

**+** THE MOTOR INDUSTRY **+**  
OF JAPAN

**2023**

**Japan Automobile Manufacturers Association, Inc.**

# Contents

	Page
<b>Automobile Manufacturing: A Core Industry</b>	
Automotive Shipments in Value Terms .....	2
Automotive Trade .....	3
Automobile-Related Industries and Total Employment .....	3
<b>Motor Vehicles</b>	
Production .....	4
New Registrations .....	5
Imported Vehicle Sales .....	6
Used Vehicle Sales .....	6
Motor Vehicles in Use and Motor Vehicle Density .....	7
Exports .....	8
Exports by Destination .....	9
<b>Motorcycles</b>	
Production .....	10
Sales .....	10
Motorcycles in Use .....	11
Exports .....	11
Exports by Destination .....	12
<b>Road Safety</b>	
Road Safety .....	13
Vehicle Safety Features and Systems .....	13
Automated Driving .....	14

## Attention to the Environment

Climate Change .....	15
Vehicle Fuel Efficiency .....	15
Next-Generation Vehicles and CO <sub>2</sub> Reductions at Manufacturers' Facilities .....	16
Hazardous Substances .....	16
Recycling .....	17
Emissions .....	18
Measuring Motor Vehicle Fuel Consumption and Emissions .....	18

## Taxes

Taxes on Automobiles .....	19
Tax Incentive Measures .....	20
The Burden on Motor Vehicle Users .....	22

## Vehicle-Based Systems

Driver's Licenses and the Driving Population .....	23
Motor Vehicle Classification .....	23

## Global Operations

Overseas Production .....	24
Overseas Production Volumes .....	25
Global Industry Ties .....	25

## Motor Vehicles Worldwide

Global Production .....	27
New Registrations .....	28
Motor Vehicles & Motorcycles in Use / Motor Vehicle & Motorcycle Density .....	29
Exports .....	29
Customs Tariffs, EPAs-FTAs .....	30

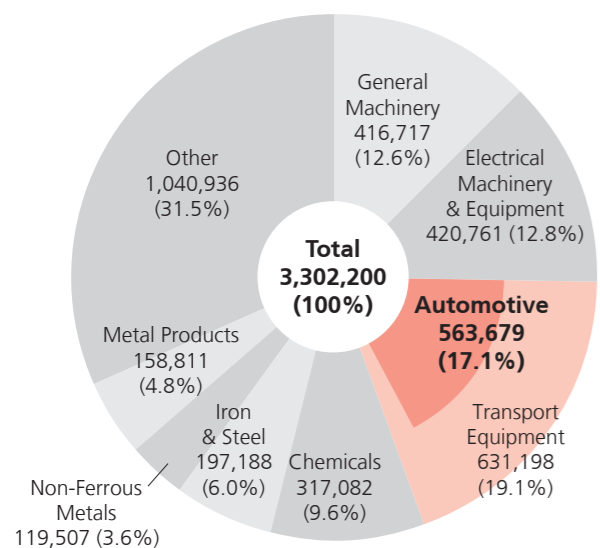
Japan Mobility Show (formerly the Tokyo Motor Show) .....	31
JAMA Member Manufacturers .....	32
Locations of Auto Manufacturing Plants .....	33
Related Automotive Associations .....	33

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

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

### SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS (2021)

x 100 million yen

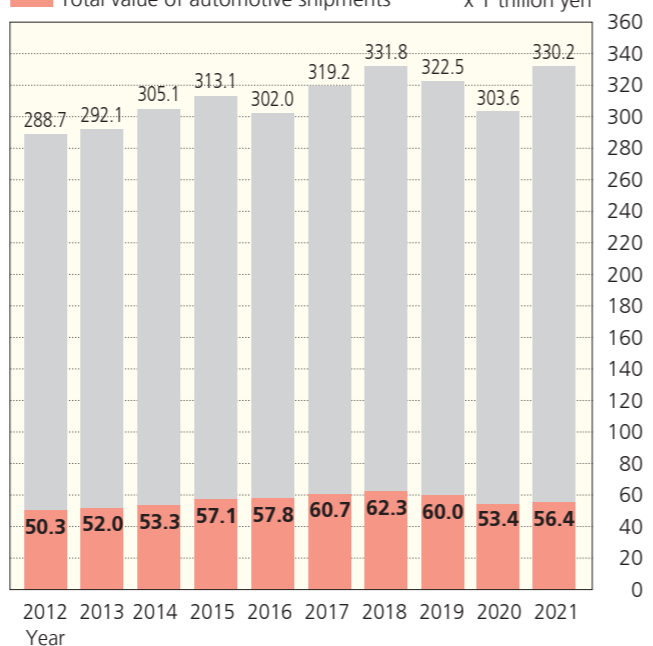


#### Breakdown of automotive shipments:

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

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

Total value of all manufacturing shipments  
Total value of automotive shipments x 1 trillion yen



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

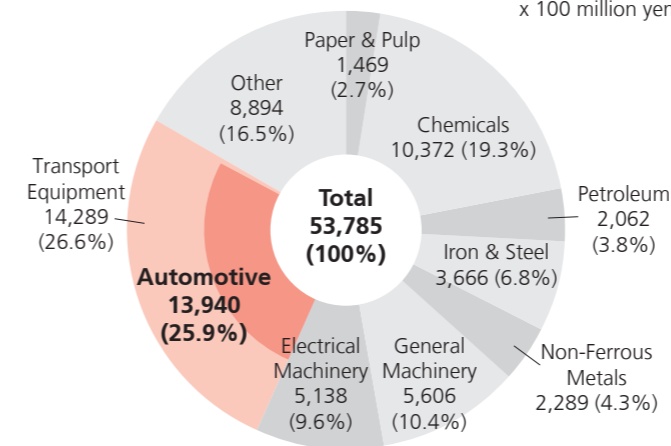
x 100 million yen

Year	Chemicals	Iron & Steel	Non-Ferrous Metals	Metal Products	Machinery Industries				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
1970	55,402	65,648	30,547	37,277	68,028	73,305	72,758	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	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	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	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	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	1,330,364	1,155,277	3,060,356	29.7	12.9
2000	237,994	119,630	62,189	155,868	304,132	595,817	444,474	1,385,612	1,115,720	3,035,824	28.9	13.2
2005	250,271	168,964	67,116	140,159	312,108	495,083	539,999	1,385,037	988,717	2,962,417	35.3	16.5
2010	262,120	181,463	89,114	122,920	306,186	442,848	542,136	1,291,170	944,290	2,891,077	36.6	16.4
2012	260,379	180,121	89,228	128,607	330,816	369,426	564,858	1,265,100	963,841	2,887,276	39.7	17.4
2013	274,092	179,053	88,059	130,606	320,911	368,283	582,032	1,271,226	977,885	2,920,921	40.9	17.8
2014	281,230	192,022	94,220	139,328	337,273	394,772	600,633	1,332,678	1,011,922	3,051,400	40.0	17.5
2015	286,222	178,420	96,795	143,057	359,715	408,060	646,539	1,414,314	1,012,477	3,131,285	40.3	18.2
2016	272,496	156,693	88,892	143,986	363,611	376,748	649,912	1,390,271	968,018	3,020,356	41.5	19.1
2017	287,242	176,867	97,620	151,989	392,279	398,955	682,635	1,473,869	1,004,080	3,191,667	41.2	19.0
2018	297,880	186,520	102,290	158,217	412,807	418,426	700,906	1,532,139	1,041,048	3,318,094	40.7	18.8
2019	292,528	177,476	96,142	159,653	397,686	390,650	679,938	1,468,274	1,031,261	3,225,334	40.9	18.6
2020	287,305	151,183	94,527	152,036	376,065	389,109	602,308	1,367,482	983,014	3,035,547	39.1	17.6
2021	317,082	197,188	119,570	158,811	416,717	420,761	631,198	1,468,676	1,040,936	3,302,200	38.4	17.1

Notes: 1. Data through 2020 includes shipments from all manufacturing operations with four or more employees. 2. Compilation of data on production in value terms was discontinued in 1996 and replaced by data on shipments in value terms. 3. Figures in value terms include domestic consumption tax revenue from shipments. 4. "Electrical Machinery & Equipment" includes IT-related electronic parts and equipment as of 2002. Sources for data in above charts: 2021 Economic Census for Business Activity, Ministry of Economy, Trade and Industry, Ministry of Internal Affairs and Communications; 2022 Census of Manufactures, Ministry of Economy, Trade and Industry

### INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS (FY 2021)

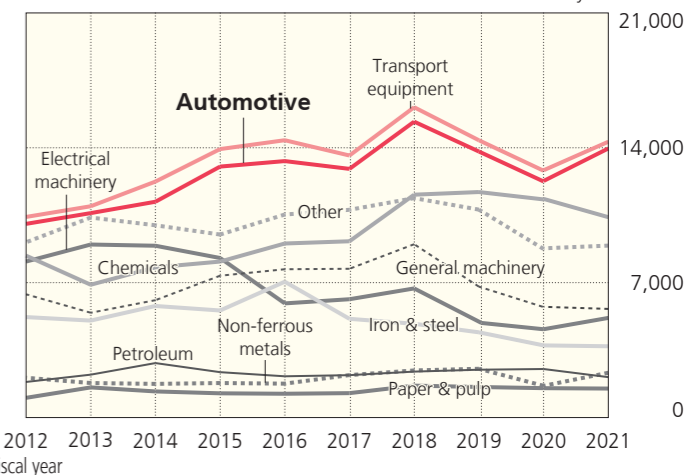
x 100 million yen



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

### INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS, 2012-2021

x 100 million yen



### INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS

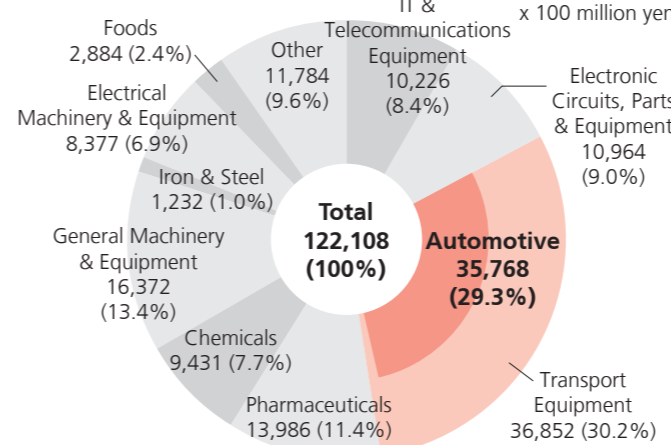
x 100 million yen

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

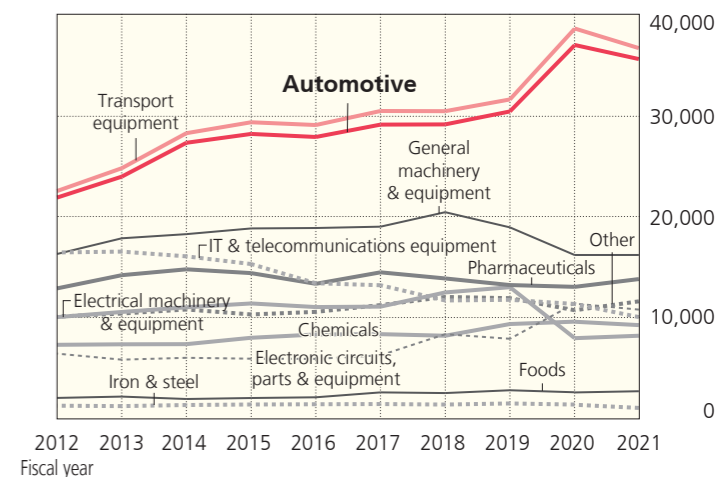
Source: Survey on Planned Capital Spending, Development Bank of Japan

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

x 100 million yen



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



### R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS

x 100 million yen

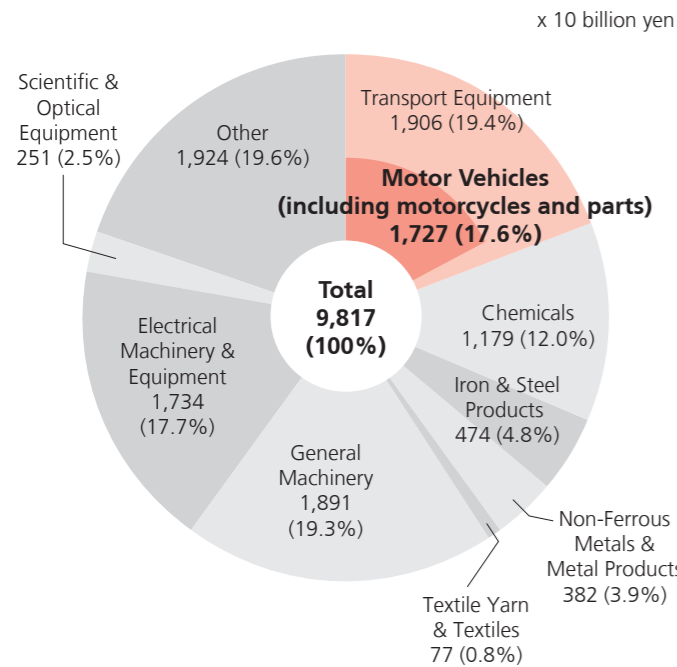
Fiscal year	IT & Telecommunications Equipment	Electronic Circuits, Parts & Equipment	Transport Equipment	Automotive	Pharmaceuticals	Chemicals	General Machinery & Equipment	Iron & Steel	Electrical Machinery & Equipment	Foods	Other	Total
2012	16,623	6,595	22,711	22,062	13,061	7,469	16,472	1,432	10,214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

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

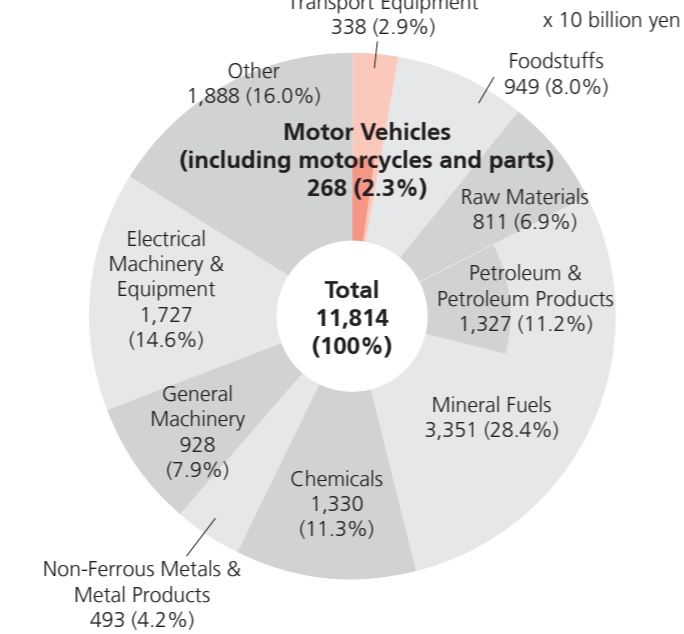
## In Value Terms, Motor Vehicle Exports Total 17.3 Trillion Yen; Imports Total 2.7 Trillion Yen

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

### EXPORTS BY PRINCIPAL COMMODITY (FOB) IN 2022



### IMPORTS BY PRINCIPAL COMMODITY (CIF) IN 2022



### AUTOMOTIVE EXPORTS IN VALUE TERMS (FOB)

Year	Motor Vehicles			Exports Total	
	Value (x 100 million yen)	Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Motorcycles & Motorcycle Parts
2013	142,411	111.7	104,125	34,762	3,524
2014	147,849	103.8	109,194	34,750	3,905
2015	158,912	107.5	120,463	34,830	3,619
2016	151,175	95.1	113,329	34,617	3,229
2017	161,092	106.6	118,254	38,966	3,872
2018	166,972	103.7	123,072	39,909	3,990
2019	159,052	95.3	119,712	36,017	3,324
2020	127,738	80.3	95,796	29,124	2,818
2021	147,099	115.2	107,222	36,000	3,876
2022	172,743	117.4	130,117	38,483	4,143

### AUTOMOTIVE IMPORTS IN VALUE TERMS (CIF)

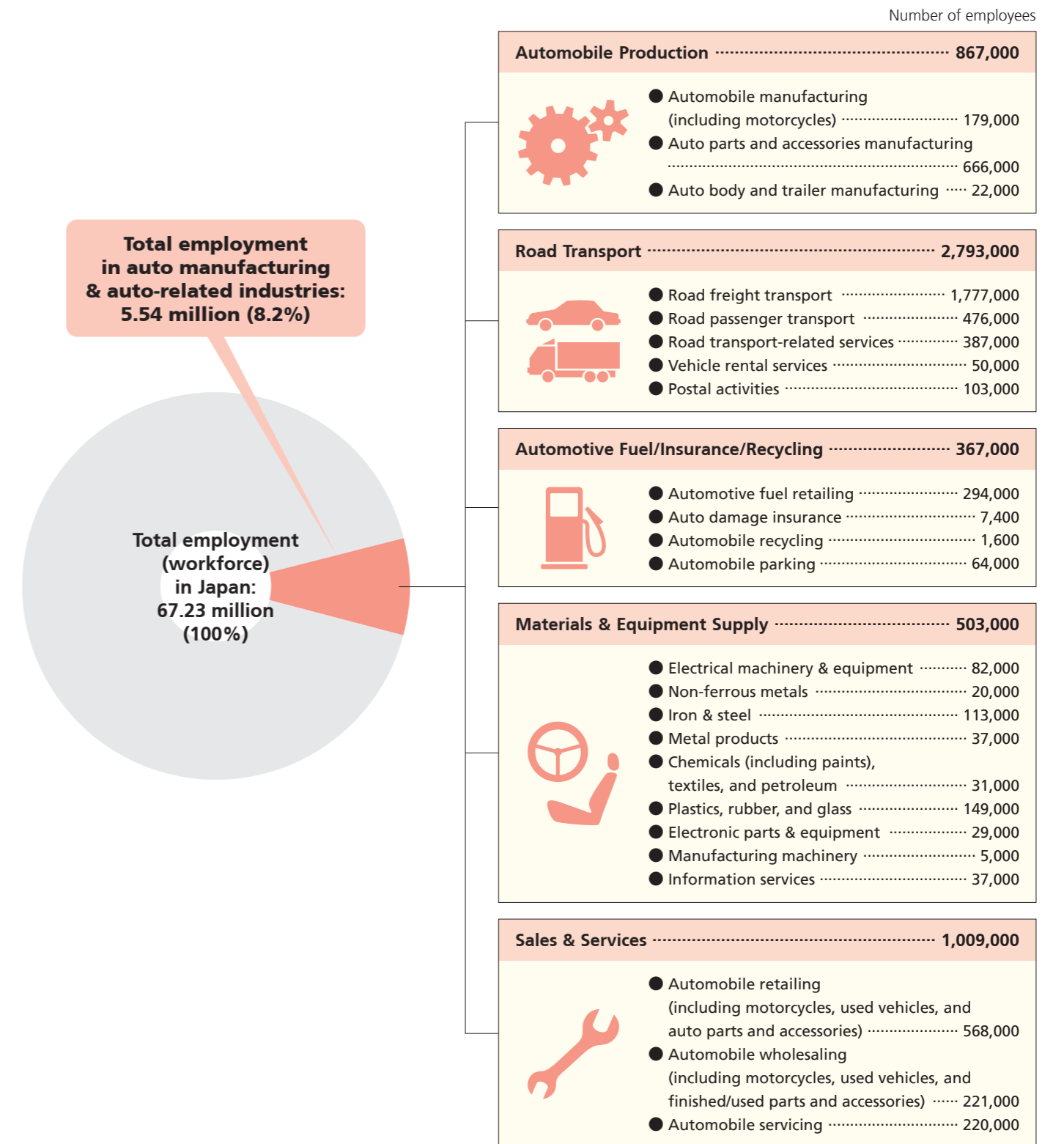
Year	Motor Vehicles			Imports Total	
	Value (x 100 million yen)	Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Motorcycles & Motorcycle Parts
2013	18,948	122.2	10,857	6,981	1,109
2014	20,925	110.4	11,623	8,148	1,154
2015	21,261	101.6	11,398	8,770	1,093
2016	21,023	98.9	11,781	8,329	913
2017	23,419	111.4	13,070	9,328	1,021
2018	25,223	107.7	14,284	9,861	1,079
2019	24,020	95.2	14,084	8,906	1,030
2020	19,513	81.2	11,653	6,747	1,113
2021	23,469	120.3	13,704	8,252	1,513
2022	26,818	114.3	15,051	10,016	1,751

Notes: 1. "Passenger Cars, Trucks, Buses" includes chassis. 2. FOB: Free on board; CIF: Cost, insurance, and freight. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100). Source for all statistical data on this page: The Summary Report on Trade of Japan (2022), Japan Tariff Association

## Auto-Related Employment Totals 5.54 Million People

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

### EMPLOYMENT IN THE AUTOMOBILE MANUFACTURING AND AUTO-RELATED INDUSTRIES



Note: Figures are rounded off to the nearest thousand.

