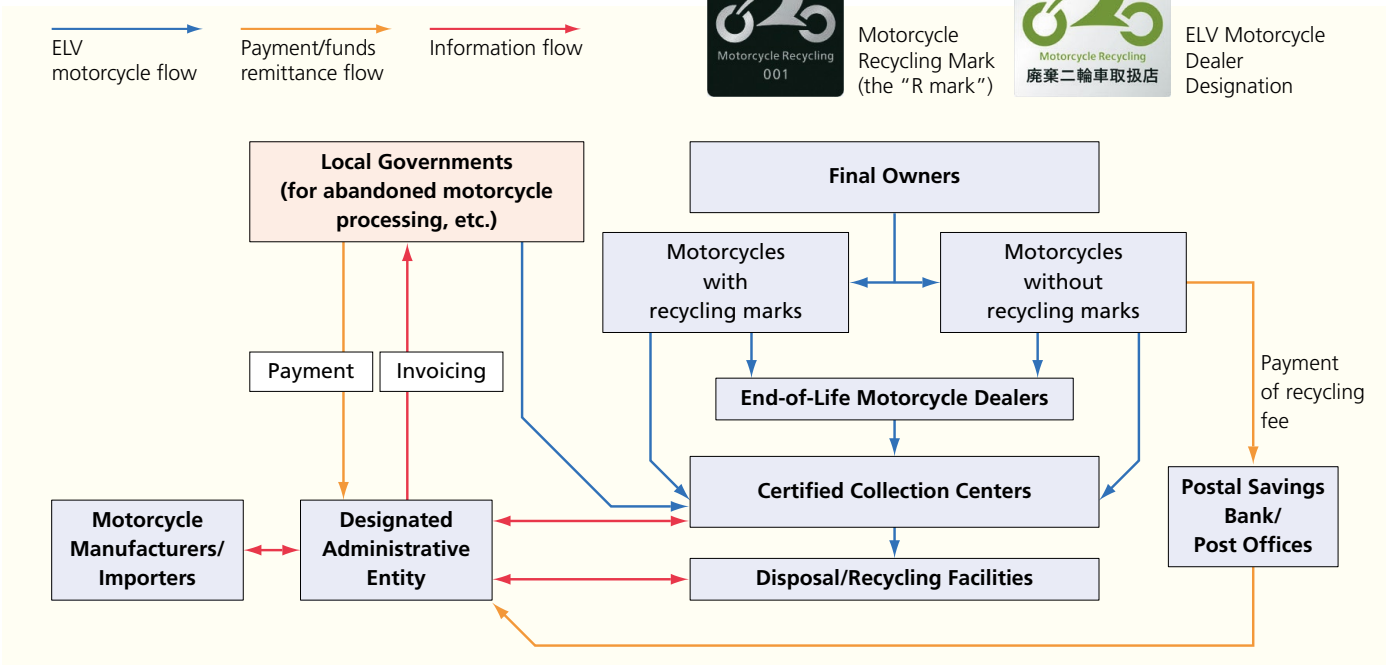
● COMMERCIAL VEHICLE RACK EQUIPMENT NOT COVERED BY THE END-OF-LIFE VEHICLE RECYCLING LAW

Voluntary Recovery (from Cab-Type Vehicles)	Voluntary Recovery (from Single-Body Vehicles)
(Color code explains cost burden placement.)	(Color code explains cost burden placement.)
	

Cost Burden for Equipment Not Covered by the Law	The End-of-Life Vehicle Recycling Law does not cover some types of rack and custom equipment on commercial vehicles. Recovery costs through final disposal are therefore not included in the vehicle recycling fee but rather market-determined.
Cost Burden for Equipment Covered by the Law	For all commercial vehicle rack equipment covered by the End-of-Life Vehicle Recycling Law, including single-body vehicle equipment (exclusive of custom equipment), the vehicle recycling fee covers the entire cost of recovery through final disposal.

Vehicles Not Covered by the End-of-Life Vehicle Recycling Law	
Van-type CVs such as:	Freezer trucks/vans, refrigerator trucks/vans, dry vans, etc.
Tank-type CVs such as:	Tank trucks, cement mixers, waterspraying trucks, water-supply trucks, sewage removal trucks, etc.
Hauling CVs such as:	Specialized hauling trucks, vehicle carriers, container trucks, lift-equipped vehicles, etc.
Special-purpose CVs such as:	Special all-terrain vehicles, fire trucks, wreckers, pump trucks, ladder-equipped vehicles, etc.

● THE MOTORCYCLE RECYCLING FLOW



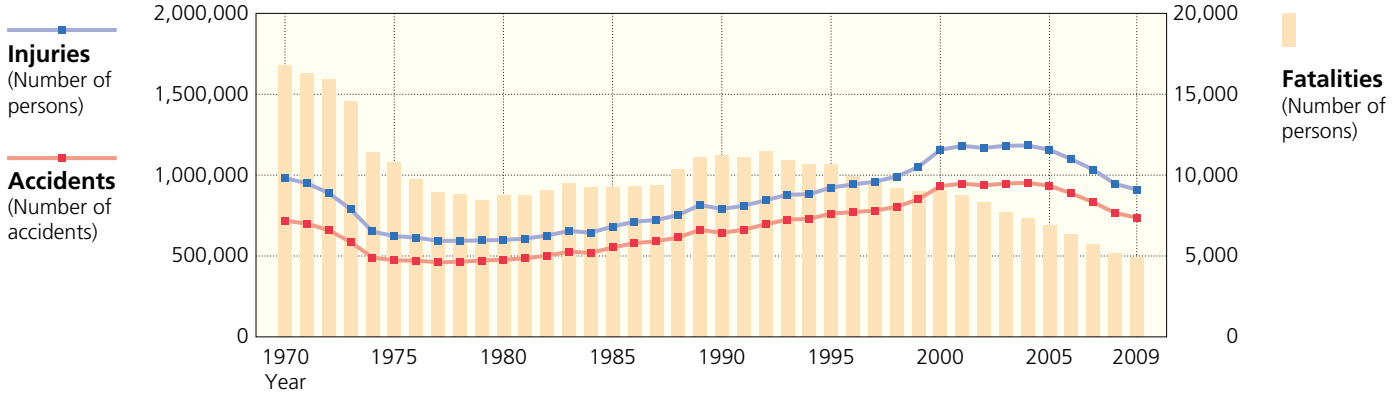
Note: Payment of the motorcycle recycling fee will be mandatory at the time of vehicle purchase as of October 1, 2011, except for some imported motorcycles.

Source: Voluntary Motorcycle Recycling Operators Association

Road Accidents Continue to Decline, with Fatalities Dropping Below 5,000

Road fatalities (defined as occurring within 24 hours after the accident) in Japan in 2009 totalled 4,914, marking the ninth consecutive annual decrease and dropping below 5,000 for the first time since 1952. The government's objective of reducing the annual number of road fatalities to below 5,000 by 2012 was thus achieved three years ahead of the target date. Road accidents and road injuries also declined, for the fifth consecutive year, to 736,688 and 910,115 respectively. Increased seatbelt use is one of the major factors behind the downward trend in road fatalities. The June 2008 revision to the Road Traffic Act required all automobile passengers, including rear-seat occupants, to use seatbelts. As a result, the rate of use of rear seatbelts in 2009 increased to 33.5% on regular roads and to 63.4% on expressways. However, the rate of use of rear seatbelts remains low compared to that of front seatbelts, which approaches 100%. Further measures are needed to encourage rear-seat occupants to buckle up.

ROAD ACCIDENTS/INJURIES/FATALITIES

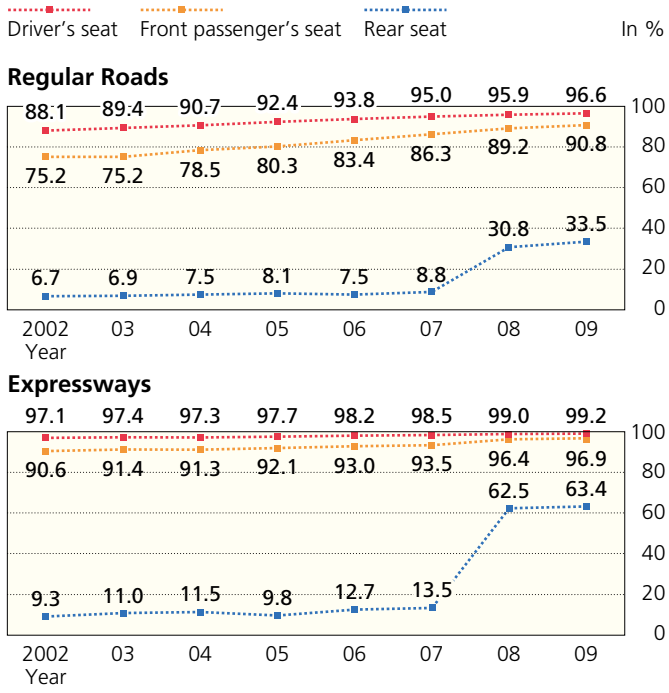


ROAD ACCIDENTS/INJURIES/FATALITIES (exact figures)

Year	1970	1975	1980	1985	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Accidents	718,080	472,938	476,677	552,788	643,097	761,789	931,934	947,169	936,721	947,993	952,191	933,828	886,864	832,454	766,147	736,688
Injuries (Number of persons)	981,096	622,467	598,719	681,346	790,295	922,677	1,155,697	1,180,955	1,167,855	1,181,431	1,183,120	1,156,633	1,098,199	1,034,445	945,504	910,115
Fatalities (Number of persons)	16,765	10,792	8,760	9,261	11,227	10,679	9,066	8,747	8,326	7,702	7,358	6,871	6,352	5,744	5,155	4,914

Source: National Police Agency

SEATBELT USE RATES BY SEAT POSITION

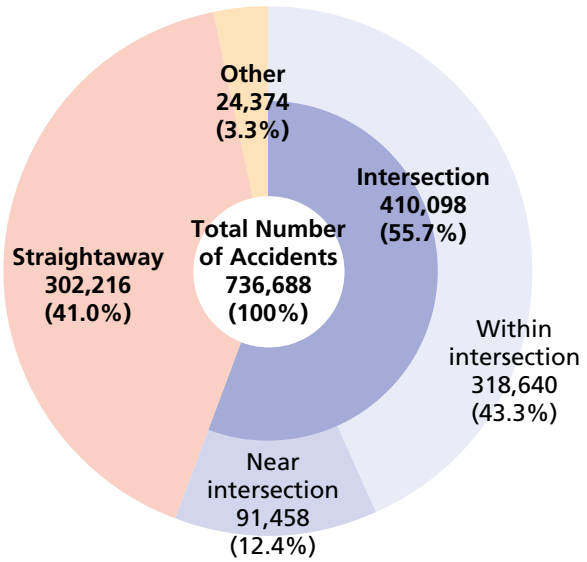


Notes: 1. The survey on seatbelt use is conducted annually in October. 2. 2009 survey samples totalled roughly 416,000 on regular roads and 89,000 on expressways.

Sources: National Police Agency; Japan Automobile Federation

ROAD ACCIDENTS IN 2009 BY ROAD CONFIGURATION

Number of accidents



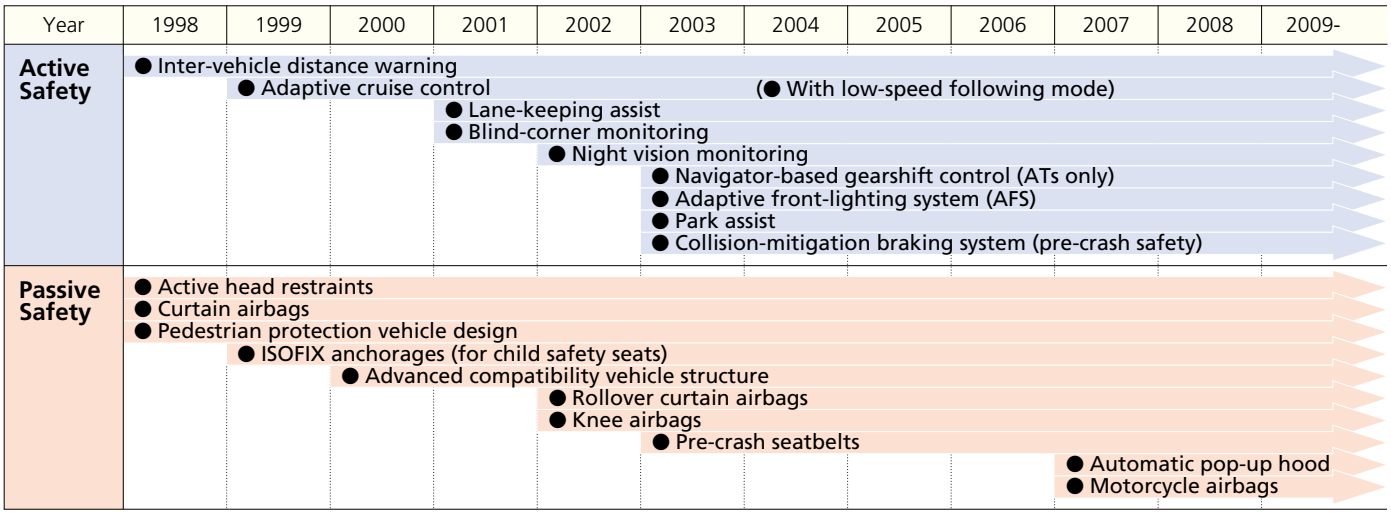
Notes: 1. "Straightaway" includes some curves and tunnels. 2. "Other" includes railroad crossings.

Source: National Police Agency

Equipping More Vehicles with Advanced Safety Features

Road accidents, injuries and fatalities in Japan continued to decline in 2009 (see page 38). Nevertheless, road accidents still claim thousands of lives every year in Japan and in 2009, they injured more than 900,000 people. Further efforts are therefore required to make the nation's roads safer for all their users. Road safety involves three factors—vehicles, road users, and road infrastructure—and greater road safety requires that progress be made in all three areas. The automotive industry continuously strives for greater *active* safety by enhancing and expanding the installation rates of onboard vehicle safety equipment to help prevent accident occurrence. At the same time, it seeks to increase *passive* safety through enhanced structural safety and vehicle features designed to mitigate injury when accidents do occur.

VEHICLE SAFETY FEATURES & YEAR OF INTRODUCTION



Source: Japan Automobile Manufacturers Association

SAFETY FEATURE ONBOARD INSTALLATION STATUS (for passenger cars produced in 2008 for home market)

	Safety Feature	Installation Status			
		In no. of models (see Note 1)		In % (see Note 2)	In vehicle units	In % (see Note 2)
Active Safety	Anti-lock braking system (ABS)	177	(139)	98.3	3,653,307	87.4
	Brake assist	167	(133)	92.8	3,677,084	88.0
	Unfastened seatbelt warning (driver's seat)	176	(138)	97.8	3,866,386	92.5
	Unfastened seatbelt warning (front passenger's seat)	54	(54)	30.0	1,246,359	29.8
	High-intensity discharge headlamps	142	(38)	78.9	1,717,574	41.1
	Adaptive front-lighting system (AFS)	40	(18)	22.2	271,562	6.5
	Back-up monitoring (rear obstacle detection)	96	(27)	53.3	588,010	14.1
	Vehicle perimeter monitoring	32	(2)	17.8	166,140	4.0
	Vehicle perimeter obstacle warning	25	(3)	13.9	164,403	3.9
	Blind-corner monitoring	6	(0)	3.3	43,069	1.0
	Night vision monitoring	2	(0)	1.1	1,106	0
	Curve detection	18	(2)	10.0	173,758	4.2
	Tire pressure monitoring	7	(6)	3.9	34,890	0.8
	Driver inattention warning	15	(0)	8.3	62,340	1.5
	Inter-vehicle distance warning	37	(13)	20.6	30,543	0.7
	Lane deviation warning	17	(2)	9.4	13,266	0.3
	Rear collision warning-equipped headrest control	13	(7)	7.2	34,681	0.8
	Collision-mitigation braking system (pre-crash safety)	40	(7)	22.2	34,167	0.8
	Adaptive cruise control	42	(15)	23.3	32,328	0.8
	Adaptive cruise control with low-speed following mode	7	(1)	3.9	11,016	0.3
	Full-range adaptive cruise control	5	(0)	2.8	7,054	0.2
	Lane-keeping assist	16	(2)	8.9	4,200	0.1
	Back-up monitoring (parking assistance)	18	(0)	10.0	64,621	1.5
	Navigator-based gearshift control	27	(9)	15.0	130,030	3.1
	Pre-crash seatbelts	49	(28)	27.2	644,178	15.4
	Electronic stability control	105	(38)	58.3	484,576	11.6
	Traction control with ABS	107	(39)	59.4	611,090	14.6
	Navigator-based stop sign alert with brake assist	3	(3)	1.7	53,682	1.3
	Rearward-approaching-vehicle warning	1	(0)	0.6	329	0
Passive Safety	Side airbags	125	(41)	69.4	786,416	18.8
	Curtain airbags	121	(34)	67.2	598,339	14.3
	Active head restraints	107	(89)	59.4	2,288,203	54.8
	ISOFIX anchorages (for child safety seats)	127	(102)	70.6	3,243,382	77.6
	Three-point seatbelt for rear center seat*	65	(52)	47.1	674,386	23.1
	Total	180			4,178,390	

Notes: 1. "In no. of models" indicates the number of models in which the safety feature is installed as standard or optional equipment. Figures in parentheses indicate the number of models in which the safety feature is standard equipment. 2. "In %" means as a percentage of the total number of models/units produced. 3. Passenger cars here include minicars.
*In 2008 a total of 138 passenger car models (2,922,685 vehicle units) featured a rear center seat. Minicars do not feature a rear center seat. *Source: Japan Automobile Manufacturers Association*

JAMA Initiatives in Promoting Greater Road Safety

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

JAMA'S ROAD SAFETY INITIATIVES IN EIGHT PRIORITY AREAS

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

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

Japan's 8th Basic Plan for Road Safety

Japan's road safety measures are promoted in line with the nation's consecutive "basic plans" for road safety, the first of which was implemented in 1970. Under the slogan "Towards a 'Zero Road Accidents' Society," the eighth road safety plan (2006-2010) aims to create a highly road safety-conscious society that places maximum priority on human life and, in particular, the safety of those of its members who are most vulnerable to road accidents—namely, pedestrians, senior citizens, and persons who are handicapped. Two major objectives in the area of increased road safety are (1) further reductions in the occurrence of road accidents and road fatalities, and (2) increased pedestrian protection through sidewalk construction.

JAPAN'S ROAD SAFETY TARGETS

Government Target for 2012
– To reduce the annual number of road fatalities to below 5,000 by 2012, and thus to make Japan's roads the safest in the world.

Targets Set in the 8th Basic Plan for Road Safety
– To reduce the annual number of road fatalities to below 5,500 by 2010.
– To reduce the total annual number of road fatalities and injuries to below 1 million by 2010.

EIGHT MAJOR AREAS OF ROAD SAFETY PROMOTIONAL ACTIVITY

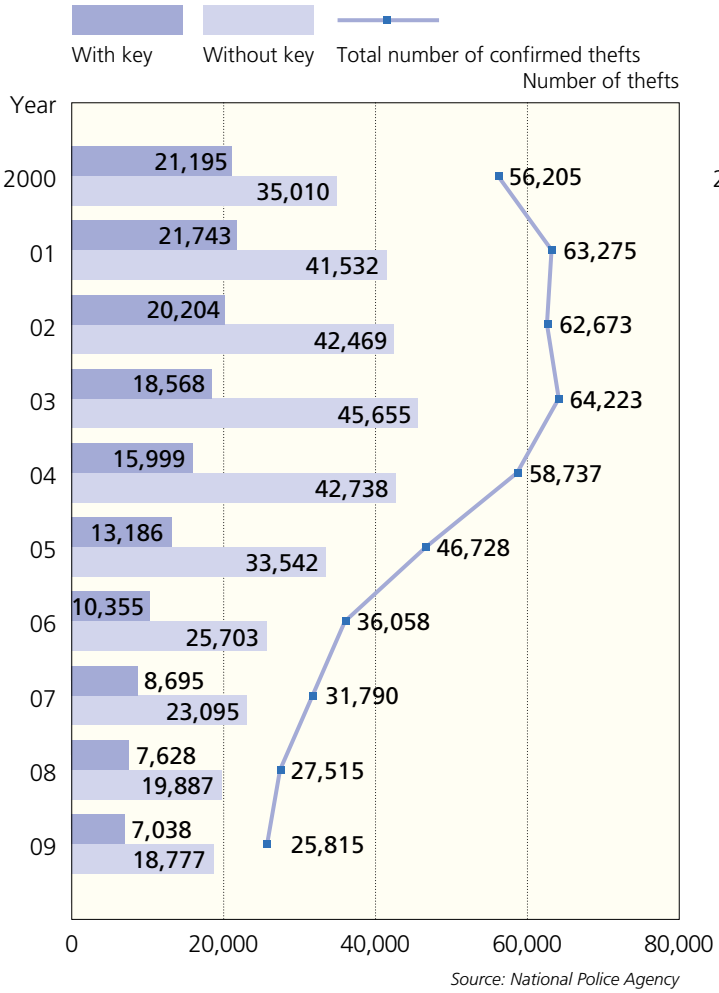
Road Infrastructure Improvements - Sidewalk construction/upgrades, especially in school zones - More pedestrian routes - Measures to deal with accident black spots - Increased use of ITS	**Road Safety Public Awareness Campaigns** - Promotion of "hands-on" awareness activities - Promotion of road safety education for the elderly - Promotion of the greater use of rear seatbelts - Promotion of road safety activities in local communities with the participation of residents
Promotion of Safe Driving - Implementation of special driver-education programs for the elderly - Promotion of the greater diffusion of automotive video-equipped data recorders	**Enhancement of Vehicle Safety** - Promotion of the development and diffusion of advanced safety vehicles - Implementation of improvements to the national vehicle recall system
Enforcement of Road Traffic Laws - Dissemination of guidelines for cyclists and enforcement of related regulations - Stronger crackdowns on "hot-rodding" motorcyclists	**Reinforcement of Emergency Rescue Operations Infrastructure** - Improved training and deployment of emergency rescue personnel - Upgrading and expansion of emergency call systems - Promotion of doctor-staffed ambulances/helicopters
Provision of Fair Compensation for Road Accident Victims - Enhanced support for the provision of fair "damages" compensation	**Promotion of Road Safety Research and Analysis** - Promotion of further safe-driving research - Promotion of comprehensive analysis of road accident causation

Source: Japan's 8th Basic Plan for Road Safety

Efforts to Prevent Theft

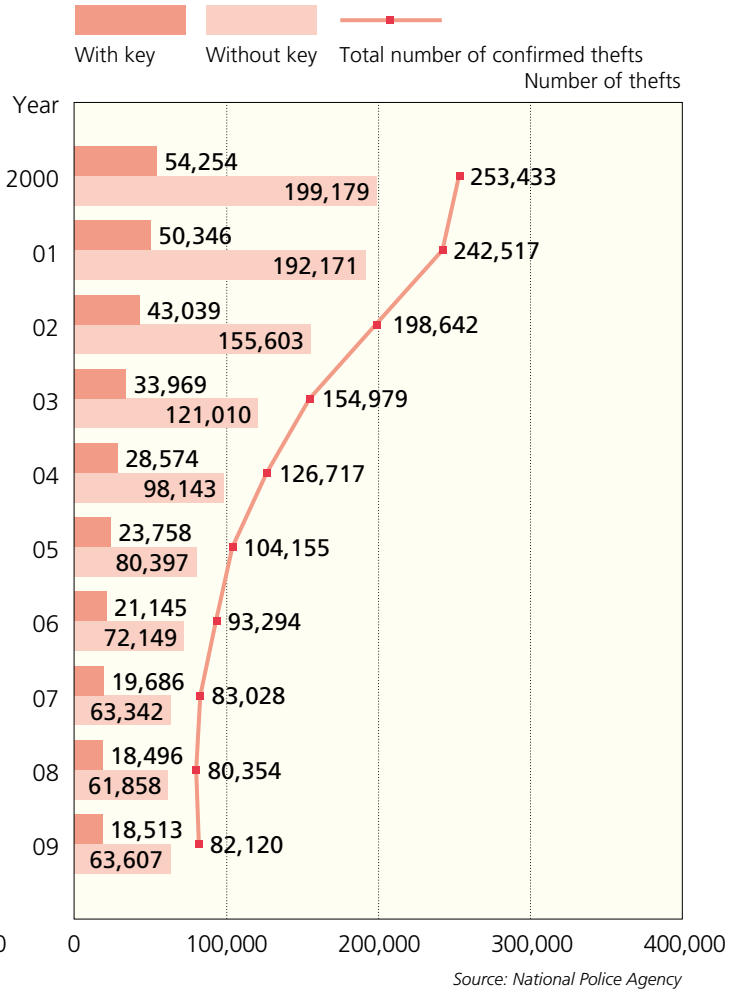
Since peaking at 64,223 in 2003, the annual number of automobile thefts in Japan has fallen significantly, dropping to 25,808 in 2009. This is largely attributable to the widespread use of immobilizers (portable electronic lock systems). Meanwhile, although motorcycle thefts had been in steady decline since 2000, 82,120 such thefts were reported in 2009, showing a 2.2% increase over the previous year. To enhance motor vehicles' "theft-resistance," the automobile industry has introduced and promotes the use of electronic devices such as "smart keys" equipped with immobilizers.