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

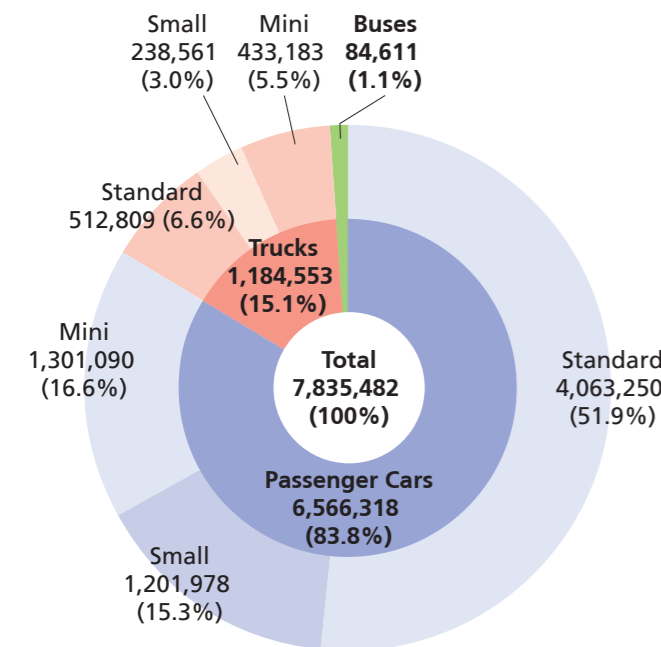


# Motor Vehicle Production Totals 7.84 Million Units

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

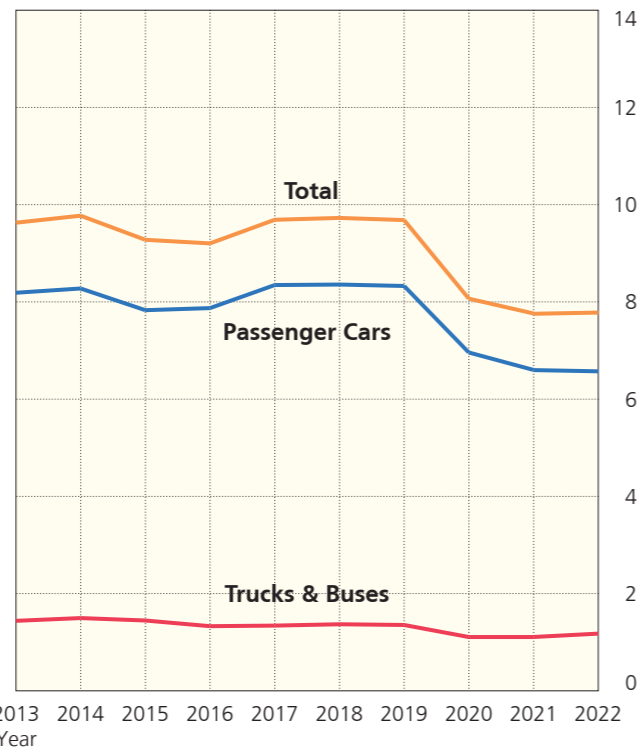
## MOTOR VEHICLE PRODUCTION BY TYPE IN 2022

In vehicle units



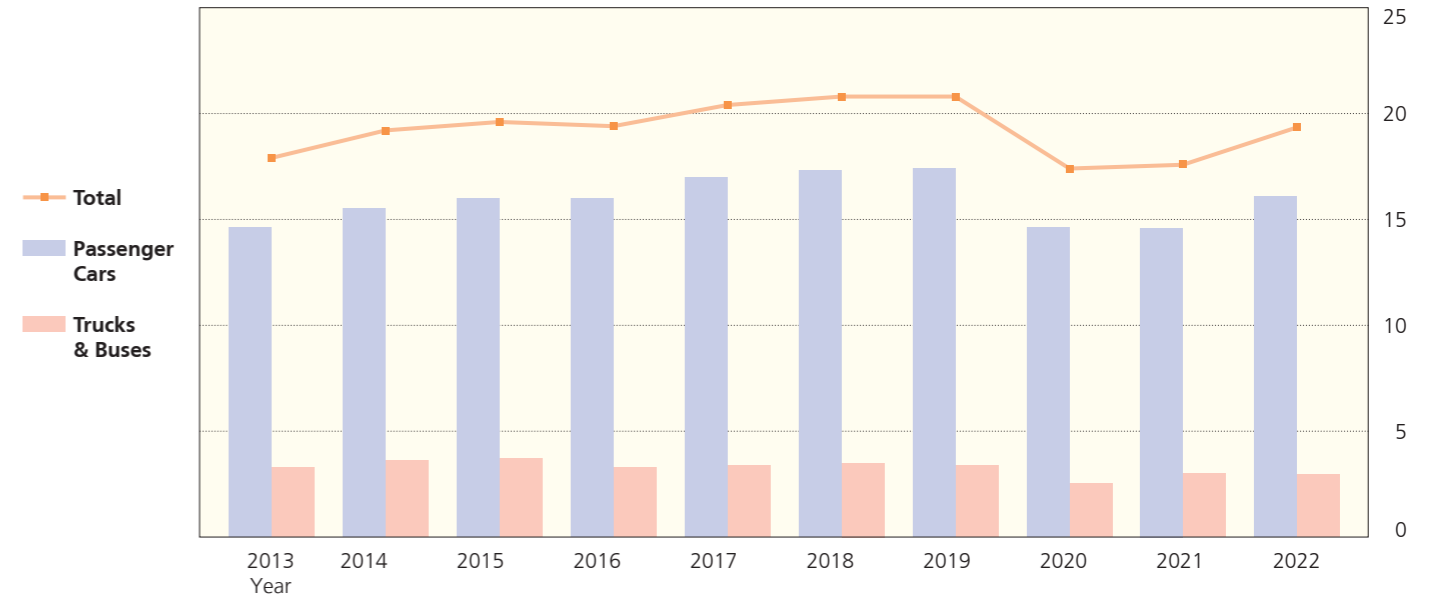
## TRENDS IN MOTOR VEHICLE PRODUCTION

x 1 million units



## TRENDS IN MOTOR VEHICLE PRODUCTION IN VALUE TERMS

x 1 trillion yen



## MOTOR VEHICLE PRODUCTION IN VALUE TERMS

x 1 million yen

Year	Passenger Cars				Trucks					Buses			Total
	Standard	Small	Mini	Subtotal	Standard	Small	Mini	Tractors	Subtotal	Large	Small	Subtotal	
1985	895,041	7,049,323	85,925	8,030,289	1,793,000	1,519,934	679,498	46,745	4,039,177	103,053	101,007	204,060	12,273,526
1990	3,717,356	8,676,715	572,188	12,966,259	1,953,924	1,180,028	591,144	64,913	3,790,009	134,015	66,988	201,003	16,957,271
1995	5,147,637	4,869,427	790,303	10,807,367	1,619,428	849,511	510,579	124,764	3,104,282	107,647	89,441	197,088	14,108,737
2000	6,640,075	4,298,370	1,237,605	12,176,050	1,111,558	543,408	357,765	45,453	2,058,184	80,897	109,007	189,904	14,424,138
2005	9,352,545	4,178,641	1,169,871	14,701,057	1,916,692	588,224	357,615	104,567	2,967,098	127,605	163,069	290,674	17,958,829
2010	10,239,303	2,609,861	1,207,423	14,056,587	1,684,489	358,081	323,800	75,944	2,442,314	118,300	211,359	329,659	16,828,560
2013	10,422,008	2,628,986	1,579,510	14,630,504	1,987,340	479,914	312,959	102,073	2,882,286	119,670	290,001	409,671	17,922,461
2014	11,110,107	2,636,872	1,795,440	15,542,419	2,189,242	546,377	313,522	118,091	3,167,232	124,114	318,410	442,524	19,152,175
2015	12,047,649	2,458,198	1,473,103	15,978,950	2,189,038	576,037	300,368	131,002	3,196,445	139,614	328,498	468,112	19,643,507
2016	12,321,649	2,438,906	1,280,853	16,041,408	1,888,981	566,781	290,991	129,781	2,876,534	172,906	299,220	472,126	19,390,068
2017	12,958,155	2,516,379	1,517,786	16,992,320	1,986,030	538,716	319,178	126,867	2,970,791	175,090	288,317	463,407	20,426,518
2018	13,367,843	2,398,835	1,545,687	17,312,365	2,007,940	570,136	359,483	128,658	3,066,217	138,240	275,391	413,631	20,792,213
2019	13,423,165	2,357,894	1,611,427	17,392,486	1,923,717	568,616	391,156	141,002	3,024,491	130,452	298,524	428,976	20,845,953
2020	10,893,199	2,178,494	1,528,289	14,599,982	1,608,220	492,720	344,847	106,908	2,552,695	68,588	170,077	238,665	17,391,342
2021	11,304,450	1,799,635	1,379,294	14,483,379	2,016,676	514,462	346,123	105,486	2,982,747	32,029	153,578	185,607	17,651,733
2022	12,636,491	1,980,042	1,468,754	16,085,287	1,969,687	458,523	462,032	85,670	2,975,912	42,710	183,529	226,239	19,287,438

Source: Ministry of Economy, Trade and Industry

## MOTOR VEHICLE PRODUCTION

In vehicle units

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

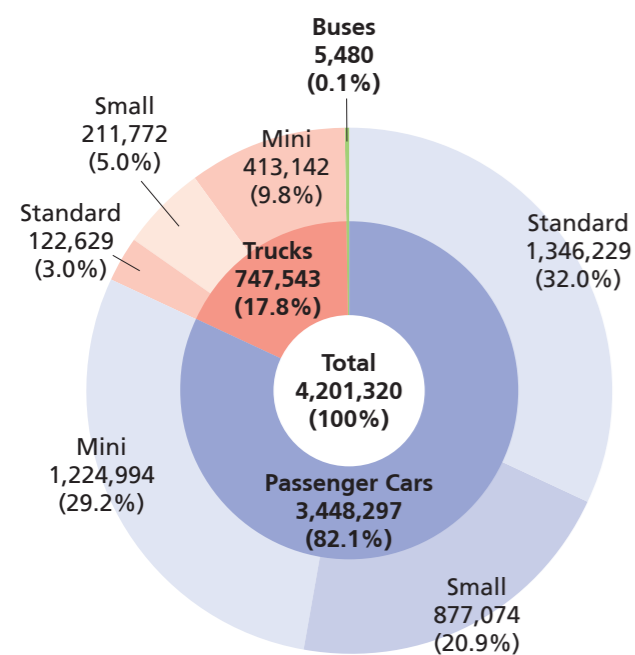
Notes: 1. Passenger cars and trucks are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 23 for details. 2. KD sets have been excluded since 1979; they represent less than 60% of the cost of compositional components per vehicle and have been treated as components since 1988. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100). Sources: Japan Automobile Manufacturers Association; Current Survey of Production, Ministry of Economy, Trade and Industry

# Motor Vehicle Sales Total 4.20 Million Units

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

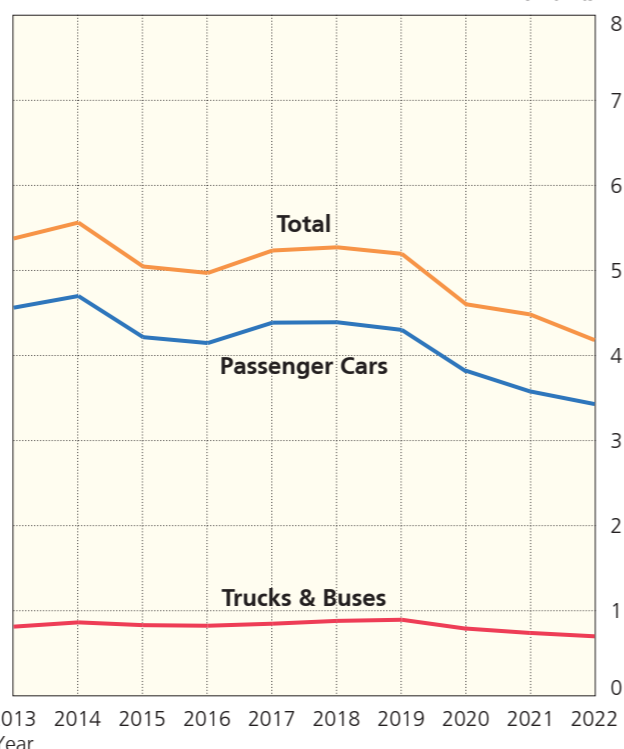
## NEW MOTOR VEHICLE REGISTRATIONS BY TYPE IN 2022

In vehicle units



## TRENDS IN NEW MOTOR VEHICLE REGISTRATIONS

x 1 million units



## NEW MINI-VEHICLE SALES BY TYPE

In vehicle units

Year	Passenger Cars (Minicars)	Commercial Vehicles ("Bonnet" minivans)	Commercial Vehicles (Cab-over-engine minivans)	Commercial Vehicles (Mini-trucks)	Total	Chg. (%)
2000	1,281,805	138,672	177,143	277,295	1,874,915	99.7
2001	1,273,570	120,010	175,594	284,346	1,853,520	98.9
2002	1,307,296	101,789	163,412	258,203	1,830,700	98.8
2003	1,291,889	89,532	172,644	250,690	1,804,755	98.6
2004	1,372,083	77,297	183,995	257,775	1,891,150	104.8
2005	1,387,068	77,547	197,141	261,960	1,923,716	101.7
2006	1,507,598	68,714	204,838	242,469	2,023,619	105.2
2007	1,447,106	57,509	196,040	219,164	1,919,819	94.9
2008	1,426,979	51,622	185,806	205,486	1,869,893	97.4
2009	1,283,429	42,932	167,358	194,452	1,688,171	90.3
2010	1,284,665	41,630	180,505	219,620	1,726,420	102.3
2011	1,138,752	33,023	168,705	180,665	1,521,145	88.1
2012	1,557,681	27,730	198,843	195,192	1,979,446	130.1
2013	1,690,171	25,199	194,728	202,893	2,112,991	106.7
2014	1,839,119	22,929	194,431	216,311	2,272,790	107.6
2015	1,511,404	18,536	184,127	182,133	1,896,200	83.4
2016	1,344,967	19,456	185,927	175,110	1,725,460	91.0
2017	1,443,367	16,373	201,873	181,728	1,843,341	106.8
2018	1,495,706	33,907	208,822	185,689	1,924,124	104.4
2019	1,479,205	52,543	196,034	182,564	1,910,346	99.3
2020	1,331,149	37,310	174,479	175,150	1,718,088	89.9
2021	1,275,836	28,962	182,851	164,873	1,652,522	96.2
2022	1,224,994	38,984	206,008	168,150	1,638,136	99.1

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

Source: Japan Mini Vehicles Association

## NEW MOTOR VEHICLE REGISTRATIONS

In vehicle units

Year	Passenger Cars					Trucks					Buses				Total	Chg. (%)	Total Vehicles		Total Mini-Vehicles		Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)	Large	Small	Subtotal	Chg. (%)			Chg. (%)	Chg. (%)	Chg. (%)		
1970	9,068	1,652,899	717,170	2,379,137	116.8	168,086	986,673	538,743	1,693,502	95.6	10,256	17,572	27,828	104.2	4,100,467	106.9	2,844,554	104.9	1,255,913	111.7	1970
1975	49,125	2,531,396	157,120	2,737,641	119.7	121,118	999,155	431,181	1,551,454	100.7	8,818	11,018	19,836	87.4	4,308,931	111.9	3,720,630	118.8	588,301	82.1	1975
1980	71,931	2,608,215	174,030	2,854,176	94.0	154,472	1,144,167	839,308	2,137,947	102.2	9,414	13,973	23,387	97.5	5,015,510	97.3	4,002,172	93.1	1,013,338	118.3	1980
1985	73,539	2,869,527	161,017	3,104,083	100.3	118,009	945,484	1,367,685	2,431,178	104.7	8,798	12,775	21,573	106.4	5,556,834	102.2	4,028,132	101.3	1,528,702	104.8	1985
1990	467,490	3,839,221	795,948	5,102,659	115.9	193,775	1,449,678	1,006,456	2,649,909	93.7	9,162	15,763	24,925	105.9	7,777,493	107.2	5,975,089	107.4	1,802,404	106.3	1990
1995	889,260	2,654,291	900,355	4,443,906	105.6	177,264	1,411,296	815,265	2,403,825	104.6	6,475	10,828	17,303	97.0	6,865,034	105.2	5,149,414	104.8	1,715,620	106.2	1995
2000	770,220	2,208,387	1,281,265	4,259,872	102.5	84,626	1,015,313	586,660	1,686,599	99.6	4,333	12,238	16,571	114.5	5,963,042	101.7	4,095,117	102.7	1,867,925	99.7	2000
2005	1,271,349	2,089,992	1,387,068	4,748,409	99.6	197,548	351,708	536,648	1,085,904	101.8	5,856	11,898	17,754	97.8	5,852,067	100.0	3,928,351	99.1	1,923,716	101.7	2005
2010	1,419,909	1,507,693	1,284,665	4,212,267	107.4	101,697	187,642	441,755	731,094	108.6	4,777	7,998	12,775	101.6	4,956,136	107.5	3,229,716	110.6	1,726,420	102.3	2010
2013	1,399,407	1,472,704	1,690,171	4,562,282	99.8	143,272	235,883	422,820	801,975	102.1	4,181	7,075	11,256	94.3	5,375,513	100.1	3,262,522	96.2	2,112,991	106.7	2013
2014	1,437,589	1,422,883	1,839,119	4,699,591	103.0	164,815	252,828	433,671	851,314	106.2	4,498	7,485	11,983	106.5	5,562,888	103.5	3,290,098	100.8	2,272,790	107.6	2014
2015	1,354,541	1,349,944	1,511,404	4,215,889	89.7	172,502	259,936	384,796	817,234	96.0	5,260	8,127	13,387	111.7	5,046,510	90.7	3,150,310	95.8	1,896,200	83.4	2015
2016	1,490,216	1,311,275	1,344,967	4,146,458	98.4	173,249	254,560	380,493	808,302	98.9	6,543	8,955	15,498	115.8	4,970,258	98.5	3,244,798	103.0	1,725,460	91.0	2016
2017	1,548,214	1,394,796	1,443,367	4,386,377	105.8	176,385	255,836	399,974	832,195	103.0	6,602	8,991	15,593	100.6	5,234,165	105.3	3,390,824	104.5	1,843,341	106.8	2017
2018	1,582,828	1,312,626	1,495,706	4,391,160	100.1	180,266	258,521	428,418	867,205	104.2	5,131	8,571	13,702	87.9	5,272,067	100.7	3,347,943	98.7	1,924,124	104.4	2018
2019	1,586,342	1,235,544	1,479,205	4,301,091	97.9	182,391	267,007	431,141	880,539	101.5	4,876	8,710	13,586	99.2	5,195,216	98.5	3,284,870	98.1	1,910,346	99.3	2019
2020	1,370,755	1,108,077	1,331,149	3,809,981	88.6	160,678	231,683	386,939	779,300	88.5	3,113	6,221	9,334	68.7	4,598,615	88.5	2,880,527	87.7	1,718,088	89.9	2020
2021	1,446,655	953,207	1,275,836	3,675,698	96.5	157,781	231,295	376,686	765,762	98.3	1,657	5,223	6,880	73.7	4,448,340	96.7	2,795,818	97.1	1,652,522	96.2	2021
2022	1,346,229	877,074	1,224,994	3,448,297	93.8	122,629	211,772	413,142	747,543	97.6	1,661	3,819	5,480	79.7	4,201,320	94.4	2,563,184	91.7	1,638,136	99.1	2022

Notes: 1. Chassis-based through 2002, data compilation became vehicle registration number-based as of 2003. 2. Truck figures include special-purpose vehicles (except large ones). 3. Data includes imported cars. 4. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Sources: Japan Automobile Dealers Association; Japan Mini Vehicles Association

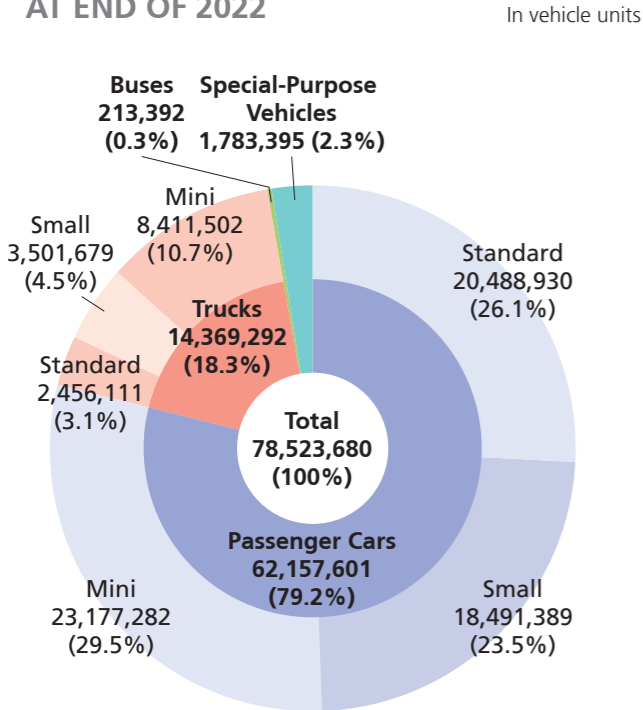




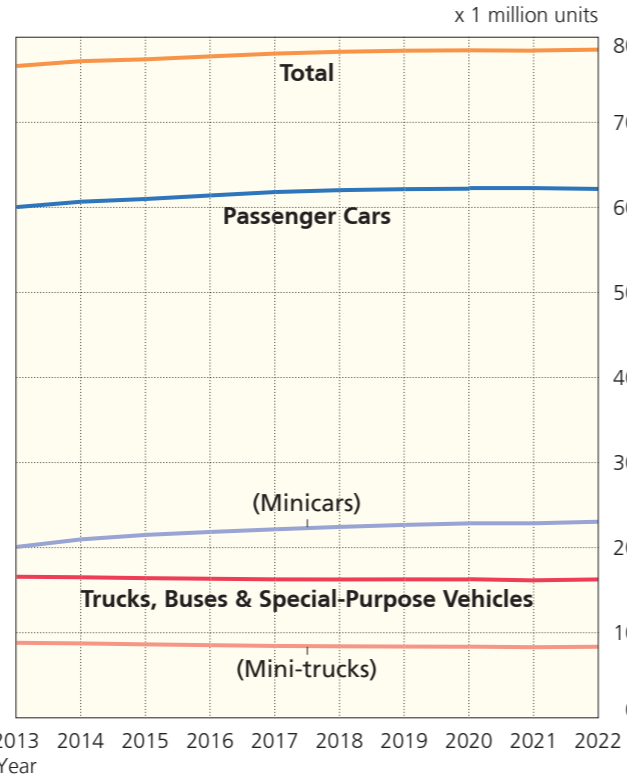
## A Total of 78.52 Million Motor Vehicles in Use

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

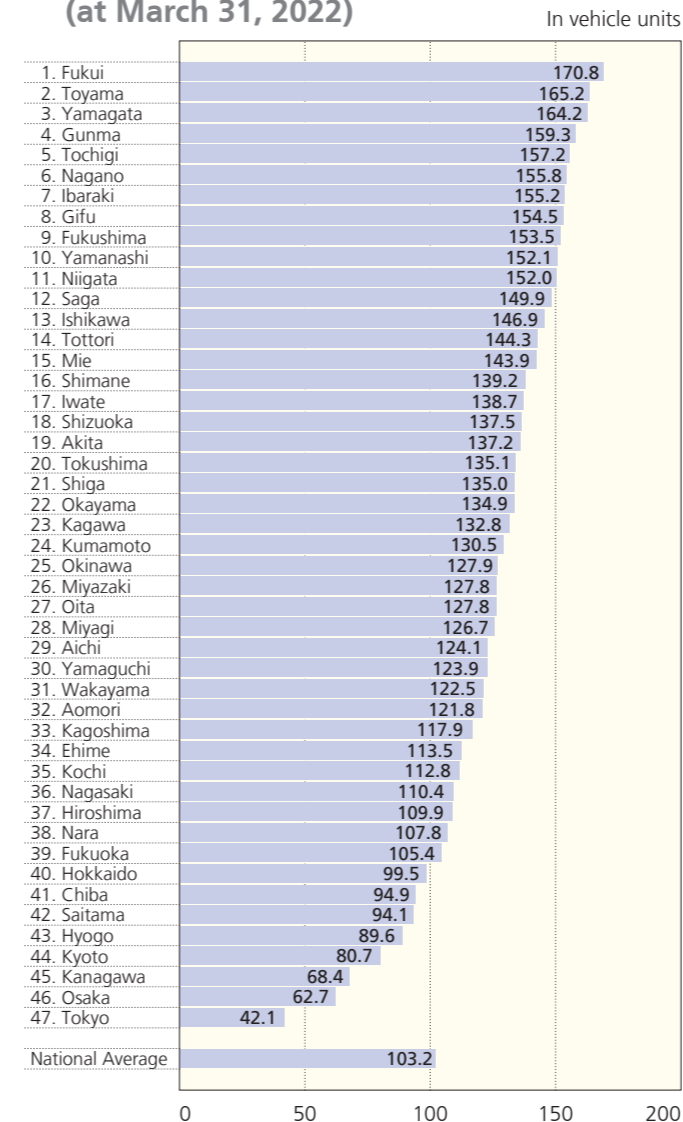
### MOTOR VEHICLES IN USE BY TYPE AT END OF 2022



### TRENDS IN MOTOR VEHICLES IN USE



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



### PASSENGER CARS IN USE BY YEAR OF FIRST REGISTRATION

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

### AVERAGE AGE BY TYPE

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

### AVERAGE SERVICE LIFE BY TYPE

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

Notes: 1. "Average age" means the average number of years elapsed since first registration. 2. "Average service life" means average vehicle lifespan. 3. "Average age" and "average service life" figures are as at the end of every fiscal year. 4. The above three tables exclude mini-vehicles.

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

Year	Passenger Cars					Trucks					Buses				Special-Purpose Vehicles		Total		Trailers	Three-Wheeled Vehicles	Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)	Large	Small	Subtotal	Chg. (%)	Chg. (%)	Chg. (%)					
1970	77,374	6,457,181	2,244,417	8,778,972	126.6	798,256	4,478,486	3,005,017	8,281,759	107.1	104,895	83,085	187,980	110.5	333,132	110.5	17,581,843	116.2	23,079	243,934	1970
1975	207,511	14,417,680	2,611,130	17,236,321	108.7	1,158,465	6,100,206	2,785,182	10,043,853	98.9	102,186	124,098	226,284	101.7	584,100	101.7	28,090,558	104.9	39,808	47,998	1975
1980	472,314	21,011,096	2,176,110	23,659,520	104.4	1,494,464	7,155,221	4,527,794	13,177,479	104.8	106,633	123,387	230,020	100.4	789,155	100.4	37,856,174	104.5	56,804	17,724	1980
1985	711,914	25,116,179	2,016,487	27,844,580	102.6	1,668,852	6,679,665	8,791,289	17,139,806	105.5	108,967	122,261	231,228	100.5	941,647	100.5	46,157,261	103.7	65,485	6,123	1985
1990	1,784,594	30,554,652	2,584,926	34,924,172	107.1	2,176,488	6,609,536	12,535,415	21,321,439	101.1	114,819	130,849	245,668	101.6	1,206,390	101.6	57,697,669	104.7	87,359	4,056	1990
1995	7,874,189	31,030,462	5,775,386	44,680,037	104.7	2,574,433	6,213,405	11,642,311	20,430,149	98.9	114,478	128,617	243,095	99.1	1,500,219	99.1	66,853,500	102.8	120,171	3,621	1995
2000	13,942,626	28,593,491	9,901,258	52,437,375	102.5	2,596,421	5,474,660	10,154,427	18,225,508	97.8	110,046	125,437	235,483	99.9	1,750,733	99.9	72,649,099	101.3	133,676	3,827	2000
2005	16,634,529	26,254,546	14,201,714	57,090,789	102.0	2,474,378	4,594,363	9,665,130	16,733,871	99.7	109,917	121,816	231,733	100.3	1,630,062	98.8	75,686,455	101.4	147,626	3,280	2005
2010	16,890,402	23,470,003	17,986,982	58,347,387	100.6	2,281,711	3,825,632	9,177,282	15,284,625	98.2	108,136	119,135	227,271	99.5	1,502,593	99.2	75,361,876	100.0	152,834	3,120	2010
2013	17,509,103	22,435,835	20,090,359	60,035,297	101.0	2,270,812	3,614,925	8,818,149	14,703,886	99.1	107,723	118,204	225,927	99.9	1,653,956	100.6	76,619,066	100.6	157,212	15,478	2013
2014	17,714,352	21,974,741	20,978,424	60,667,517	101.1	2,294,449	3,581,884	8,748,653	14,624,986	99.5	108,545	118,399	226,944	100.5	1,669,019	100.9	77,188,466	100.7	159,863	16,376	2014
2015	17,935,861	21,547,282	21,504,199	60,987,342	100.5	2,316,208	3,552,373	8,634,637	14,503,218	99.2	110,096	119,293	229,389	101.1	1,684,382	100.9	77,404,331	100.3	162,350	17,391	2015
2016	18,357,734	21,195,621	21,850,275	61,403,630	100.7	2,337,230	3,535,022	8,539,701	14,411,953	99.4	112,011	120,310	232,321	101.3	1,702,616	101.1	77,750,520	100.4	165,769	18,494	2016
2017	18,799,713	20,842,558	22,160,847	61,803,118	100.7	2,356,279	3,516,383	8,448,505	14,321,167	99.4	112,672	120,794	233,466	100.5	1,720,118	101.0	78,077,869	100.4	169,989	19,457	2017
2018	19,198,666	20,383,197	22,444,053	62,025,916	100.4	2,382,877	3,506,007	8,407,229	14,296,113	99.8	112,627	120,596	233,223	99.9	1,734,185	100.8	78,289,437	100.3	174,657	20,425	2018
2019	19,603,788	19,858,361	22,678,326	62,140,475	100.2	2,413,551	3,507,308	8,376,326	14,297,185	100.0	112,169	119,997	232,166	99.5	1,746,765	100.7	78,416,591	100.2	180,662	21,420	2019
2020	19,922,382	19,414,014	22,857,859	62,194,255	100.1	2,432,463	3,497,227	8,353,799	14,283,489	99.9	108,999	116,030	225,029	96.9	1,759,180	100.7	78,461,953	100.1	185,088	22,598	2020
2021	20,256,088	18,920,099	22,988,169	62,164,356	100.0	2,450,607	3,497,843	8,349,064	14,297,514	100.1	106,083	112,246	218,329	97.0	1,772,712	100.8	78,452,911	100.0	189,711	23,962	2021
2022	20,488,930	18,491,389	23,177,282	62,157,601	100.0	2,456,111	3,501,679	8,411,502	14,369,292	100.5	104,265	109,127	213,392	97.7	1,783,395	100.6	78,523,680	100.1	194,255	24,936	2022

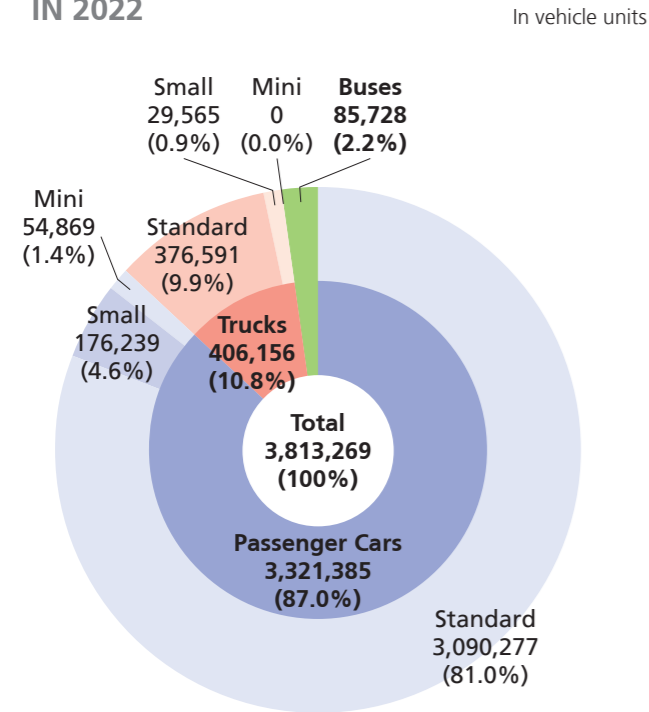
Notes: 1. "Special-Purpose Vehicles" refers to emergency vehicles, special vehicles equipped with beds, refrigerated trucks, tank trucks, tractors, bulldozers, steamrollers, snowplows, snowmobiles, etc., that are identified as special-purpose vehicles by special registration numbers. 2. "Three-Wheeled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



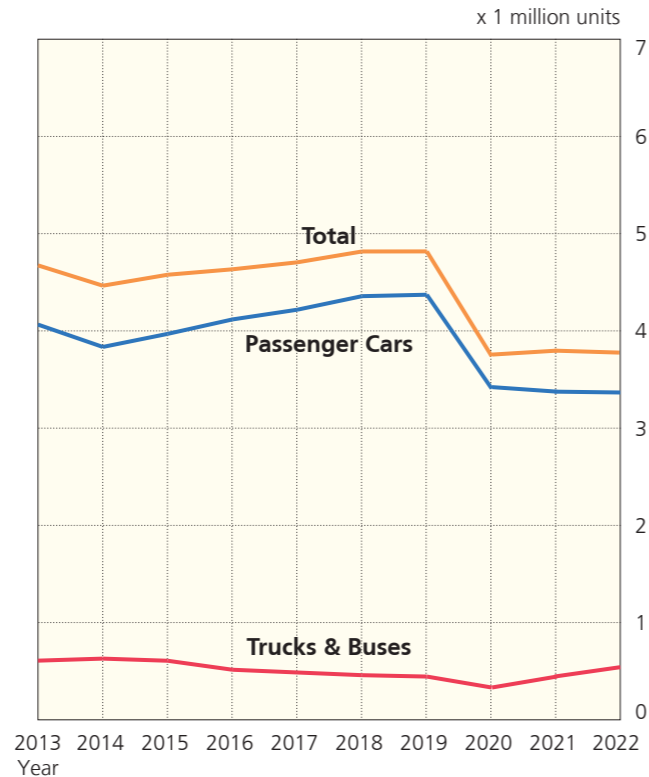
# Motor Vehicle Exports Total 3.81 Million Units

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

## MOTOR VEHICLE EXPORTS BY TYPE IN 2022



## TRENDS IN MOTOR VEHICLE EXPORTS



## MOTOR VEHICLE EXPORT TRENDS BY DESTINATION

Legend: Asia (Purple), Middle East (Orange), Europe (Red), North America (Blue), Latin America (Light Blue), Africa (Green), Oceania (Light Green), Other (Grey). Sub-regions: (EU) (Light Red), (U.S.A.) (Light Blue).

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

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

## MOTOR VEHICLE EXPORTS

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

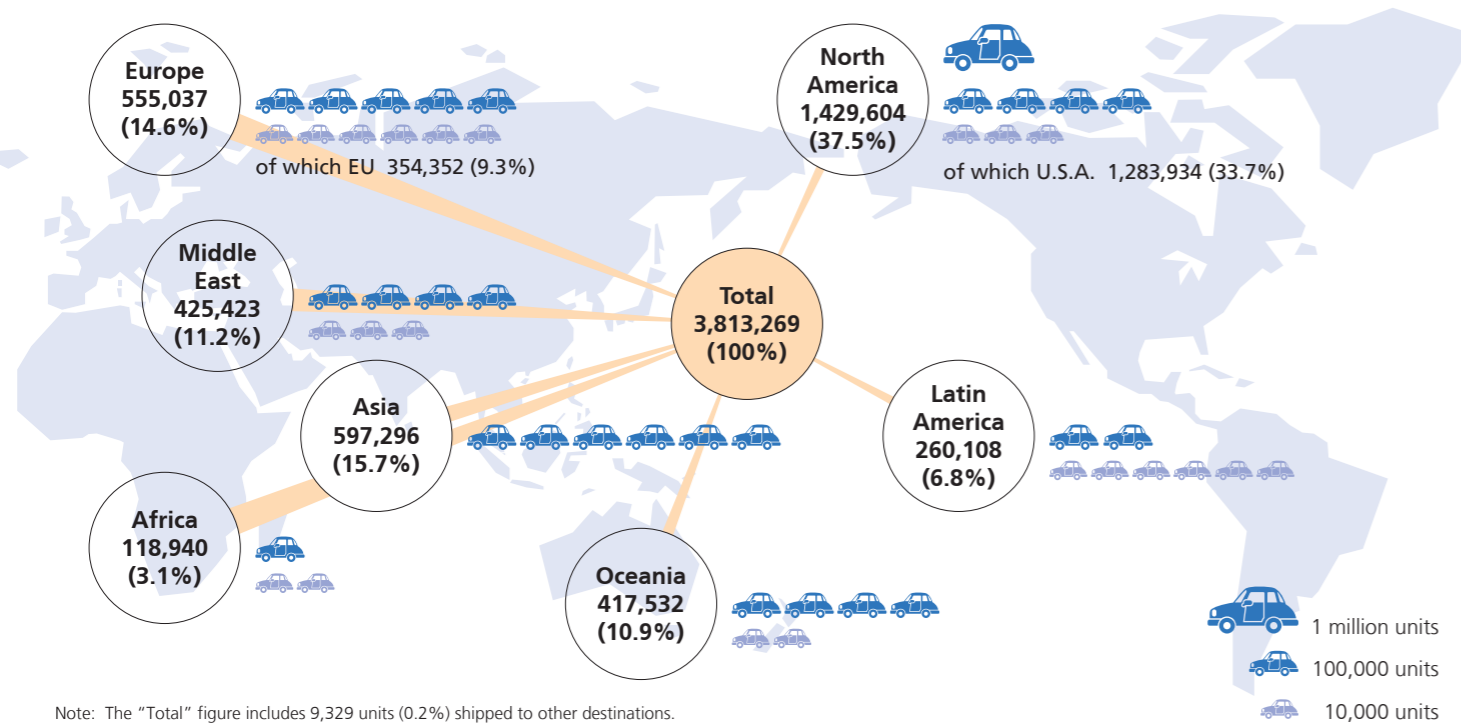
Notes: 1. Figures represent ex-factory export shipments of motor vehicles manufactured in Japan, which are classified in the above categories as per Japanese law, including the Road Vehicles Act. 2. Vehicle type classification in this table differs somewhat from that used in Ministry of Finance export data. 3. KD sets have been excluded since 1979; they represent less than 60% of the cost of compositional components per vehicle and have been treated as components since 1988. 4. Since December 2017, export figures from one JAMA member manufacturer have not been available. 5. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100). Source: Japan Automobile Manufacturers Association

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

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

### MOTOR VEHICLE EXPORTS BY DESTINATION IN 2022

In vehicle units



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

### MOTOR VEHICLE EXPORT TRENDS BY DESTINATION

In %

Destination	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Asia	11.6	12.5	11.6	12.7	12.8	13.2	13.5	15.0	16.0	15.7
Middle East	12.5	14.0	15.0	10.8	9.4	9.9	9.6	8.7	9.1	11.2
Europe	15.2	16.7	16.1	17.7	18.4	18.4	20.4	18.0	15.4	14.6
(EU)	7.9	10.1	11.5	13.2	13.7	13.4	16.0	10.6	8.5	9.3
North America	40.4	37.2	38.2	41.0	40.9	40.0	39.8	41.0	39.2	37.5
(U.S.A.)	36.8	34.4	35.0	37.5	36.9	35.9	35.8	37.0	34.9	33.7
Latin America	7.7	6.9	6.8	6.3	6.8	6.7	5.9	4.7	5.7	6.8
Africa	3.8	4.1	3.7	6.3	2.3	2.5	5.9	2.7	3.0	3.1
Oceania	8.7	8.4	8.5	2.9	2.6	2.6	9.7	11.4	10.9	10.9
Other	0.1	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2

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

### MOTOR VEHICLE EXPORTS BY DESTINATION & BY VEHICLE TYPE IN 2022

In vehicle units

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

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

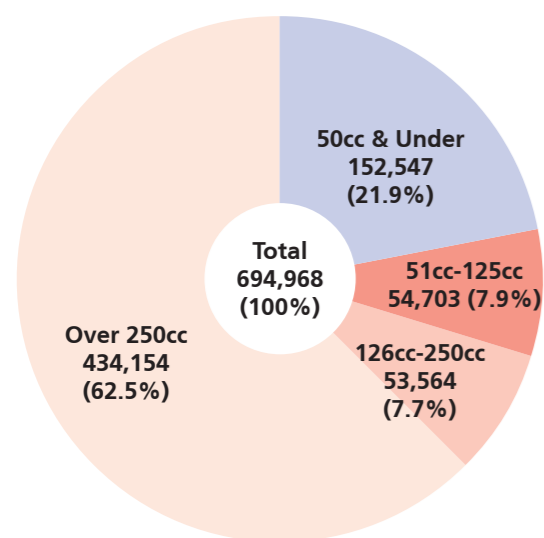
Source: Japan Automobile Manufacturers Association

## Motorcycle Production Totals 695,000 Units

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

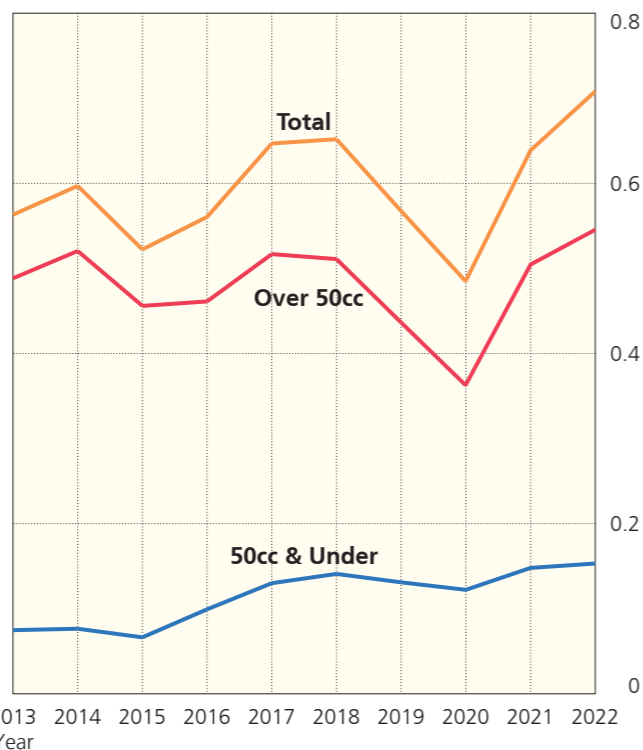
### MOTORCYCLE PRODUCTION BY ENGINE CAPACITY IN 2022

In vehicle units



### TRENDS IN MOTORCYCLE PRODUCTION

x 1 million units



### MOTORCYCLE PRODUCTION

In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal		
1970	895,599	1,407,205	259,145	385,723	2,052,073	2,947,672	114.4
1975	1,030,822	1,887,701	331,733	552,291	2,771,725	3,802,547	84.3
1980	2,493,910	2,181,206	660,831	1,098,577	3,940,614	6,434,524	143.8
1985	2,014,850	1,373,423	469,728	678,346	2,521,497	4,536,347	112.7
1990	1,343,220	686,734	270,304	506,637	1,463,675	2,806,895	100.4
1995	951,803	1,038,938	217,738	544,760	1,801,436	2,753,239	101.0
2000	636,546	630,221	297,433	851,191	1,778,845	2,415,391	107.3
2005	298,549	260,343	279,274	953,419	1,493,036	1,791,585	103.0
2010	87,513	80,630	108,950	387,082	576,662	664,175	103.0
2013	74,940	27,670	88,108	372,591	488,369	563,309	94.6
2014	76,569	31,529	93,536	395,424	520,489	597,058	106.0
2015	66,438	30,886	76,945	348,125	455,956	522,394	87.5
2016	99,319	31,465	73,194	356,558	461,217	560,536	107.3
2017	130,149	33,665	78,993	404,176	516,834	646,983	115.4
2018	140,921	59,451	61,658	389,854	510,963	651,884	100.8
2019	131,013	49,945	54,682	333,736	436,363	567,376	87.0
2020	122,209	38,504	53,939	269,944	362,387	484,596	85.4
2021	142,412	54,280	58,001	392,261	504,542	646,954	133.5
2022	152,547	54,703	53,564	434,154	542,421	694,968	107.4

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

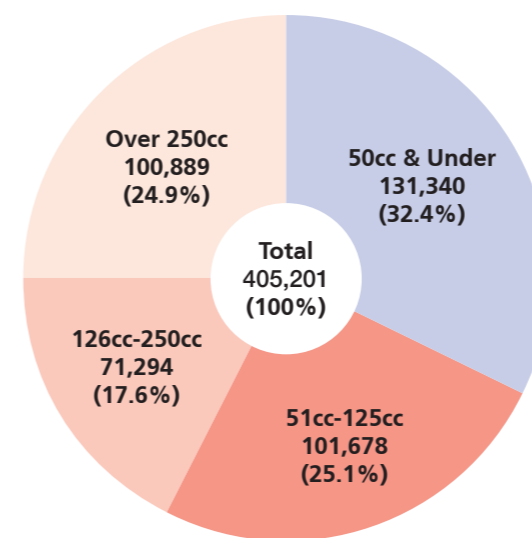
Source: Japan Automobile Manufacturers Association

## Motorcycle Sales Total 405,000 Units

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

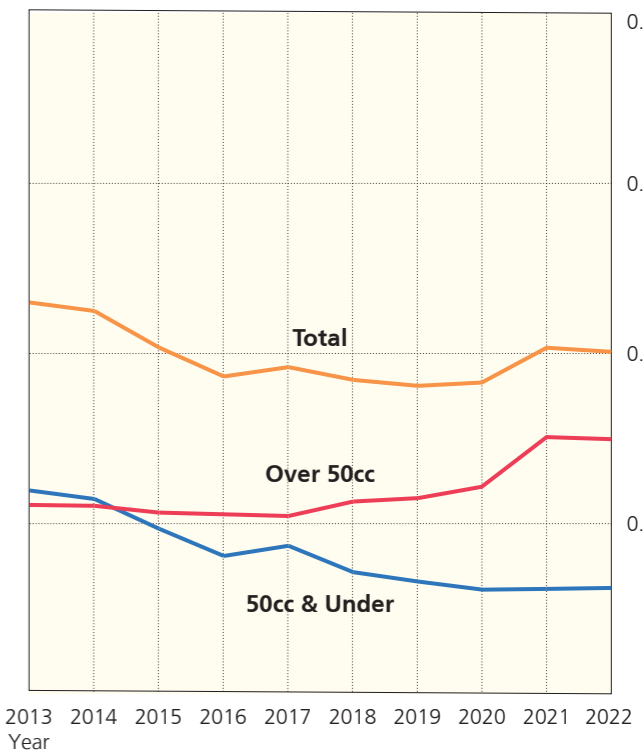
### MOTORCYCLE SALES BY ENGINE CAPACITY IN 2022

In vehicle units



### TRENDS IN MOTORCYCLE SALES

x 1 million units



### MOTORCYCLE SALES

In vehicle units

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

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

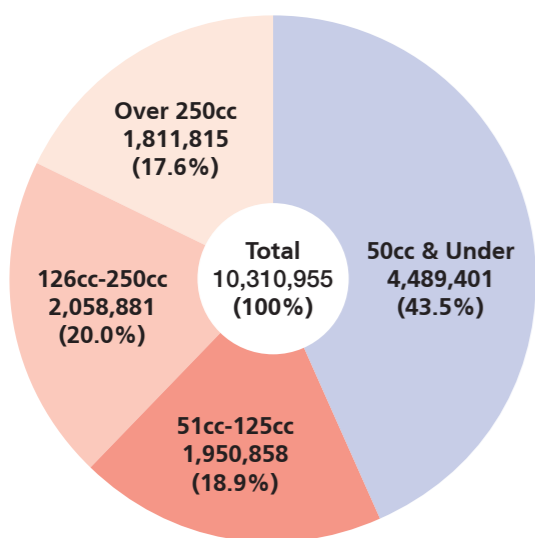
Sources: Japan Mini Vehicles Association; Japan Automobile Manufacturers Association