TRENDS IN CONFIRMED MOTOR VEHICLE THEFTS



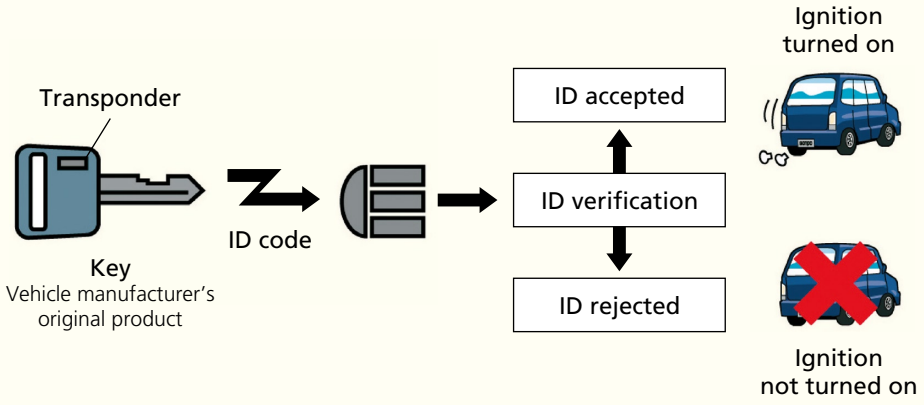
Source: National Police Agency

TRENDS IN CONFIRMED MOTORCYCLE THEFTS



Source: National Police Agency

A SAMPLE IMMOBILIZER DEVICE AND HOW IT WORKS



The transponder incorporated in the key transmits a signal (ID code) to the computer installed onboard the vehicle. The ignition is turned on electronically only when the ID has been accepted.
This technology combining a sophisticated lock function and electronic coding effectively protects the vehicle against theft.

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

Widespread Applications of Intelligent Transport Systems (ITS)

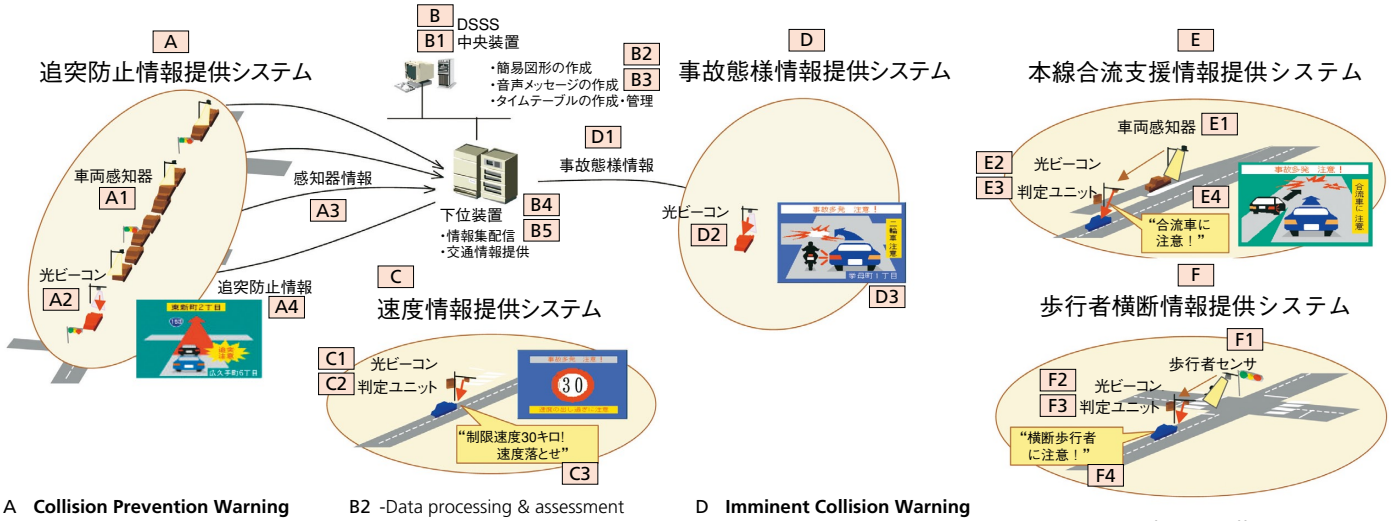
Intelligent Transport Systems (ITS) use cutting-edge information and communication technologies to network data between road users, roads (i.e., infrastructure) and vehicles for the dual purpose of reducing road congestion and accident occurrence. In 1996 the Japanese government formulated its Comprehensive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

IMMINENT INTRODUCTION OF SAFE-DRIVING AND CRUISE-ASSIST SYSTEMS

Following their full-scale testing in 2008, two intelligent communication-based emergency warning systems for drivers are scheduled for practical introduction in 2010: a safe-driving support system (or "DSSS," for "Driving Safety Support System") and an advanced cruise-assist system for highways ("AHS") that both use vehicle navigation system-integrated telematics. Expanded development of these and other ITS technologies is expected in the coming years.

HOW A SAFE-DRIVING SUPPORT SYSTEM WORKS (EXAMPLE)

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

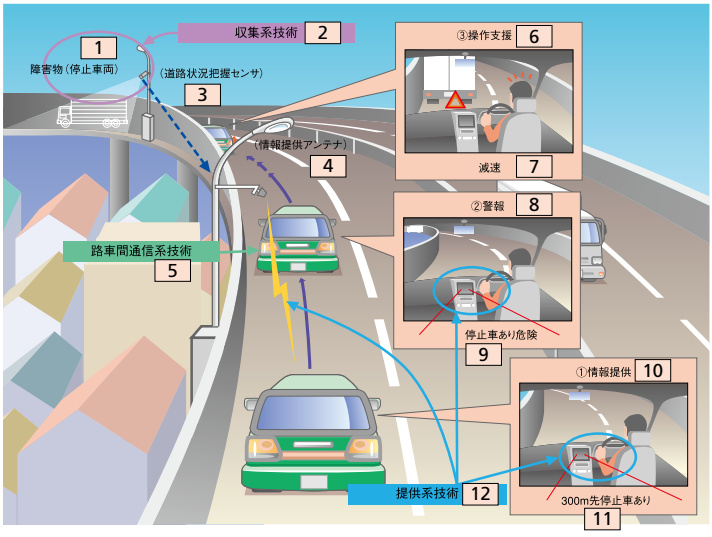


A **Collision Prevention Warning System**
A1 Vehicle detection sensor
A2 Optical beacon
A3 Vehicle sensor data transmission
A4 In-vehicle collision prevention warning
B **Safe-Driving Assistance System Operations**
B1 Central processing
B2 -Data processing & assessment
B3 -Warning issuance command
B4 Data transmission
B5 -Two-way transmission of road traffic information
C **Excessive Speed Warning System**
C1 Optical beacon
C2 Speed calculation unit
C3 In-vehicle excessive speed warning
D **Imminent Collision Warning System**
D1 Imminent collision data transmission
D2 Optical beacon
D3 In-vehicle imminent collision warning
E **Feed-In Traffic Warning System**
E1 Vehicle detection sensor
E2 Optical beacon
E3 Speed calculation unit
E4 In-vehicle feed-in traffic warning
F **Pedestrian Crossing Warning System**
F1 Pedestrian detection sensor
F2 Optical beacon
F3 Speed calculation unit
F4 In-vehicle pedestrian crossing warning

Source: UTMS Meeting Report, *National Police Agency*

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

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



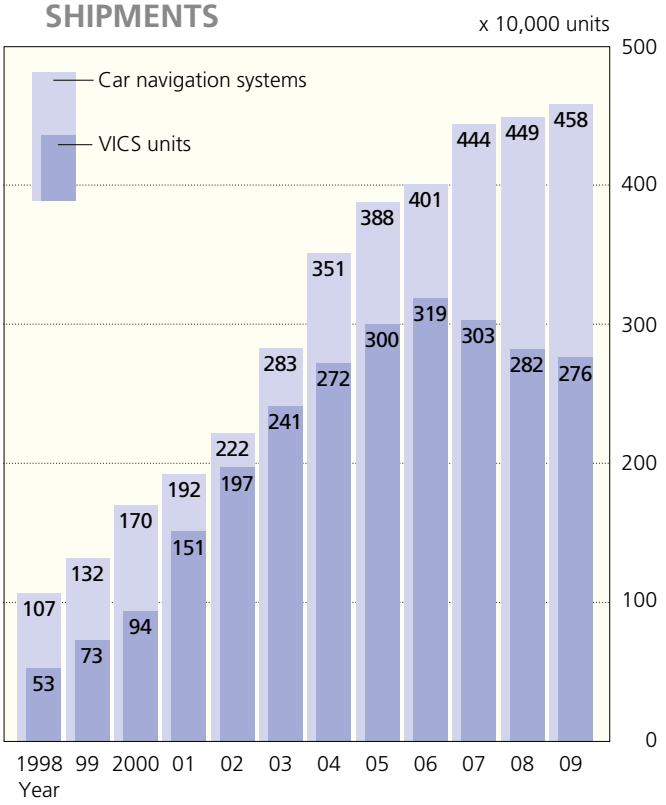
1 Obstacle (stopped vehicle)
2 Information collection technologies
3 Road condition detection sensor
4 Information provision antenna
5 Road-vehicle communication technologies
6 Operational support
7 Decelerates
8 Warning
9 Warning, stopped vehicle ahead
10 Information
11 Stopped vehicle 300m ahead
12 Communication technologies

Source: Highway Industry Development Organization

PRACTICAL UTILIZATION OF ITS SERVICES

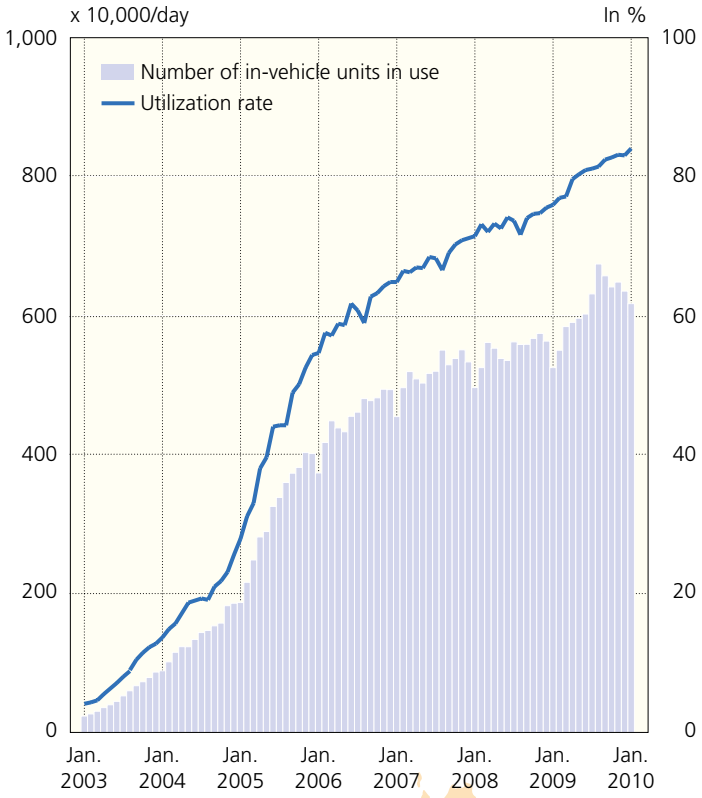
To promote the broader use of ITS, wide-ranging development and practical application initiatives have been carried out as a national project, involving the coordinated efforts of government, industry and the academic community. In the area of advanced navigation systems, there has been remarkable growth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

CAR NAVIGATION & VICS UNIT SHIPMENTS



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

ETC UTILIZATION STATUS

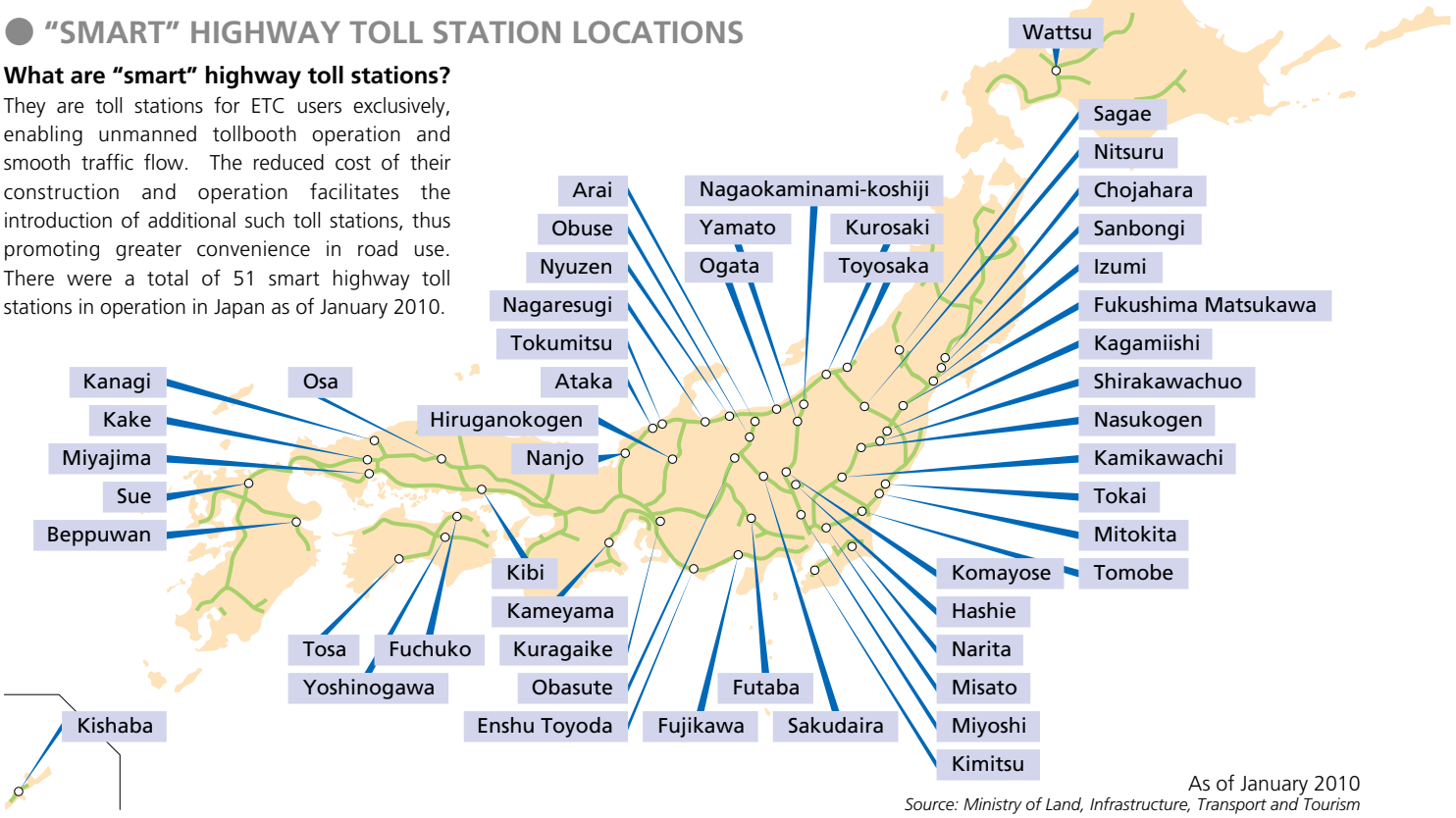


Source: Ministry of Land, Infrastructure, Transport and Tourism

"SMART" HIGHWAY TOLL STATION LOCATIONS

What are "smart" highway toll stations?

They are toll stations for ETC users exclusively, enabling unmanned tollbooth operation and smooth traffic flow. The reduced cost of their construction and operation facilitates the introduction of additional such toll stations, thus promoting greater convenience in road use. There were a total of 51 smart highway toll stations in operation in Japan as of January 2010.



As of January 2010

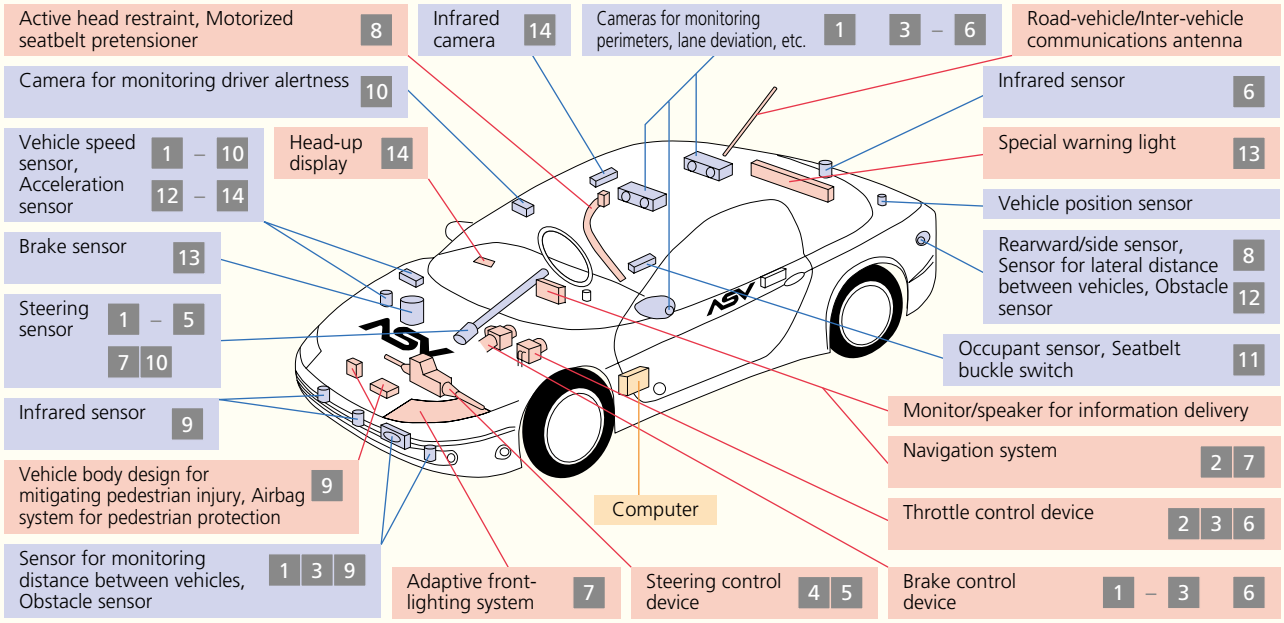
Source: Ministry of Land, Infrastructure, Transport and Tourism

ASV TECHNOLOGIES AVAILABLE IN THE MARKET

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

FEATURES OF THE ADVANCED SAFETY VEHICLE (ASV)

Sensors Monitor road and vehicle conditions.
Computer Receives and interprets sensor signals and reports to control unit.
Control unit Based on information received from computer, commands emission of audible warnings and display of information to driver for safe vehicle operation.



Principal ASV Safety Technologies Developed (Second Phase)

1 Collision-Mitigation Braking System
2 Curve Detection System
3 Full-Range Adaptive Cruise Control
4 Lane Deviation Warning System
5 Lane-Keeping Assist System
6 Blind-Corner Monitoring
7 Adaptive Front-Lighting System
8 Rear-End Collision Neck Injury Mitigation System
9 Vehicle Body Design for Mitigating Pedestrian Injury & Airbag System for Pedestrian Protection
10 Driver Inattention Warning System
11 Unfastened Seatbelt Warning System (for all passengers)
12 Side Obstacle Warning System
13 Sudden Braking Warning System (for driver of vehicle in rear)
14 Intelligent Night Vision

Source: Ministry of Land, Infrastructure, Transport and Tourism

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

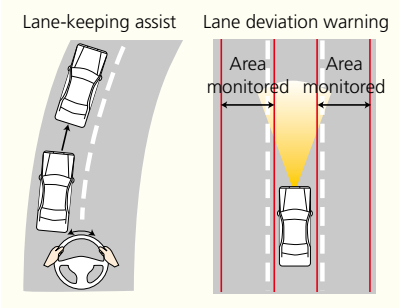
	Phase 1 (Five-Year Plan)	Phase 2 (Five-Year Plan)	Phase 3 (Five-Year Plan)	Phase 4 (Five-Year Plan)
Implementation Period	FY 1991 through FY 1995	FY 1996 through FY 2000	FY 2001 through FY 2005	FY 2006 through FY 2010
Objective	Technological verification	R&D for market introduction	•Preparation for widespread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

Source: Ministry of Land, Infrastructure, Transport and Tourism

PRACTICAL APPLICATION OF ASV TECHNOLOGIES

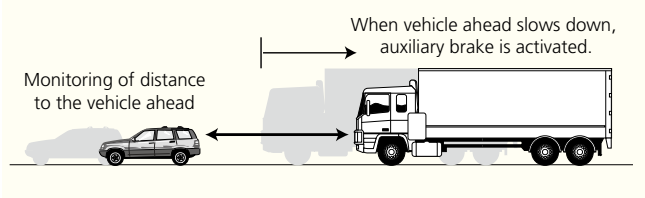
1. Lane-Keeping Assist

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



2. Adaptive Cruise Control

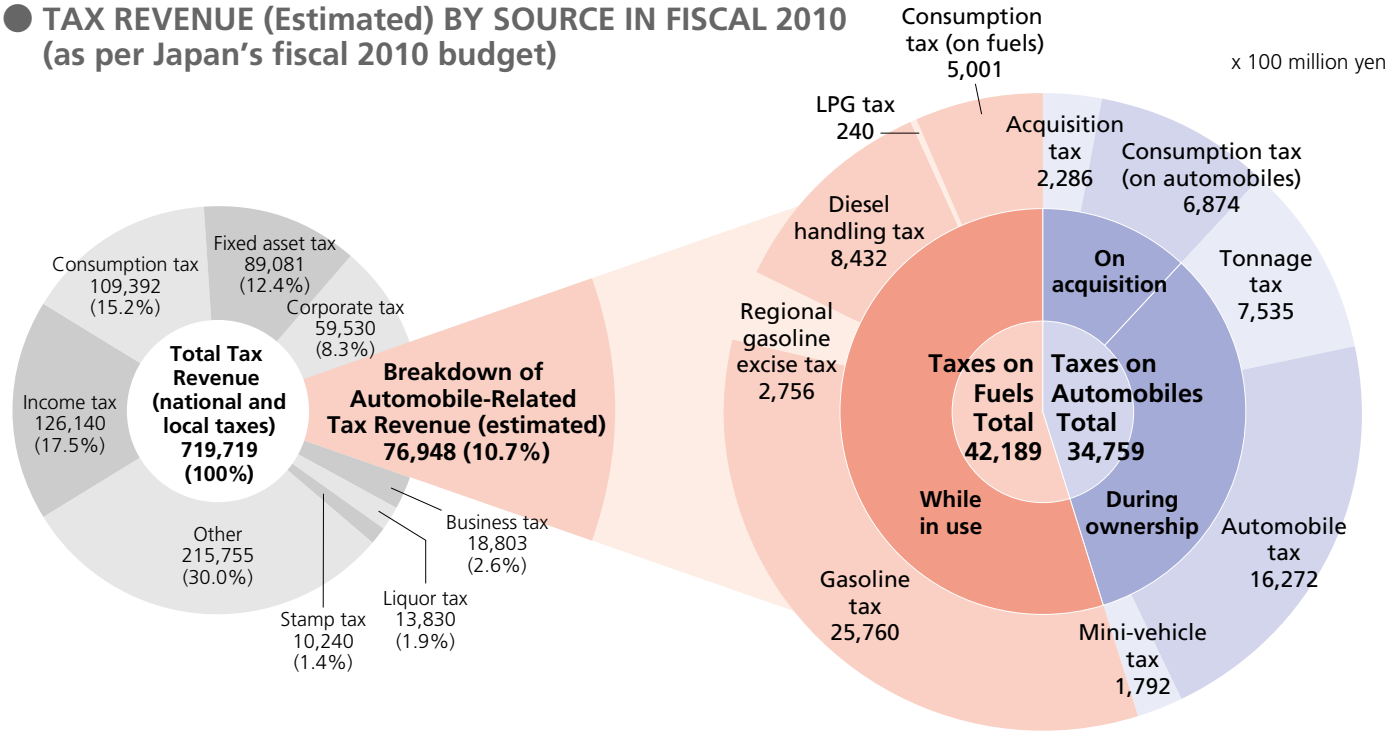
Information from front sensors helps a vehicle keep a safe distance from the vehicle ahead through brake or speed control according to a preset vehicle speed.



Eight Trillion Yen in Annual Automobile-Related Tax Revenue

Since the initial earmarking of funds for road construction and road maintenance programs in line with Japan's first five-year road improvement plan in 1954, there has been a steady increase both in the number of automobile-related taxes assessed on users and in their respective rates. Currently, the automobile tax structure consists of nine different taxes, creating a very heavy tax burden for Japanese motor vehicle owners. Under the government's budget for fiscal 2010, the total value of tax revenue from these automobile-related taxes was estimated at 7.7 trillion yen, or 10.7% of Japan's anticipated total tax revenue of 72 trillion yen in fiscal 2010.

● TAX REVENUE (Estimated) BY SOURCE IN FISCAL 2010 (as per Japan's fiscal 2010 budget)



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

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

● AUTOMOBILE-RELATED TAXES IN JAPAN (at April 1, 2010)

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

● JAPAN'S ESTIMATED AUTOMOBILE-RELATED TAX REVENUE IN FISCAL 2010

			Tax Revenue (x 100 million yen)	Original Tax Rate	Current Tax Rate	Comparison with Original Tax Rate (multiplier value)
Taxes on Automobiles	**On acquisition**	Acquisition tax	2,286	3%	5% (Excluding commercial/mini-vehicles)	1.7
		Consumption tax (on automobiles)	6,874	5%	—	—
	During ownership	Tonnage tax	7,535	¥2,500/0.5t (Registered vehicles for private use)	¥5,000/0.5t (Registered vehicles for private use)	2.0
		Automobile tax	16,272	Based on engine capacity	No change	—
		Mini-vehicle tax	1,792	¥7,200/year (Passenger cars for private use)	No change	—
		Total	34,759			
Taxes on Fuels	**While in use**	Gasoline tax	25,760	¥24.3/ℓ	¥48.6/ℓ	2.0
		Regional gasoline excise tax	2,756	¥4.4/ℓ	¥5.2/ℓ	1.2
		Diesel handling tax	8,432	¥15.0/ℓ	¥32.1/ℓ	2.1
		LPG tax	240	¥17.5/kg	No change	—
		Consumption tax (on fuels)	5,001	5%	—	—
		Total	42,189			
Grand Total			76,948			

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

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

Year	Five-Year Plan	Year	Acquisition Tax	Tonnage Tax Yen/0.5ton year	Gasoline Tax Yen/ℓ	Regional Gasoline Excise Tax Yen/ℓ	Diesel Handling Tax Yen/ℓ	LPG Tax Yen/kg
1954-'57	First	'54			13.0			
		'55			11.0	2.0		
		'56			↓	↓	6.0	
		'57			14.8	3.5	8.0	
'58-'60	Second				↓	↓	↓	
		'59			19.2	↓	10.4	
'61-'63	Third		Commercial and mini-vehicles excluded	In the case of a passenger car for private use	↓	↓	↓	
		'61			22.1	4.0	12.5	
'64-'66	Fourth	'64			24.3	4.4	15.0	
		'66			↓	↓	↓	5
'67-'69	Fifth	'67			↓	↓	↓	10
		'68	3%		↓	↓	↓	↓
'70-'72	Sixth	'70	↓		↓	↓	↓	17.5
		'71	↓	2,500	↓	↓	↓	↓
'73-'77	Seventh	'74	5%	5,000	29.2	5.3	↓	↓
		'76	↓	6,300	36.5	6.6	19.5	↓
'78-'82	Eighth	'79	↓	↓	45.6	8.2	24.3	↓
'83-'87	Ninth		↓	↓	↓	↓	↓	↓
'88-'92	Tenth		↓	↓	↓	↓	↓	↓
'93-'97	Eleventh	'93	↓	↓	48.6	5.2	32.1	↓
'98-'02	Twelfth	'98	↓	↓	↓	↓	↓	↓
2003-'07	As per the national priority infrastructure development plan		↓	↓	↓	↓	↓	↓
'08-	As per the national medium-term road infrastructure plan		↓	6,300	↓	↓	↓	↓
'10-	—		5%	5,000	48.6	5.2	32.1	17.5
Comparison with original tax rate (multiplier value)			1.67	2.00	2.00	1.18	2.14	1.00

□ Original tax rate

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

Source: Japan Automobile Manufacturers Association

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

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

INCENTIVES & ELIGIBILITY REQUIREMENTS FOR NEW VEHICLES

● ACQUISITION AND TONNAGE TAX REDUCTIONS/EXEMPTIONS

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

Vehicle Type	Requirements	Certification Sticker(s)	Reductions/Exemptions: Acquisition Tax	Reductions/Exemptions: Tonnage Tax
Alternative-Energy/ Next-Generation Vehicles	Electric (including fuel cell) vehicles Plug-in hybrid vehicles Clean diesel vehicles (1) Hybrid vehicles (2) Natural gas vehicles (3)		Exempt	Exempt
Fuel-Efficient and Low-Emission Vehicles (4) **(Passenger cars and mini-vehicles)**	Compliant +25% compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		75% reduction	75% reduction
	Compliant +15% (or better) to +20% (or better) compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		50% reduction	50% reduction
Trucks and Buses (2.5t<GVW≤3.5t) (5)	[Diesel Vehicles:] Compliant with 2015 fuel efficiency standards and 2009 emission standards		75% reduction	75% reduction
	[Gasoline Vehicles:] Compliant with 2015 fuel efficiency standards and emissions down by 50% from 2005 standards (6)		50% reduction	50% reduction
Heavy-Duty Trucks and Buses (GVW>3.5t)	Compliant with 2015 fuel efficiency standards and 2009 emission standards		75% reduction	75% reduction
	Compliant with 2015 fuel efficiency standards and 2005 emission standards, with NOx and/or PM emissions down by 10% from those standards		50% reduction	50% reduction

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

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

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

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

● FISCAL 2010-2011 AUTOMOBILE TAX REDUCTIONS

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

*Also applies to electric (including fuel cell) and plug-in hybrid vehicles. In the case of natural gas vehicles, applies only to those with emissions down by 75% from 2005 standards and to heavy-duty natural gas vehicles compliant with, and with NOx emissions down by 10% from, 2005 emission standards.
Notes: 1. The above incentive will be in effect from April 1, 2010 through March 31, 2012, with reductions applicable once only. 2. For eligible vehicles newly registered in 2010 and 2011, the automobile tax reduction is applied in the year subsequent to the year of registration. 3. This scheme also mandates a yearly 10% surcharge on the automobile tax for hybrid vehicles and diesel vehicles on the road 11 years or longer, and for gasoline and LPG-powered vehicles on the road 13 years or longer, since first registration.

INCENTIVES & ELIGIBILITY REQUIREMENTS FOR USED VEHICLES

● ACQUISITION INCENTIVES/ACQUISITION TAX REDUCTIONS

Applicable in Fiscal 2010-2011

Requirements	Certification Stickers	Amount Deducted
Compliant +25% compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		¥300,000 (deducted from purchase price)
Compliant +15% (or better) to +20% (or better) compared to 2010 fuel efficiency standards and emissions down by 75% from 2005 standards		¥150,000 (deducted from purchase price)

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

Applicable in Fiscal 2009-2011

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

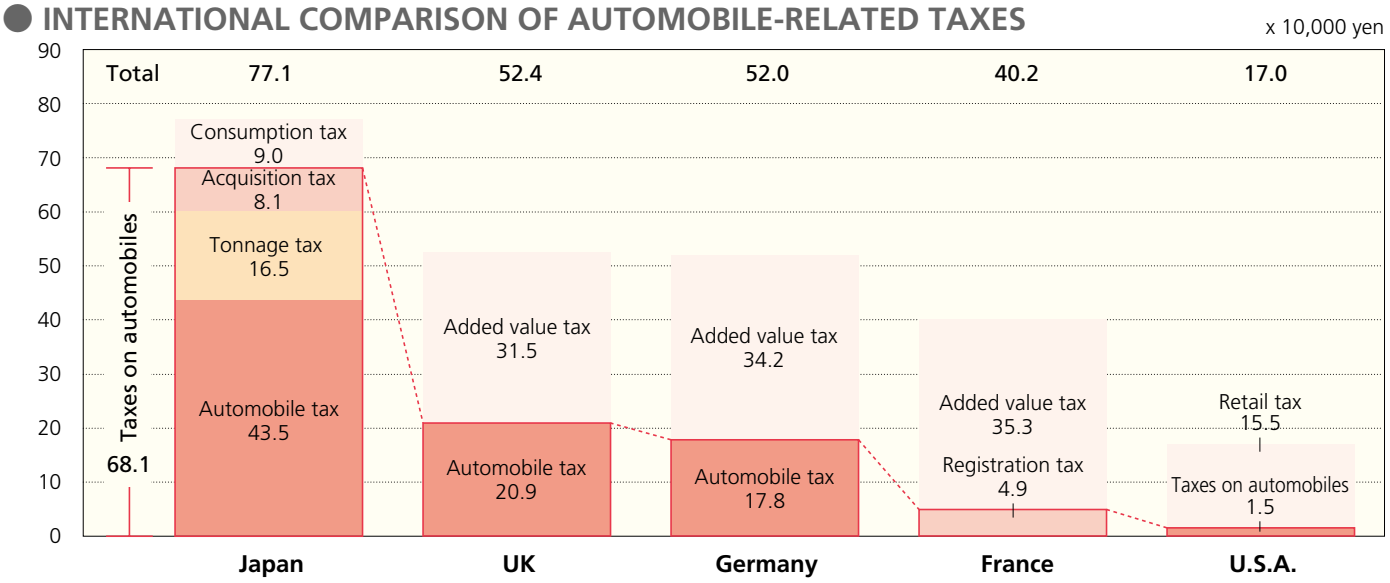
Applicable in Fiscal 2010-2011 for Diesel Vehicles

Vehicle Type	Requirements	Period of Application	Reduction
Clean diesel passenger cars	Compliant with 2009 emission standards	April 1, 2010-August 31, 2010	0.5% reduction
Trucks and buses (GVW>2.5t)	Compliant with 2015 fuel efficiency standards and 2009 emission standards	April 1, 2010-August 31, 2010	2.5t<GVW≤3.5t vehicles only: 1.0% reduction
		April 1, 2010-September 30, 2010	3.5t<GVW≤12t vehicles only: 2.0% reduction
		October 1, 2010-August 31, 2011	3.5t<GVW≤12t vehicles only: 1.0% reduction

Automobile-Related Taxes are Onerous

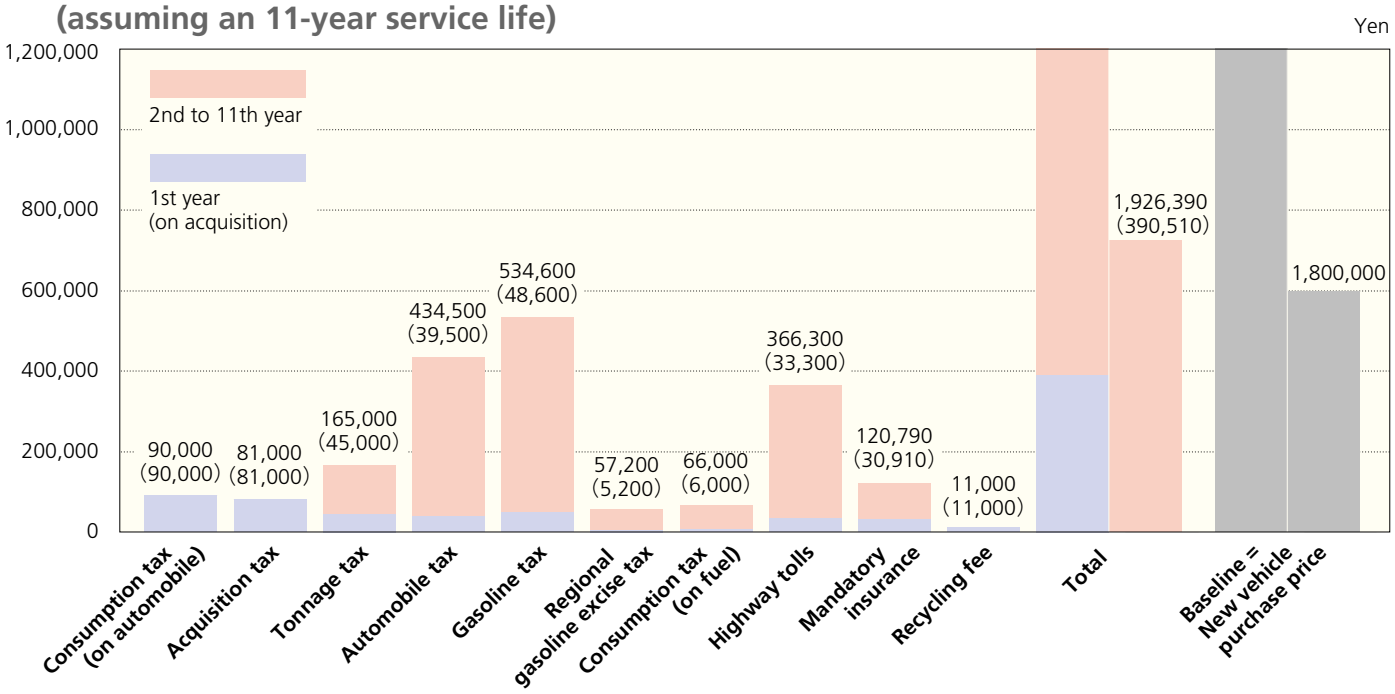
Consider the case of a passenger car costing 1.8 million yen when purchased new and providing 11 years of service to the original owner for private use. During that period, six different categories of taxes (including consumption tax at the time of vehicle purchase and on fuel) will be assessed on the owner/user, amounting to a grand total of roughly 1.43 million yen, which is equivalent to the purchase price of a new 1000cc passenger car. In addition to these various taxes (totalling about 130,000 yen yearly), the user will also be required to pay onerous highway tolls, automobile insurance premiums (mandatory and optional), a recycling fee, periodic inspection fees and maintenance costs.

● INTERNATIONAL COMPARISON OF AUTOMOBILE-RELATED TAXES



Assumptions: 1) Engine capacity: 1800cc. 2) GVW: Under 1.5t. 3) Purchase price: ¥1.8 million. 4) France = Paris. U.S.A. = New York City. 5) Germany: Euro 4 emission regulations apply. 6) France: Vehicle in no. 8 horsepower "class." 7) Service life: 11 years. 8) Currency exchange rates: €1 = ¥133, £1 = ¥152, US$1 = ¥94 (averaged April 2009-March 2010).
Notes: 1. As shown here, tax amounts other than Japan's may not be the most current. 2. Does not include any green tax regimens that may apply. 3. Does not include registration fees. 4. Automobile tax on private vehicles (i.e. for personal use only) was abolished in France as of 2000. 5. The tonnage tax amount shown here reflects Japan's new tonnage tax rate for passenger cars (5,000 yen/year per 0.5 tons) in effect from April 1, 2010.
Source: Japan Automobile Manufacturers Association

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

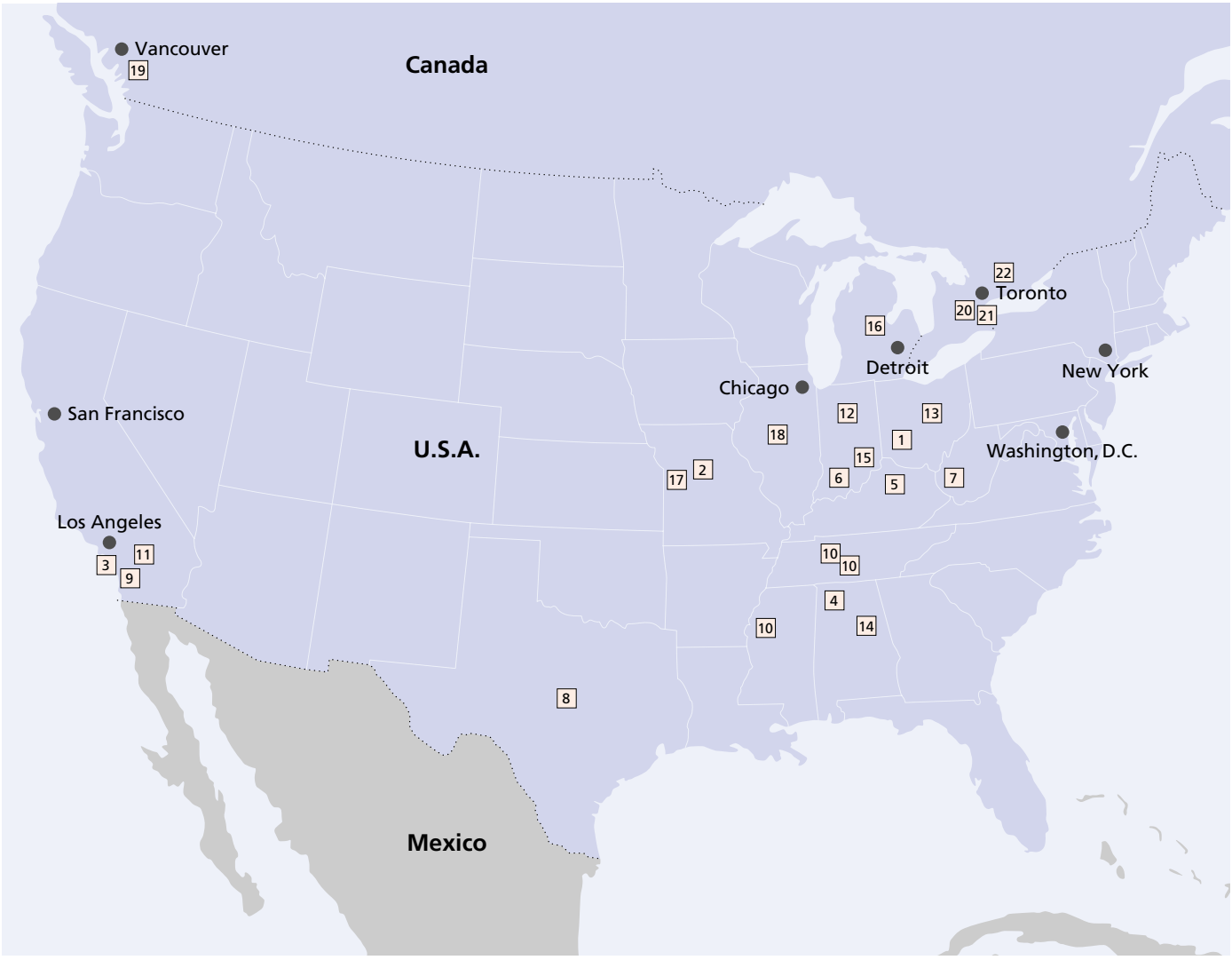


Assumptions: 1) A passenger car with 1800cc engine capacity and purchase price of ¥1.8 million (retail price, excluding consumption tax). 2) GVW: Under 1.5t. 3) Annual fuel consumption: 1,000 liters. 4) Tonnage tax imposed yearly, but collected only at time of mandatory vehicle inspection. 5) Tax amounts reflect rates in effect from April 1, 2007 except for the tonnage tax amounts, which reflect Japan's new tonnage tax rate for passenger cars (5,000 yen/year per 0.5 tons) in effect from April 1, 2010. 6) Consumption tax = 5% of retail price. 7) The recycling fee indicated is the average rate for an 1800cc passenger car.
Notes: 1. Estimated highway tolls, mandatory insurance premium payments and recycling fee are included here because they can be considered similar to taxes. (Mandatory insurance premium values indicated effective as of April 1, 2010.) 2. Value of highway tolls was estimated by JAMA based on highway toll revenue in 2004.
Source: Japan Automobile Manufacturers Association

Global Manufacturing Operations

Japanese automobile manufacturers have continued to develop local production operations in the United States, Europe, Southeast Asia and, recently, China. These operations contribute to the revitalization of local economies through employment creation, local parts purchasing and, in many cases, export revenue for the host countries.

LOCATIONS OF JAPANESE AUTOMAKERS' PRODUCTION BASES IN NORTH AMERICA



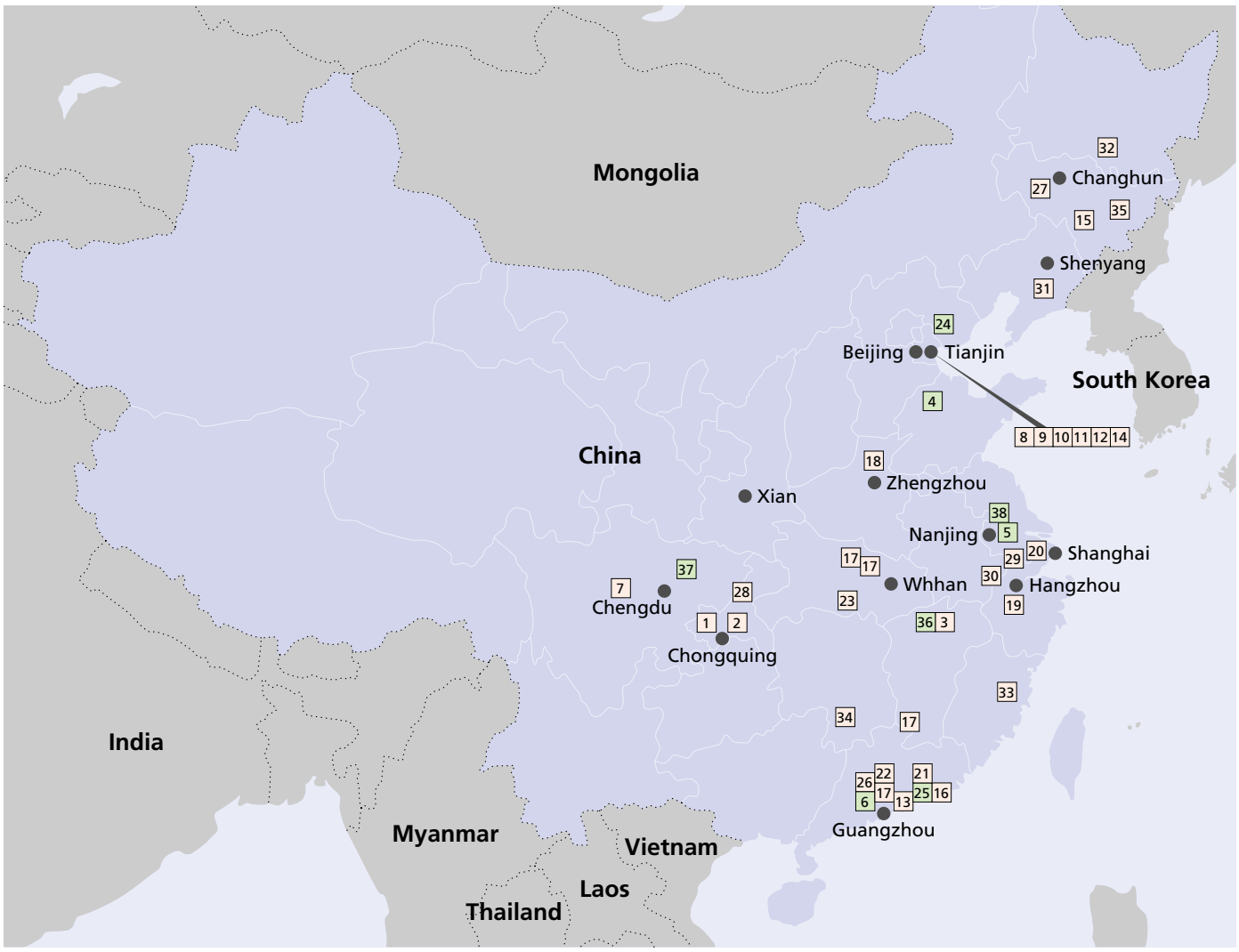
Motor Vehicle Production Base Motorcycle Production Base Motor Vehicle / Motorcycle Production Base

● JAPANESE AUTOMAKERS' NORTH AMERICAN MANUFACTURING OPERATIONS (AUTOMOBILES/COMPONENTS/PARTS)

Manufacturer	Location	Company Name	Est.	Start-Up	Capitalization (x 1 million)	Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
U.S.A.										
Isuzu	1	DMAX, Ltd	Sep. 98		USD 100	40%	Diesel engines	GM 60%	200	561
Toyota	2	Bodine Aluminum, Inc.	Jan. 90	Jan. 93	USD 130	TEMA 100%	Aluminum castings			947
	3	TABC, Inc.	Apr. 74	Nov. 71	USD 186	TABC Holding 100%	Catalytic, stamped parts, Steering columns			533
	4	Toyota Motor Manufacturing, Alabama, Inc.	Jun. 01	Apr. 03	USD 110	TEMA 100%	Engines			796
	5	Toyota Motor Manufacturing, Kentucky, Inc.	Jan. 86	May 88	USD 1,180	TEMA 100%	*Avalon, Camry, Camry Hybrid, Venza* Engines		348	7,487
	6	Toyota Motor Manufacturing, Indiana, Inc.	Feb. 96	Feb. 99	USD 620	TEMA 100%	*Sequoia, Highlander, Sienna*		108	4,204
	7	Toyota Motor Manufacturing, West Virginia, Inc.	May 96	Nov. 98	USD 260	TEMA 100%	Engines and transmissions			1,124
	8	Toyota Motor Manufacturing, Texas, Inc.	2003	Nov. 06		TEMA 100%	*Tundra*		86	2,415
	9	Catalytic Component Products, Inc.		Apr. 91			Catalytic			28
Nissan	10	Nissan North America Inc. (Smyrna)	Sep. 60	Jun. 83	USD 1,791	100%	*Altima, Maxima, Altima Coupe, Pathfinder Xterra, Frontier*		191	3,800
		(Decherd)		May 97			Engines			800
		(Canton)		May 03			*Titan, Armada, Quest, Altima*		181	3,300
Hino	11	Hino Motors Manufacturing U.S.A., Inc.	Apr. 03	Oct. 04	USD 204	100%	Trucks and Unit Production for Toyota			630
Fuji Hvy. Ind.	12	Subaru of Indiana Automotive, Inc.	Mar. 87	Sep. 89	USD 794	100%	*Legacy, Outback, Tribeca* (Toyota *Camry*)		200	3,040
Honda	13	Honda of America Manufacturing Inc. (Marysville)	Feb. 78	Nov. 82	USD 578	Honda of America 97.58% Honda Motor 2.42%	*Accord, Acura TL, Acura RDX*		440	10,300
		(East Liberty)		Dec. 89			*Civic, Element, CR-V*		240	
		Engine plant		Jul. 85			Engines and drive-system parts		1,180	
	14	Honda Manufacturing of Alabama, LLC 1st plant	Dec. 99	Nov. 01	USD 400	Honda of America 100%	*Odyssey, Ridgeline*		150	4,100
		2nd plant		Apr. 04			*Pilot, Accord* V-6 engines		150	
	15	Honda Manufacturing of Indiana, LLC	Jun. 06	Oct. 08	USD 200	Honda of America 100%	*Civic*		200	1,100
Mazda	16	Auto Alliance International, Inc.	Jan. 85	Sep. 87	USD 760	50%	*Mazda 6*	Ford 50%	240	2,600
	17	Ford Motor Kansas City Assembly	1957			0%	*Tribute*	Ford 100%		
Mitsubishi	18	Mitsubishi Motors North America, Inc.	Oct. 85	Sep. 88	USD 398	100%	*Eclipse, Eclipse Spyder, Galant, Endeavor*		90	1,700
Canada										
Toyota	19	Canadian Autoparts Toyota Inc.	Mar. 83	Feb. 85	CAD 14	100%	Aluminum wheels			292
	20	Toyota Motor Manufacturing, Canada Inc.	Jan. 86	Nov. 88	CAD 680	100%	*Corolla, Matrix, RX350, RAV4*		320	5,919
Hino	21	Hino Motors Canada, Ltd.	Jan. 83	Apr. 06	CAD 7.0	100%	Trucks			80
Honda	22	Honda Canada Inc.	Jun. 84	Nov. 86	CAD 2,000	Honda Motor 50.15%, Honda of America 49.85%	*Civic, Acura CSX, Acura MDX, Ridge line*		390	4,300
		Engine plant		Sep. 08			Engines		200	340