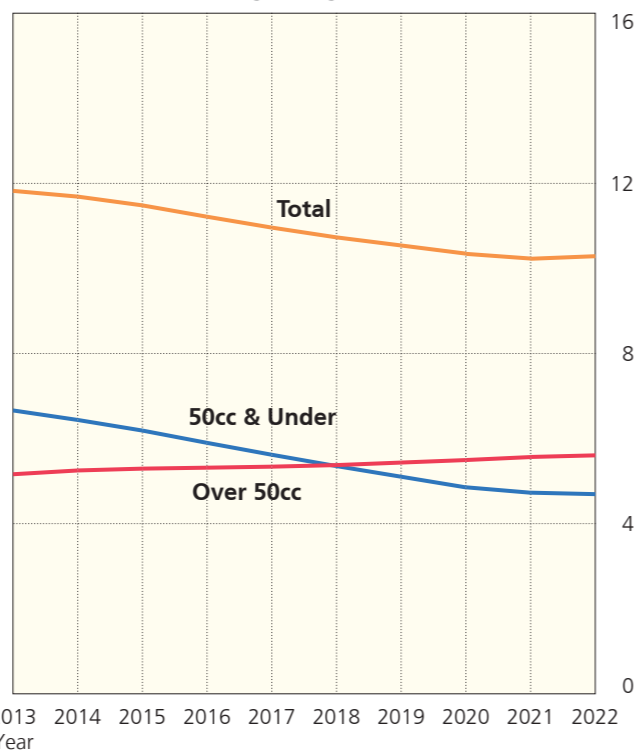
### 10.31 Million Motorcycles in Use

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

● MOTORCYCLES IN USE BY ENGINE CAPACITY (at March 31, 2022) In vehicle units



● TRENDS IN MOTORCYCLES IN USE (at March 31 yearly) x 1 million units



● MOTORCYCLES IN USE (at March 31 yearly) In vehicle units

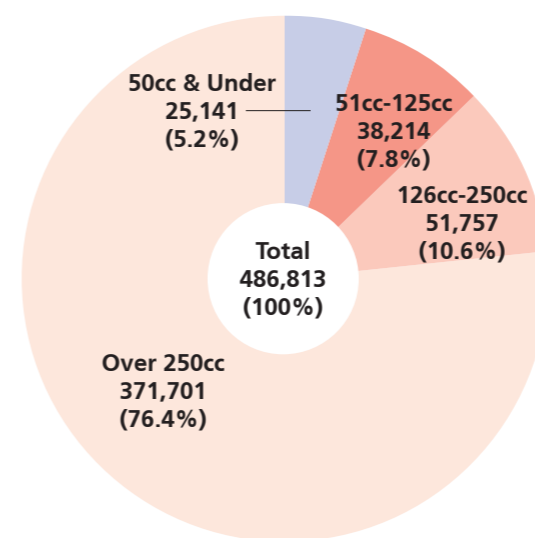
Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal		
1970	3,727,426	4,431,745	583,316	109,771	5,124,832	8,852,258	100.5
1975	4,851,140	3,132,818	492,307	276,715	3,901,840	8,752,980	101.9
1980	8,794,335	2,281,006	506,567	383,639	3,171,212	11,965,547	109.8
1985	14,609,399	1,747,957	1,047,426	775,627	3,571,010	18,180,409	104.8
1990	13,539,269	1,517,228	1,669,771	1,045,519	4,232,518	17,771,787	97.6
1995	11,165,390	1,421,031	1,823,446	1,177,229	4,421,706	15,587,096	98.0
2000	9,643,487	1,337,395	1,704,522	1,288,399	4,330,316	13,973,803	98.0
2005	8,566,613	1,353,732	1,857,439	1,397,392	4,608,563	13,175,176	99.3
2010	7,448,862	1,511,440	1,992,939	1,524,176	5,028,555	12,477,417	98.4
2013	6,661,807	1,626,094	1,969,187	1,566,341	5,161,622	11,823,429	98.7
2014	6,438,002	1,674,884	1,980,411	1,595,335	5,250,630	11,688,632	98.9
2015	6,188,710	1,704,083	1,978,462	1,611,089	5,293,634	11,482,344	98.2
2016	5,899,276	1,717,092	1,970,471	1,628,461	5,316,024	11,215,300	97.7
2017	5,615,360	1,737,911	1,961,109	1,641,580	5,340,600	10,955,960	97.7
2018	5,353,473	1,752,278	1,966,973	1,657,613	5,376,864	10,730,337	97.9
2019	5,103,395	1,787,133	1,968,905	1,680,416	5,436,454	10,539,849	98.2
2020	4,853,131	1,818,357	1,972,367	1,704,542	5,495,266	10,348,397	98.2
2021	4,652,686	1,872,491	2,014,251	1,748,026	5,634,768	10,287,454	99.4
2022	4,489,401	1,950,858	2,058,881	1,811,815	5,821,554	10,310,955	100.2

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

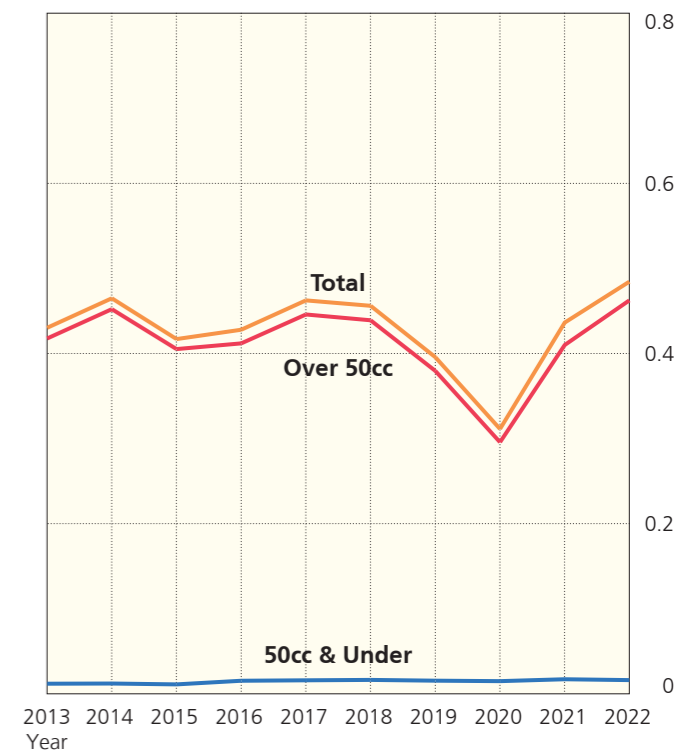
### Motorcycle Exports Total 487,000 Units

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

● MOTORCYCLE EXPORTS BY ENGINE CAPACITY IN 2022 In vehicle units



● TRENDS IN MOTORCYCLE EXPORTS x 1 million units



● MOTORCYCLE EXPORTS In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal		
1970	326,815	914,325	187,185	309,277	1,410,787	1,737,602	133.8
1975	288,843	1,546,170	328,313	527,344	2,401,827	2,690,670	83.0
1980	501,027	1,907,481	548,306	972,226	3,428,013	3,929,040	144.0
1985	369,167	1,350,412	296,865	525,038	2,172,315	2,541,482	119.7
1990	147,301	507,840	117,222	411,381	1,036,443	1,183,744	107.3
1995	61,627	691,433	129,961	442,689	1,264,083	1,325,710	94.2
2000	82,038	549,040	204,591	805,508	1,559,139	1,641,177	116.1
2005	57,860	197,378	177,824	899,161	1,274,363	1,332,223	100.4
2010	11,522	48,976	85,506	347,460	481,942	493,464	90.7
2013	12,560	27,676	64,566	326,095	418,337	430,897	89.9
2014	12,778	29,771	63,891	359,144	452,806	465,584	108.0
2015	11,761	30,823	59,851	315,214	405,888	417,649	89.7
2016	16,031	30,181	59,805	322,602	412,588	428,619	102.6
2017	16,559	25,395	58,611	362,558	446,564	463,123	108.1
2018	17,025	30,999	53,895	354,839	439,733	456,758	98.6
2019	16,122	24,329	48,516	307,412	380,257	396,379	86.8
2020	15,571	25,233	40,906	230,288	296,427	311,998	78.7
2021	25,938	35,095	52,901	323,108	411,104	437,042	140.1
2022	25,141	38,214	51,757	371,701	461,672	486,813	111.4

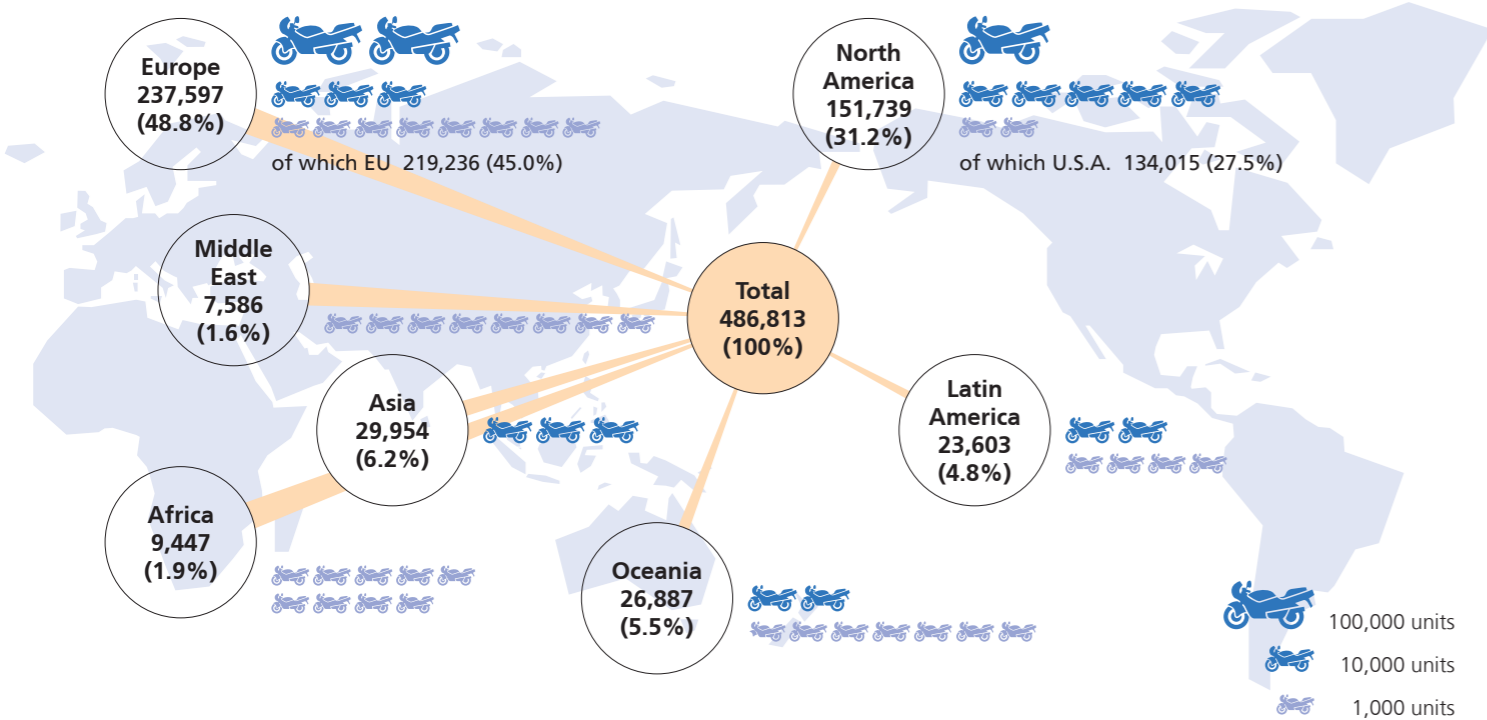
Notes: 1. Figures represent ex-factory export shipments of motorcycles manufactured in Japan. 2. Class 2 motor-driven cycles include three-wheeled motor-driven cycles. 3. KD sets have been excluded since 1979; they represent less than 60% of the cost of compositional components per vehicle and have been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

### An Increase in Motorcycle Exports to Most Destinations

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

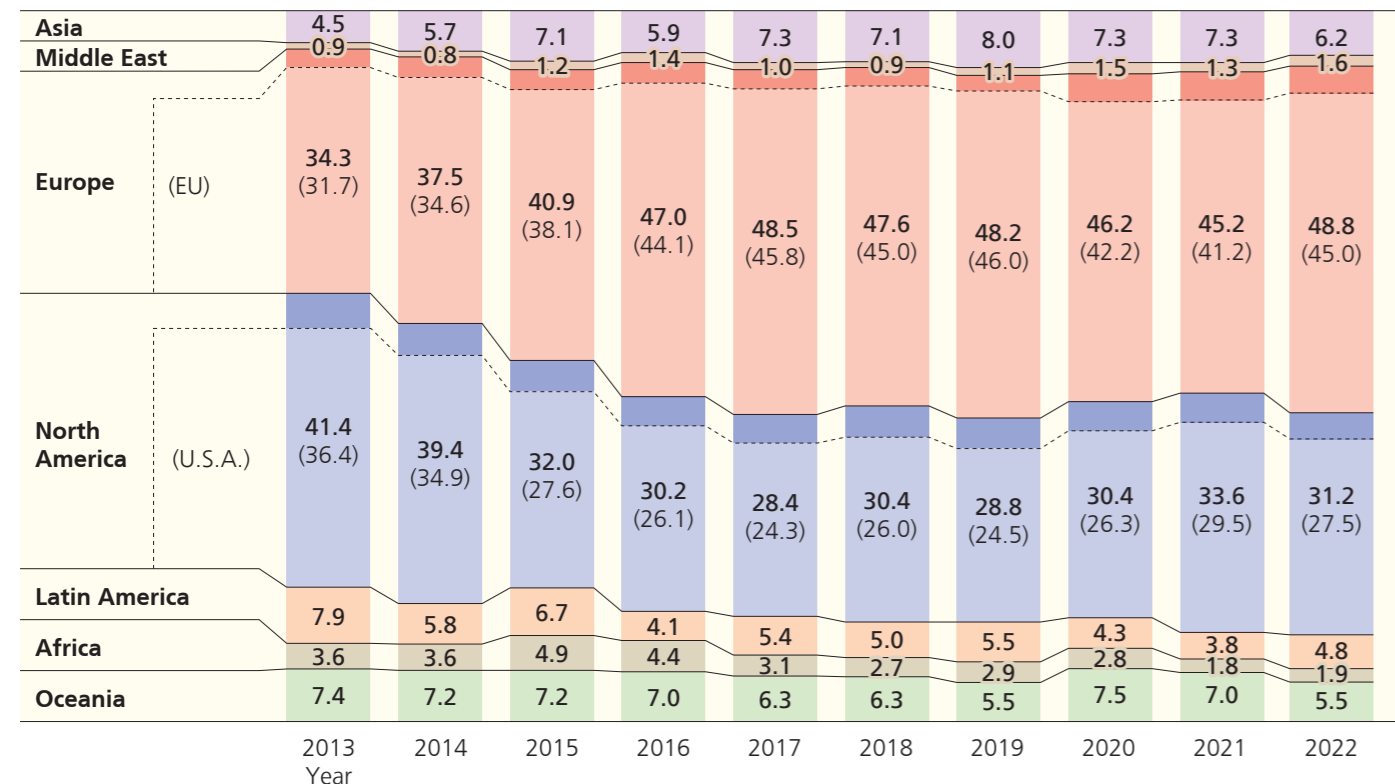
#### MOTORCYCLE EXPORTS BY DESTINATION IN 2022

In vehicle units



#### MOTORCYCLE EXPORT TRENDS BY DESTINATION

In %



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

#### MOTORCYCLE EXPORTS BY DESTINATION & BY ENGINE CAPACITY IN 2022

In vehicle units

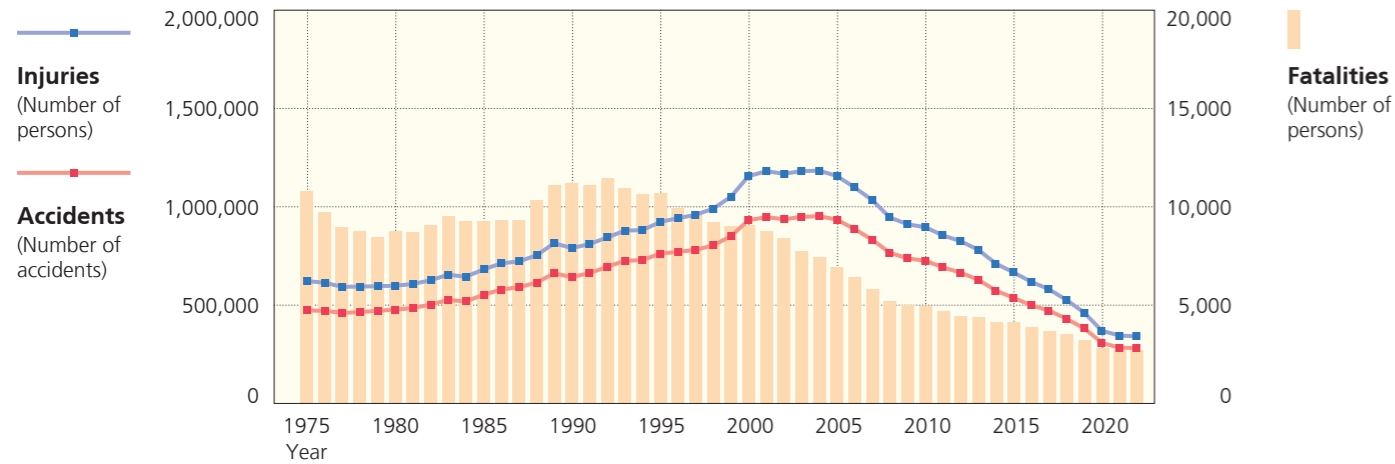
Destination	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc			Subtotal	Total
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)		
<b>Asia</b>						
South Korea	15	0	4	4,283	4,287	4,302
China	0	0	45	5,139	5,184	5,184
Taiwan	51	1,306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

Source: Japan Automobile Manufacturers Association

## Promoting Greater Road Safety

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

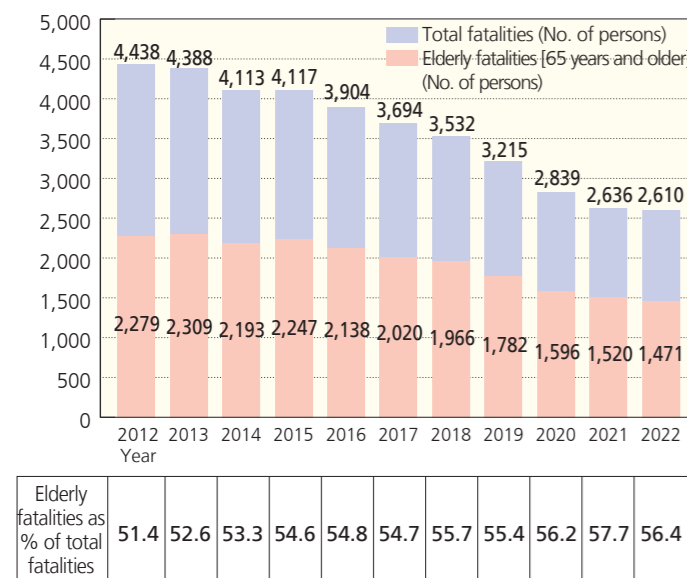
### ROAD ACCIDENTS/INJURIES/FATALITIES



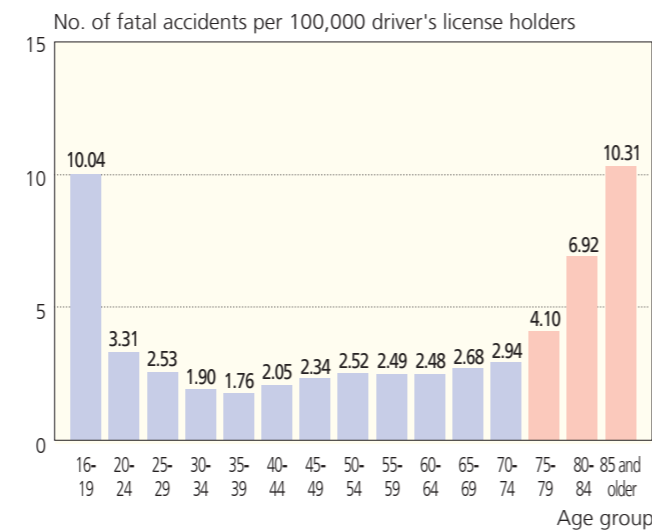
Year	Accidents (Number of accidents)	Injuries (Number of persons)	Fatalities (Number of persons)
1975	472,938	622,467	10,792
1980	476,677	598,719	8,760
1985	552,788	681,346	9,261
1990	643,097	790,295	11,227
1995	761,794	922,677	10,684
2000	931,950	1,155,707	9,073
2005	934,346	1,157,113	6,937
2010	725,924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

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

### TRENDS IN ELDERLY ROAD FATALITIES



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



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

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

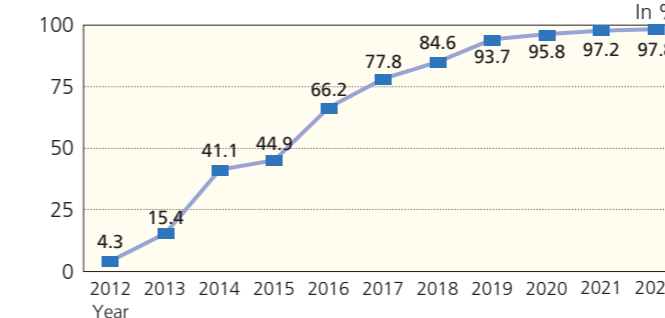
### THE "SAFETY SUPPORT CAR" Ver 1.0 CONCEPT

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

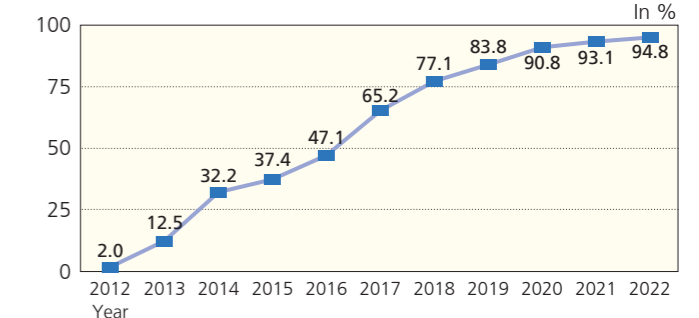
(1) In automatic-transmission vehicles only. (2) Including lane-keeping assist. (3) Automatic high-to-low-beam headlamp control, glare-free high beam headlamp control, or adaptive front-lighting system. (4) 30km/h or lower.

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

#### Advanced Emergency Braking System



#### Acceleration Control for Pedal Error



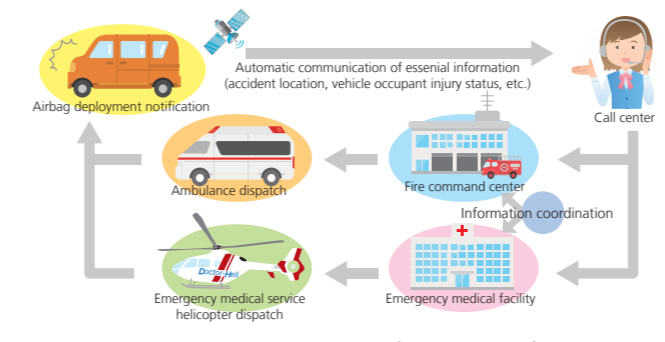
Note: "In %" means the number of passenger cars equipped with the ADAS feature as a percentage of the total number of passenger cars produced for the domestic market. Source: Japan Automobile Manufacturers Association

### AUTOMATIC COLLISION NOTIFICATION

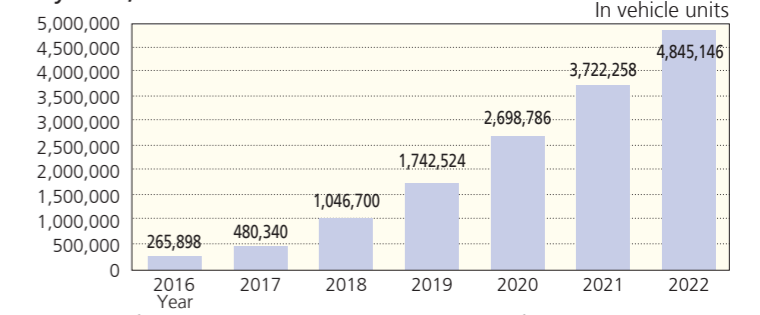
Automatic collision notification (ACN) is an onboard-based system that automatically communicates essential information to relevant authorities in the event of a serious road traffic accident, such as when an airbag is deployed, without requiring the driver or witnesses to report the incident themselves.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

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

#### AACN: A Schematic Overview



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



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





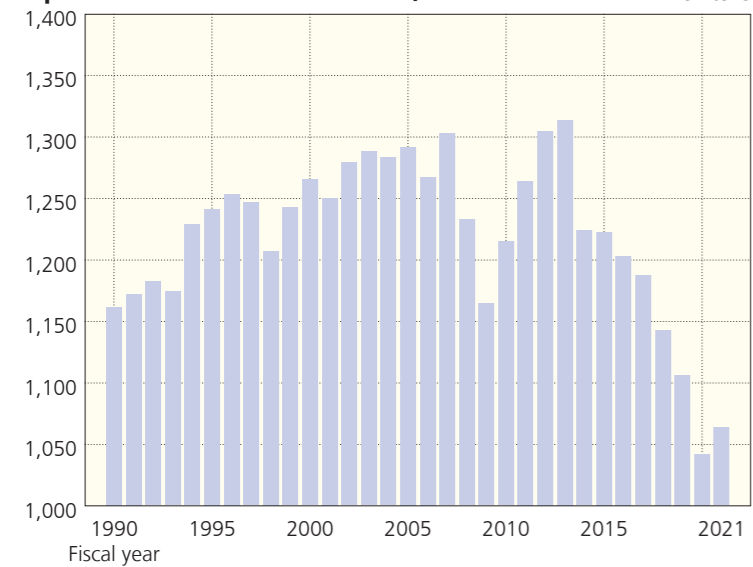
## Climate Change and CO2 Emissions Reduction: The Response of the Transport Sector

In 2021 Japan's CO2 emissions totalled 1.06 billion tons (actual figure), of which the transportation sector accounted for nearly 17%. Despite a small increase in 2021 over the previous year, CO2 emission volumes in Japan's transport sector have trended downwards since peaking in 2001, owing largely to increased fuel efficiency in passenger cars and greater efficiency in goods distribution. The automobile industry will continue to vigorously promote CO2 emissions reduction in road transport by further improving vehicle fuel efficiency and expanding the market supply of next-generation vehicles.