Source: Japan Automobile Manufacturers Association

LOCATIONS OF JAPANESE AUTOMAKERS' PRODUCTION BASES IN CHINA



Motor Vehicle Production Base | Motorcycle Production Base | Motor Vehicle / Motorcycle Production Base

JAPANESE AUTOMAKERS' MANUFACTURING OPERATIONS IN CHINA (AUTOMOBILES/COMPONENTS/PARTS)

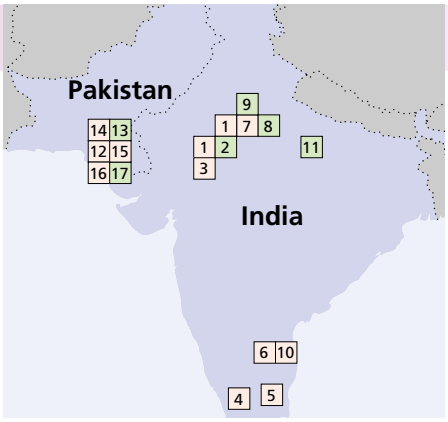
Manufacturer	Location	Company Name	Est.	Start-Up	Capitalization (x 1 million)	Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
China										
Isuzu	1	Qingling Motors Co., Ltd.	May 85		CNY 2,000	20%	Assembly of CVs and RVs	Qingling Motors Gr. 51%	100	2,824
Suzuki	2	Chongqing Changan Suzuki Automobile Co., Ltd.	1993	1995	USD 190	35%	*Gazelle, Swift, SX4, Alto*	Changan Automobile Gr. 51%	170	3,900
	3	Jiangxi Changhe Suzuki Automobile Co., Ltd.	1995	1995	USD 311.8	46%	*Bei Dou Xing, Liana, Landy*	Jiangxi Changhe Automobile Co., Ltd. 51%	200	2,700
	4	Jinan Qingqi Suzuki Motorcycle Co., Ltd.	1994	1996	USD 24	50%	*FD110, GS125, GSX125/150, GT125, GZ150, AN150, UE125, UZ125, UZ100, AN125X/150X*	CHINA SOUTH INDUSTRIES GROUP CORP 50%	560	2,486
	5	Nanjing Jincheng Motorcycle Co., Ltd.	2004	2005			*AJ50, FD110C, GX125*		100	300
	6	Jiangmen Dachangjiang Group, Co., Ltd.	1992	1993			*AX100, AN125, EN125, GN125, GZ125, HJ125T, UZ125*		3,000	8,605
Toyota	7	Sichuan FAW Toyota Motor Co., Ltd.		2005		45%	*Coaster, Land Cruiser, Prado, PRIUS*		5	2,374
	8	Tianjin FAW Toyota Engine Co., Ltd.	1996	1998	USD 248	50%	Engines			1,898
	9	Tianjin Fengjin Auto Parts Co., Ltd.	1995	1998	USD 230	90%	Constant velocity joints, Axle, Differentials			763

Manufacturer	Location	Company Name	Est.	Start-Up	Capitalization (x 1 million)		Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
China											
Toyota	10	Tianjin Toyota Forging Co., Ltd.	1997	1999	CHY 245	100%	Forging parts				235
	11	Tianjin FAW Toyota Motor Co., Ltd.	2000	2002	USD 408	40%	*Vios, Corolla, CROWN, Reiz, RAV4*			383	12,407
	12	Tianjin Jinfeng Auto Parts Co., Ltd.	1997	1997	CNY 104	30%	Steerings assy, propeller shafts				385
	13	Guangqi Toyota Engine Co., Ltd.	2004	2005	USD 208	57.6%	Engines, Camshafts, Crankshafts				1,300
	14	Toyota FAW (Tianjin) Dies Co., Ltd.	2004	2004	USD 27	90%	Stamping dies for vehicles				216
	15	FAW Toyota (Changchun) Engine Co., Ltd.	2004	2004	USD 84	50%	Engines				783
	16	GAC Toyota Motor Co., Ltd.	2004	2006	USD 34.315	30.5%	*Camry, Yaris, Highlander*			210	6,321
Nissan	17	Dongfeng Motor Co., Ltd.	Jun. 03	Jul. 03	CNY 16,700	50%	*Teana, Tiida, Sunny, Livina Series, Qashqai, X-TRAIL, Sylphy* CVs (Large, medium, and small-sized trucks, buses, etc.)			523	87,000
	18	Zhengzhou Nissan Automobile Co., Ltd.	Mar. 93	Oct. 95	CNY 1,290	20%	*Pickup, Paladin*			24	2,300
UD Trucks	19	Dongfeng Nissan Diesel Motor Co., Ltd.	May 96	Nov. 97	CNY 289.90	50%	Trucks and buses		Dongfeng Motor Group Co., Ltd.	5	289
Hino	20	Shanghai Hino Engine Co., Ltd.	Oct. 03	Nov. 04	USD 30	50%	Engines		Shanghai Electric (Group) Corp. 50%		250
	21	Guangqi Hino Motors Co., Ltd.	Nov. 07	Sep. 09	CNY 1,500	50%	Trucks and Buses		Guangzhou Automobile Group 50%		610
Honda	22	Guangqi Honda Automobile Co., Ltd.	Jul. 98	Mar. 99	USD 283	50%	*Accord, Odyssey, Fit, City*		Guangzhou Automobile Gr. 50%	360	6,800
	23	Dongfeng Honda Automobile Co., Ltd.	Jul. 03	Apr. 04	USD 200	50%	*Spiria, CR-V, Civic*		Dongfeng Motor Gr. 50%	200	4,180
	24	Sundiro Honda Motorcycle Co., Ltd.	Sep. 01	Nov. 01	USD 129	50%	*CBF150, Fuma, Wave, e-彩, Today, Dio, Dio Chesta*		Sundiro Holding Co., Ltd. 50%	1,300	3,700
	25	Wuyang-Honda Motors (Guangzhou) Co., Ltd.	Jul. 92	Aug. 92	USD 30	50%	*GL125, JOYING, TUKIN, SCR100, CGL125, Lead*		Guangzhou Motors Group Company 50%	1,000	4,100
	26	Honda Automobile (China) Co., Ltd.	Sep. 03	Apr. 05	USD 82	65%	*Jazz*		Guangzhou Automobile Gr. 25% Dongfeng Motor Gr. 10%	50	1,000
Mazda	27	FAW Car Co., Ltd.		Mar. 03		0%	*Mazda6*			150	7,300
	28	Changan Ford Mazda Motor Co., Ltd.		Feb. 06	USD 351	15%	*Mazda3*		Ford 35% Chongquing Changan Automobile Co., Ltd. 50%	250	5,800
	29	Changan Ford Mazda Motor Co., Ltd. Nanjing Company		Oct. 07		15%	*Mazda2*		Ford 35% Chongquing Changan Automobile Co., Ltd. 50%	160	2,200
	30	Changan Ford Mazda Engine Co., Ltd.		Apr. 07	USD 139	25%	Engines		Ford 25% Chongquing Changan Automobile Co., Ltd. 50%	350	1,500
Mitsubishi	31	Shenyang Aerospace Mitsubishi Motors Engine Manufacturing Co. Ltd.		Aug. 97	CNY 738	25%	Engines and transmissions		Mitsubishi Corporation 9.3%		800
	32	Harbin Dongan Automotive Engine Manufacturing Co., Ltd.		Sep. 98	CNY 500	15.3%	Engines and transmissions		Mitsubishi Corporation 5.7%		1,400
	33	Southeast (Fujian) Motor Co., Ltd.		Nov. 95	CNY 138	25%	*Delica, Freeca, Lancer, Space Wagon, Veryca*				2,300
	34	Hunan Changfeng Motor Co., Ltd.		Nov. 96	CNY 520	14.59%	Automobile manufacture				4,800
	35	Hafei Motor Company Limited	Sep. 94		YEN 5,860	0%	*Mirage Dingo*			200	4,700

Manufacturer		Location	Company Name	Est.	Start-Up	Capitalization (x 1 million)		Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
China												
Yamaha	36	Zhuzhou Jianshe Yamaha Motor Co., Ltd.	Dec. 93	Jun. 96	CNY 498	44.2%	*CYGNUS, JOG, FUTURE, AVENUE*	Chongqing Jianshe Motorcycle Co.,Ltd. 50% Tair Yea Ltd. 5.8%	170	1,150
	37	Chongqing Jianshe Yamaha Motor Co., Ltd.	Nov. 92	Jun. 94	CNY 380	50%	*YBR250, YBR125, SRZ150, YB125, TTR50*	Chongqing Jianshe Motorcycle Co.,Ltd. 50%	420	2,100
	38	Jiangsu Linhai Yamaha Motor Co., Ltd.	Dec. 94	Jan. 95	CNY 120	50%	*FORCE, T110,*	Jiangsu Linhai Power Machinery Group Corp 50%	192	627

Source: Japan Automobile Manufacturers Association

LOCATIONS OF JAPANESE AUTOMAKERS' PRODUCTION BASES IN SOUTH ASIA



- Motor Vehicle Production Base
- Motorcycle Production Base
- Motor Vehicle / Motorcycle Production Base

JAPANESE AUTOMAKERS' SOUTH ASIAN MANUFACTURING OPERATIONS (AUTOMOBILES/COMPONENTS/PARTS)

Manufacturer		Location	Company Name	Est.	Start-Up	Capitalization (x 1 million)	Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
India											
Suzuki	1	Maruti Suzuki India Limited	1982	1983	INR 1,445	54.2%	*Maruti800, Alto, Omni, Zen, Wagon R, Eeco, Gypsy, Swift, SX4, A-STAR, Ritz*		960	7,500
	2	Suzuki Motorcycle India Private Limited	2006	2006	INR 582	100%	*GT125, UZ125, GS150*		190	1,563
	3	Suzuki Power Train India Limited	2005	2006	INR 7,760	70%	Diesel Engines (1.3ℓ), Transmissions	Maruti Suzuki India Limited 30%		1,400
Toyota	4	Toyota Kirloskar Motor Private Ltd.	1997	Dec. 99	INR 7,000	89%	*Corolla, Innova, Fortuner*		51	4,433
	5	Toyota Kirloskar Auto Parts Private Ltd.	2002	Jul. 02		64%	Axles, Propeller shafts, Transmissions			1,050
Nissan	6	Renault Nissan Automotive India Private Limited	Feb. 08	May 10	INR 18,838		*Micra*	Renault	400	1,200
Honda	7	Honda Ciel Cars India Ltd.	Dec. 95	Dec. 97	INR 3,600	97.4%	*City, Civic, Accord, Jazz*		100	3,600
	8	Honda Motorcycle and Scooter India Private Limited	Aug. 99	May 01	INR 3,000	100%	*Activa, Dio, Aviator, Unicorn, Shine, CBF Stunner, CB Twister*		1,550	6,500
	9	Hero Honda Motors Ltd.	Jan. 84	May 85	INR 399	26%	*Splendor+, Passion Plus, CD Dawn, CD Deluxe, Super Splendor, Glamour, Glamour Fi, Passion pro, CBZ, Pleasure, Karizma, Hunk*		5,400	11,500
Mitsubishi	10	Hindustan Motors Limited	Feb. 42		YEN 5,920	0%	*Lancer, Mirage, Pajero*		6	262
Yamaha	11	India Yamaha Motor Private Limited	Oct. 07	Apr. 08	INR 5,600	69%	*Gladiator, G5, Alba, CRUX, YZF-R15, FZ16*	Yamaha Motor Asia Pte Ltd. 1% Bussan Automotive Singapore 30%	300	2,043
Pakistan										
Suzuki	12	Pak Suzuki Motor Co., Ltd.	1983	1982	PKR 823	73.1%	*Ravi, Bolan, Cultus, Liana, Mehran, Alto, Swift*		150	900
	13	Pak Suzuki Motor Co., Ltd.	1983	1990	PKR 823	73%	*A100X, SD110/U, GS125T, GS150TD*		30	1,880
Toyota	14	Indus Motor Company Ltd.		Mar. 93			*Corolla, Hilux*		38	1,879
Nissan	15	Ghandhara Nissan Ltd.	1981	Nov. 08*	PKR 450	0%	*Sunny*			316
UD Trucks	15	Ghandhara Nissan Ltd.	Feb. 85	Jan. 97	PKR 450	8.1%	Trucks and buses	Bibojee Services (Pvt.) Ltd. 62.32%	1.5	294
Hino	16	Hinopak Motors, Ltd.	Jun. 85		PKR 200	59.3%	Trucks and buses	Toyota Tsusho 29.7%		340
Honda	17	Atlas Honda Ltd.	Oct. 62	Mar. 65	PKR 204.4	35.0%	*CD70, CD100, CG125 STD, CG125 DLX*		500	2,700

*Local Production suspended in 2002 and restarted from 2008.

Source: Japan Automobile Manufacturers Association

LOCATIONS OF JAPANESE AUTOMAKERS' PRODUCTION BASES IN SOUTHEAST ASIA

Motor Vehicle Production Base Motorcycle Production Base Motor Vehicle / Motorcycle Production Base

JAPANESE AUTOMAKERS' SOUTHEAST ASIAN MANUFACTURING OPERATIONS (AUTOMOBILES/COMPONENTS/PARTS)

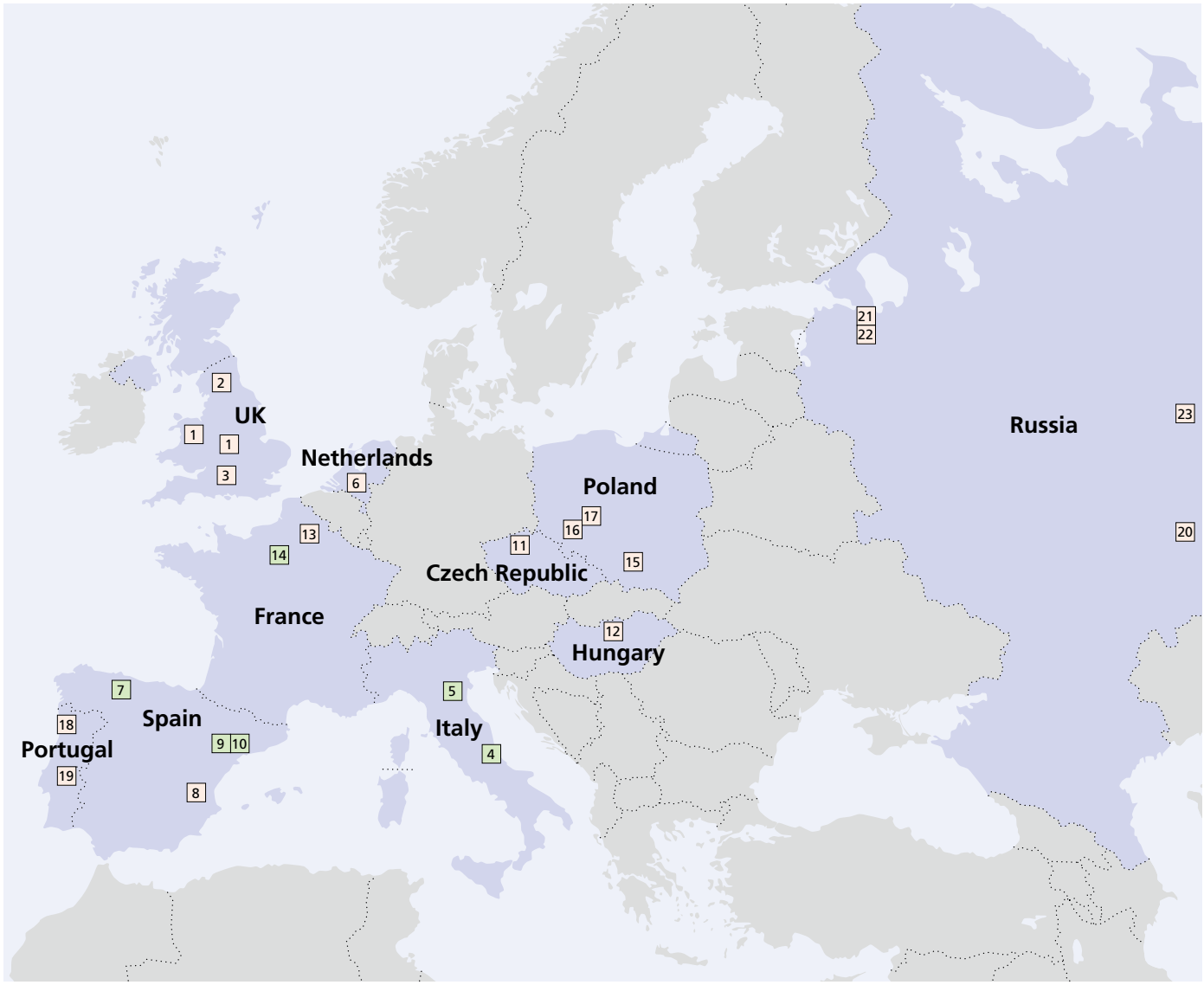
Manufacturer	Location	Company Name	Est.	Start-Up	Capitalization (x 1 million)	Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
Indonesia										
Isuzu	1	P.T. Isuzu Astra Motor Indonesia	Sep. 74		INR 92,000	45%	Assembly of Asia-market cars and small-sized CVs	Astra 44.94%	75	684
	2	P.T. Mesin Isuzu Indonesia	Feb. 83		INR 13,200	36.7%	Diesel engines and related parts	Pantja Motor 33.7%	50	240
	3	P.T. Asian Isuzu Casting Center	Apr. 97		INR 107,500	18.6%	Forged parts	Isuzu Asia 58.9%	6.6 tons	300
Kawasaki	4	P. T. Kawasaki Motor Indonesia	Feb. 94	Mar. 95	USD 40	83.0%	*Athlete, Edge, ZX130, Ninja150(RR)*	P.T. SUMBER SELATAN NUSA 17.0%	90	859
Suzuki	5	P.T. Suzuki Indomobil Motor	1990	1976	USD 45	90%	*Grand Vitara, APV, Carry, Futura, Swift, SX4*		120	5,600
				1970			*FK110, FL125, FU150, UY125, UK125, UW125, EN125*		800	5,451
Daihatsu	6	P.T. Astra Daihatsu Motor	Jan. 92	Jan. 92	INR 894,370	61.75%	*Terios, XENIA, Gran Max, LUXIO*		230	7,976
Toyota	7	PT. Toyota Motor Manufacturing Indonesia	Apr. 71	1977	INR 19,524	95%	*Innova, Dyna, Fortuner, Avanza* Engines	Local 5%	68	5,069
Nissan	8	P.T. Nissan Motor Indonesia	May 95	Oct. 95	USD 56	75%	*Grand Livina, Livina, X-TRAIL, Serena*		20	640
UD Trucks	9	P.T. Astra Nissan Diesel Indonesia	Apr. 96	Nov. 96	INR 62,840	12.5%	Trucks and buses	Marubeni 12.5%	4.8	80
Hino	10	PT. Hino Motors Manufacturing Indonesia	Dec. 82	Apr. 03	USD 47.8	90%	Trucks and buses	IMSI 10%		380
Honda	11	P.T. Honda Prospect Motor	Feb. 99	Jan. 03	USD 70	51%	*Jazz, CR-V, Freed*		50	2,800
	12	P.T. Astra Honda Motor	Dec. 00	Jan. 01	IDR 185,000	50%	*Revo, SupraX-125, Vario, Tiger, MegaPro, Blade, BeAT, CS1*	P.T. Astra International 50%	3,100	12,555

Manufacturer		Company Name	Est.	Start-Up	Capitalization (x 1 million)	Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
Indonesia										
Mitsubishi	13	P.T. Mitsubishi Krama Yudha Motors & Mfg.	Aug. 73	Jan. 75	IDR 11,451	32.3%	Pressed parts and engines	Mitsubishi Corp. 32.3%		
	14	P.T. Krama Yudha Ratu Motors	Aug. 73		YEN 25	0%	*Colt T1200SS, Colt L300*		83	932
Mitsubishi Fuso	15	P.T. Krama Yudha Tiga Berlian Motors	Jun. 73	Jan. 75	IDR 12,000	18%	*Canter, FUSO*			
	16	Mitsubishi Krama Yudha Motors & Manufacturing	Aug. 73	Jan. 75	IDR 11,451	32.28%	Engine, Body parts			
Yamaha	17	P. T. Yamaha Indonesia Motor Manufacturing	Jul. 74		IDR 25,647	85.0%	*JUPITER-Z, JUPITER-MX, MIO, NOUVO, VEGA-R, RX-K, SCORPIO, V-IXION*	Mitsui & Co., Ltd. 15%	1,400	8,190
	18	P. T. Yamaha Motor Manufacturing West Java	Nov. 04	Jan. 06	IDR 133,623	0%	*VEGA-R, JUPITER, MIO*	YIMM 99.99% YMAP 0.01%	1,400	5,527
	19	P. T. Yamaha Motor Parts Manufacturing Indonesia	Jul. 96		IDR 47,120	99.99%	Motorcycle parts	Sunward International, Inc. 0.01%		4,300
Thailand										
Isuzu	20	Isuzu Motors Co., (Thailand) Ltd.	Apr. 66		THB 8,500	6.7%	Assembly of large and small-sized CVs			2,252
	21	Isuzu Engine Manufacturing Co., (Thailand) Ltd.	Jul. 87		THB 1,025	1.4%	Diesel engines		180	913
	22	Thai International Die Making Co., Ltd.	Sep. 87		THB 100	28%	Forging of press molds, Press processing			653
	23	IT Forting (Thailand) Co., Ltd.	Dec. 94		THB 700	39.3%	Forged parts	TDF 25%		268
Kawasaki	24	Kawasaki Motors Enterprise (Thailand) Co., Ltd.	Dec. 97	Jan. 98	THB 1,900	100%	*BOSS, KLX110/140/250, KSR, ER650, Ninja250R, KLR650, D-Tracker*		120	2,021
	25	KHITKAN Co., Ltd.	Feb. 97	Apr. 98	THB 182	100%	Motorcycle parts	Kawasaki Motors Enterprise (Thailand) Co., Ltd. 100%		337
Suzuki	26	Thai Suzuki Motor Co., Ltd.	1967	1968	THB 270.91	52.06%	*FK110, UY125, UW125, FL125, UK125, UF125*		360	1,024
Toyota	27	Siam Toyota Manufacturing Co., Ltd.	Jul. 87	Jul. 89	THB 850	96%	Engines, Engine parts	Local 4%		2,251
	28	Toyota Motor Thailand Co., Ltd.	Oct. 62	Dec. 64	THB 7,520	86.4%	*Camry, Camry Hybrid, Corolla, Hilux, Yaris, Vios, Wish, Fortuner*	Others 13.6%	435	12,651
	29	Toyota Auto Body Thailand Co., Ltd.	Feb. 78	May 79	THB 10	TMT 49%	Stamped parts			
Nissan	30	Nissan Motor (Thailand) Co., Ltd.	Nov. 73	Sep. 77	THB 1,930.91	75%	*Frontier Navara*		73	1,400
	31	Siam Motors & Nissan Co., Ltd.	Aug. 62	Aug. 62	THB 13.33	75%	*Teana, Tiida*			250
Hino	32	Hino Motors Manufacturing (Thailand) Ltd.	May 62	Jul. 64	THB 2,500	80%	Trucks and Unit Production for Toyota	Mitsui & Co., Ltd. 20%		1,400
Honda	33	Honda Automobile (Thailand) Co., Ltd.	Dec. 00	Jul. 92	THB 5,460	88.99%	*City, Jazz, Civic, Accord, CR-V*		120	4,200
	34	Thai Honda Manufacturing Co., Ltd.	Apr. 65	May 67	THB 150	60%	*ANF100/125/125i, AND125, FS125, ZN125, NCB150, TA200, CBR125R, CZ-I 110, Clicki, Air Bladei, Click Play, Icon, Scoopyi, PCX, Wave110i AT*	H.P.D. Co., Ltd. 23% PT 17%	1,500	5,400
Mazda	35	Auto Alliance (Thailand) Co., Ltd.	Nov. 95	May 98	THB 8,435	47%	*BT-50, Mazda 2, Ford Ranger, Ford Everest*	Ford 50% MST 3%	275	4,300
Mitsubishi	36	Mitsubishi Motors (Thailand) Co., Ltd.	Jan. 87		THB 7,000	99.8%	*Triton, Strada, Lancer, Space Wagon*		190	2,980
	37	MMTH Engine Company Limited	Jan. 87		YEN 70	100%	Engines			280
Mitsubishi Fuso	38	Tan Chong Manufacturing and Assembly		2010	TBH 373.88		*Canter, FK, FN*			
Yamaha	39	Thai Yamaha Motor Co., Ltd.	Mar. 64		THB 1,820	91.2%	*NOUVO, MIO, FINO, SPARK-Nano, SPARK135*	Bangkok Bank 8.31%	450	2,450
	40	International Casting Co., Ltd.	Jul. 90		THB 490		Motorcycle, Automobile Parts	TYM 100%		819
Philippines										
Isuzu	41	Isuzu Philippines Corporation	Aug. 95		PHP 1,000	35%	Assembly of buses and small and medium-sized CVs	Mitsubishi Corp. 35%	15	541
	42	Isuzu Autoparts Manufacturing Corporation	Nov. 96		PHP 442	100%	Transmissions		110	327
Kawasaki	43	Kawasaki Motors (Phils.) Corp.	Sep. 74	Sep. 74	PHP 101	50%	*BARAKO175, WIND125, Fury125, Curve*	SIIX Corp. 20.1% Wodel, Inc. 26.8% Other 3.1%	150	827
Suzuki	44	Suzuki Philippines Inc.	1985	1985	PHP 326.6	100%	*EN125, UK125, GS125T/150TD, FU150, FK110, FJ110, UY125, UW125, FL125*		72	393
Toyota	45	Toyota Autoparts Philippines Inc.	Aug. 90	Sep. 92	PHP 1,000	95%	Transmissions, Constant velocity joints	TMP 5%		1,375
	46	Toyota Motor Philippines Corp.	Aug. 88	Feb. 89	PHP 1,549	34%	*Innova, Vios*		21	1,421

Manufacturer		Location	Company Name	Est.	Start-Up	Capitalization (x 1 million)	Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
Philippines											
Nissan	47		Nissan Motor Philippines, Inc.	Apr. 82	Jun. 83	PHP 1,845	5.36%	*Sentra, X-TRAIL, Grand Livina*		1.6	230
	48		Universal Motors Corporation	Apr. 54	Jan. 72	PHP 154	0%	*Frontier, Patrol, Urvan*		3	130
UD Trucks	49		Columbian Motors Corp.	Dec. 81	Dec. 81	PHP 1,538	1.55%	Trucks and Buses		0.4	61
Hino	50		Pilipinas Hino Inc.	Mar. 75	Aug. 75	PHP 187.5	15%	Trucks and Buses	PMI 70% Marubeni 15%		200
Honda	51		Honda Cars Philippines Inc.	Oct. 90	Mar. 92	PHP 707	74.24%	*City, Civic*		15	700
	52		Honda Philippines Inc.	Jun. 73	Dec. 83	PHP 641	99.61%	*Wave100, Bravo, Wave125, TMX125, TMX155, XR200, XRM125, XR200, BeAT*		500	1,700
Mazda	53		Ford Motor Co. Philippines Inc.	Feb. 04			0%	*Mazda3*	Ford 100%	36	
Mitsubishi	54		Asian Transmission Corp.		Jan. 73	PHP 350	79.4%	Processing and assembly of transmissions			410
	55		Mitsubishi Motors Philippines Corp.	Jan. 87	Feb. 87	PHP 1,640	51%	*Delica, Adventure*	Nissho Iwai 49%		650
Mitsubishi Fuso	56		Mitsubishi Motors Philippines Corporation	Jan. 87	Feb. 87	PHP 1,640	0%	*Canter, FUSO*	MMC 51%		
Yamaha	57		Yamaha Motor Philippines, Inc.	May 07	Sep. 07	PHP 1,570	100%	*MIO, VEGA, STX125, YBR125G*		150	600
Vietnam											
Isuzu	58		Isuzu Vietnam Co., Ltd.	Oct. 95		USD 15	35%	Assembly of small-sized CVs and RVs	C. Itoh 35%		300
Suzuki	59		Vietnam Suzuki Corp.	Apr. 95	1996	USD 59	76%	*Carry, APV*	Sojitz 13%	6	400
								FK110, FL125, UW125, UK125		92	302
Toyota	60		Toyota Motor Vietnam Co., Ltd.	Sep. 95	Aug. 96	USD 49.14	70%	*Camry, Corolla, Hiace, Fortuner, Vios, Innova*		28	1,408
Hino	61		Hino Motors Vietnam, Ltd.	Jun. 96	Sep. 96	USD 8.11	51%	Trucks and Buses	Vina Motor 33% Sumitomo Corp. 16%		80
Honda	62		Honda Vietnam Co., Ltd.	Mar. 96	Jul. 06 (Cars)	USD 62.9	42%	*Civic, CR-V*	Asian Honda Motor Co., Ltd. 28% VEAM 30%	10	6,300
					Dec. 97			*Super Dream, Wavea, Wave RS, Wave S, Future Neo, Click, Air Blade*		1,500	
Mitsubishi	63		Vina Star Motors Corp.	Apr. 94	Mar. 95	USD 16	25%	Assembly of *Pajero, Lancer,* etc.	Mitsubishi Corp. 25% PROTON 25%		380
Mitsubishi Fuso	64		Vina Star Motors Corporation	Apr. 94	Mar. 95	USD 16	0%	*Canter*	MC 25% PROTON 25% MMC 25%		
Yamaha	65		Yamaha Motor Vietnam Co., Ltd.	Jan. 98		USD 37	46%	*EXCITER, MIO, NOUVO, JUPITER, SIRIUS, TAURUS, LEXAM*	Vinafor 30% Hong Leong 24%	700	4,400
	66		Yamaha Motor Parts Manufacturing Vietnam Co., Ltd.	Jan. 05	Jan. 06	USD 14.3	100%	Motorcycle parts			1,610
Malaysia											
Isuzu	67		Isuzu Hicom Malaysia Sdn. Bhd.	Jul. 96		RM 100	51%	Assembly of small and medium-sized CVs, medium and large-sized Bus	DRB-HICOM 49%	60	403
Suzuki	68		Suzuki Assemblers Malaysia Sdn. Bhd.		1971	RM 26.3	51%	*FK110, AN150, UY125, FU150, FL125, UK125*		80	212
Daihatsu	69		Perodua Manufacturing Sdn. Bhd.	Feb. 93	Aug. 94	RM 140		*KENARI, MYVI, VIVA, NAUTICA, ALZA*		230	6,311
Toyota	70		Assembly Services Sdn. Bhd.	May 68		RM 7.5	UMWT 100%	*Hiace, Hilux, Vios, Innova, Fortuner* Engines		50	2,516
Nissan	71		Tan Chong Motor Assemblies Sdn. Bhd.	May 74	Aug. 76	RM 1		*Grand Livina, Latio, Sylphy, Vanette, X-TRAIL*		10	1,760
Honda	72		Honda Malaysia Sdn. Bhd.	Nov. 00	Jan. 03	RM 170	51%	*City, Civic, Accord, CR-V*		30	1,600
	73		Boow Siew Honda Sdn. Bhd.	2008	2008	RM 2.5	50%	*Wave100, Wave125, Click, CBR150R, EX-5, icon*		300	650
Mitsubishi Fuso	74		Mercedes-Benz Malaysia Sdn. Bhd.	Jan. 05		RM 134.7	0%	*Canter, FUSO*	DCAG 51% CCB 49%	60	300
Yamaha	75		Hong Leong Yamaha Motor Sdn. Bhd.	Jun. 79		MYR 25	30.6%	*125Z, NOUVO, 135LC, eGo, LAGENDA, RX-Z, FZ150*	Hong Leong Industries Bhd. 69.4%	190	1,260
	76		Hicom Yamaha Manufacturing Malaysia Sdn. Bhd.	Oct. 83		MYR 15	19.0%	Engines	Hicom 45% Hong Leong Industries Bhd. 30% LUTH 6%		260
Myanmar											
Suzuki	77		Myanmar Suzuki Motor Co., Ltd.	1998	1999	USD 6.7	60%	*Carry, Wagon R+*			
								FD110CSD			28
Cambodia											
Suzuki	78		Cambodia Suzuki Motor Co., Ltd.	1999	1999	USD 1	85%	*FD110C, FK110, FL125, UY125,*	OMC 15%	80	39

Source: Japan Automobile Manufacturers Association

● LOCATIONS OF JAPANESE AUTOMAKERS' PRODUCTION BASES IN EUROPE & RUSSIA



☐ Motor Vehicle Production Base ☐ Motorcycle Production Base ☐ Motor Vehicle / Motorcycle Production Base

● JAPANESE AUTOMAKERS' EUROPEAN & RUSSIAN MANUFACTURING OPERATIONS (AUTOMOBILES/COMPONENTS/PARTS)

Manufacturer	Location	Company Name		Est.	Start-Up	Capitalization (x 1 million)	Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
UK											
Toyota	1	Toyota Motor Manufacturing (UK) Ltd.		Dec. 89	Dec. 92	GBP 300	TME 100%	*Avensis, Auris* Engines		127	4,043
Nissan	2	Nissan Motor Manufacturing (UK) Ltd.		Apr. 84	Jul. 86	GBP 250	Nissan Europe 100%	*Qashqai, Micra, Note, Micra C+C* Engines		338	4,100
Honda	3	Honda of the U.K. Manufacturing Ltd.	1st plant	Feb. 85	Oct. 92 Engines Jul. 89	GBP 670	Honda Motor Europe 86.32%, Honda Motor 13.68%	*CR-V, Civic 5D* Engines		150 Engines 210	3,000
			2nd plant		Jul. 01			*Civic 3D/5D, Jazz*		100	

Manufacturer	Location	Company Name	Est.	Start-Up	Capitalization (x 1 million)	Equity Stake	Products	Other Stakeholders	Annual Prod. Cap. (x 1,000)	Employees
Italy										
Honda	4	Honda Italla Industriale S.p.A.	Sep. 71	1976	EUR 8.3	Honda Motor Europe Ltd. 100%	*CB1000R, CB600F, CBF600, CBF1000, SH125/150/300, XL1000V, etc.*		170	
Yamaha	5	Motori Minarelli S.p.A.	May 51	1984	EUR 6.5		Engines	YMENV 100%	300	365
Netherlands										
Mitsubishi	6	Netherlands Car B.V.	May 95	Dec. 91	EUR 250	100%	*Colt, Outlander*			
Spain										
Suzuki	7	Suzuki Motor Espana, S.A.	1940	1984	EUR 21	100%	*GZ125/250, DR125SM, UH125/200, UX125/150, GS500/F*		50	260
Nissan	8	Nissan Motor Iberica, S.A. (Cantabria)	Jan. 83	Jan. 80	EUR 725	99.7%	Engine, Axle components			700
		(Avilla)		Jan. 83			*Cabstar, Atleon*		8	650
		(Barcelona)		Jul. 86			*Navara, Pathfinder, Primastar* Engine, Mission		44	2,600
Honda	9	Montesa Honda, S.A.	May 80	1986	EUR 4.5	Honda Motor Europe Ltd. 98.95%	*RTL* Plastic Parts	Honda Motor Europe (North) G. m. b. H. Honda Motor Europe (South) S. A.		
Yamaha	10	Yamaha Motor Espana, S.A.	Oct. 81	1981	EUR 9.5		*Neo's, X-Max125/250, XT660Z*	YMENV 100%	120	380
Czech Republic										
Toyota	11	Toyota Peugeot Citroën Automobile Czech, s.r.o.	Mar. 02	Feb.05	CZK 5,140	50%	*Aygo*	PSA 50%	100	3,364
Hungary										
Suzuki	12	Magyar Suzuki Corp.	Apr. 91	Oct. 92	HUF 81,857	97.5%	*Swift, SX4, Splash*		220	3,500
France										
Toyota	13	Toyota Motor Manufacturing France S.A.S.	Oct. 98	Jan. 01	EUR 380	TME 100%	*Yaris* Engines		208	3,732
Yamaha	14	M.B.K. Industrie	Jan. 84	1986	EUR 4.0		*BW's, X-City125, X-City250, YZF-R125, WR125, XT660R*	YMFH 100%	130	650
Poland										
Isuzu	15	Isuzu Motors Polska Sp. zo.o.	Jan. 97	Jun. 99	PLZ 194		Diesel engines	ISPOL-IMG Holdings B.V. 100%	330	632
Toyota	16	Toyota Motor Mfg., Poland Sp.zo.o.	Sep. 99	Apr. 02	PLZ 968	TME 100%	Engines, Transmissions			2,078
	17	Toyota Motor Industries Poland Sp.zo.o.	Oct. 02	Mar. 05	PLZ 405.5	TME 60%	Engines			716
Portugal										
Toyota	18	Toyota Caetano Portugal, S.A.	1946	Aug. 68	EUR 35		*Dyna, Semibon*			340
Mitsubishi Fuso	19	Mitsubishi Fuso Truck Europe-Sociedade Europeia de Automoveis, S.A.	Mar. 96	Apr. 96	EUR 7,458	99.7%	*Canter*		15	400
Russia										
Isuzu	20	CJSC "Severstalauto-Isuzu"	Aug. 07			29%	Assembly of small-sized CVs	Sollers 66%		163
Toyota	21	Toyota Motor Manufacturing Russia LLC. (TMMR)	May 05	Dec. 07		80%	*Camry*	EBRD 20%		774
Nissan	22	Nissan Manufacturing RUS LLC.	Jul. 07	Jun. 09	USD 200	100%	*Teana, X-TRAIL*		50	820
Mitsubishi Fuso	23	FUSO KAMAZ Trucks Rus	2009	2010	EUR 4.10		*Canter*	Daimler 50% KAMAZ 50%		

Source: Japan Automobile Manufacturers Association

Overseas Production Benefits Local Economies

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

OVERSEAS PRODUCTION BY JAPANESE AUTOMOBILE MANUFACTURERS

In vehicle units

Year	Asia	Middle East	Europe	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	5,145,450	0	1,228,294	1,136,145	2,687,527	2,108,161	790,794	168,651	96,836	10,117,552

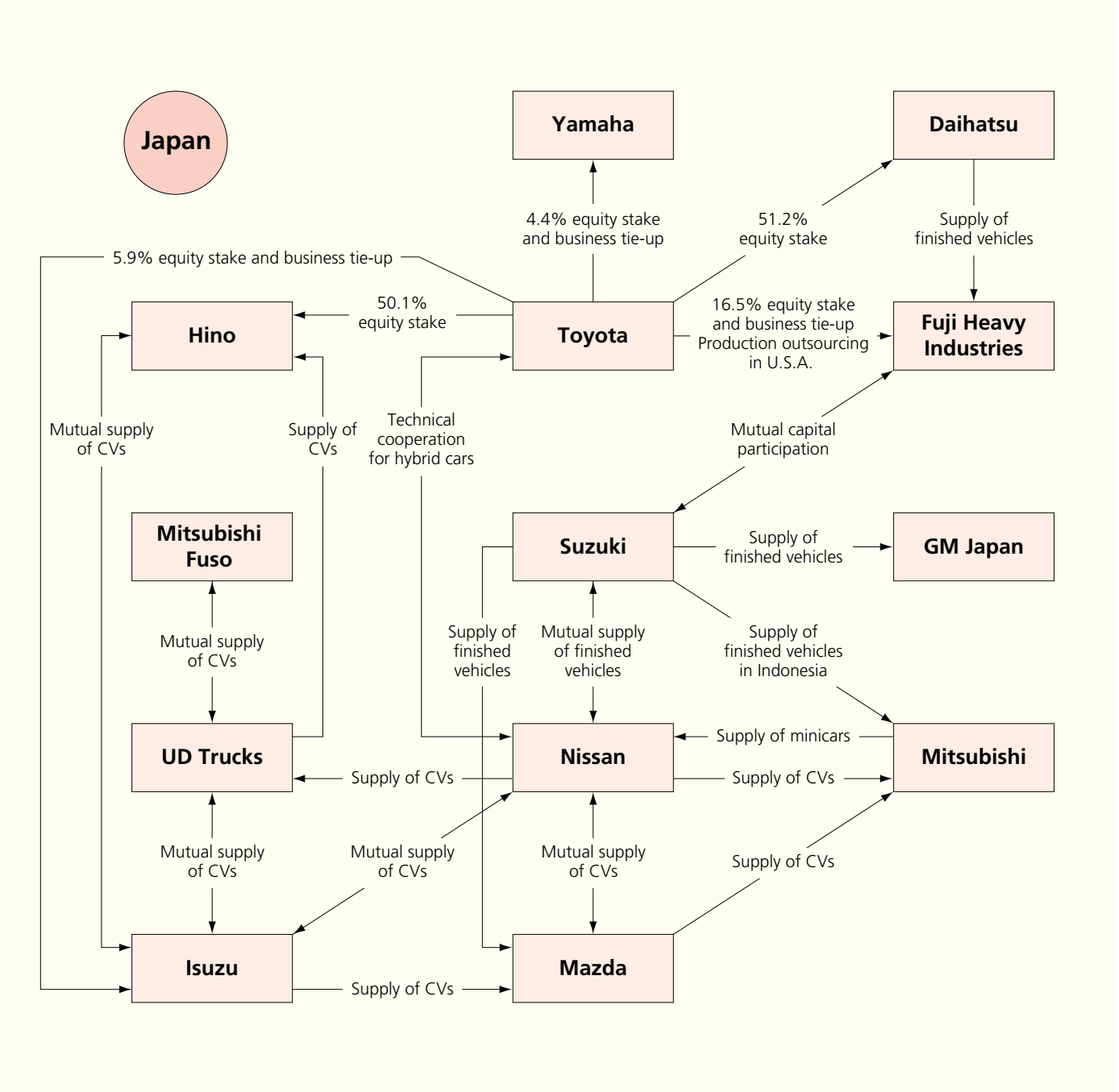
Notes: 1. Data in principle is for Japanese-brand vehicles only. 2. Until 1997, data was based on statistics supplied by national automobile trade associations of respective countries. 3. Mexico is included in Latin America and Turkey in Europe. 4. Data excludes vehicles produced with technical assistance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

Source: Japan Automobile Manufacturers Association

Japanese Automakers Forge Extensive International Alliances

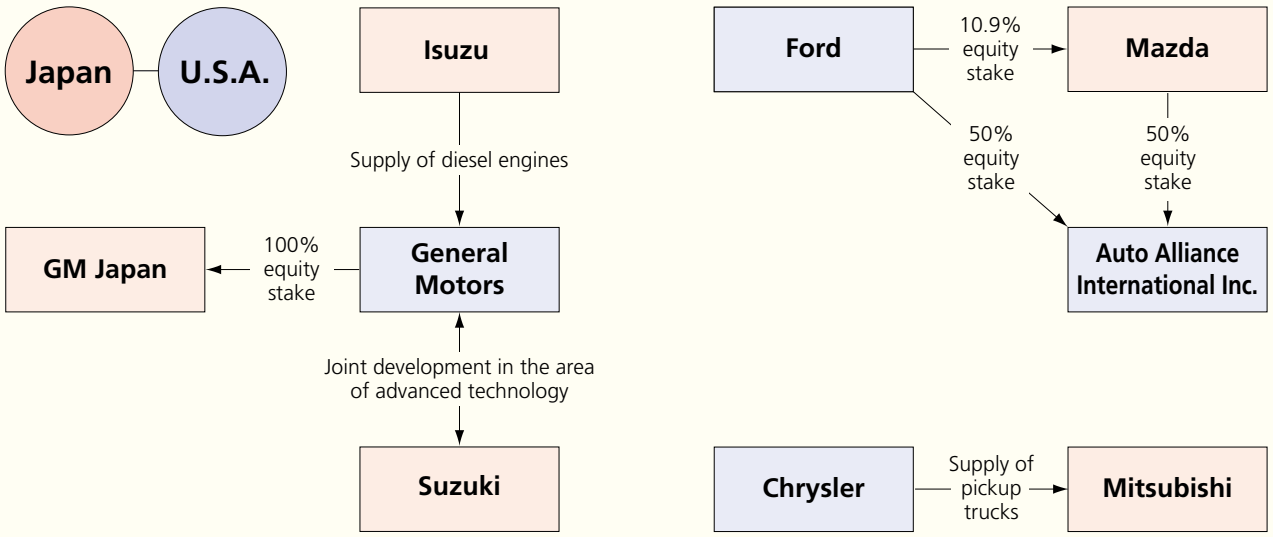
With economic globalization, Japanese automobile manufacturers have rapidly adapted to the needs of individual markets, not only by shifting production to those markets but also by forging extensive alliances with overseas manufacturers. Various forms of partnership currently exist between Japanese,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

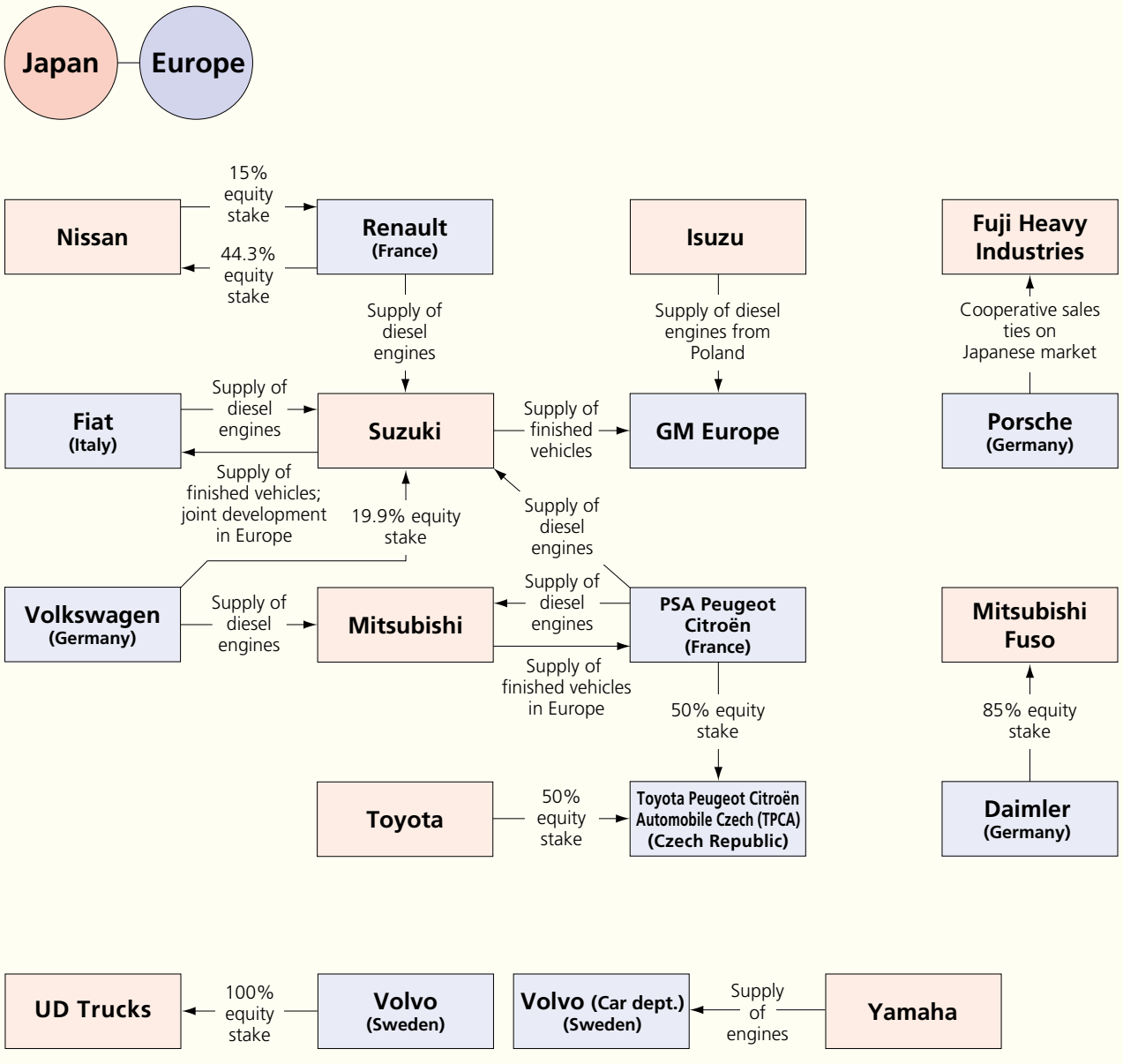
At March 31, 2010

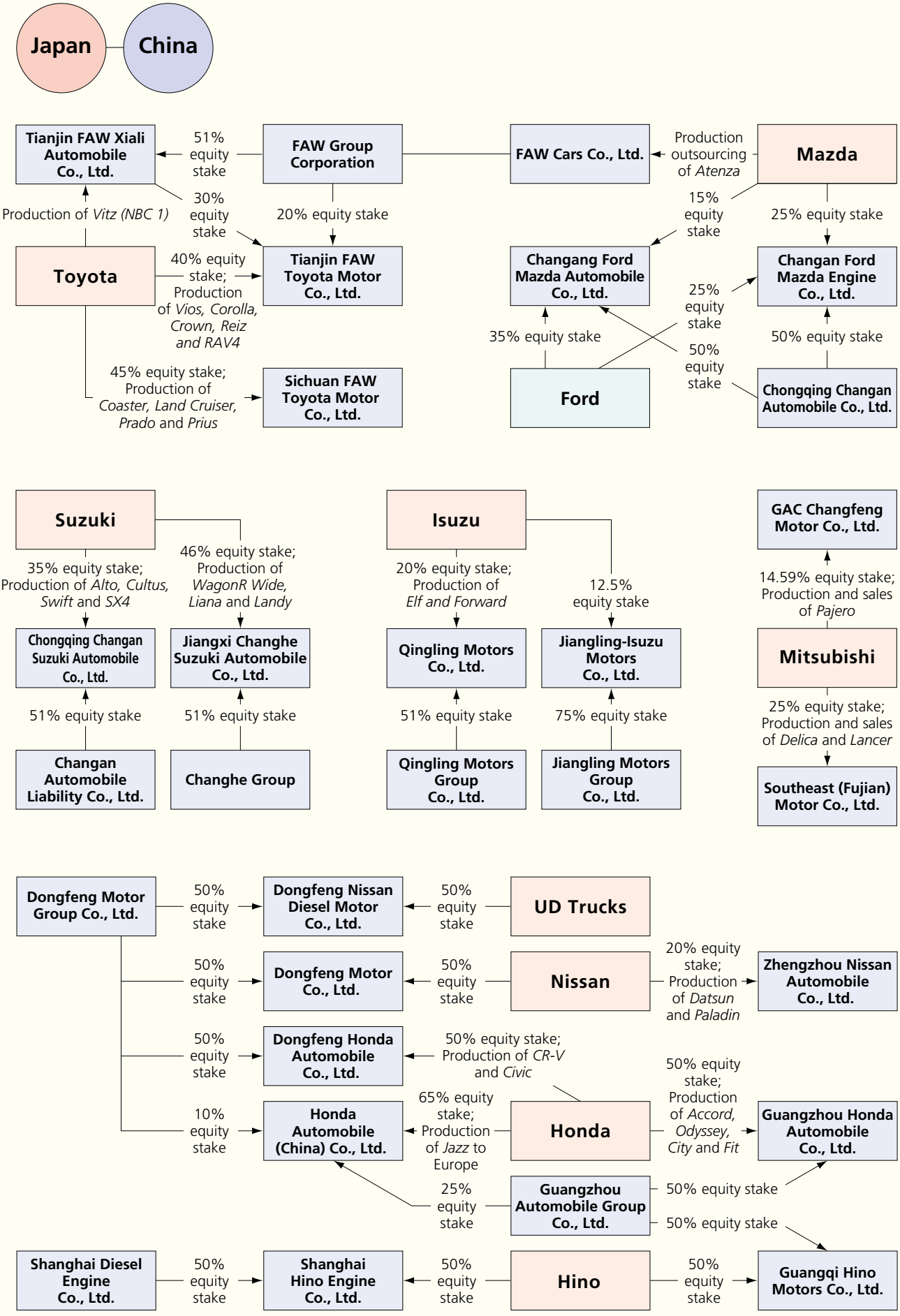


Notes: 1. The charts on these pages show only major tie-ups among and between Japanese automakers and U.S., European, and Chinese automakers. Worldwide, manufacturers have developed more complex alliances than those shown here and this trend is growing as globalization expands. 2. GM Europe includes the subsidiaries of groups such as Opel (Germany) and Vauxhall (UK). 3. The above chart shows only capital and technical tie-ups among automakers. It does not show to what extent they are expanding into other regions or investing in other manufacturers. 4. In principle, the tie-ups shown above cover only technical cooperation related to motor vehicle production and exclude sales tie-ups. Further, such technical cooperation includes only the supply of technology, joint development, supply of finished vehicles (including mutual supply), and joint ventures, while excluding the supply of components.