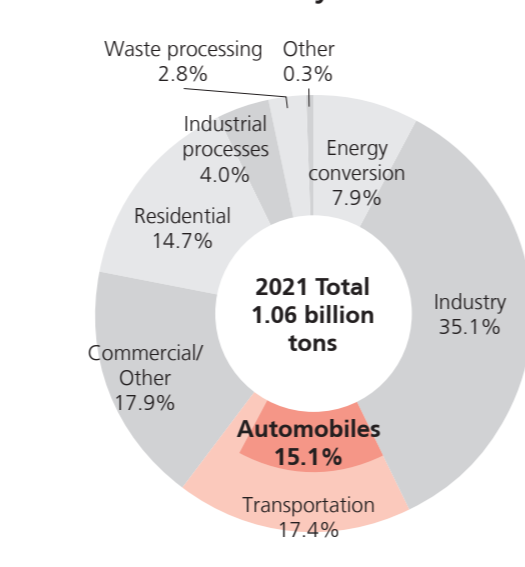
### CO2 EMISSIONS IN JAPAN

The transportation sector accounts for nearly 17% of Japan's total CO2 emissions, which in 2021 amounted to 1.06 billion tons (actual figure).

Japan's CO2 Emission Volumes, 1990-2021 x 1 million tons



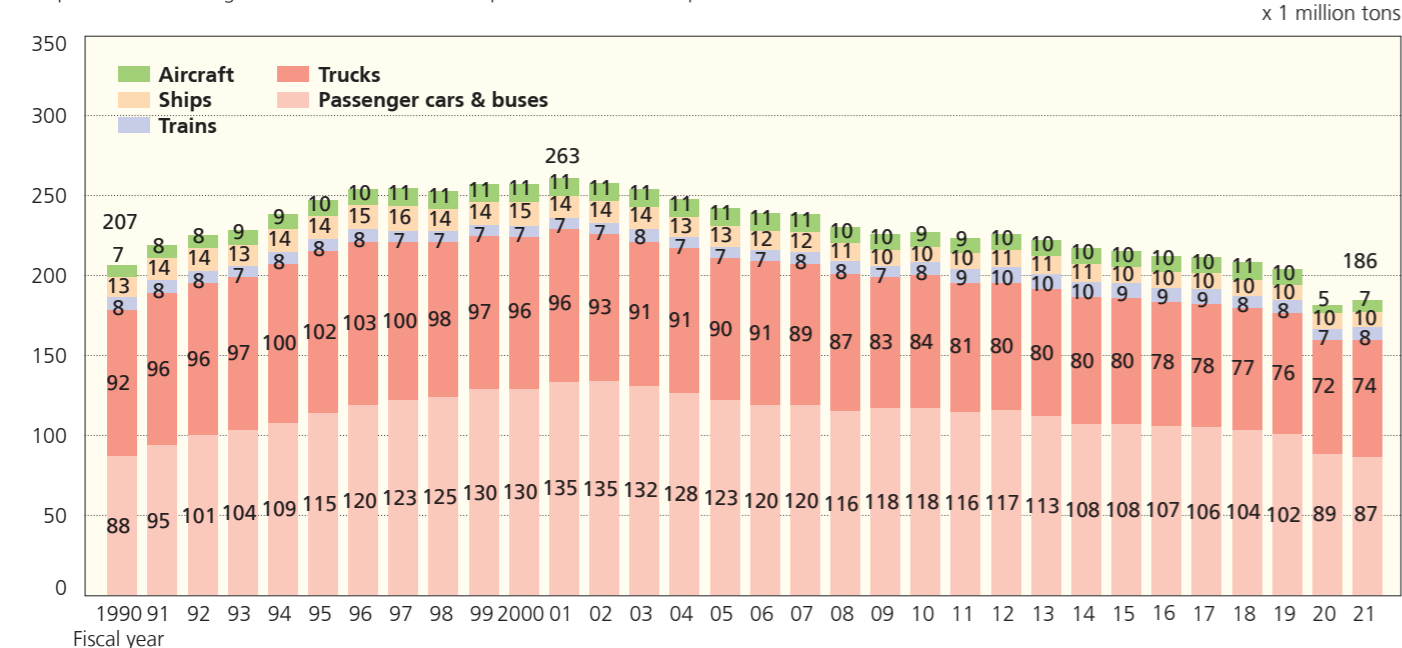
CO2 Emission Shares by Sector in 2021



Source: Ministry of the Environment

### TRENDS IN CO2 EMISSION VOLUMES IN JAPAN'S TRANSPORT SECTOR, BY MODE

Motor vehicle-emitted CO2 accounts for about 87% of the totality of CO2 emitted by Japan's transport sector. CO2 emissions from road transportation in Japan have seen a significant decrease since transport-sector emissions peaked in 2001.

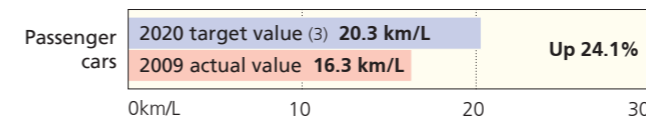


Source: Ministry of the Environment

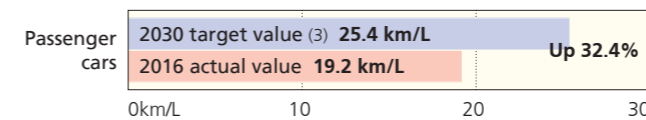
## CO2 Emissions Reduction: Improving Vehicle Fuel Efficiency

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

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

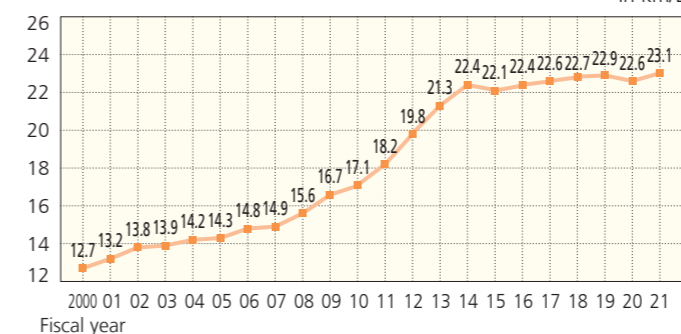


### 2030 AVERAGE FUEL EFFICIENCY TARGET FOR NEW PASSENGER CARS (2)



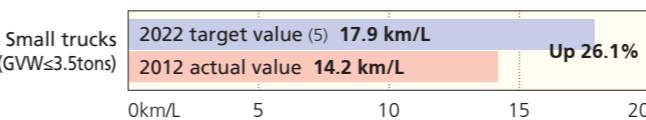
(1) Fuel efficiency is JC08 test cycle-based (see page 18). (2) Fuel efficiency is WLTC-based (see page 18). (3) Targets were established assuming the same shipment volume ratios by vehicle weight category for target years as those recorded in the years showing the actual value of fuel efficiency performance.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

### AVERAGE FUEL EFFICIENCY OF DOMESTIC NEW GASOLINE-POWERED PASSENGER CARS



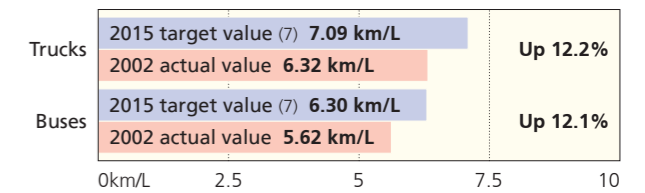
Note: Figures here are JC08 test cycle-based through 2016 and the JC08 test-cycle equivalents of WLTC-based values from 2017. Source: Japan Automobile Manufacturers Association

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

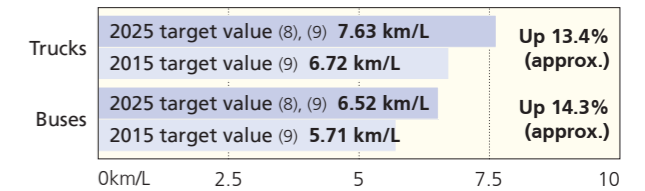


(4) Fuel efficiency is JC08 test cycle-based (see page 18). (5) Targets were established assuming the same shipment volume ratios by vehicle weight category for target years as those recorded in the years showing the actual value of fuel efficiency performance. Sources: Ministry of Economy, Trade and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

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



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



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

### VEHICLE TECHNOLOGIES FOR INCREASED FUEL EFFICIENCY

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

## In-Use Status of Next-Generation Vehicles

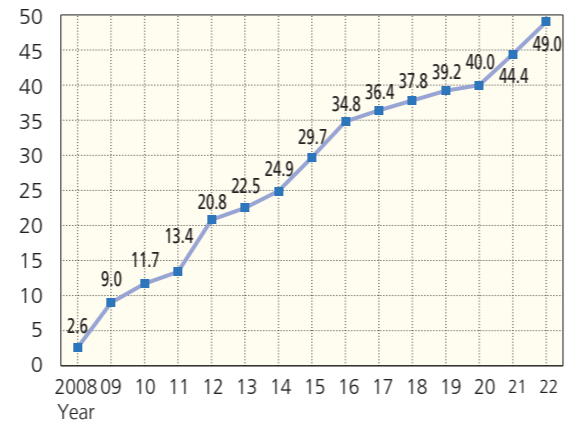
Since 2009, when the government's tax incentive/subsidy programs for the purchase of eco-friendly vehicles were first introduced, new registrations of (so-called in Japan) next-generation vehicles—including hybrid, plug-in hybrid, electric, fuel cell, clean diesel, and other new-energy vehicles—had been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

### ● NEXT-GENERATION PASSENGER CAR NEW REGISTRATIONS, 2008-2022

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

Source: Japan Automobile Manufacturers Association

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

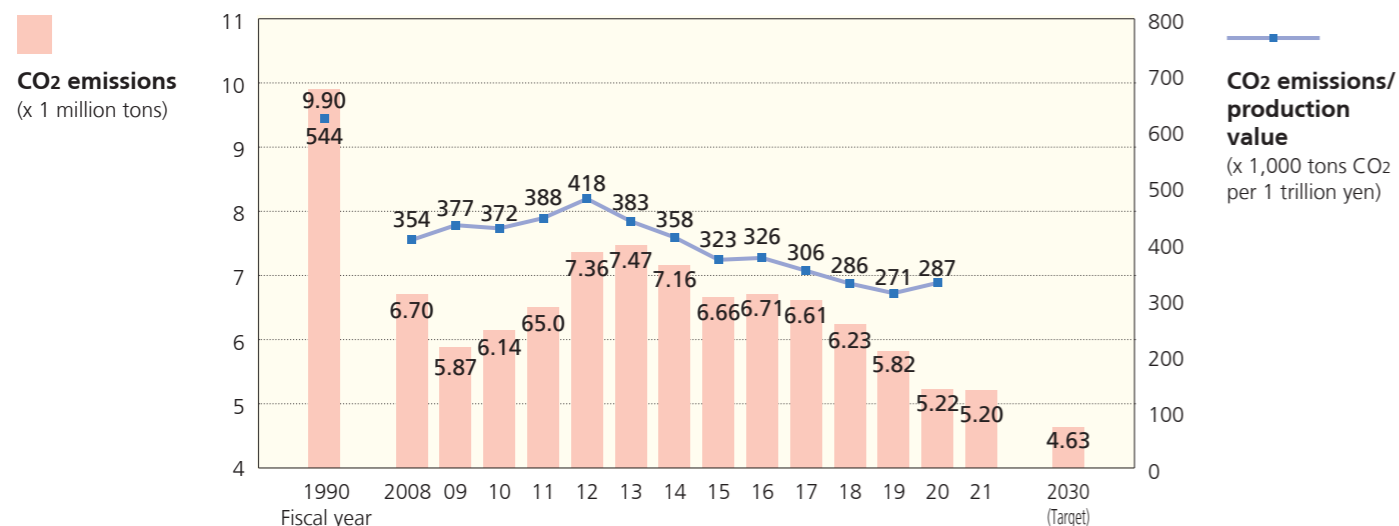


Source: Japan Automobile Manufacturers Association

## CO<sub>2</sub> Reductions at Manufacturers' Facilities

Japan's automakers, together with the member companies of the Japan Auto-Body Industries Association (JABIA), have for years taken measures to reduce energy consumption and otherwise cut CO<sub>2</sub> emissions at their production plants. Having more recently expanded their voluntary CO<sub>2</sub> reduction activities to also include administrative and research facilities, their combined facility-emitted CO<sub>2</sub> in 2021 totalled 5.20 million tons (preliminary figure), down 20,000 tons from the previous year. With a revised target for 2030 of 4.63 million tons (down from the previous target of 6.16 million tons), JAMA and JABIA member companies will strive for further CO<sub>2</sub> reductions at their facilities.

### ● FACILITY-GENERATED CO<sub>2</sub> EMISSION VOLUMES, 1990-2021



Source: Japan Automobile Manufacturers Association

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

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

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

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

## A Voluntary Approach to Reducing Vehicle Cabin VOCs

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

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

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

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



# Vehicle Recycling and Waste Reduction

Under Japan's End-of-Life Vehicle (ELV) Recycling Law which entered into force in January 2005, automobile manufacturers and importers are responsible for recovery, recycling and appropriate disposal with respect to fluorocarbons, airbags, and automobile shredder residue (ASR). Compliance with the law was anticipated to enable ASR to be recycled at a rate of 70% by 2015, resulting in an automobile recycling rate, by vehicle weight, of 95% (as compared with the 80% rate prevailing prior to the introduction of the law); those rates were in fact surpassed in 2008. Japan's vehicle recycling infrastructure as mandated by its ELV Recycling Law is the first in the world to administer the entire process of auto recycling—from ELV recovery to final disposal—on the basis of electronic "manifests" (or compliance checklists). In line with legislative provisions promoting the so-called 3R initiatives ("reduce, reuse, and recycle"), Japan's automakers are also striving to design vehicles using lightweight materials that are easy to dismantle and recycle, and to reduce and recycle waste generated in the manufacturing process. In 2021 the volume of auto plant-generated waste destined for landfill disposal totalled 400 tons. Having long surpassed the target of 1,000 tons set for 2025, JAMA members will nevertheless continue to promote the reduction of plant-generated waste for landfill disposal.

## INDUSTRY MEASURES IN LINE WITH NATIONAL LEGISLATION

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

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

## ELV RECOVERY IN NUMBERS

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

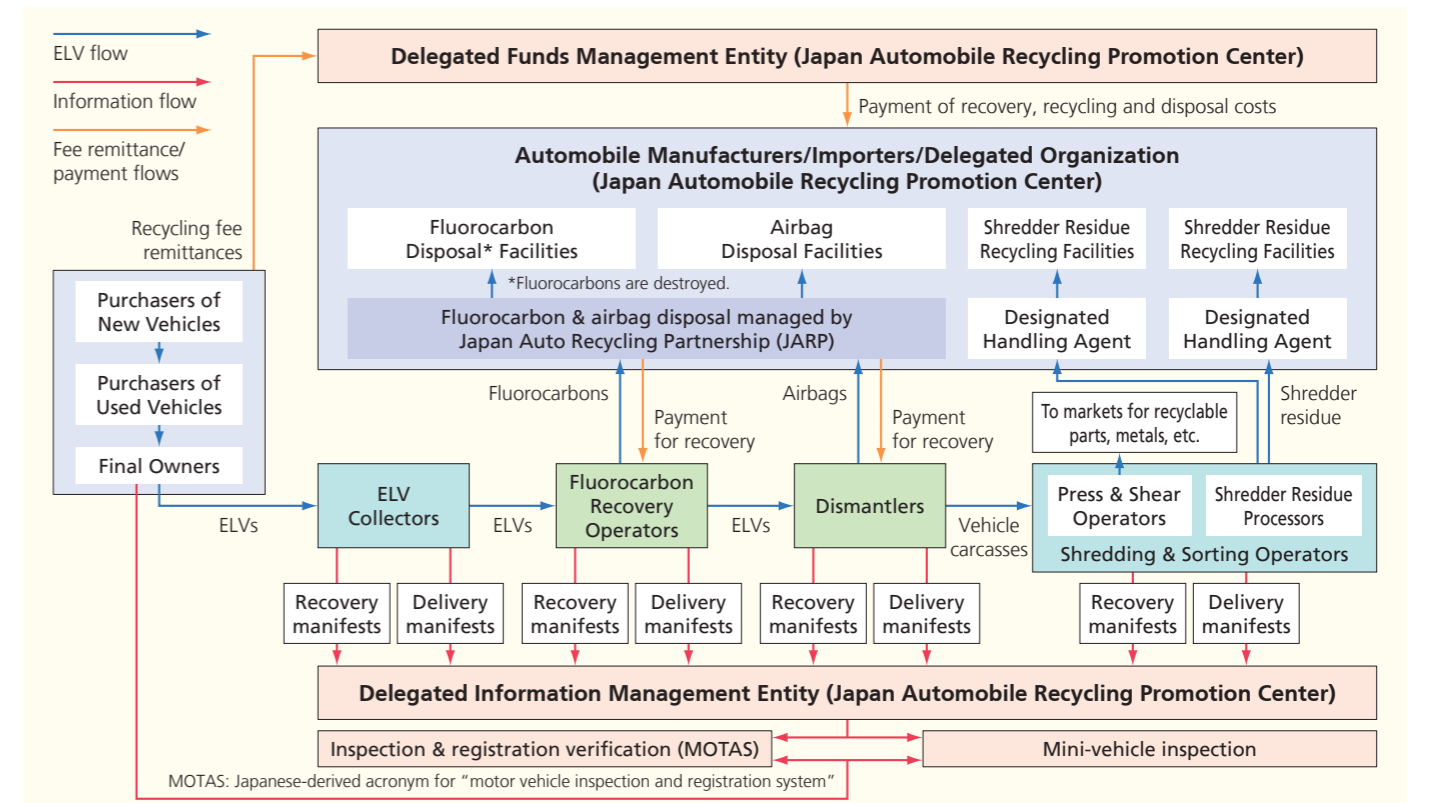
(1) Through recovery/appropriate disposal of inflators or through onboard deactivation. (2) Covers all categories of processors, whether for direct disposal or for transfer to other markets.  
 Sources: Japan Automobile Recycling Promotion Center; Japan Auto Recycling Partnership; Toyotsu Recycle Corporation; \*ART group of companies

## RECYCLING RATES: TARGETED & ACHIEVED

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

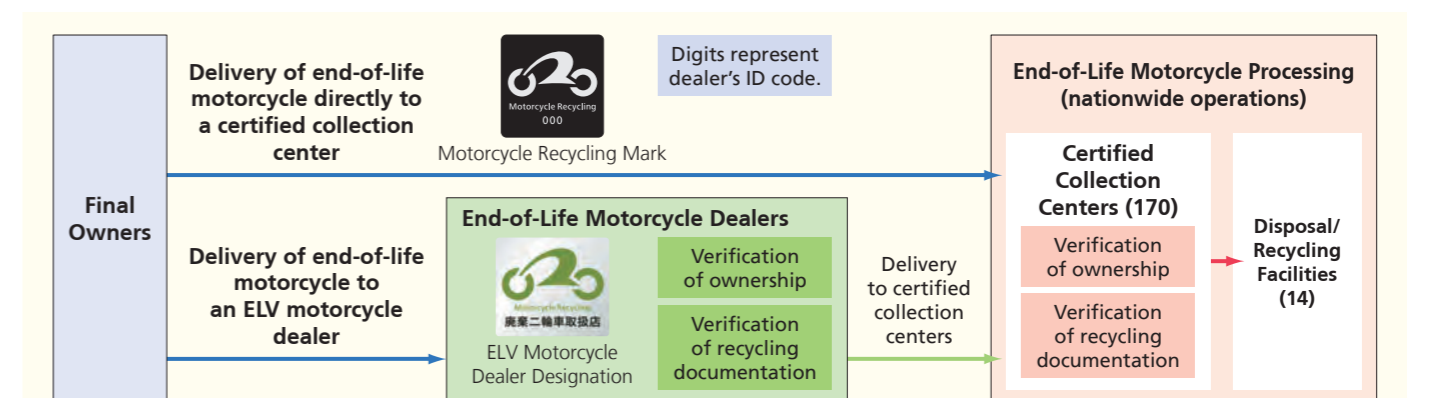
Sources: Government-affiliated entities

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



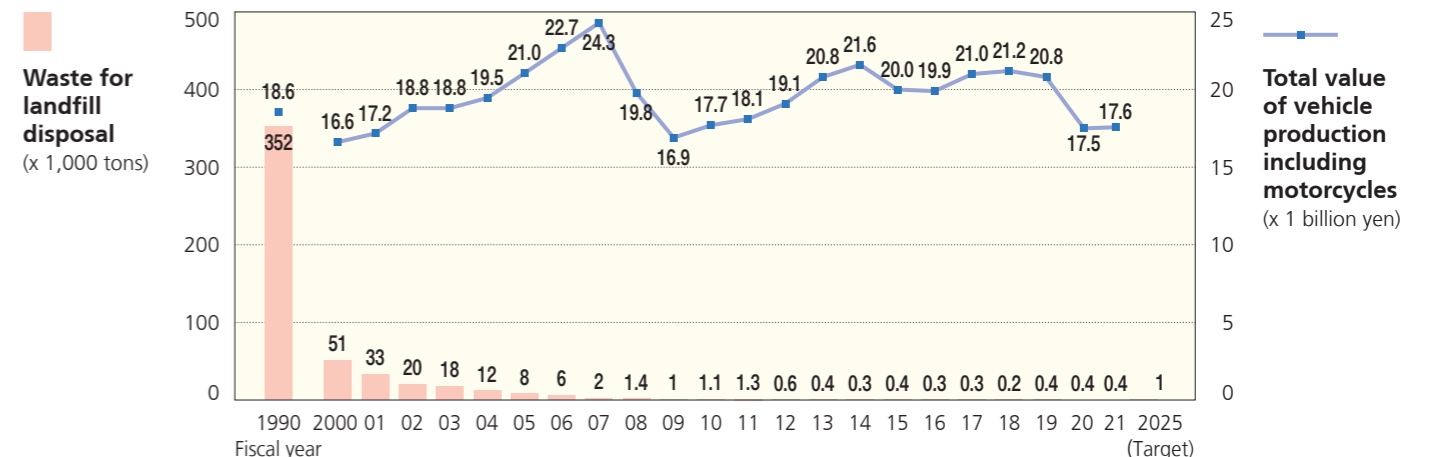
Note: The Japan Automobile Recycling Promotion Center assumes the same responsibilities as automobile manufacturers and importers when an ELV has no manufacturer representation under the provisions of this law. It also assumes transport-to-mainland costs for ELVs turned in on Japan's smallest islands.