Sources: Respective manufacturers for Japan-related information and trade press for others


Japan
U.S.A.
Isuzu
Supply of diesel engines
GM Japan
100% equity stake
General Motors
Joint development in the area of advanced technology
Suzuki
Ford
10.9% equity stake
Mazda
50% equity stake
50% equity stake
Auto Alliance International Inc.
Chrysler
Supply of pickup trucks
Mitsubishi


Japan
Europe
Nissan
15% equity stake
44.3% equity stake
Renault (France)
Supply of diesel engines
Isuzu
Supply of diesel engines from Poland
Fuji Heavy Industries
Cooperative sales ties on Japanese market
Fiat (Italy)
Supply of diesel engines
Supply of finished vehicles; joint development in Europe
Suzuki
19.9% equity stake
Supply of finished vehicles
GM Europe
Supply of diesel engines
Porsche (Germany)
Volkswagen (Germany)
Supply of diesel engines
Mitsubishi
Supply of diesel engines
Supply of finished vehicles in Europe
PSA Peugeot Citroën (France)
50% equity stake
Mitsubishi Fuso
85% equity stake
Toyota
50% equity stake
Toyota Peugeot Citroën Automobile Czech (TPCA) (Czech Republic)
Daimler (Germany)
UD Trucks
100% equity stake
Volvo (Sweden)
Volvo (Car dept.) (Sweden)
Supply of engines
Yamaha

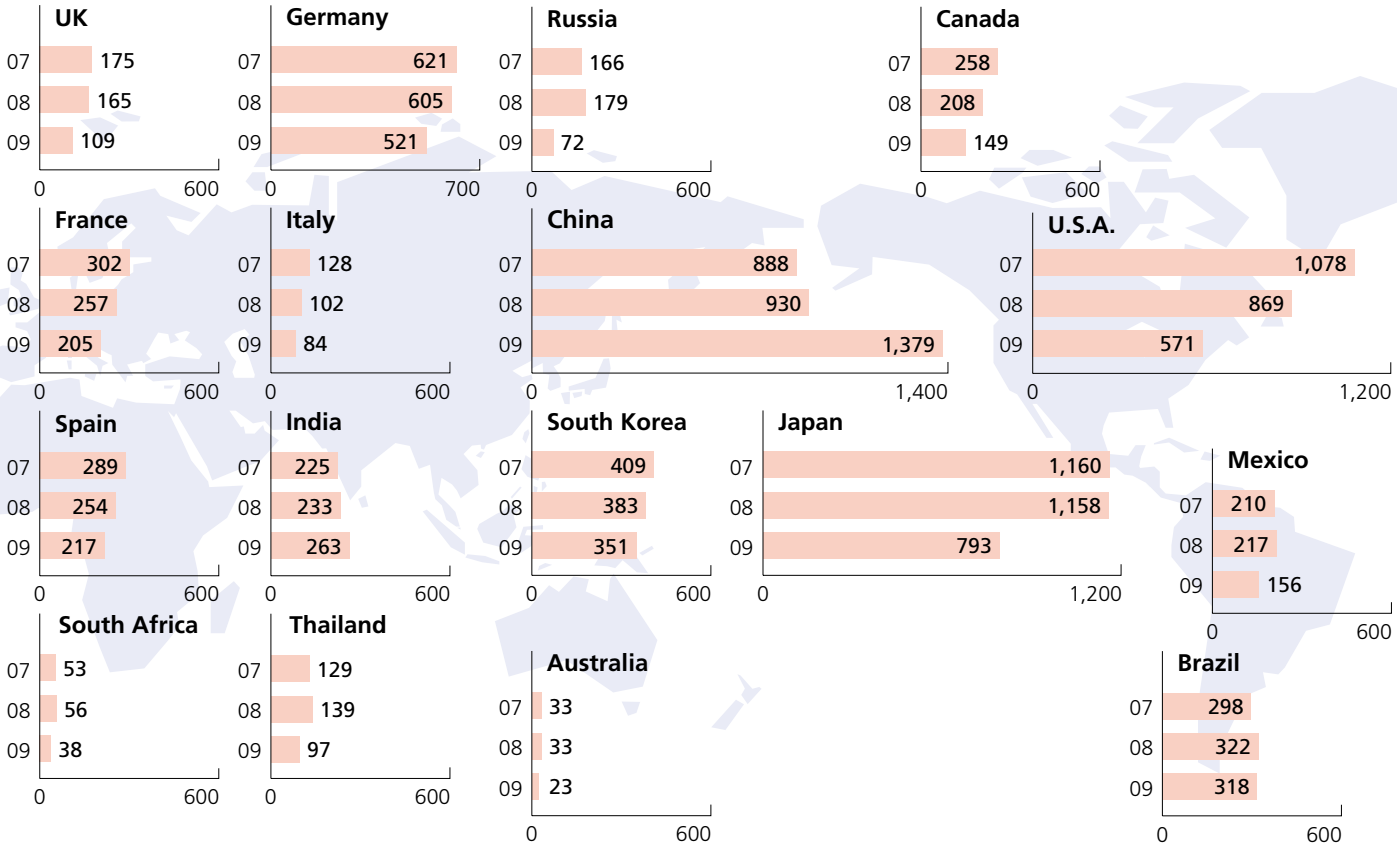

Japan
China
Tianjin FAW Xiali Automobile Co., Ltd.
51% equity stake
FAW Group Corporation
FAW Cars Co., Ltd.
Production outsourcing of Atenza
Mazda
Production of Vitz (NBC 1)
30% equity stake
20% equity stake
15% equity stake
25% equity stake
Toyota
40% equity stake; Production of Vios, Corolla, Crown, Reiz and RAV4
Tianjin FAW Toyota Motor Co., Ltd.
Changang Ford Mazda Automobile Co., Ltd.
Changan Ford Mazda Engine Co., Ltd.
25% equity stake
35% equity stake
50% equity stake
50% equity stake
Ford
Chongqing Changan Automobile Co., Ltd.
45% equity stake; Production of Coaster, Land Cruiser, Prado and Prius
Sichuan FAW Toyota Motor Co., Ltd.
Suzuki
Isuzu
GAC Changfeng Motor Co., Ltd.
35% equity stake; Production of Alto, Cultus, Swift and SX4
46% equity stake; Production of WagonR Wide, Liana and Landy
20% equity stake; Production of Elf and Forward
12.5% equity stake
14.59% equity stake; Production and sales of Pajero
Chongqing Changan Suzuki Automobile Co., Ltd.
Jiangxi Changhe Suzuki Automobile Co., Ltd.
Qingling Motors Co., Ltd.
Jiangling-Isuzu Motors Co., Ltd.
Mitsubishi
51% equity stake
51% equity stake
51% equity stake
75% equity stake
25% equity stake; Production and sales of Delica and Lancer
Changan Automobile Liability Co., Ltd.
Changhe Group
Qingling Motors Group Co., Ltd.
Jiangling Motors Group Co., Ltd.
Southeast (Fujian) Motor Co., Ltd.
Dongfeng Motor Group Co., Ltd.
50% equity stake
Dongfeng Nissan Diesel Motor Co., Ltd.
50% equity stake
UD Trucks
50% equity stake
Dongfeng Motor Co., Ltd.
50% equity stake
Nissan
20% equity stake; Production of Datsun and Paladin
Zhengzhou Nissan Automobile Co., Ltd.
50% equity stake
Dongfeng Honda Automobile Co., Ltd.
50% equity stake; Production of CR-V and Civic
50% equity stake; Production of Accord, Odyssey, City and Fit
10% equity stake
Honda Automobile (China) Co., Ltd.
65% equity stake; Production of Jazz to Europe
Honda
Guangzhou Honda Automobile Co., Ltd.
25% equity stake
Guangzhou Automobile Group Co., Ltd.
50% equity stake
50% equity stake
Shanghai Diesel Engine Co., Ltd.
50% equity stake
Shanghai Hino Engine Co., Ltd.
50% equity stake
Hino
50% equity stake
Guangqi Hino Motors Co., Ltd.

Motor Vehicle Production Decreases Worldwide

In 2009 worldwide motor vehicle production (excluding motorcycles) declined 13.5% from the previous year to a total of 60.99 million units. By region, production decreased in Africa (down 36.0%), North America (down 33.2%), Europe (down 21.9%), Latin America (down 12.3%), and Asia-Oceania (down 0.7%).

MOTOR VEHICLE PRODUCTION EXCLUDING MOTORCYCLES (MAJOR PRODUCING COUNTRIES)

x 10,000 units



GLOBAL MOTORCYCLE PRODUCTION (BY COUNTRY/TERRITORY)

In vehicle units

Country/ Territory	2006			2007			2008		
	Mopeds	Motorcycles	Total	Mopeds	Motorcycles	Total	Mopeds	Motorcycles	Total
Austria	—	69,045	69,045	—	—	78,269	—	—	79,176
Czech Republic	122	893	1,015	135	2,005	2,140	—	—	—
Germany	1,017	105,323	106,340	253	105,304	105,557	—	105,993	105,993
Italy	174,000	528,500	702,500	190,000	502,500	692,500	171,000	470,000	641,000
Netherlands	8,000	0	8,000	9,459	0	9,459	—	—	—
Spain	110,916	157,440	268,356	111,520	142,289	253,809	—	—	—
UK	—	38,300	38,300	—	32,100	32,100	—	—	33,900
Russia	—	—	25,000	—	—	25,000	—	—	—
U.S.A.	—	—	—	—	270,352	270,352	—	—	—
Argentina	—	—	208,977	—	—	225,397	—	—	—
Brazil	—	1,413,268	1,413,268	—	1,734,349	1,734,349	—	—	—
Colombia	—	—	425,987	—	—	448,556	—	—	—
China	—	—	21,934,055	—	—	25,625,526	—	—	27,501,066
India	—	—	8,384,707	—	—	8,157,781	—	—	8,408,335
Indonesia	—	—	4,458,886	—	—	4,722,521	—	—	6,264,265
Japan	0	1,771,386	1,771,386	0	1,676,097	1,676,097	0	1,226,839	1,226,839
Malaysia	373,358	59,041	432,399	380,365	66,050	446,415	453,815	82,752	536,567
Pakistan	—	—	360,561	—	—	329,395	—	—	411,715
Philippines	—	—	308,617	—	—	350,330	—	—	317,127
South Korea	—	—	146,817	—	—	131,272	—	—	133,737
Taiwan	—	—	1,412,953	—	—	1,509,425	—	—	1,555,042
Thailand	—	—	1,334,970	—	—	1,160,967	—	—	1,227,893
Other	—	—	1,030,903	—	—	1,802,665	—	—	1,269,117
Grand Totals	—	—	44,843,042	—	—	49,789,882	—	—	49,711,772

Note: "—" means data is not available.

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

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

In vehicle units

Country/Region/ Territory	2007			2008			2009		
	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total
Austria	199,969	28,097	228,066	125,836	25,441	151,277	56,000	15,714	71,714
Belgium	789,674	44,729	834,403	680,131	44,367	724,498	510,300	12,510	522,810
Finland	24,006	303	24,309	17,519	376	17,895	10,907	64	10,971
France	2,550,869	464,985	3,015,854	2,145,935	423,043	2,568,978	1,821,734	228,028	2,049,762
Germany (1)	5,709,139	504,321	6,213,460	5,532,030	513,700	6,045,730	4,964,523	245,334	5,209,857
Italy	910,860	373,452	1,284,312	659,221	364,553	1,023,774	661,100	182,139	843,239
Netherlands	61,912	76,656	138,568	59,223	73,271	132,494	50,620	25,981	76,601
Portugal	134,047	42,195	176,242	132,242	42,913	175,155	101,680	24,335	126,015
Spain	2,195,780	693,923	2,889,703	1,943,049	598,595	2,541,644	1,812,688	357,390	2,170,078
Sweden (2)	316,850	49,170	366,020	252,287	56,012	308,299	128,738	27,600	156,338
UK	1,534,567	215,686	1,750,253	1,446,619	202,896	1,649,515	999,460	90,679	1,090,139
Czech Republic	925,060	12,588	937,648	934,046	12,521	946,567	967,760	6,809	974,569
Hungary	287,982	4,045	292,027	342,359	3,696	346,055	180,500	2,040	182,540
Poland	695,000	97,703	792,703	842,000	103,959	945,959	819,000	60,186	879,186
Romania	234,103	7,609	241,712	231,056	14,252	245,308	279,320	17,178	296,498
Slovakia	571,071	0	571,071	575,776	0	575,776	461,340	0	461,340
Slovenia	174,209	24,193	198,402	180,233	17,610	197,843	202,570	10,179	212,749
Double Countings Germany/Belgium	196,323	0	196,323	132,402	0	132,402	80,300	0	80,300
Double Countings Italy/EU	15,088	0	15,088	0	0	0	0	0	0
Double Countings Germany/Italy	0	0	0	12,472	0	12,472	3,886	0	3,886
Double Countings Portugal/Japan	0	18,569	18,569	0	19,695	19,695	0	5,804	5,804
European Union (3)	17,103,687	2,621,086	19,724,773	15,954,688	2,477,510	18,432,198	13,944,054	1,300,362	15,244,416
Turkey	634,883	464,530	1,099,413	621,567	525,543	1,147,110	510,931	358,674	869,605
Serbia	8,236	1,667	9,903	9,818	1,810	11,628	8,720	1,355	10,075
Russia	1,288,652	371,468	1,660,120	1,469,429	320,872	1,790,301	595,839	126,592	722,431
Belarus	0	27,708	27,708	0	28,511	28,511	0	11,520	11,520
Ukraine	380,061	22,530	402,591	400,799	22,328	423,127	65,646	3,649	69,295
Uzbekistan	170,000	14,900	184,900	195,038	13,000	208,038	110,200	7,700	117,900
Double Countings Ukraine/World	255,006	2,748	257,754	270,000	0	270,000	44,220	0	44,220
CIS	1,583,707	434,782	2,018,489	1,795,266	384,711	2,179,977	727,465	149,461	876,926
Europe	19,330,513	3,522,065	22,852,578	18,381,339	3,389,574	21,770,913	15,191,170	1,809,852	17,001,022
Canada	1,342,133	1,236,657	2,578,790	1,195,436	886,805	2,082,241	822,363	667,288	1,489,651
U.S.A.	3,924,268	6,856,461	10,780,729	3,776,641	4,916,900	8,693,541	2,249,061	3,462,762	5,711,823
North America	5,266,401	8,093,118	13,359,519	4,972,077	5,803,705	10,775,782	3,071,424	4,130,050	7,201,474
Mexico	1,209,097	886,148	2,095,245	1,217,458	950,486	2,167,944	939,469	617,821	1,557,290
Argentina	350,735	193,912	544,647	399,236	197,850	597,086	380,067	132,857	512,924
Brazil	2,391,354	585,796	2,977,150	2,545,729	670,247	3,215,976	2,576,628	605,989	3,182,617
Venezuela	119,960	52,458	172,418	88,116	46,926	135,042	80,299	35,998	116,297
Double Countings Venezuela/World	80,000	25,729	105,729	58,400	23,800	82,200	58,770	20,180	78,950
Other	68,047	42,762	110,809	34,138	37,916	72,054	34,600	31,120	65,720
Latin America	4,059,193	1,735,347	5,794,540	4,226,277	1,879,625	6,105,902	3,952,293	1,403,605	5,355,898
North and Latin America	9,325,594	9,828,465	19,154,059	9,198,354	7,683,330	16,881,684	7,023,717	5,533,655	12,557,372
Australia	283,348	51,269	334,617	285,590	43,966	329,556	188,158	39,125	227,283
China	6,381,116	2,501,340	8,882,456	6,737,745	2,561,435	9,299,180	10,383,831	3,407,163	13,790,994
India	1,713,479	540,250	2,253,729	1,846,051	486,277	2,332,328	2,166,238	466,456	2,632,694
Indonesia	309,208	102,430	411,638	431,423	169,205	600,628	352,172	112,644	464,816
Iran	882,000	115,240	997,240	940,870	110,560	1,051,430	692,230	60,080	752,310
Japan	9,944,637	1,651,690	11,596,327	9,928,143	1,647,501	11,575,644	6,862,161	1,072,355	7,934,516
Malaysia	347,971	93,690	441,661	484,512	46,298	530,810	442,186	43,005	485,191
Pakistan	140,614	29,247	169,861	126,268	24,989	155,973	92,900	16,840	109,740
Philippines	38,923	10,569	49,492	46,458	12,692	54,434	35,340	5,310	40,650
South Korea	3,723,482	362,826	4,086,308	3,450,478	376,204	3,826,682	3,158,417	354,509	3,512,926
Taiwan	212,685	70,354	283,039	138,714	44,260	182,974	183,986	42,370	226,356
Thailand	315,444	971,902	1,287,346	401,309	992,433	1,393,742	305,250	663,055	968,305
Vietnam	22,542	1,356	23,898	31,684	1,734	33,418	24,100	1,380	25,480
Double Countings China/World	102,754	0	102,754	81,750	0	81,750	115,600	0	115,600
Asia-Oceania	24,212,695	6,502,163	30,714,858	24,767,495	6,517,554	31,285,049	24,771,369	6,284,292	31,055,661
Egypt	68,934	35,539	104,473	72,485	42,297	114,782	38,420	27,580	66,000
Morocco	27,612	9,059	36,671	32,056	9,675	41,731	17,000	6,370	23,370
South Africa	276,018	258,472	534,490	321,124	241,841	562,965	224,000	156,000	380,000
Other	3,072	4,387	7,459	2,040	4,615	6,655	1,100	3,030	4,130
Double Countings Egypt/World	20,858	12,750	33,608	22,876	17,310	40,186	21,120	11,670	32,790
Double Countings South Africa/World	22,234	82,685	104,919	25,900	77,200	103,100	18,000	49,780	67,780
Africa	332,544	212,022	544,566	378,929	203,918	582,847	241,400	131,530	372,930
Grand Totals	53,201,346	20,064,715	73,266,061	52,726,117	17,794,376	70,520,493	47,227,656	13,759,329	60,986,985

(1) Figures for Germany include Belgian GM assembly. (2) Sweden's official figures (not shown here) include overseas production, but figures here represent only domestic production.
(3) "European Union" means EU27. Note: All figures are estimates.

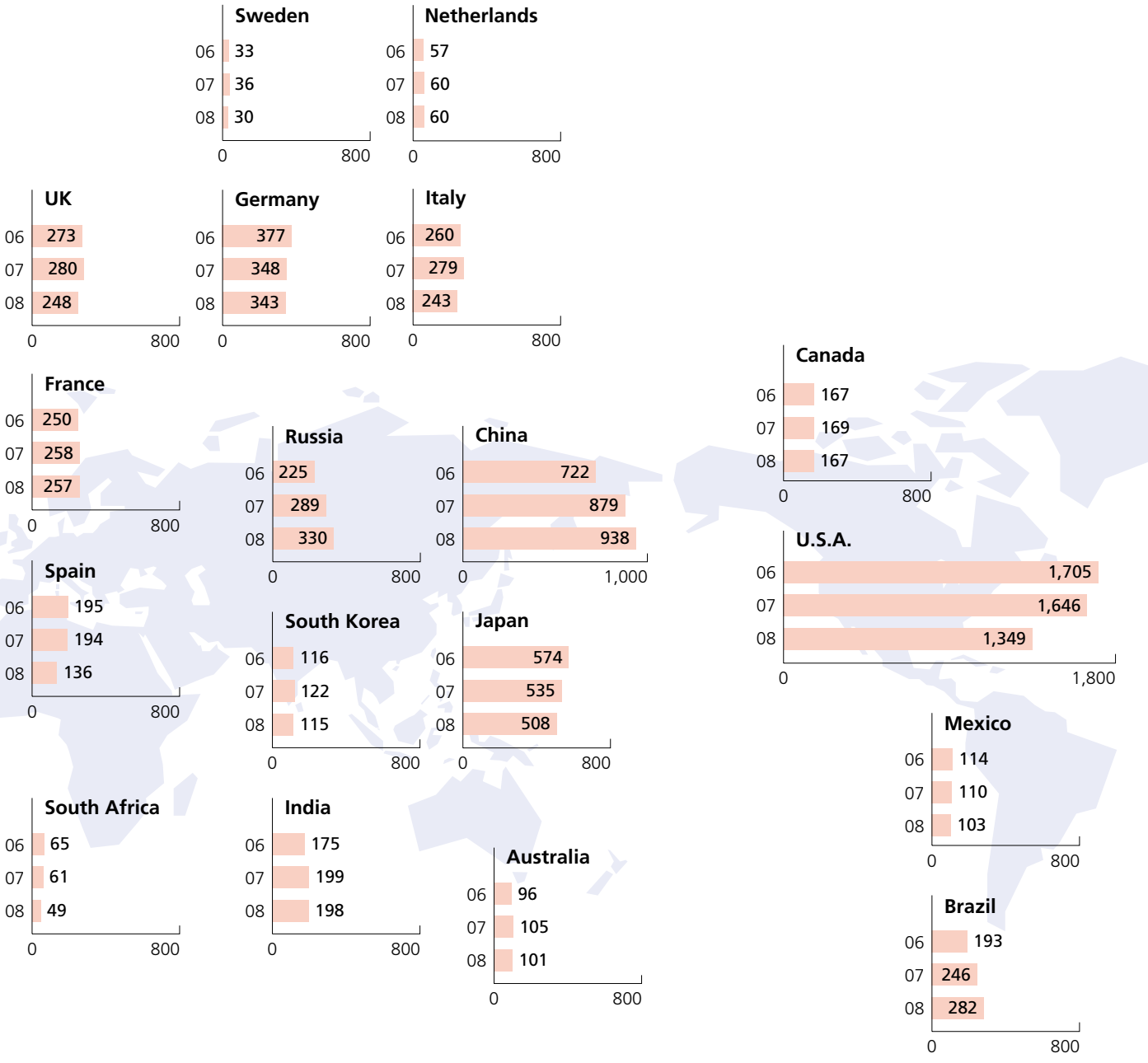
Source: International Organization of Motor Vehicle Manufacturers (OICA)

Motor Vehicle Sales Increase in Indonesia, Brazil, Russia, China, and Elsewhere

In 2008 overall new motor vehicle registrations (excluding motorcycles) decreased to a global total of 63.11 million units, down 5.7% from the previous year. Vehicle sales rose in Indonesia (to 0.61 million units, up 40.3%), Brazil (to 2.82 million units, up 14.5%), Russia (to 3.30 million units, up 14.4%), and China (to 9.38 million units, up 6.7%). On the other hand, new registrations dropped from the previous year in the United States (to 13.49 million units, down 18.0%), Italy (to 2.43 million units, down 12.7%), the United Kingdom (to 2.48 million units, down 11.2%), Mexico (to 1.03 million units, down 6.8%), Japan (to 5.08 million units, down 5.1%), Germany (to 3.43 million units, down 1.6%), India (to 1.98 million units, down 0.6%), and France (to 2.57 million units, down 0.4%).

NEW REGISTRATIONS OF MOTOR VEHICLES EXCLUDING MOTORCYCLES (BY COUNTRY)

x 10,000 units



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

In vehicle units

Country	2006			2007			2008		
	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total
Austria	308,594	40,147	348,741	298,182	42,874	341,056	293,697	43,142	336,839
Belgium	526,141	69,457	595,598	524,795	78,665	603,460	535,947	77,951	613,898
Czech Republic	123,987	60,362	184,349	174,456	74,574	249,030	182,554	71,758	254,312
Denmark	154,227	69,402	223,629	159,820	63,528	223,348	149,886	40,959	190,845
Finland	145,700	20,941	166,641	125,608	22,190	147,798	139,647	21,632	161,279
France	2,000,549	498,397	2,498,946	2,064,543	519,492	2,584,035	2,050,283	523,432	2,573,715
Germany	3,467,961	304,433	3,772,394	3,148,163	334,116	3,482,279	3,090,040	334,999	3,425,039
Greece	267,706	26,376	294,082	279,794	27,026	306,820	267,239	25,564	292,803
Hungary	187,676	21,604	209,280	173,686	23,619	197,305	153,227	21,557	174,784
Italy	2,330,201	272,031	2,602,232	2,493,105	293,140	2,786,245	2,161,682	269,653	2,431,335
Netherlands	483,999	84,718	568,717	505,643	97,275	602,918	499,983	104,155	604,138
Poland	238,683	56,015	294,698	293,314	78,362	371,676	320,017	81,371	401,388
Portugal	194,684	76,457	271,141	201,868	81,160	283,028	213,386	67,904	281,290
Slovakia	59,084	24,435	83,519	59,700	29,394	89,094	72,022	30,431	102,453
Spain	1,634,608	318,526	1,953,134	1,614,835	324,461	1,939,296	1,161,176	201,367	1,362,543
Sweden	282,766	47,194	329,960	306,794	51,923	358,717	253,982	47,477	301,459
UK	2,344,864	386,968	2,731,832	2,404,007	392,481	2,796,488	2,131,795	351,384	2,483,179
Romania	247,518	40,798	288,316	315,621	51,198	366,819	270,995	53,085	324,080
Russia	1,918,207	332,551	2,250,758	2,502,249	383,112	2,885,361	2,910,802	390,000	3,300,802
Switzerland	269,421	29,276	298,697	284,674	30,728	315,402	288,525	32,801	321,326
Turkey	373,219	296,385	669,604	357,465	276,741	634,206	305,998	220,546	526,544
Canada	858,826	807,182	1,666,008	841,585	848,760	1,690,345	872,720	800,802	1,673,522
U.S.A.	7,820,854	9,228,127	17,048,981	7,618,413	8,841,902	16,460,315	6,813,369	6,679,796	13,493,165
Mexico	680,946	458,772	1,139,718	641,394	458,472	1,099,866	589,045	436,475	1,025,520
Brazil	1,556,220	371,518	1,927,738	1,975,518	487,210	2,462,728	2,193,277	627,073	2,820,350
Argentina	336,296	124,182	460,478	422,176	142,750	564,926	452,539	159,231	611,770
Venezuela	—	—	343,351	—	—	491,899	—	—	271,622
China	4,257,516	2,958,009	7,215,525	5,309,728	3,481,800	8,791,528	5,692,049	3,688,453	9,380,502
India	1,311,354	439,519	1,750,873	1,510,906	481,545	1,992,451	1,543,925	436,241	1,980,166
Japan	4,641,732	1,097,774	5,739,506	4,400,299	953,349	5,353,648	4,227,643	854,592	5,082,235
South Korea	935,681	228,573	1,164,254	986,416	232,919	1,219,335	958,854	195,629	1,154,483
Malaysia	446,172	44,596	490,768	442,885	44,291	487,176	497,459	50,656	548,115
Indonesia	53,319	266,194	319,513	70,100	363,241	433,341	45,238	562,567	607,805
Thailand	195,458	486,705	682,163	182,767	448,484	631,251	238,990	375,088	614,078
Australia	769,241	193,425	962,666	835,195	214,787	1,049,982	791,223	220,941	1,012,164
Egypt	132,373	38,241	170,614	162,819	45,889	208,708	198,800	62,312	261,112
South Africa	426,822	219,744	646,566	384,431	228,277	612,708	294,985	193,966	488,951
Other	1,582,986	597,473	2,180,459	1,268,050	535,024	1,803,074	1,153,383	467,570	1,620,953
Grand Totals	43,565,591	20,636,507	64,545,449	45,341,004	21,084,759	66,917,662	44,016,382	18,822,560	63,110,564

Note: The "—" for some entries for Venezuela means that the relevant data is not available at the end of March 2010, which accounts for the discrepancy, in the "Grand Totals" row, between the three "Total" figures and the figures (for both passenger cars and commercial vehicles) they represent.

Sources: Automobile manufacturers' associations of individual countries; for Japan, *Japan Automobile Dealers Association*, *Japan Mini Vehicles Association*

Continuing Growth in Motor Vehicle Ownership Worldwide

There were 973.1 million motor vehicles (excluding motorcycles) in use worldwide in 2008, equivalent to 144 motor vehicles per 1,000 inhabitants or one vehicle for every 6.9 persons. Meanwhile, the number of motorcycles owned worldwide in 2008 stood at around 200 million units. Motorcycle density was particularly high in Malaysia, with one motorcycle in use for every three persons, in Thailand and Vietnam, with one in use for every four persons, and in Italy, with one in use for every six persons. In Japan, one motorcycle was in use for every ten persons.

MOTOR VEHICLE DENSITY: INTERNATIONAL COMPARISONS (at end of 2008)

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.	823 / 447	1.2 (2.2)
Italy	689 / 608	1.5 (1.6)
Australia	685 / 551	1.5 (1.8)
Canada	616 / 589	1.6 (1.7)
Spain	606 / 486	1.7 (2.1)
France	598 / 495	1.7 (2.0)
Japan	591 / 453	1.7 (2.2)
UK	580 / 508	1.7 (2.0)
Switzerland	571 / 522	1.8 (1.9)
Austria	561 / 514	1.8 (1.9)
Belgium	548 / 475	1.8 (2.1)
Germany	536 / 503	1.9 (2.0)
World Average	144 / 105	6.9 (9.5)

Sources: Ministry of Land, Infrastructure, Transport and Tourism; VDA; ANFIA; Ward's; Gendai Advanced Studies Research Organization; for population data, *OECD, etc.*

MOTOR VEHICLES IN USE WORLDWIDE (at end of 2008)

In vehicle units

Country	Passenger Cars	Commercial Vehicles	Total
Germany	41,321,171	2,682,465	44,003,636
Italy	36,105,183	4,789,308	40,894,491
France	30,850,000	6,362,000	37,212,000
UK	31,167,000	4,450,000	35,617,000
Spain	22,145,364	5,467,781	27,613,145
Netherlands	7,777,751	1,130,015	8,907,766
Belgium	5,086,756	777,960	5,864,716
Austria	4,284,919	390,700	4,675,619
Sweden	4,278,995	523,673	4,802,668
Poland	16,079,533	3,015,000	19,094,533
Switzerland	3,989,881	374,800	4,364,681
Turkey	6,796,629	3,394,000	10,190,629
Russia	32,020,998	6,242,845	38,263,843
U.S.A.	135,882,003	114,356,659	250,238,662
Canada	19,612,930	907,166	20,520,096
Mexico	16,827,296	8,485,000	25,312,296
Argentina	6,243,879	2,215,848	8,459,727
Brazil	21,884,000	5,597,000	27,481,000
Japan	57,864,972	17,663,343	75,528,315
China	38,389,200	12,606,900	50,996,100
South Korea	12,483,809	4,310,000	16,793,809
India	12,900,000	5,610,000	18,510,000
Thailand	4,188,292	5,583,416	9,771,708
Indonesia	4,750,000	3,500,000	8,250,000
Australia	11,803,536	2,880,647	14,684,183
South Africa	5,275,000	2,215,000	7,490,000
Other	120,795,411	36,722,029	157,517,440
Grand Totals	710,804,508	262,253,555	973,058,063

Sources: Ministry of Land, Infrastructure, Transport and Tourism; VDA; ANFIA; Ward's; Gendai Advanced Studies Research Organization

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

x 1 person

2008	Malaysia	3
2007	Thailand	4
2007	Vietnam	4
2007	Italy	6
2007	Indonesia	7
2007	Spain	10
2008	Japan	10
2008	Switzerland	12
2008	Austria	13
2007	Germany	15
2007	China	15

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

MOTORCYCLES IN USE WORLDWIDE

In vehicle units

	Country/Territory	Total
2007	Italy	9,280,259
2007	Germany	5,461,608
2007	Spain	4,774,341
2007	France	2,641,765
2007	UK	1,296,500
2007	Sweden	536,837
2008	Netherlands	1,170,875
2008	Switzerland	635,700
2008	Austria	663,704
2008	Poland	1,545,000
2006	Greece	740,922
2007	Russia	4,350,000
2008	Turkey	2,181,383
2006	Canada	484,903
2007	Brazil	10,925,415
2007	Argentina	2,028,939
2007	China	87,096,613
2007	Indonesia	36,000,000
2008	Japan	12,787,342
2007	Thailand	15,961,927
2008	Taiwan	14,365,442
2008	Malaysia	8,487,451
2007	Vietnam	20,145,759
2007	South Korea	1,785,051
2008	Pakistan	4,797,949
2008	Philippines	2,982,511

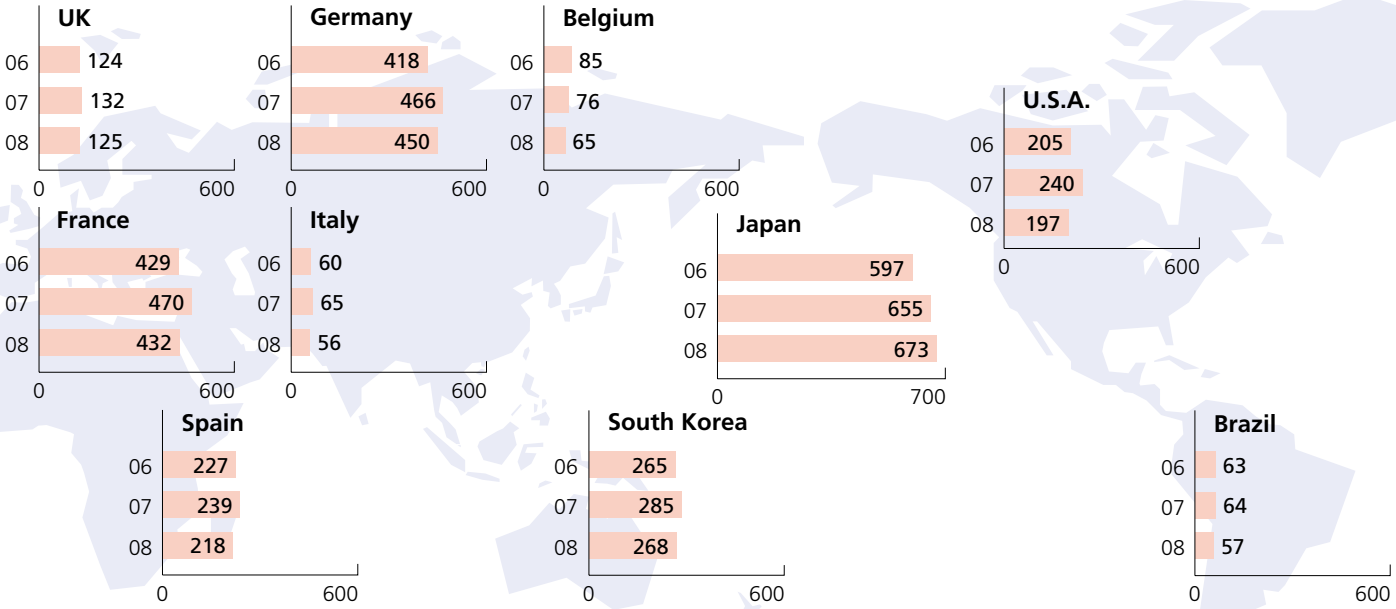
Sources: IMMA; Association des Constructeurs Européens de Motocycles (ACEM), etc.; for Japan, *Ministry of Land, Infrastructure, Transport and Tourism; Ministry of Internal Affairs and Communications, etc.*

Motor Vehicle Exports Decrease in Every Country Except Japan

Motor vehicle exports (excluding motorcycles) in 2008 increased year-on-year in Japan (to 6.73 million units, up 2.7%), but decreased in other exporting countries including the United States (to 1.97 million units, down 17.9%), Spain (to 2.18 million units, down 8.7%), France (to 4.32 million units, down 8.0%), South Korea (to 2.68 million units, down 5.7%), the United Kingdom (to 1.25 million units, down 4.8%), and Germany (to 4.50 million units, down 3.5%). Motorcycle exports in 2008 rose from the previous year in China (to 9.73 million units, up 18.9%), Germany (to 94,000 units, up 6.2%), and Austria (to 76,000 units, up 1.3%), but dropped in Japan (to 1.00 million units, down 18.7%) and Taiwan (to 682,000 units, down 11.6%).

MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

x 10,000 units



EXPORTS OF PASSENGER CARS, TRUCKS AND BUSES (MAJOR EXPORTING COUNTRIES)

In vehicle units

Country	2006			2007			2008		
	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total
Japan	5,295,497	671,175	5,966,672	5,811,959	737,981	6,549,940	5,915,429	811,662	6,727,091
U.S.A.	1,672,640	382,052	2,054,692	1,939,144	456,423	2,395,567	1,588,076	378,096	1,966,172
Germany	3,893,002	289,721	4,182,723	4,303,754	360,563	4,664,317	4,131,660	369,147	4,500,807
UK	1,106,093	136,222	1,242,315	1,185,459	131,562	1,317,021	1,128,586	125,611	1,254,197
France	3,738,684	553,680	4,292,364	4,109,972	586,686	4,696,658	3,736,921	585,270	4,322,191
Italy	367,087	228,865	595,952	374,177	276,331	650,508	279,670	281,283	560,953
Belgium	814,354	33,873	848,227	716,028	42,241	758,269	610,784	42,085	652,869
Spain	1,689,092	583,780	2,272,872	1,803,955	585,269	2,389,224	1,655,154	525,698	2,180,852
Brazil	458,766	175,707	634,473	476,136	167,434	643,570	422,679	145,903	568,582
South Korea	2,530,180	118,040	2,648,220	2,718,548	128,590	2,847,138	2,508,911	175,054	2,683,965

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

MOTORCYCLE EXPORTS (MAJOR EXPORTING COUNTRIES/TERRITORY)

In vehicle units

Country/Territory	2006			2007			2008		
	Mopeds	Motorcycles & Scooters	Total	Mopeds	Motorcycles & Scooters	Total	Mopeds	Motorcycles & Scooters	Total
Japan	0	1,334,026	1,334,026	0	1,232,796	1,232,796	0	1,002,187	1,002,187
Germany	2,450	87,868	90,318	3,323	85,418	88,741	1,619	92,624	94,243
Italy	161,241	341,106	502,347	166,112	371,363	537,475	—	—	—
Spain	65,796	114,857	180,653	63,530	109,686	173,216	—	—	—
Austria	—	66,573	66,573	—	75,507	75,507	—	76,474	76,474
South Korea	—	—	60,696	—	—	48,916	—	—	—
China	—	6,543,628	6,543,628	—	8,177,741	8,177,741	—	9,727,315	9,727,315
Taiwan	—	—	676,287	—	—	771,396	—	—	681,970

Note: "—" means data is not available at end of March 2010.

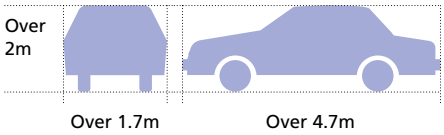
Sources: International Motorcycle Manufacturers Association (IMMA); for Japan, *Japan Automobile Manufacturers Association*

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

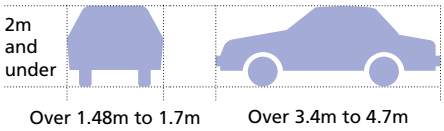
Japan classifies motor vehicles according to the provisions of two basic laws: the Road Vehicles Act and the Road Traffic Act. Road Vehicles Act classifications are used for registration statistics, vehicle inspection, and related maintenance and repair. Road Traffic Act classifications determine the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

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

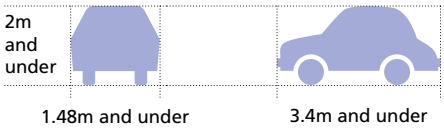
Standard Over 2,000cc in engine capacity, excluding diesel engines



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



Mini 660cc and under in engine capacity



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

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

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

*1. As per a revision to the Road Traffic Act, the middle-category motor vehicle classification went into application in June2007.
*2. Projections on small special-purpose vehicles should not exceed 2.8m.
Note: The Road Traffic Act stipulates that the driver of any one-rider, three- or four-wheeled vehicle of up to 50cc in engine capacity, with a legal maximum speed of 50km/h and a maximum load of 30kg, is required to hold an "ordinary motor vehicle" driver's license.

● CLASSIFICATION OF MOTORCYCLES

Road Vehicles Act				
Category	Engine Capacity	Width	Height	Length
Small-sized	Over 250cc	Over 1.3m	Over 2.0m	Over 2.5m
Mini-sized	Over 125cc to 250cc	1.3m and under	2.0m and under	2.5m and under
Motor-driven cycles Class 2	Over 50cc to 125cc	1.3m and under	2.0m and under	2.5m and under
Motor-driven cycles Class 1	50cc and under	1.3m and under	2.0m and under	2.5m and under

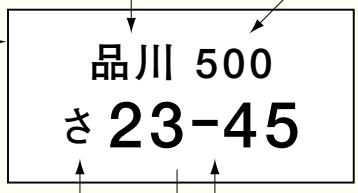
Road Traffic Act	
Category	Engine Capacity
Large	Over 400cc
Ordinary	51cc to 400cc
Motorized bicycles	50cc and under

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

● SIGNIFICANCE OF VEHICLE REGISTRATION DATA & NUMBER PLATE TYPES

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

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



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

Usage Designations	
Ordinary and large motor vehicles	
Private use	さすせそたちつ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).	

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

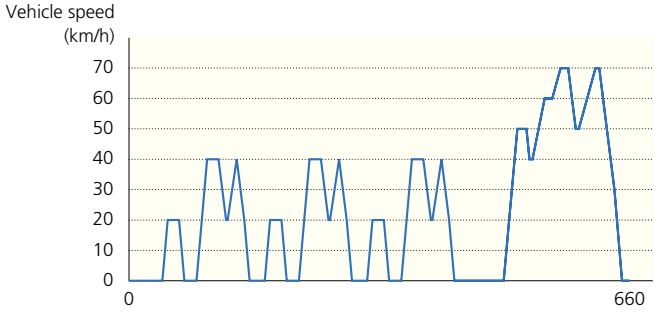
Number Plate Colors	
Ordinary and large motor vehicles	
Private use or rental vehicle	Green characters on white background
Commercial business use	White characters on green background
Mini-vehicles	
Private use or rental vehicle	Black characters on yellow background
Commercial business use	Yellow characters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

Source: Ministry of Land, Infrastructure, Transport and Tourism

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

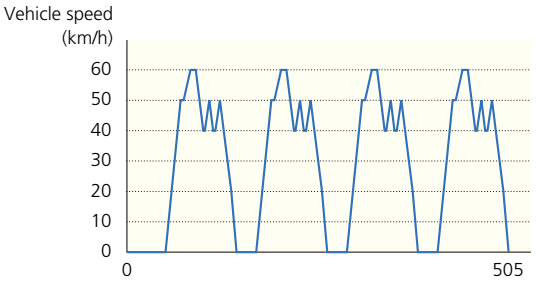
In 2011 Japan's JC08 test cycle is scheduled to replace the 10•15-mode cycle most commonly used until now to measure fuel consumption and exhaust emissions in non-heavy-duty vehicles. The objective in doing so is to obtain test results that are as close as possible to actual on-road fuel consumption rates. Fuel consumption rates obtained through testing on the basis of the JC08 cycle have already been adopted for new vehicles introduced into the market in or after July 2007. Currently, fuel consumption rates obtained on the basis of both the 10•15 and the JC08 test cycles, and the 13-mode (through August 2011) and JE05 test cycles for heavy-duty vehicles, are provided to indicate certified fuel efficiency values. Beginning in April 2011, however, the JC08 cycle will be the only test cycle applied to measure non-HDV fuel consumption rates.

THE 10•15-MODE TEST CYCLE



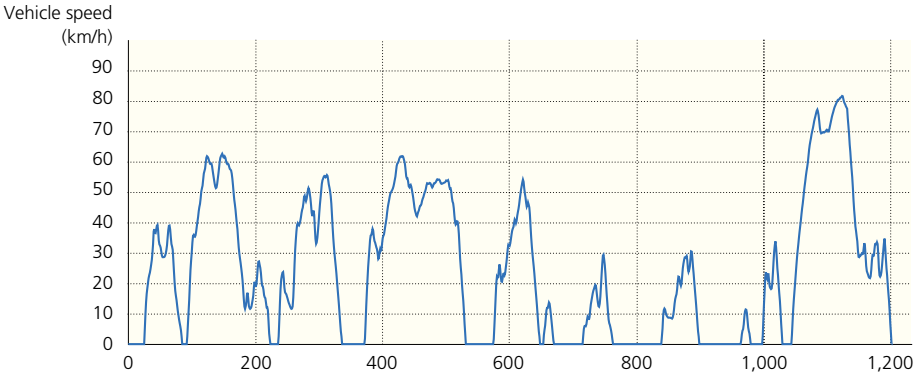
The 10•15-mode cycle consists of a sequence of vehicle operational modes, such as idling, acceleration, steady running and deceleration, which constitutes a typical urban and/or expressway running pattern. Measurement is made with a warm start, at a maximum speed of 70km/h.

THE 11-MODE TEST CYCLE



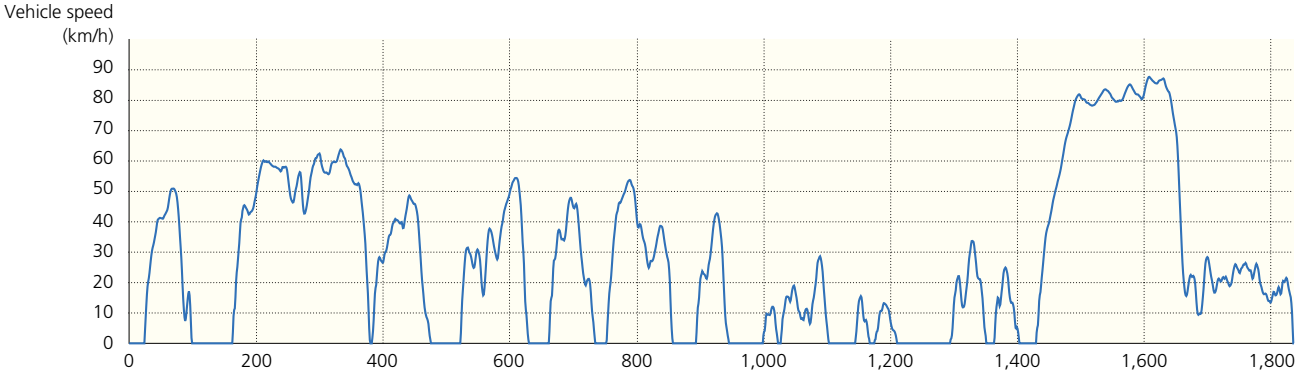
The 11-mode cycle consists of four cycles of 11 vehicle operational modes that are typical of a suburban-to-urban running pattern. Measurement is made with a cold start, at a maximum speed of 60km/h.