## THE MOTORCYCLE RECYCLING FLOW



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

## REDUCTIONS IN PRODUCTION PLANT-GENERATED WASTE



Source: Japan Automobile Manufacturers Association

## Global Harmonization in the Regulation of Vehicle Exhaust Emissions

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

### MOTOR VEHICLE EMISSIONS REGULATIONS IN JAPAN

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

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

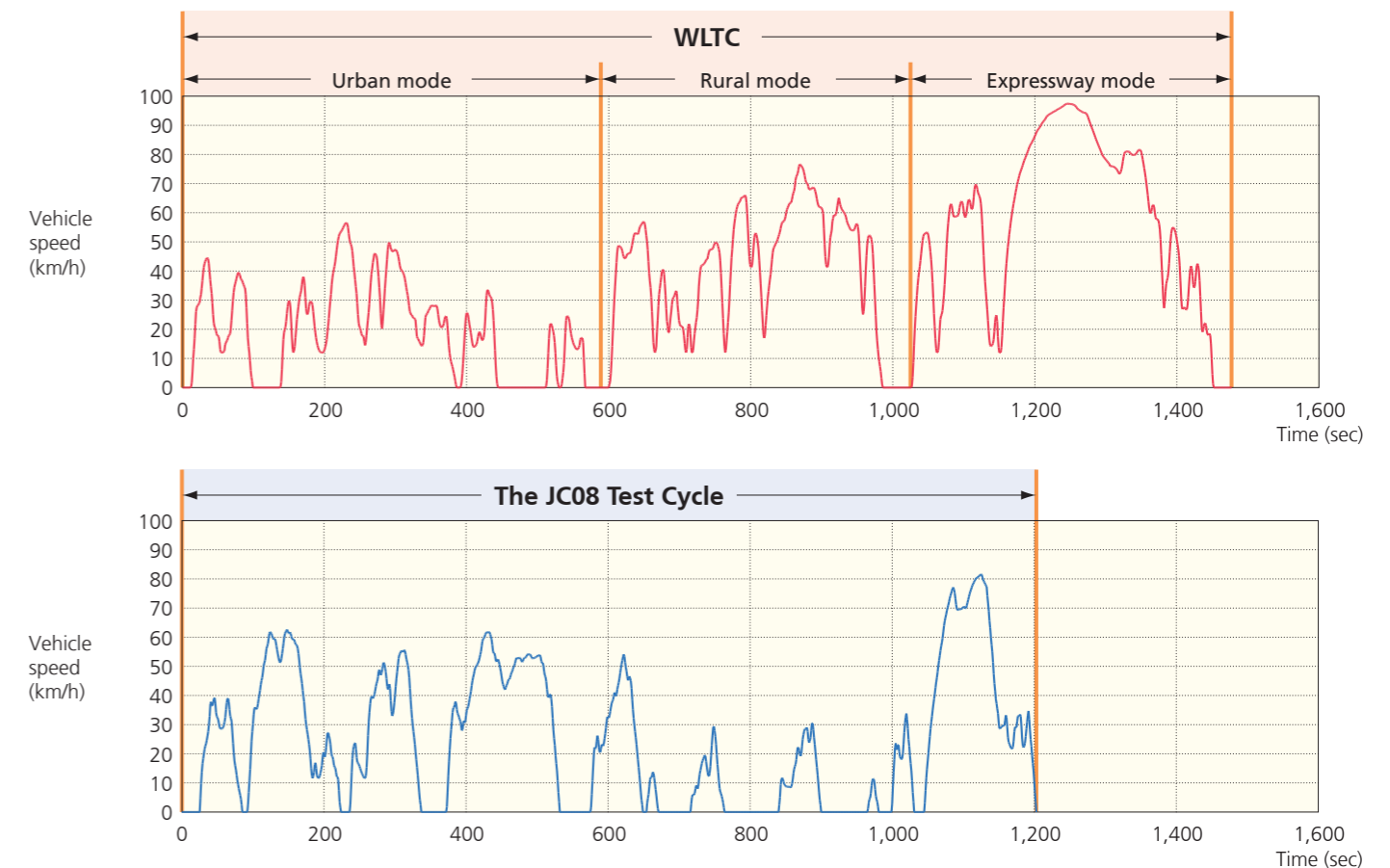
Note: CO: Carbon monoxide; NMHC: Non-methane hydrocarbons; NOx: Nitrogen oxides; PM: Particulate matter; THC: Total hydrocarbons.

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

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

Japan not only promotes the international standardization of test cycles for measuring motor vehicle fuel consumption and CO<sub>2</sub> and other emissions but has actively contributed to the development of the Worldwide Harmonized Light Vehicle Test Cycle (also referred to as the Worldwide Harmonized Light-Duty Test Cycle), or WLTC, under the United Nations' World Forum for Harmonization of Vehicle Regulations. In line with that initiative, Japan is now in the process of replacing its JC08 test cycle for passenger cars and other non-heavy-duty vehicles with WLTC. WLTC incorporates three driving cycles: the "urban, rural and expressway modes," as they are called in Japanese. The indication wherever necessary of fuel consumption rates measured in the three driving "modes" as well as their certified mean (i.e., average) rate has been required since October 2018.

### COMPARISON OF WLTC AND THE JC08 TEST CYCLE FOR LIGHT VEHICLES



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

Measured on the basis of WLTC

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

**WLTC** (2)

**20.4 km/L**

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

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

Measured on the basis of the JC08 test cycle

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

**JC08**

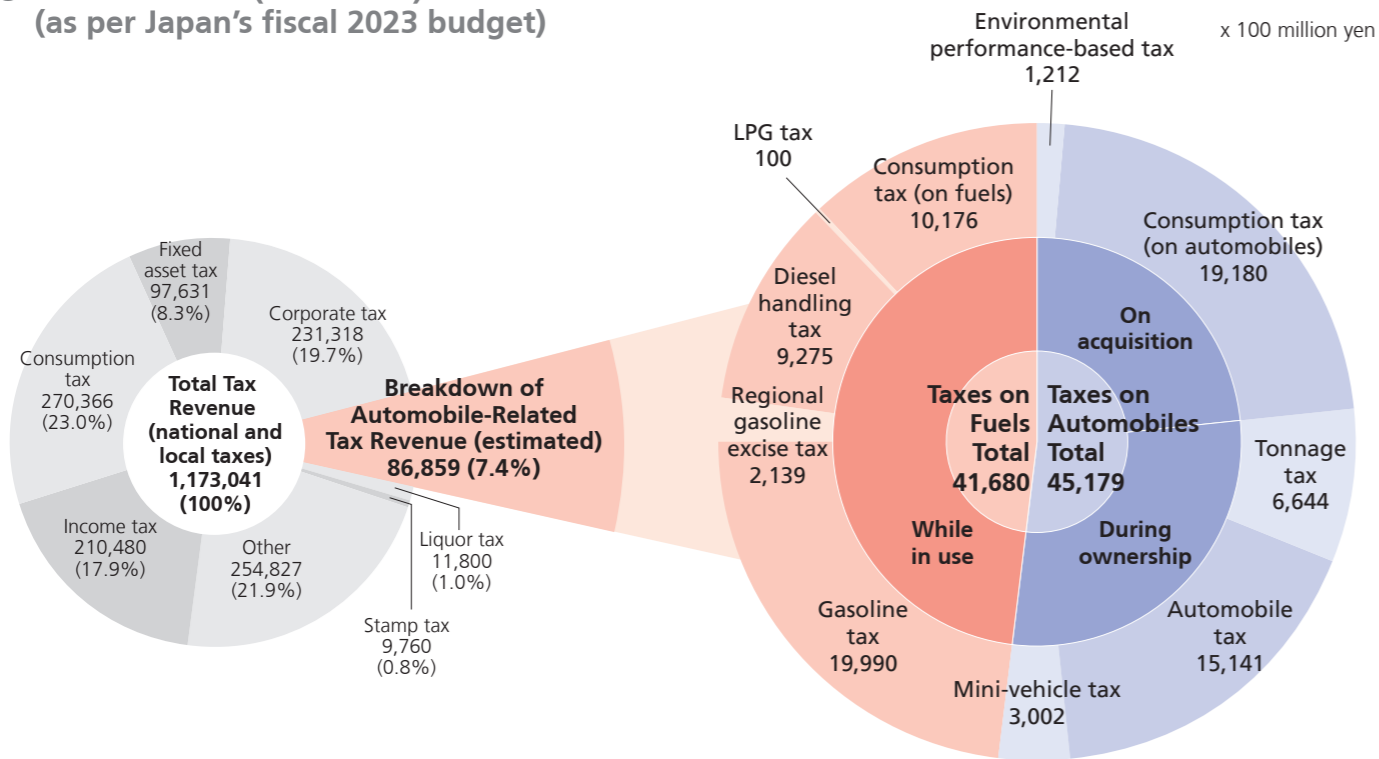
**21.4 km/L**

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

# 9 Trillion Yen in Annual Automobile-Related Tax Revenue

Since the initial earmarking of funds for road construction and road maintenance programs in line with Japan's first five-year road improvement plan in 1954, there has been a steady increase both in the number of automobile-related taxes assessed on users and in their respective rates. Currently, the automobile tax structure consists of nine different taxes, creating a very heavy tax burden for motor vehicle owners in Japan. Under the government's budget for fiscal 2023, the total value of tax revenue from these automobile-related taxes has been estimated at 9.0 trillion yen, or 7.4% of Japan's projected total tax revenue of 117 trillion yen in fiscal 2023.

## TAX REVENUE (Estimated) BY SOURCE IN FISCAL 2023 (as per Japan's fiscal 2023 budget)



Notes: 1. Automobile-related consumption tax revenue is not included in the "Consumption tax" segment in the chart on the left, but is included in the breakdown of automobile-related tax revenue appearing in the chart on the right. 2. Automobile-related consumption tax revenue values (including the consumption tax revenue from automobile servicing, not shown but included in figures here) have been calculated by JAMA. 3. The consumption tax is a national sales tax, of which 2.2% of the revenue is redistributed as revenue to local governments. Sources: Ministry of Finance; Ministry of Internal Affairs and Communications

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

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

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

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

Duration	"Five-Year" Plan	Fiscal Year	Acquisition Tax	Environmental Performance-Based Tax	Tonnage Tax ¥/0.5t/year	Gasoline Tax ¥/L	Regional Gasoline Excise Tax ¥/L	Diesel Handling Tax ¥/L	LPG Tax ¥/kg																													
1954-57	First	1954	[Commercial and mini-vehicles excluded]	[Commercial and mini-vehicles excluded]	[In the case of a passenger car for private use]	13.0	2.0	6.0	5.0																													
		1955				11.0																																
1956	14.8	3.5				8.0				10.4																												
1957	19.2																																					
1958-60	Second	1959				22.1				4.4	12.5	17.5																										
1961-63	Third	1961				24.3																																
1964-66	Fourth	1964				3%				[Commercial and mini-vehicles excluded]	2,500	5.3	19.5	10																								
1965	1966	29.2																																				
1966-69	Fifth	1967													36.5	8.2	24.3																					
1968	1968	45.6																																				
1969-72	Sixth	1970													5%	[Commercial and mini-vehicles excluded]	6,300	5.2	32.1	5																		
1970	1971	48.6																																				
1971-74	Seventh	1974	3%	[Commercial and mini-vehicles excluded]	5,000		5.2	32.1	5																													
1972	1976	29.2																																				
1973-77	Eighth	1979																			Abolished	[Commercial and mini-vehicles excluded]	6,300	5.2	32.1	5												
1974	1979	36.5																																				
1975-82	Ninth	1979																									0 to 3%	[Commercial and mini-vehicles excluded]	4,100 (2,500*)	5.2	32.1	5						
1976	1979	45.6																																				
1977-82	Tenth	1979				Abolished				[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5																								
1978	1979	48.6																																				
1979-82	Eleventh	1993																															Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5
1980	1993	29.2																																				
1981-87	Twelfth	1998													Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5																		
1982	1998	36.5																																				
1983-87	As per the national priority infrastructure development plan	2003-07	Abolished	[Commercial and mini-vehicles excluded]	5,000		5.2	32.1	5																													
1984	2003-07	45.6																																				
1985-87	As per the national medium-term road infrastructure plan	2008-																			Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5												
1986	2008-	48.6																																				
1987-92	As per the national medium-term road infrastructure plan	2010																									Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5						
1988	2010	29.2																																				
1989-92	As per the national medium-term road infrastructure plan	2012				Abolished				[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5																								
1990	2012	36.5																																				
1991-97	As per the national medium-term road infrastructure plan	2014																															Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5
1992	2014	45.6																																				
1993-97	As per the national medium-term road infrastructure plan	2019													Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5																		
1994	2019	29.2																																				
1995-2002	As per the national medium-term road infrastructure plan	2023	Abolished	[Commercial and mini-vehicles excluded]	5,000		5.2	32.1	5																													
1996	2023	36.5																																				
1997-2002	As per the national medium-term road infrastructure plan	2023																			Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5												
1998	2023	45.6																																				
1999-2002	As per the national medium-term road infrastructure plan	2023																									Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5						
2000	2023	29.2																																				
2001-07	As per the national medium-term road infrastructure plan	2023				Abolished				[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5																								
2002	2023	36.5																																				
2003-07	As per the national medium-term road infrastructure plan	2023																															Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5
2004	2023	45.6																																				
2005-07	As per the national medium-term road infrastructure plan	2023													Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5																		
2006	2023	29.2																																				
2007-07	As per the national medium-term road infrastructure plan	2023	Abolished	[Commercial and mini-vehicles excluded]	5,000		5.2	32.1	5																													
2008	2023	36.5																																				
2009-07	As per the national medium-term road infrastructure plan	2023																			Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5												
2010	2023	45.6																																				
2011-13	As per the national medium-term road infrastructure plan	2023																									Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5						
2012	2023	29.2																																				
2013-19	As per the national medium-term road infrastructure plan	2023				Abolished				[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5																								
2014	2023	36.5																																				
2015-19	As per the national medium-term road infrastructure plan	2023																															Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5
2016	2023	45.6																																				
2017-19	As per the national medium-term road infrastructure plan	2023													Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5																		
2018	2023	29.2																																				
2019-23	As per the national medium-term road infrastructure plan	2023	Abolished	[Commercial and mini-vehicles excluded]	5,000		5.2	32.1	5																													
2020	2023	36.5																																				
2021-23	As per the national medium-term road infrastructure plan	2023																			Abolished	[Commercial and mini-vehicles excluded]	5,000	5.2	32.1	5												
2022	2023	45.6																																				
2023	2023	29.2																																				
Comparison with base tax rate (multiplier value)																											1.00	1.64	2.00	1.18	2.14	1.00						

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

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

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

Source: Japan Automobile Manufacturers Association



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

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

## INCENTIVES & ELIGIBILITY REQUIREMENTS

### ● TONNAGE TAX REDUCTIONS/EXEMPTIONS

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

#### 1. Passenger Cars

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles</li> <li>• Fuel cell vehicles</li> <li>• Natural gas vehicles (complying with 2018 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
<ul style="list-style-type: none"> <li>• Clean diesel passenger cars (complying with 2009 or 2018 emission standards)</li> </ul>			Exempt (2), (4)			
Gasoline vehicles/LPG vehicles (including hybrids)	Fuel efficiency	@ Initial vehicle inspection	2030 Fuel Efficiency Standards (3)			
	Emissions level		60%	75%	90%	120%
	Down by 50% from 2018 standards		25% reduction	50% reduction	Exempt	Exempt (4)

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

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles</li> <li>• Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
Diesel vehicles (including hybrids)	Fuel efficiency	@ Initial vehicle inspection	2015 Fuel Efficiency Standards			
	Emissions level		105%	110%	115%	
	Compliant with 2016 emission standards		50% reduction	75% reduction	Exempt	

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

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles</li> <li>• Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
Gasoline vehicles (including hybrids)	Fuel efficiency	@ Initial vehicle inspection	2020 Fuel Efficiency Standards			
	Emissions level		Compliant	105%	110%	
	Down by 75% from 2005 standards or Down by 50% from 2018 standards		75% reduction	Exempt		
Diesel vehicles (including hybrids)	Down by 50% from 2005 standards or Down by 25% from 2018 standards	@ Initial vehicle inspection	50% reduction	75% reduction	Exempt	
	NOx and PM emissions down by 10% from 2009 standards or Compliant with 2018 emission standards		75% reduction	Exempt		
Diesel vehicles (including hybrids)	Compliant with 2009 emission standards	@ Initial vehicle inspection	50% reduction	75% reduction	Exempt	

#### 4. Mid-Sized Trucks (2.5t<GVW≤3.5t)

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles</li> <li>• Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
Gasoline vehicles (including hybrids)	Fuel efficiency	@ Initial vehicle inspection	2015 Fuel Efficiency Standards			
	Emissions level		105%	110%	115%	
	Down by 75% from 2005 standards or Down by 50% from 2018 standards		50% reduction	75% reduction	Exempt	
Diesel vehicles (including hybrids)	Down by 50% from 2005 standards or Down by 25% from 2018 standards	@ Initial vehicle inspection	No incentive	50% reduction	75% reduction	
	NOx and PM emissions down by 10% from 2009 standards or Compliant with 2018 emission standards		50% reduction	75% reduction	Exempt	
Diesel vehicles (including hybrids)	Compliant with 2009 emission standards	@ Initial vehicle inspection	No incentive	50% reduction	75% reduction	

#### 5. Small Trucks (GVW≤2.5t)

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles</li> <li>• Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
Gasoline vehicles (including hybrids)	Fuel efficiency	@ Initial vehicle inspection	2015 Fuel Efficiency Standards			
	Emissions level		105%	115%	120%	125%
	Down by 75% from 2005 standards or Down by 50% from 2018 standards		25% reduction	50% reduction	75% reduction	Exempt

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

● TONNAGE TAX REDUCTIONS/EXEMPTIONS

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

1. Passenger Cars

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles • Fuel cell vehicles</li> <li>• Natural gas vehicles (complying with 2018 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
	Fuel efficiency		2030 Fuel Efficiency Standards (2)			
	Emissions level		70%	80%	90%	120%
Gasoline vehicles/ LPG vehicles (including hybrids)	Down by 50% from 2018 standards	@ Initial vehicle inspection	25% reduction	50% reduction	Exempt	Exempt (3)
Clean diesel vehicles (including hybrids)	Compliant with 2018 emission standards	@ Initial vehicle inspection				

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

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles • Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
Diesel vehicles (including hybrids)	Fuel efficiency		2015 Fuel Efficiency Standards			
	Emissions level		105%	110%	115%	
	Compliant with 2016 emission standards	@ Initial vehicle inspection	25% reduction	50% reduction	Exempt	

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

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

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles • Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
	Fuel efficiency		2020 Fuel Efficiency Standards			
	Emissions level		Compliant	105%	110%	
Gasoline vehicles (including hybrids)	Down by 50% from 2018 standards	@ Initial vehicle inspection	75% reduction	Exempt		
	Down by 25% from 2018 standards		50% reduction	75% reduction	Exempt	
Diesel vehicles (including hybrids)	Compliant with 2018 emission standards		75% reduction	Exempt		

4. Mid-Sized Trucks (2.5t < GVW ≤ 3.5t)

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles • Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
	Fuel efficiency		2022 Fuel Efficiency Standards			
	Emissions level		90%	95%	Compliant	
Gasoline vehicles (including hybrids)	Down by 50% from 2018 standards	@ Initial vehicle inspection	50% reduction	75% reduction	Exempt	
	Down by 25% from 2018 standards		25% reduction	50% reduction	75% reduction	
Diesel vehicles (including hybrids)	Compliant with 2018 emission standards		50% reduction	75% reduction	Exempt	

5. Small Trucks (GVW≤2.5t)

Requirements		When Imposed	Reductions/Exemptions			
<ul style="list-style-type: none"> <li>• Electric vehicles • Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)</li> <li>• Plug-in hybrid vehicles</li> </ul>		@ Initial & first vehicle inspections	Exempt (1)			
Gasoline vehicles (including hybrids)	Fuel efficiency		2022 Fuel Efficiency Standards			
	Emissions level		90%	95%	Compliant	105%
	Down by 50% from 2018 standards	@ Initial vehicle inspection	25% reduction	50% reduction	75% reduction	Exempt

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

● ENVIRONMENTAL PERFORMANCE-BASED TAX REDUCTIONS/EXEMPTIONS

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

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

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

Requirements		Tax Rates/Exemptions						
<ul style="list-style-type: none"> <li>• Electric vehicles • Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)</li> </ul>		Passenger cars, Mini-vehicles	Exempt					
<ul style="list-style-type: none"> <li>• Plug-in hybrid vehicles • Clean diesel vehicles (1)</li> </ul>		Passenger cars	Exempt					
Gasoline vehicles/ LPG vehicles (including hybrids)	Fuel efficiency		2030 Fuel Efficiency Standards (2)					
	Emissions level		Under 60%	60%	65%	75%	85%	Compliant
	Down by 75% from 2005 standards or Down by 50% from 2018 standards	Passenger cars	3%	2%	1%	Exempt		
		Mini-vehicles	2%	1%	Exempt			

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

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

Requirements		Tax Rates/Exemptions						
<ul style="list-style-type: none"> <li>• Electric vehicles • Fuel cell vehicles</li> <li>• Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)</li> </ul>		Passenger cars, Mini-vehicles	Exempt					
<ul style="list-style-type: none"> <li>• Plug-in hybrid vehicles</li> </ul>		Passenger cars	Exempt					
	Fuel efficiency		2030 Fuel Efficiency Standards (2)					
	Emissions level		60%	70%	80%	85%	Compliant	
Gasoline vehicles/ LPG vehicles (including hybrids)	Down by 75% from 2005 standards or Down by 50% from 2018 standards	Passenger cars	3%	2%	1%	Exempt		
		Mini-vehicles	2%	1%	Exempt			
Clean diesel vehicles (including hybrids)	Compliant with 2009 emission standards or Compliant with 2018 emission standards	Passenger cars	1%	0.5%	Exempt			

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

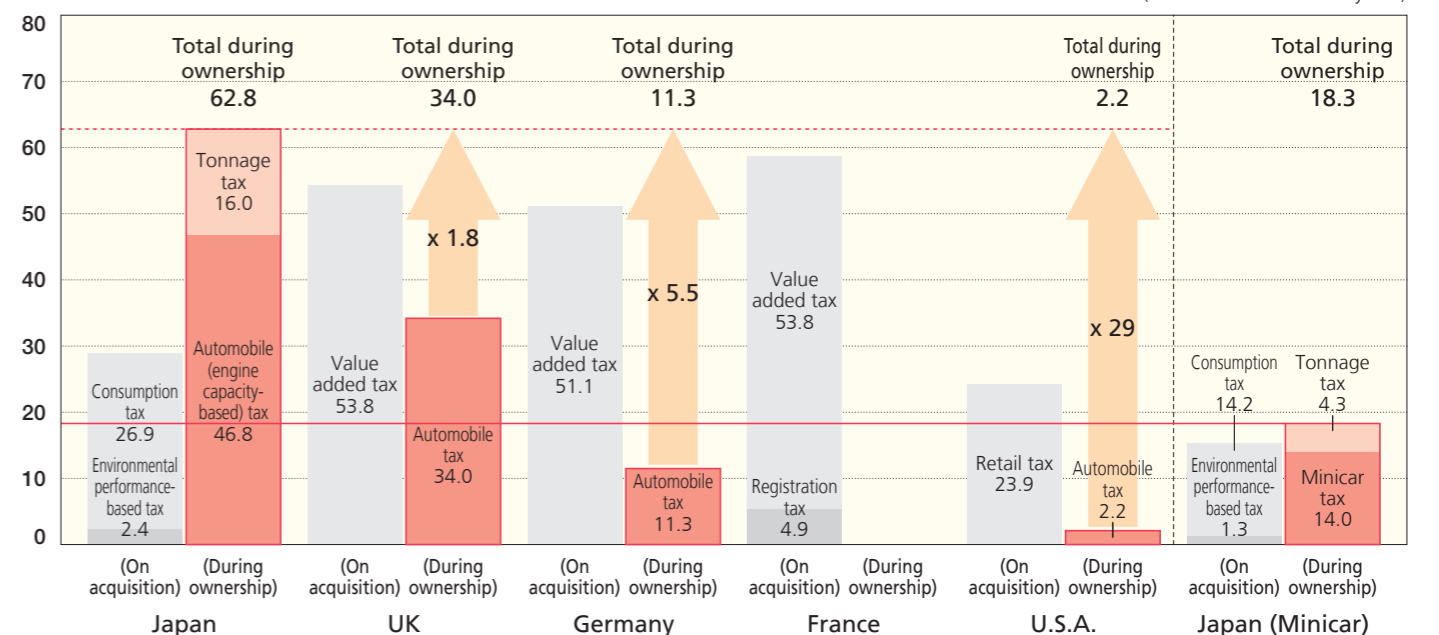
\*Applies only to three- or four-wheeled mini-vehicles at the time of new vehicle registration.