THE JC08 TEST CYCLE



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

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



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

Company Name / Offices	Plants / Facilities		Major Products
Daihatsu Motor Co., Ltd. **Head Office :** 1-1 Daihatsu-cho, Ikeda, Osaka 563-8651 Tel: (072) 751-8811 **Tokyo Branch Office :** 19-15, Shinbashi 6-chome, Minato-ku, Tokyo 105-0004 Tel: (03) 6430-8854 **http://www.daihatsu.co.jp/**	Head (Ikeda) Plant	1-1 Daihatsu-cho, Ikeda, Osaka 563-8651	- *Move, Copen, Boon, Coo, Esse, Terios Kid,* etc.
	Kyoto Plant	1 Kita-hosoike, Shimoueno, Oyamazaki-cho, Otokuni-gun, Kyoto 618-0081	- *Boon Luminas,* etc.
	Shiga (Ryuo) Plant	2910 Yamanoue, Ryuou-cho, Gamou-gun, Shiga 520-2593	- *Move, Tanto*, Engines, Transmissions, Light Alloy Castings, etc.
	Tada Plant	21-2 Yato 3-chome, Kawanishi, Hyogo 666-0131	- Press Dies, Unit Facilities, Body Facilities, etc.
	Kagami Plant	2293 kagami, Ryuou-cho, Gamou-gun, Shiga 520-2573	- Industrial Engines
Daihatsu Motor Kyushu Co., Ltd. **Head Office :** 1 Showashinden, Nakatsu, Oita 879-0107 Tel: (0979) 33-1230	Oita Nakatsu plant	1 Showashinden, Nakatsu, Oita 879-0107	- *Hijet, Atrai, Bego, Mira, Move Conte* and *Tanto Exe*
	Kurume plant	1 Yoshimoto, Tanushimaru-machi, kurume, Fukuoka 839-1206	- Engines (for mini-vehicles)
Fuji Heavy Industries Ltd. **Head Office :** Subaru Bldg. 7-2, Nishi-Shinjuku 1-chome, Shinjuku-ku, Tokyo 160-8316 Tel: (03) 3347-2111 **http://www.fhi.co.jp/**	Gunma Main Plant	1-1 Subaru-cho, Ota-shi, Gunma 373-8555	- *Stella* and *Sambar*
	Gunma Yajima Plant	1-1 Shoya-cho, Ota-shi, Gunma 373-0822	- *Legacy, Impreza, Forester and Exiga*
	Gunma Ota North Plant	27-1 Kanayama-machi, Ota-shi, Gunma 373-0027	- Automobile Undercarriages
	Gunma Oizumi Plant	1-1-1 Izumi, Oizumi-machi, Oura-gun, Gunma 370-0531	- Automobile Engines and Transmissions
	Gunma Isesaki Plant	100 Suehiro-cho, Isesaki-shi, Gunma 372-8508	- Spare Parts
	Tokyo Office	3-9-6 Osawa, Mitaka-shi, Tokyo 181-8577	
	Eco Technologies Plant	1-1-11 Yonan, Utsunomiya-shi, Tochigi 320-8564	- Industrial-use Vehicles
HINO Motors, Ltd. **Head Office :** 1-1 Hinodai 3-chome, Hino, Tokyo 191-8660 Tel: (042) 586-5111 **http://www.hino-global.com**	Hino Plant	1-1 Hinodai 3-chome, Hino, Tokyo 191-8660	- Heavy- and Medium-duty Trucks and Engines
	Hamura Plant	1-1 Midorigaoka 3-chome, Hamura, Tokyo 205-8660	- Light-duty Trucks, Toyota Commissioned Vehicles, Unit Products for Toyota
	Nitta Plant	10-1 Hayakawa, Nitta, Ota, Gunma 370-0344	- Engines, Transmissions, etc.
HONDA MOTOR CO., LTD. **Head Office :** 1-1 Minami-Aoyama 2-chome, Minato-ku, Tokyo 107-8556 Tel: (03) 3423-1111 **http://www.honda.co.jp/**	Saitama Factory	10-1 Shinsayama 1-chome, Sayama, Saitama 350-1382	- *Accord, Inspire, Accord Wagon, Legend, Elysion, Odyssey, CR-V, Step WGN* and Motor Vehicle Engines
	Tochigi Factory	19 Matsuyama-cho, Mohka, Tochigi 321-4346	- Parts for Engines, Parts for Suspensions, Motor Vehicle Differentials and Parts for Light 4WDs, Parts for Drive-lines
	Hamamatsu Factory Hosoe plant	13-1 Aoi-higashi 1-chome, Naka-ku, Hamamatsu, Shizuoka 433-8501 5794-1 Kiga, Hosoe-machi, Kita-ku, Hamamatsu, Shizuoka 431-1305	- Motorcycle Engines, Outboard Engines, AT Transmissions, etc.
	Suzuka Factory	1907 Hirata-cho, Suzuka, Mie 513-8666	- *Civic* Series, *Stream, Partner, Fit, Insight, Airwave, CR-Z* and Motor Vehicle Engines
	Kumamoto Factory	1500 Hirakawa, Ozu-machi, Kikuchi-gun, Kumamoto 869-1293	- Small-sized Motorcycles and Scooters, Lawn Mowers, General Purpose Engines, Micro Combined Heat and Power Cogeneration
Isuzu Motors Limited **Head Office :** 26-1 Minami-Oi 6-chome, Shinagawa-ku, Tokyo 140-8722 Tel: (03) 5471-1141 **http://www.isuzu.co.jp/**	Tochigi Plant	2691 Ohaza Hakuchu, Ohira-Machi, Shimotsuga-gun, Tochigi 329-4424	- Axles for CVs and Related Parts, and Engines
	Fujisawa Plant	8 Tsuchidana, Fujisawa, Kanagawa 252-0806	- *GIGA* Series, Buses, *FORWARD* Series, *ELF* Series, Pickups, Trucks, Engines, etc.

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

Company Name / Offices	Plants / Facilities		Major Products
Kawasaki Heavy Industries, Ltd. **Kobe Head Office :** Kobe Crystal Tower, 1-3 Higashi Kawasaki-cho 1-chome, Chuo-ku, Kobe, Hyogo 650-8680 Tel: (078) 371-9530 **Tokyo Head Office :** World Trade Center Bldg., 4-1 Hamamatsu-cho 2-chome, Minato-ku, Tokyo 105-6116 Tel: (03) 3435-2111 **http://www.khi.co.jp/**	Akashi Plant	1-1 Kawasaki-cho, Akashi, Hyogo 673-8666	- Motorcycles (65-2000), ATVs (All-Terrain Vehicles), Utility Vehicles, Jet Ski® Watercraft and General-purpose Gasoline Engines
MAZDA MOTOR CORPORATION **Head Office :** 3-1 Shinchi, Fuchu-cho, Aki-Gun, Hiroshima 730-8670 Tel: (082) 282-1111 **Tokyo Head Office :** 1-7 Uchisaiwai-cho 1-chome, Chiyoda-ku, Tokyo 100-0011 Tel: (03) 3508-5031 **Osaka Branch Office :** 1-88-800 Oyodo-naka 1-chome, Kita-ku, Osaka 531-6008 Tel: (06) 6440-5811 **http://www.mazda.co.jp/**	Head Office Plant	3-1 Shinchi, Fuchu-cho, Aki-Gun, Hiroshima 730-8670	- *Demio, Verisa ,Roadster, RX-8, MPV, Premacy, CX-7, CX-9, Biante, Bongo,* Engines, Transmissions
	Hofu Plant	888-1 Nishinoura, Hofu, Yamaguchi 747-0835	- *Axela, Atenza,* Transmissions
	Miyoshi Office	551-1 Higashi-sakeya-machi, Miyoshi, Hiroshima 728-0023	- Engines
MITSUBISHI MOTORS CORPORATION **Head Office :** 33-8 Shiba 5-chome, Minato-ku, Tokyo 108-8410 Tel: (03)3456-1111 **http://www.mitsubishi-motors.co.jp/** **http://www.mitsubishi-motors.com/jp/**	Nagoya Plant Okazaki Plant	1 Aza-Nakashinkiri, Hashime-cho, Okazaki, Aichi 444-8501	- *Colt, Colt Plus, Grandis, Outlander, RVR*
	Powertrain Plant Kyoto Plant	1 Tatsumi-cho, Uzumasa, Ukyo-ku, Kyoto 616-8501	- Engines and Transmissions
	Shiga Plant	2-1 Kosuna-cho, Konan, Shiga 520-3212	- Engines
	Mizushima Plant	1-1 Kaigan-dori, Mizushima, Kurashiki, Okayama 712-8501	- *Galant fortis, Outlander, i, eK Wagon, Lancer, Lancer Wagon, Delica Space Gear, Minica, Pajero Mini, Mini Cab, Town Box* and *i-MiEV*
Mitsubishi Fuso Truck and Bus Corporation **Head Office :** 890-12 Kashimada, Saiwai-ku, Kawasaki, Kanagawa 212-0058 Tel: (044)330-7700 **http://www.mitsubishi-fuso.com/**	Kawasaki Plant	10 Okura-cho, Nakahara-ku, Kawasaki, Kanagawa 211-8522	- Trucks (large, medium, small) and Engines for Trucks, Buses and Industrial Vehicles
	Nakatsu Plant	4001 Sakuradai, Nakatsu, Aikawa-machi, Aiko-gun, Kanagawa 243-0303	- Transmissions and Gears and Related Parts
	Oye Bus Plant	3998-16 Minami, Motohoshizaki-cho, Minato-ku, Nagoya, Aichi 455-0025	- Small-sized Buses, etc.
UD Trucks Co., LTD. **Head Office :** 1-1 Ageo, Saitama 362-8523 Tel: (048) 781-2301 **http://www.udtrucks.co.jp/** **http://www.udtrucks.com/**	Ageo Plant	1-1 Ageo, Saitama 362-8523	- Large-, Medium- and Small-sized Trucks, Buses and Engines
	Konosu Plant	3121-1 Mida, Konosu, Saitama 365-0062	- Cast Parts
	Hanyu Plant	705-24 Komatsudai 2-chome, Hanyu, Saitama 348-0038	- Transmissions
Nissan Motor Co., Ltd. **Global Headquarters :** 1-1, Takashima 1-chome, Nishi-ku, Yokohama-shi, Kanagawa 220-8686 TEL: (045) 523-5523 **http://www.nissan.co.jp/** **http://www.nissan-global.com/JP/**	Yokohama Plant	2 Takara-cho, Kanagawa-ku, Yokohama-shi, Kanagawa 220-8623	- Engines, Axles, and Industrial Parts
	Oppama Plant, Nissan Research Center	1 Natsushima-cho, Yokosuka-shi, Kanagawa 237-8523	- *Tiida, Note, March, Bluebird Sylphy* and *Cube*
	Tochigi Plant	2500 Kamigamou, Kaminokawa-machi, Kawachi-gun, Tochigi 329-0692	- *President, Cima, Fuga, Fairlady Z/370Z, Infiniti M/G/EX, Skyline* and Assembly of Axles
	Kyushu Plant	1-3 Shinhama-cho, Kanda-machi, Miyako-gun, Fukuoka 800-0395	- *Murano, X-Trail, Dualis, Teana, Lafesta* and Assembly of Axles
	Iwaki Plant	386 Shimokawa-aza-Otsurugi, Izumi-machi, Iwaki-shi, Fukushima 971-8183	- Engines
	Zama Operations Center	10-1 Hironodai 2-chome, Zama-shi, Kanagawa 228-8502	- Industrial Parts
	Nissan Technical Center	560-2 Okatsukoku, Atsugi-shi, Kanagawa 243-0192	- Product/Technical Development and Design Development
	Nissan Advanced Technology Center	1-1, Morinosatoaoyama, Atsugi-shi, Kanagawa, 243-0123	

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

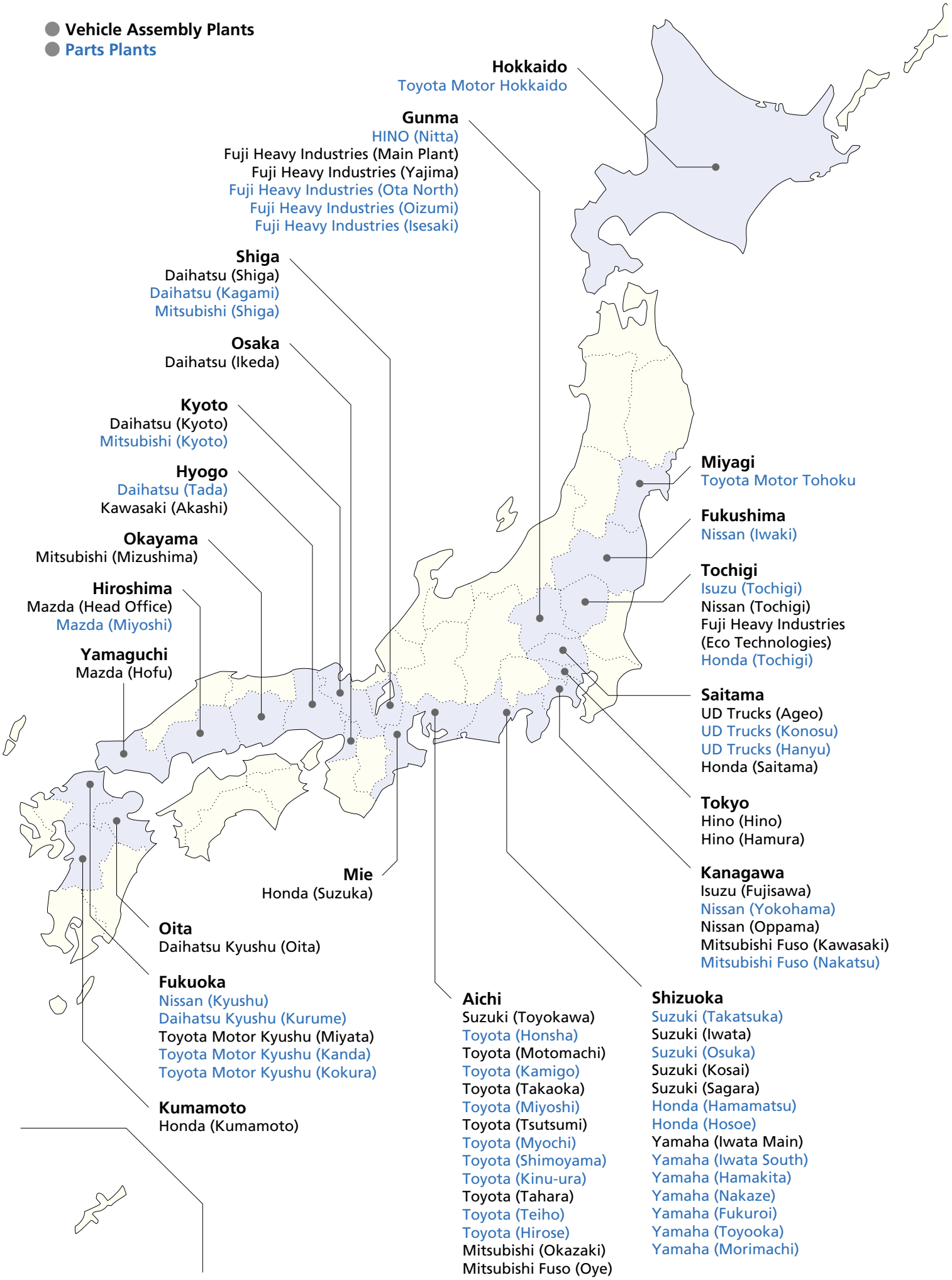
Company Name / Offices	Plants / Facilities		Major Products
Suzuki Motor Corporation **Head Office :** 300 Takatsuka-cho, Minami-ku, Hamamatsu, Shizuoka 432-8611 Tel: (053) 440-2061 **Tokyo Branch Office :** 23-2 Daikyo-cho, Shinjuku-ku, Tokyo 160-0015 Tel: (03) 3356-2501 **http://www.suzuki.co.jp/** **http://www.globalsuzuki.com/**	**Head (Takatsuka) Plant**	300 Takatsuka-cho, Minami-ku, Hamamatsu, Shizuoka 432-8611	- Motorcycle Engines, Machining
	Iwata Plant	2500 Iwai, Iwata, Shizuoka 438-0016	- *Carry, Every, Jimny, Escudo,* etc.
	Osuka Plant	6333 Nishiobuchi, Kakegawa, Shizuoka 437-1304	- Castings
	Kosai Plant	4520 Shirasuka, Kosai, Shizuoka 431-0451	- *Wagon R, MR Wagon, Alto, Palette, Swift, Solio,* etc.
	Toyokawa Plant	1-2 Utari, Shiratori-cho, Toyokawa, Aichi 442-8575	- Motorcycles, Outboard Motors Assembling
	Sagara Plant	1111 Shirai, Makinohara, Shizuoka 421-0502	- *SX4, Kizashi,* Automobile Engines Assembling, Foundry of Engine Components, Machining
TOYOTA MOTOR CORPORATION **Head Office :** 1 Toyota-cho, Toyota, Aichi 471-8571 Tel: (0565) 28-2121 **Tokyo Head Office :** 4-18 Koraku 1-chome, Bunkyo-ku, Tokyo 112-8701 Tel: (03) 3817-7111 **Nagoya Office :** 7-1 Meieki 4-chome, Nakamura-ku, Nagoya, Aichi 450-8711 Tel: (052) 552-2111 **http://www.toyota.co.jp/**	**Honsha Plant**	1 Toyota-cho, Toyota, Aichi 471-8571	- Hybrid System Parts, Forged Parts
	Motomachi Plant	1 Motomachi, Toyota, Aichi 471-8573	- *Crown, Mark X, Estima*
	Kamigo Plant	1 Taisei-cho, Toyota, Aichi 470-1217	- Engines
	Takaoka Plant	1 Sankou, Honda-cho, Toyota, Aichi 473-0938	- *Corolla, ist, Vitz, Ractis, iQ, Scion xD*
	Miyoshi Plant	1 Namiki, Uchikoshi-cho, Miyoshi, Aichi 470-0213	- Transmission-related Parts, Cold-forged and Sintered Parts, Engine-related Parts
	Tsutsumi Plant	1 Umanokashira, Tsutsumi-cho, Toyota, Aichi 473-0932	- *Prius, Premio, Allion, Camry, Wish, Scion tC*
	Myochi Plant	1 Nishiyama, Myochi-cho, Miyoshi, Aichi 470-0214	- Powertrain-related Suspension Cast Parts, Powertrain-related Suspension Machined Parts
	Shimoyama Plant	1 Shimoyama, Uchikoshi-cho, Miyoshi, Aichi 470-0213	- Engines, Turbocharges, Catalytic Converters
	Kinu-ura Plant	10-1 Tamatsuura-machi, Hekinan, Aichi 447-0834	- Transmission-related Parts
	Tahara Plant	3-1 Midorigahama, Tahara, Aichi 441-3401	- *LS, RAV4, GS, IS, IS F, Land Cruiser, GX, Vanguard,* Engines
	Teiho Plant	7 Teiho-cho, Toyota, Aichi 471-8574	- Mechanical Equipment, Moldings for Resin and Casting and Forging
	Hirose Plant	543 Kirigahora, Nishi-hirose-cho, Toyota, Aichi 470-0309	- Research and Development and Production of Electronic Control Devices, ICs
	Higashi-Fuji Technical Center	1200 Mishuku, Susono, Shizuoka 410-1193	- Development of New Technology for Auto Bodies and Research in New Technology for Engines
	Shibetsu Proving Ground	4545-1 Onnebetsu-cho, Shibetsu, Hokkaido 095-0181	- Test and Evaluation for Fast-driving and Cold-climate Running Performance
Toyota Motor Kyushu, Inc. **Head Office :** 1 Kamiaruki, Miyawaka, Fukuoka 823-0015 Tel: (0949) 32-5151	**Miyata Plant**	1 Kamiaruki, Miyawaka, Fukuoka 823-0015	- *Harrier, SAI, IS, ES, RX, HS, Highlander*
	Kanda Plant	9-2 Torigoe-cho, Kanda-machi, Miyako-gun, Fukuoka 800-0304	- Engines and Hybrid System Parts
	Kokura Plant	3914-58 Kusami, Kokura-minami-ku, Kita-Kyushu, Fukuoka	
Toyota Motor Hokkaido, Inc. **Head Office :** 145-1 Yufutsu, Tomakomai, Hokkaido 059-1393 Tel: (0144) 57-2121	**Plant**	145-1 Yufutsu, Tomakomai, Hokkaido 059-1393	- Automobile Parts Including Automatic Transmissions, Continuously Variable Transmissions, Transfers, Aluminum Wheels
Toyota Motor Tohoku, Inc. **Head Office :** 1-1 Matsusakadaira 5-chome, Taiwa-cho, Kurokawa-gun, Miyagi 981-3408 Tel: (022) 345-6711	**Plant**	1-1 Matsusakadaira 5-chome, Taiwa-cho, Kurokawa-gun, Miyagi 981-3408	- Electronic Controlled Brakes, Suspensions, Axles, Torque Converters
YAMAHA MOTOR CO., Ltd. **Head Office :** 2500 Shingai, Iwata, Shizuoka 438-8501 Tel: (0538) 32-1115 **Tokyo Office :** 1-1 Marunouchi 2-chome, Chiyoda-ku, Tokyo 100-0005 Tel: (03) 5220-7200 **http://www.yamaha-motor.co.jp/**	**Iwata Main Factory**	2500 Shingai, Iwata, Shizuoka 438-8501	- Motorcycles (50-1900) and Assembly and Casting/Processing of Snowmobiles
	Iwata South Factory	800 Tenryu, Iwata, Shizuoka 438-0075	- Cast Parts and Continuous Manufacturing of Engines
	Hamakita Factory	1280 Nakajo, Hamakita-ku, Hamamatsu, Shizuoka 434-8501	- Forging and Steel Processing
	Nakaze Factory	4444 Nakaze, Hamakita-ku, Hamamatsu, Shizuoka 434-0012	- Plastic Forming and Painting
	Fukuroi Factory	3080 Yamashina, Fukuroi, Shizuoka 437-0066	- Processing of Engine Parts and Packing of Motorcycle Parts for Export
	Toyooka Factory	1204 Toyooka-mura, Iwata-gun, Shizuoka 438-0114	- Processing of Major Body Parts
	Morimachi Factory	1-2 Nakagawa, Morimachi, Syuchi-gun, Shizuoka 437-0223	- Frame Welding

Special Friend:

GM Japan

General Motors Japan LIMITED
Head Office : 12-8 Higashi-shinagawa 4-chome, Shinagawa-ku, Tokyo 140-8687 Tel: (03) 6711-5700
http://www.gmjapan.co.jp/

Locations of Auto Manufacturing Plants



- Japan Auto Parts Industries Association (JAPIA)
  16-15, Takanawa 1-chome, Minato-ku, Tokyo 108-0074 (03) 3445-4211

- Japan Auto-Body Industries Association Inc. (JABIA)
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 3578-1681

- Japan Automotive Machinery and Tool Manufacturers Association (JAMTA)
  5-8, Shiba-Koen 3-chome, Minato-ku, Tokyo 105-001 (03) 3431-3773

- Society of Automotive Engineers of Japan, Inc. (JSAE)
  10-2, Goban-cho, Chiyoda-ku, Tokyo 102-0076 (03) 3262-8211

- Japan Automobile Research Institute, Inc. (JARI) [Tsukuba]
  2530, Karima, Tsukuba, Ibaraki 305-0822 (029) 856-1112

- Japan Automobile Research Institute, Inc. (JARI) [Tokyo]
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-7921

- Automotive Dispute Resolution Center (ADR)
  19-5, Toranomon 1-chome, Minato-ku, Tokyo 105-0001 (0120) 028-222

- Japan Automobile Recycling Promotion Center (JARC)
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-8300

- Japan Auto Recycling Partnership (JARP)
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5405-6150

- Automobile Inspection & Registration Information Association (AIRIA)
  7-2, Irifune 3-chome, Chuo-ku, Tokyo 104-0042 (03) 5542-5101

- Automobile Business Association of Japan
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 3578-3880

- Japan Automobile Dealers Association (JADA)
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-8530 (03) 5733-3100

- Japan Mini Vehicles Association
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5472-7861

- Japan Used Car Dealers Association
  25-3, Yoyogi 3-chome, Shibuya-ku, Tokyo 151-0053 (03) 5333-5881

- Japan Automobile Importers Association (JAIA)
  1-15, Shiba 3-chome, Minato-ku, Tokyo 104-0045 (03) 5765-6812

- Japan Automobile Federation (JAF)
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 3436-2811

- Japan Auto Appraisal Institute (JAAI)
  34-4, Nishi-Shinbashi 2-chome, Minato-ku, Tokyo 105-0003 (03) 5776-0901

- Automobile Fair Trade Council (AFTC)
  9-3, Hirakawa-cho 1-chome, Chiyoda-ku, Tokyo 102-0093 (03) 3265-7975

- Japan Automobile Service Promotion Association (JASPA)
  10-1, Roppongi 6-chome, Minato-ku, Tokyo 106-6117 (03) 3404-6141

- Japan Automotive Leasing Association (JALA)
  23-1, Shiba 2-chome, Minato-ku, Tokyo 105-0014 (03) 5484-7037

- Motorcycle Federation of Japan (MFJ)
  11-6, Tsukiji 3-chome, Chuo-ku, Tokyo 104-0045 (03) 5565-0900

- Motorcycle Safety Association
  28-11, Honcho 2-chome, Nakano-ku, Tokyo 164-0012 (03) 3372-5156

- Nippon MotorCycle Association (NMCA)
  7-12, Otsuka 5-chome, Bunkyo-ku, Tokyo 112-0012 (03) 6902-8190

- Japan Automobile Education Foundation (JAEF)
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-3841

- General Insurance Association of Japan
  9, Kanda-Awajicho 2-chome, Chiyoda-ku, Tokyo 101-8335 (03) 3255-1306

- Institute for Traffic Accident Research and Data Analysis
  6-6, Kojimachi, Chiyoda-ku, Tokyo 102-0083 (03) 3515-2525

- Japan Automobile Transport Technology Association (JATA)
  6, Rokuban-cho, Chiyoda-ku, Tokyo 102-0085 (03) 3556-2161

- Japan Automobile Standards Internationalization Center (JASIC)
  6, Rokuban-cho, Chiyoda-ku, Tokyo 102-0085 (03) 5216-7241

- ITS Japan
  6-8, Shiba-Koen 2-chome, Minato-ku, Tokyo 105-0011 (03) 5777-1012

- Japan Industrial Vehicles Association (JIVA)
  5-26, Moto-Akasaka 1-chome, Minato-ku, Tokyo 107-0051 (03) 3403-5556

- Japan Trucking Association
  6-1, Nishi-Shinjuku 1-chome, Shinjuku-ku, Tokyo 163-1519 (03) 5323-7109

- Nihon Bus Association
  4-1, Marunouchi 3-chome, Chiyoda-ku, Tokyo 100-0005 (03) 3216-4011

- All Japan Freight Forwarders Association
  2-21, Kanda-Awajicho, Chiyoda-ku, Tokyo 101-0063 (03) 5296-1670

- Japan Federation of Taxicab Associations
  8-13, Kudan-Minami 4-chome, Chiyoda-ku, Tokyo 102-0074 (03) 3239-1531

- Japan Rent-A-Car Association
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5472-7328

- Japan Federation of Authorized Driving School Associations
  2-1, Yotsuya 3-chome, Shinjuku-ku, Tokyo 160-0004 (03) 3359-8431

- Japan Automobile Tyre Manufacturers Association, Inc.
  8-21, 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
  3-1, Kasumigaseki 3-chome, Chiyoda-ku, Tokyo 100-8955 (03) 3581-2211

- Express Highway Research Foundation of Japan (EHRF)
  17-5, Shiba 4-chome, Minato-ku, Tokyo 108-0014 (03) 6436-2100

- Vehicle Information and Communication System Center
  5-7, Kyobashi 2-chome, Chuo-ku, Tokyo 104-0031 (03) 3562-1720

JAMA

THE MOTOR INDUSTRY OF JAPAN 2010 Published May 2010

Japan Automobile Manufacturers Association, Inc.
Jidosha Kaikan, 1-30 Shiba Daimon 1-chome, Minato-ku, Tokyo 105-0012 Japan
For inquiries about this booklet, write or telephone:
Public Relations Office, JAMA Tel: +81 (3) 5405-6119
http://www.jama.or.jp/