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

## Automobile-Related Taxes Are Onerous

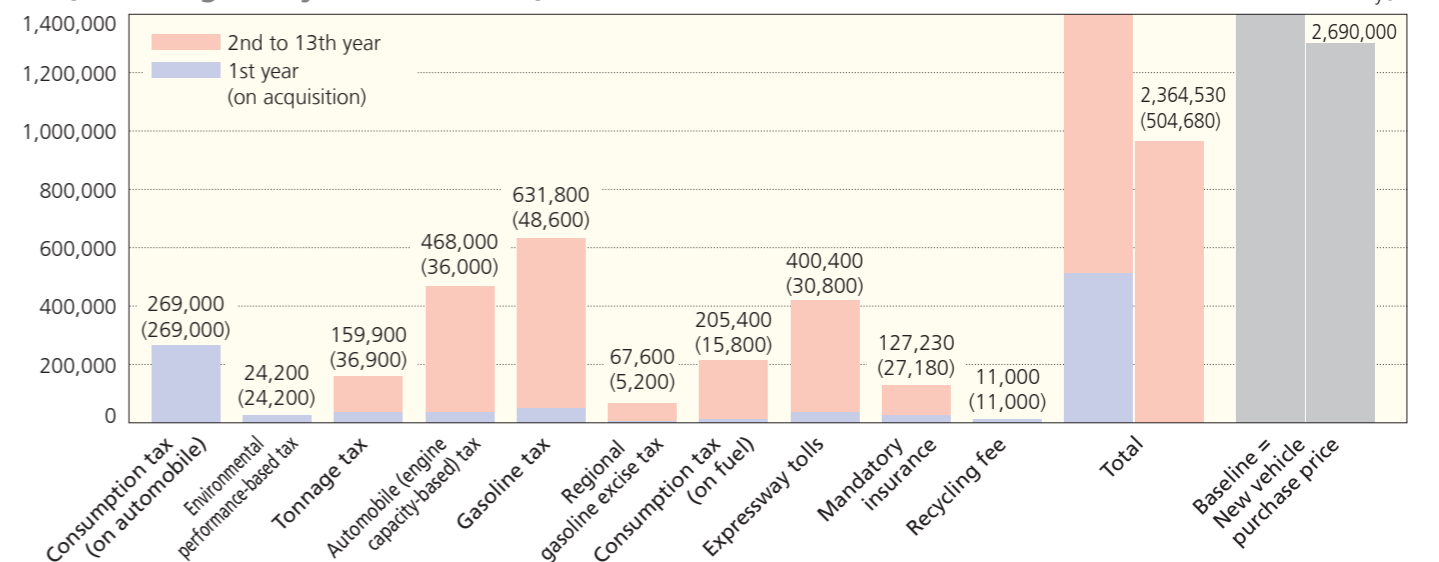
Consider the case of a passenger car costing 2.69 million yen when purchased new and providing 13 years of service to the original owner for private use. During that period, six different categories of taxes (including consumption tax at the time of vehicle purchase and on fuel) will be assessed on the owner/user, amounting to a grand total of roughly 1.8 million yen. In addition to these various taxes, the user will also be required to pay onerous expressway tolls, automobile insurance premiums (mandatory and optional), a recycling fee, periodic inspection fees, and maintenance costs.

### ● INTERNATIONAL COMPARISON OF TAXES



Assumptions: 1) Engine capacity: 2000cc. 2) GVW≤1.5t. 3) Purchase price: ¥2.69 million (¥1.42 million for a minicar). 4) Fuel consumption (CO2 test cycle-based): 21.4km/L (CO2 emissions: 108g/km). 5) France = Paris; U.S.A. = New York City. 6) France: Vehicle in no. 8 horsepower "class." 7) Service life: 13 years. 8) Currency exchange rates (April 2021-March 2022 averages): EUR 1 = JPY 132, GBP 1 = JPY 158, USD 1 = JPY 113. Notes: 1. Figures here are based on tax rates in effect as of April 2022. 2. Figures here do not take into account applicable incentives/surcharges, such as tax incentives for eco-friendly vehicles in Japan, if any. Source: Japan Automobile Manufacturers Association

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



Assumptions: 1) A passenger car with 2000cc engine capacity and purchase price of ¥2.69 million (retail price, excluding consumption tax). 2) GVW≤1.5t. 3) Annual fuel consumption: 1,000 liters. 4) Tonnage tax imposed yearly, but collected only at time of mandatory vehicle inspection. 5) Tax amounts reflect rates in effect at April 1, 2022. 6) Consumption tax = 10% of retail price. 7) The recycling fee indicated is the average rate for a 2000cc passenger car. Notes: 1. Estimated expressway tolls, mandatory insurance premium payments and recycling fee are included here because they can be considered similar to taxes. (Mandatory insurance premium values indicated in effect at April 1, 2022.) 2. Value of expressway tolls was estimated by JAMA based on expressway toll revenue in 2020. Source: Japan Automobile Manufacturers Association



## 81.84 Million People Hold Driver's Licenses

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

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

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

### ● TOTAL NUMBER OF LICENSES HELD, BY YEAR & LICENSE/VEHICLE CATEGORY Number of licenses held

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

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

### ● CLASS 1 LICENSES AND THE VEHICLE CATEGORIES THEY COVER

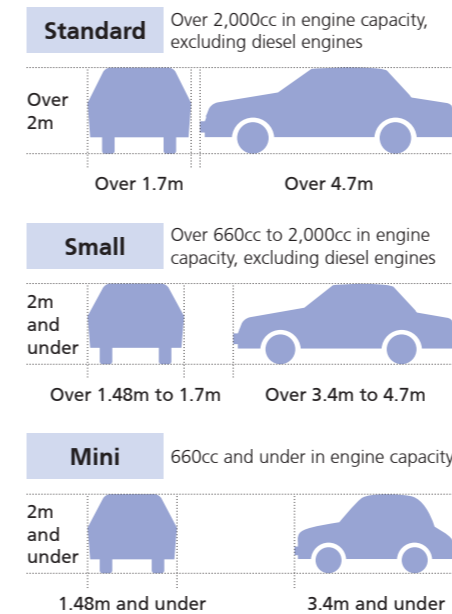
Vehicle Category	Class 1 Licenses									
	Large motor vehicle	Middle-category motor vehicle	Quasi-middle-category motor vehicle	Ordinary motor vehicle	Large special-purpose vehicle	Large two-wheeler	Ordinary two-wheeler	Ordinary two-wheeler (51cc-125cc)	Small special-purpose vehicle	Motorized bicycle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

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

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

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

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



Note: A vehicle that exceeds any one of the requisites above is classified in the higher category; the Road Vehicles Act also establishes the categories of large and small special-purpose vehicles.

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

Large	Middle Category	Quasi-Middle Category
Gross vehicle weight: ≥11 tons Payload: ≥6.5 tons or Occupancy: ≥30 persons	Gross vehicle weight: 7.5≤tons<11 Payload: 4.5≤tons<6.5 or Occupancy: 11≤persons<30	Gross vehicle weight: 3.5≤tons<7.5 Payload: 2≤tons<4.5
Ordinary	Large/Small Special-Purpose Motor Vehicles	
Motor vehicles that do not meet the classification requirements for large, middle-category, quasi-middle-category or large/small special-purpose motor vehicles, or for large or ordinary motorcycles.	Motor vehicles with caterpillar treads such as steamrollers, graders, snowplows, tractors, etc. Small special-purpose motor vehicles are those of up to 15km/h in maximum speed, up to 4.7m in length, up to 2m in height,* and up to 1.7m in width.	

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

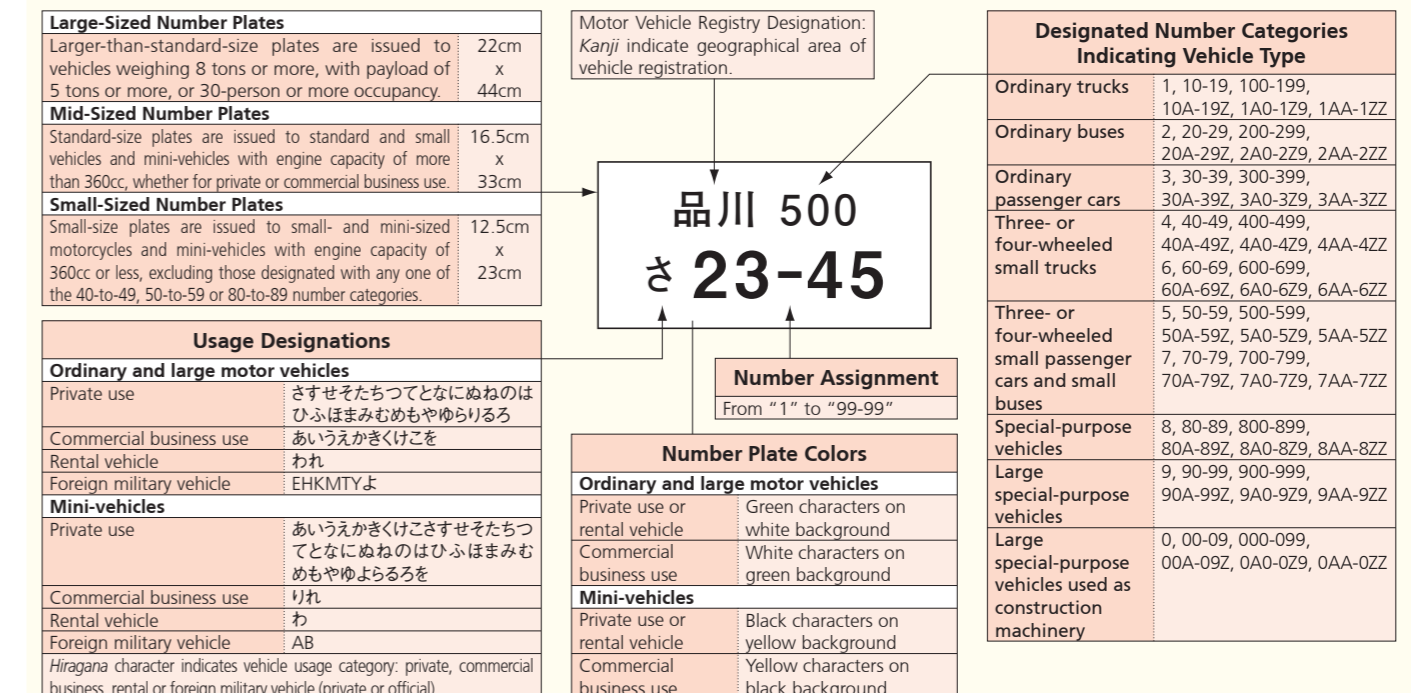
### ● CLASSIFICATION OF MOTORCYCLES

Road Vehicles Act					
Category	Engine Capacity	Rated Output	Width	Height	Length
<b>Small-sized</b>	Over 250cc	Over 1.0kW	Over 1.3m	Over 2.0m	Over 2.5m
<b>Mini-sized</b>	126cc to 250cc	Over 1.0kW	1.3m and under	2.0m and under	2.5m and under
<b>Motor-driven cycle Class 2</b>	51cc to 125cc	Over 0.6kW to 1.0kW	1.3m and under	2.0m and under	2.5m and under
<b>Motor-driven cycle Class 1</b>	50cc and under	0.6kW and under	1.3m and under	2.0m and under	2.5m and under

Road Traffic Act		
Category	Engine Capacity	Rated Output
<b>Large</b>	Over 400cc	Over 20.0kW
<b>Ordinary</b>	51cc to 400cc	Over 0.6kW to 20.0kW
<b>Motorized bicycle</b>	50cc and under	0.6kW and under

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

### ● SIGNIFICANCE OF VEHICLE REGISTRATION DATA & NUMBER PLATE TYPES



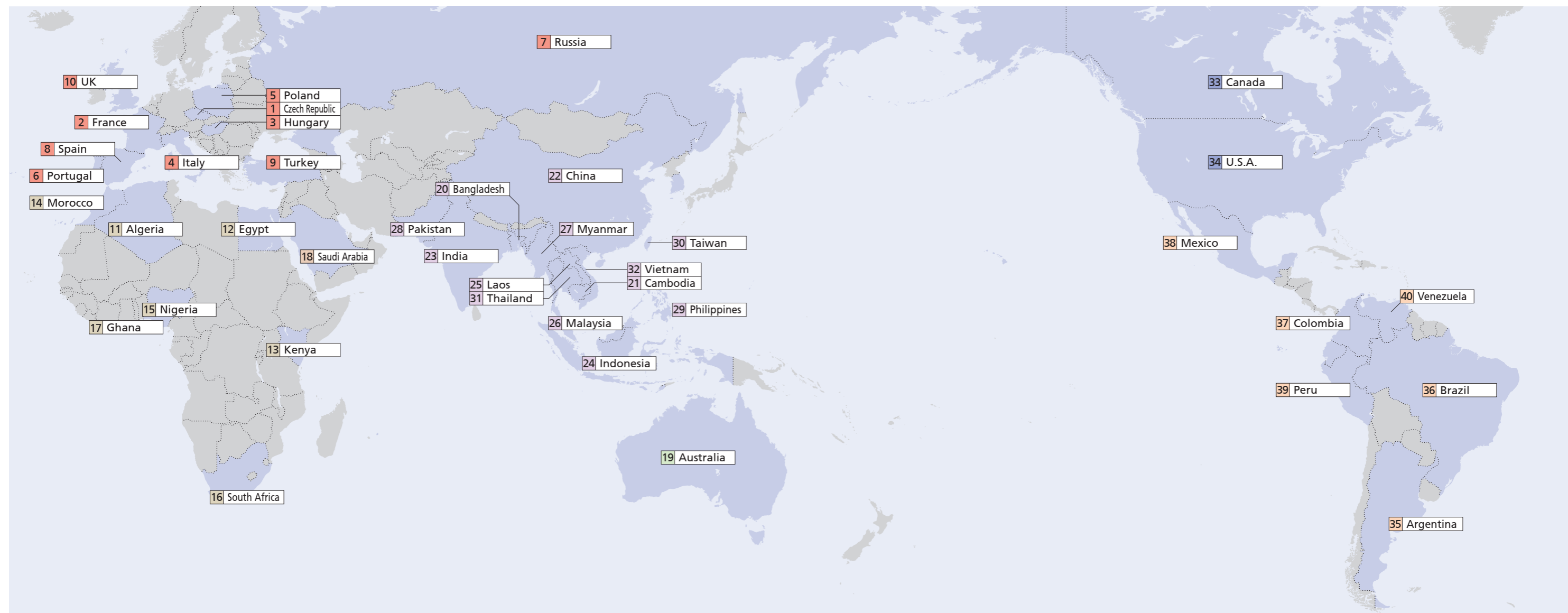
Source: Ministry of Land, Infrastructure, Transport and Tourism

# Global Manufacturing Operations Expand Their Range

Japanese automobile manufacturers have developed local production operations, whether as wholly owned subsidiaries or as joint ventures, in the United States and Europe as well as in China, India, Southeast Asia and other countries with emerging markets. These operations contribute to the strengthening of local economies through employment creation, local parts purchasing and, in many cases, export revenue for the host countries. Locally produced automobile parts such as engines and transmissions, as well as finished vehicles of some models, are exported to Japan and other destinations.

## ● GEOGRAPHICAL DISTRIBUTION OF JAPANESE AUTOMAKERS' OVERSEAS PRODUCTION BASES

As of May 1, 2023



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

Country/ Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor-cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
<b>Europe</b>					
Czech Republic	1	1	-	-	-
France	2	1	1	-	-
Hungary	3	1	-	-	-
Italy	4	1	1	-	1
Poland	5	-	-	-	1
Portugal	6	2	-	-	-
Russia	7	3	-	-	-
Spain	8	-	-	-	3
Turkey	9	4	-	-	-
UK	10	3	-	-	1
<b>Europe Total</b>		<b>16</b>	<b>2</b>	<b>-</b>	<b>6</b>

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

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

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

Source: Japan Automobile Manufacturers Association

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

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

### OVERSEAS PRODUCTION BY JAPANESE AUTOMOBILE MANUFACTURERS

In vehicle units

Year	Asia	Middle East	Europe		North America		Latin America	Africa	Oceania	Total
			EU	U.S.A.						
1985	208,589	—	44,658	43,175	296,569	296,569	90,252	99,500	151,574	891,142
1986	282,912	—	75,163	73,903	426,087	425,644	87,115	119,000	133,109	1,123,386
1987	355,758	—	102,943	100,794	608,446	592,761	104,925	134,000	127,003	1,433,075
1988	456,489	—	132,129	130,326	723,396	672,766	125,531	145,000	152,334	1,734,879
1989	597,402	—	205,005	203,215	1,040,868	932,242	144,811	184,500	166,541	2,339,127
1990	952,390	—	226,613	223,164	1,570,114	1,298,878	160,654	186,000	169,169	3,264,940
1991	1,035,715	—	285,994	282,278	1,684,964	1,378,907	169,001	172,000	134,051	3,481,725
1992	1,120,430	—	358,601	351,296	1,853,097	1,547,361	195,161	167,500	109,276	3,804,065
1993	1,315,346	—	496,574	472,744	2,030,478	1,691,239	211,802	179,000	106,754	4,339,954
1994	1,553,585	—	502,332	477,728	2,346,619	1,982,209	197,325	168,000	128,213	4,896,074
1995	1,882,850	—	641,573	575,852	2,595,436	2,215,657	110,660	226,000	102,961	5,559,480
1996	1,950,621	—	738,378	650,990	2,641,451	2,275,525	140,031	195,674	118,097	5,784,252
1997	2,003,286	—	814,689	714,699	2,664,588	2,290,685	190,596	182,218	136,107	5,991,484
1998	1,215,202	5,688	920,985	814,847	2,674,299	2,270,516	260,131	144,181	150,685	5,371,171
1999	1,547,671	3,493	929,303	835,582	2,797,175	2,311,163	246,710	130,216	125,575	5,780,143
2000	1,673,740	4,258	953,170	837,679	2,991,924	2,480,691	387,732	146,435	130,933	6,288,192
2001	1,872,521	5,660	1,032,004	939,034	3,061,612	2,451,496	407,887	162,825	137,084	6,679,593
2002	2,380,621	6,000	1,153,059	1,015,748	3,375,453	2,720,449	445,862	155,973	135,498	7,652,466
2003	3,007,348	5,820	1,338,476	1,245,469	3,487,012	2,821,723	457,467	162,969	148,471	8,607,563
2004	3,638,978	10,800	1,454,903	1,296,516	3,840,744	3,143,603	534,863	191,537	125,726	9,797,551
2005	3,964,209	10,500	1,545,355	1,369,556	4,080,713	3,383,277	645,074	225,725	134,581	10,606,157
2006	4,129,856	11,400	1,702,836	1,509,402	4,001,639	3,281,073	745,827	259,050	121,635	10,972,243
2007	4,523,751	3,342	1,976,407	1,789,875	4,049,068	3,324,326	895,099	252,384	159,710	11,859,761
2008	4,877,074	0	1,876,109	1,693,151	3,576,246	2,893,466	920,738	257,646	143,741	11,651,554
2009	5,145,418	0	1,228,294	1,136,145	2,687,527	2,108,161	790,794	168,651	96,836	10,117,520
2010	7,127,042	0	1,356,126	1,250,226	3,390,095	2,653,231	982,342	206,476	119,473	13,181,554
2011	7,547,127	0	1,410,628	1,302,277	3,068,979	2,422,152	1,029,511	233,709	93,675	13,383,629
2012	8,500,825	0	1,484,110	1,383,583	4,253,869	3,324,703	1,234,584	248,711	101,381	15,823,480
2013	9,056,388	0	1,537,025	1,379,733	4,540,685	3,627,226	1,284,187	232,191	106,278	16,756,754
2014	9,112,629	596	1,654,208	1,382,052	4,785,769	3,813,351	1,591,099	241,841	90,125	17,476,267
2015	9,472,178	437	1,668,878	1,401,521	4,823,222	3,847,517	1,820,525	218,020	91,616	18,094,876
2016	10,091,593	89	1,757,776	1,487,994	4,989,360	3,976,482	1,859,685	190,724	90,240	18,979,467
2017	10,870,888	0	1,940,778	1,511,800	4,767,063	3,765,364	1,903,466	198,625	60,942	19,741,762
2018	11,391,185	0	1,856,511	1,415,747	4,606,948	3,676,823	1,894,346	216,969	0	19,965,959
2019	10,847,347	0	1,638,200	619,704	4,407,151	3,531,395	1,745,597	211,761	0	18,850,056
2020	9,168,992	0	1,236,877	434,895	3,498,540	2,715,707	1,318,780	153,392	0	15,376,581
2021	10,051,014	0	1,232,226	462,664	3,442,966	2,723,564	1,532,664	203,901	0	16,462,771
2022	10,543,320	0	1,212,073	625,566	3,497,648	2,822,916	1,478,481	229,990	0	16,961,512

Notes: 1. Data in principle is for Japanese-brand vehicles only. 2. Until 1997, data was based on statistics supplied by the national automobile trade associations of respective countries. 3. Mexico is included in Latin America and Turkey in Europe. 4. Data excludes vehicles produced with technical assistance only provided by Japanese automakers. 5. The figures reflect the use of a new method, adopted as of January 2007, for computing overseas unit production. 6. Since December 2017, data from one JAMA member manufacturer has not been available. 7. EU data since 2020 does not include the United Kingdom. Source: Japan Automobile Manufacturers Association

### OVERSEAS PRODUCTION BY JAPANESE MOTORCYCLE MANUFACTURERS

In vehicle units

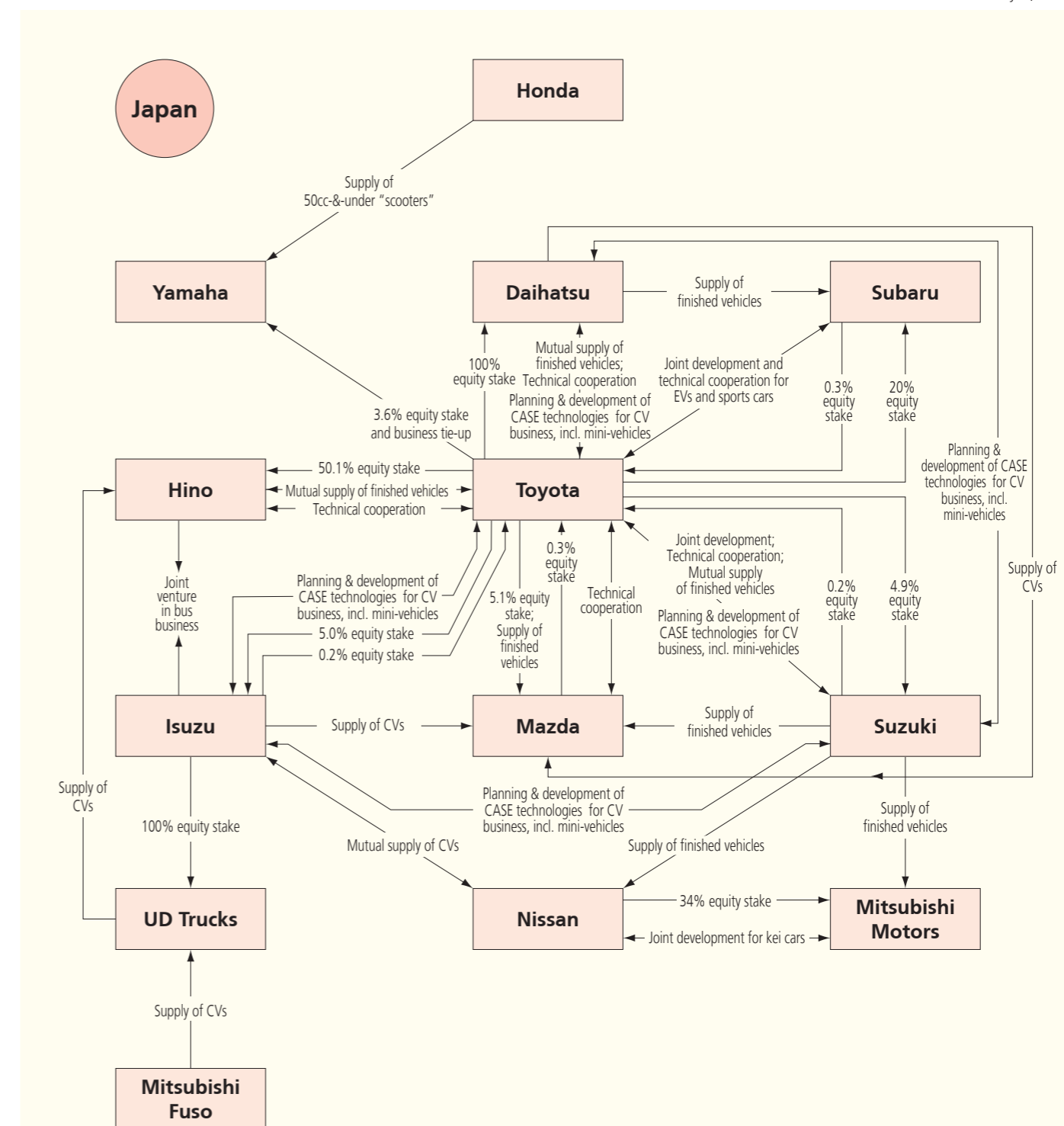
Year	Total
2019	26,850,264
2020	20,161,917
2021	23,750,278
2022	25,360,754

Source: Japan Automobile Manufacturers Association

## Japanese Automakers Forge Extensive International Alliances

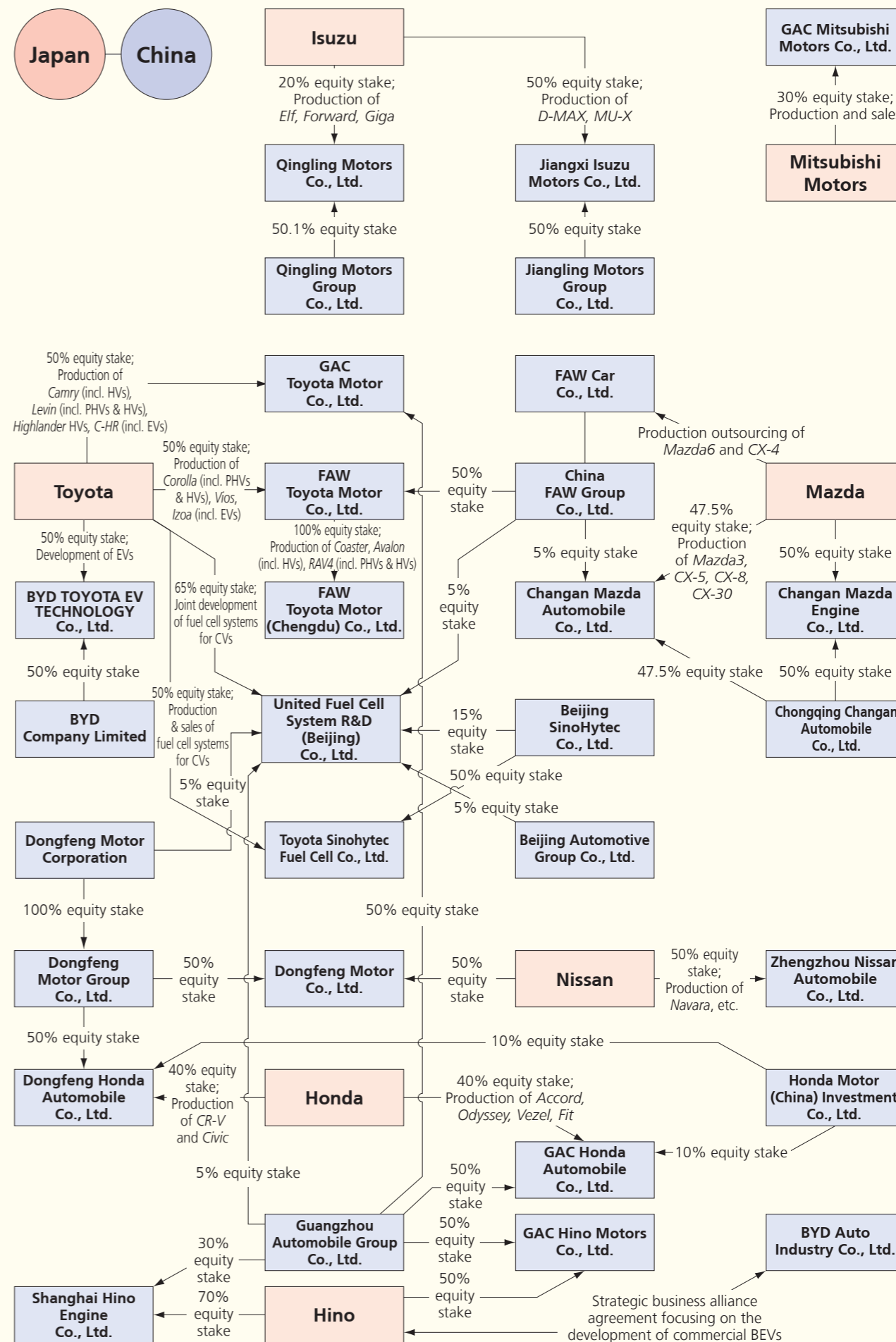
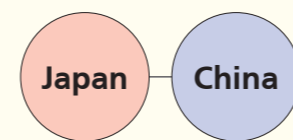
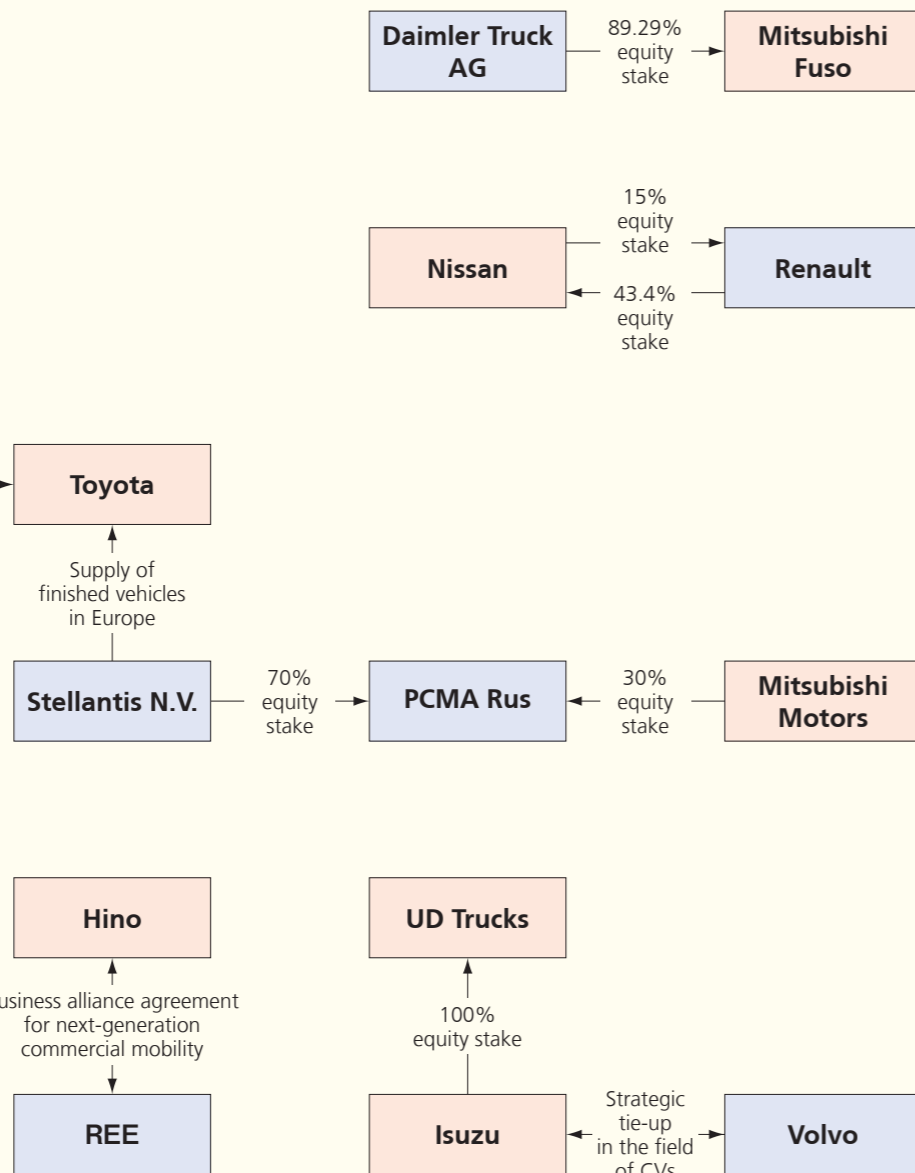
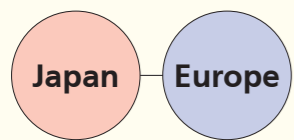
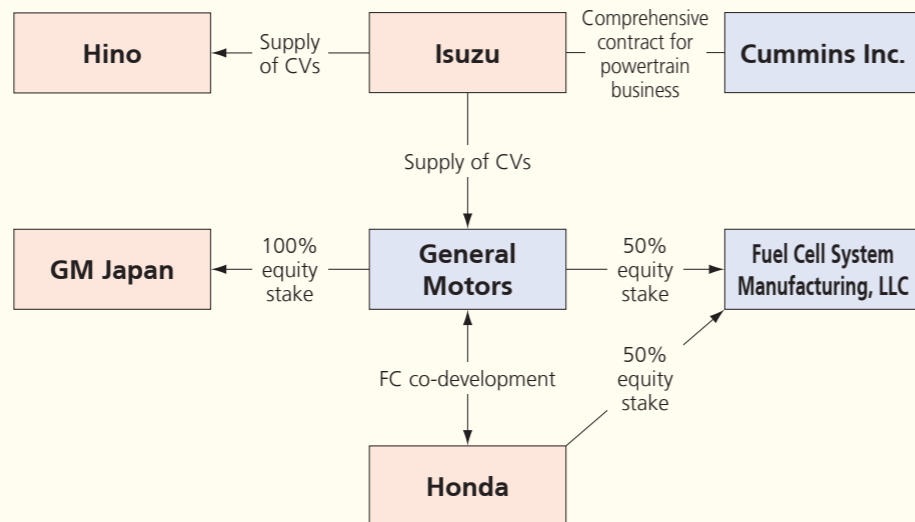
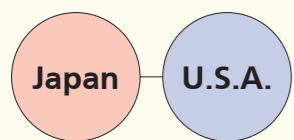
With economic globalization, Japanese automobile manufacturers have rapidly adapted to the needs of individual markets, not only by shifting production to those markets but also by forging extensive alliances with overseas manufacturers. Various forms of partnership currently exist among Japanese, U.S.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

At May 1, 2023



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



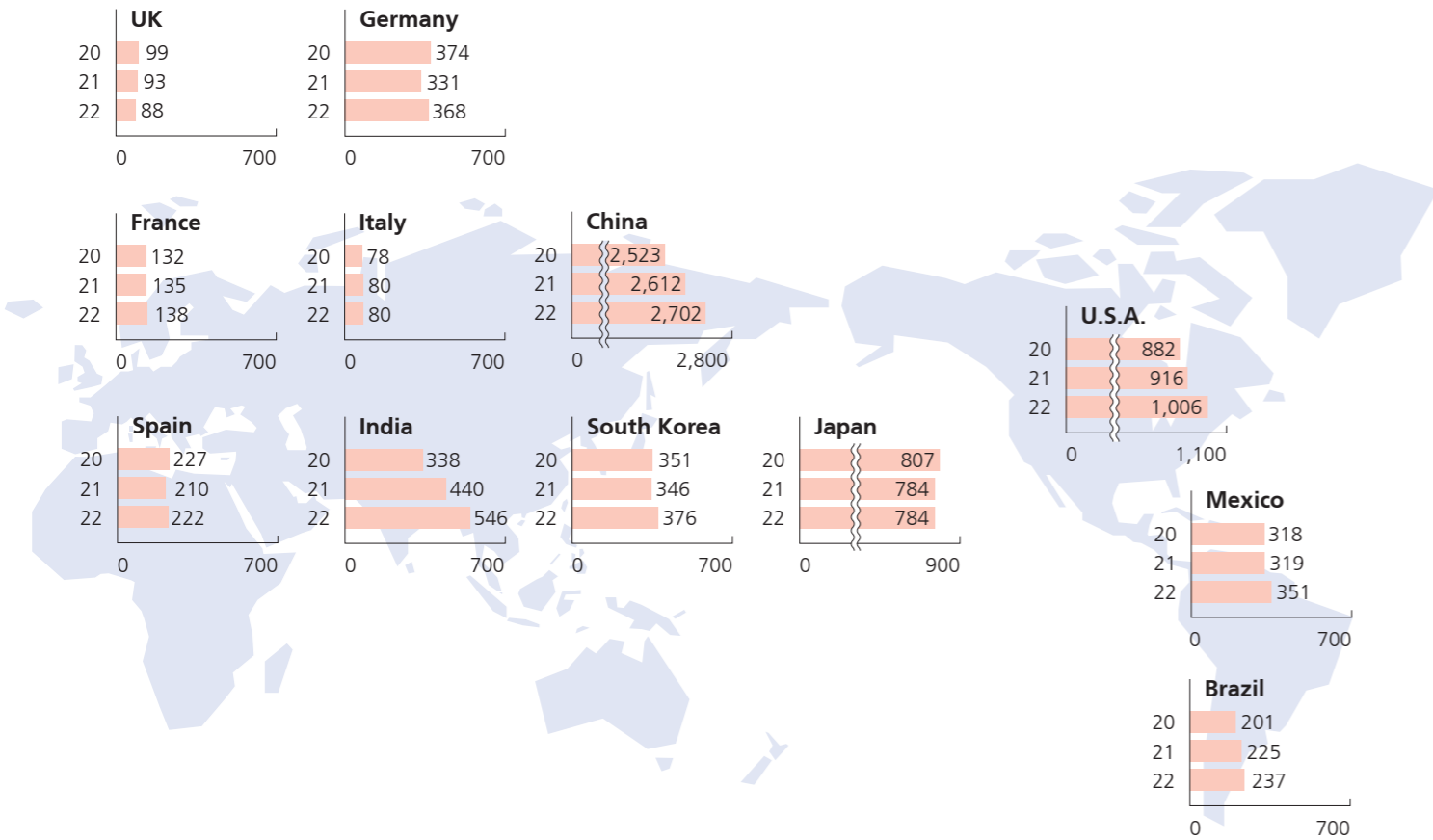


# Motor Vehicle Production Worldwide Rises to 85.02 Million Units

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

## MOTOR VEHICLE PRODUCTION EXCLUDING MOTORCYCLES (MAJOR PRODUCING COUNTRIES)

x 10,000 units



## MOTORCYCLE PRODUCTION (MAJOR PRODUCING COUNTRIES)

In vehicle units

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

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

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

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

In vehicle units

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

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

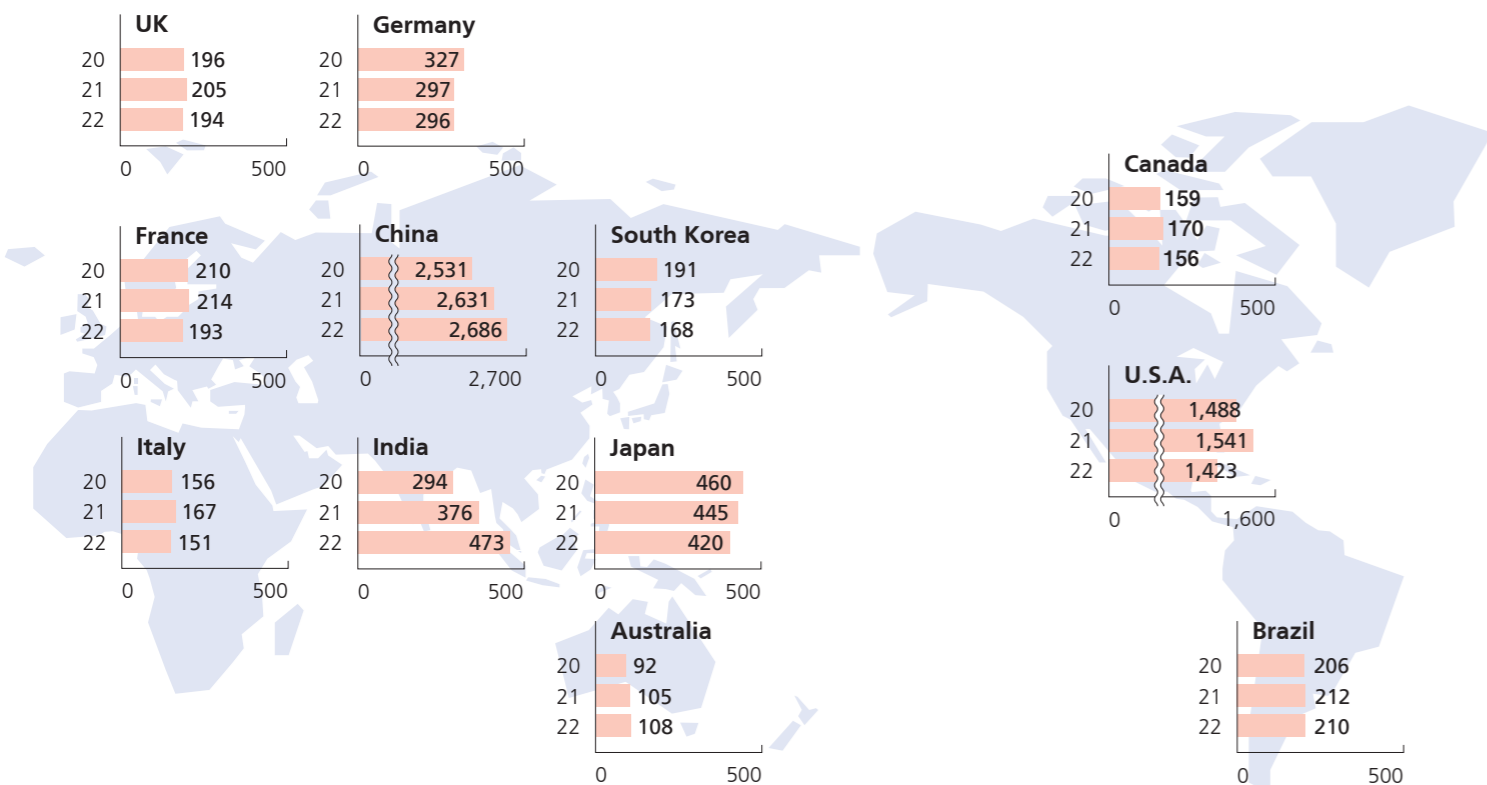
Sources: International Organization of Motor Vehicle Manufacturers (OICA); for Japan, Japan Automobile Manufacturers Association

# A Total of 81.63 Million New Motor Vehicles Sold Globally

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

## NEW REGISTRATIONS OF MOTOR VEHICLES EXCLUDING MOTORCYCLES (SELECTED COUNTRIES)

x 10,000 units



## MOTORCYCLE SALES (SELECTED COUNTRIES)

In vehicle units

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

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

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

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

In vehicle units

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

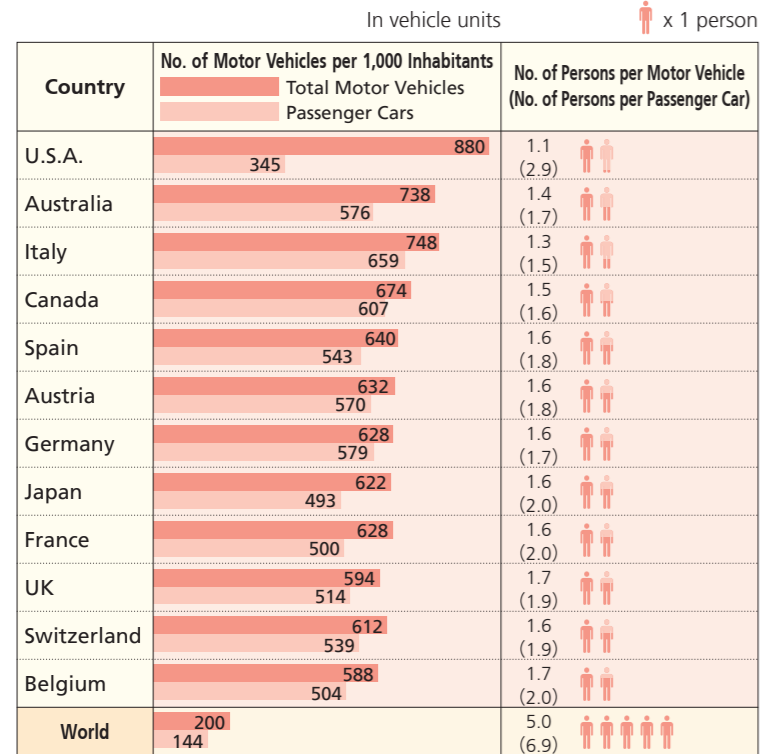
Sources: International Organization of Motor Vehicle Manufacturers (OICA); for Japan, Japan Automobile Dealers Association; Japan Mini Vehicles Association; Japan Automobile Manufacturers Association



## Over 1.5 Billion Motor Vehicles in Use Worldwide

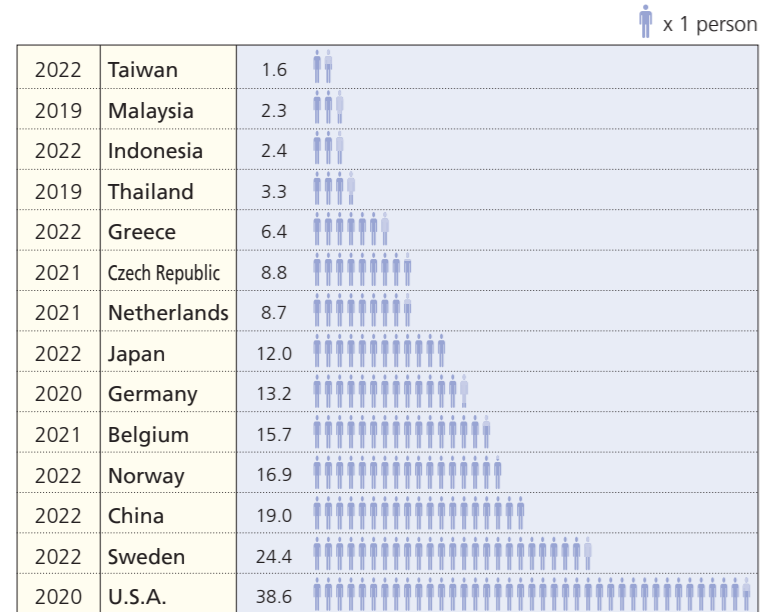
There were over 1.57 billion motor vehicles (excluding motorcycles) in use worldwide in 2021, equivalent to 200 motor vehicles per 1,000 inhabitants or one vehicle for every 5 persons. Motorcycle density in recent years has been particularly high in Taiwan, Malaysia, and Indonesia, with one motorcycle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

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



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

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



Note: Data for Japan is as at March 31.  
Sources: Ministry of Land, Infrastructure, Transport and Tourism; Ministry of Internal Affairs and Communications; Ministry of Foreign Affairs; Federation of Asian Motorcycle Industries (FAMI); European Association of Motorcycle Manufacturers (ACEM), etc.; for population data, OECD, UN

### MOTOR VEHICLES IN USE WORLDWIDE (at end of 2021)

In vehicle units

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

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

### MOTORCYCLES IN USE WORLDWIDE

In vehicle units

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

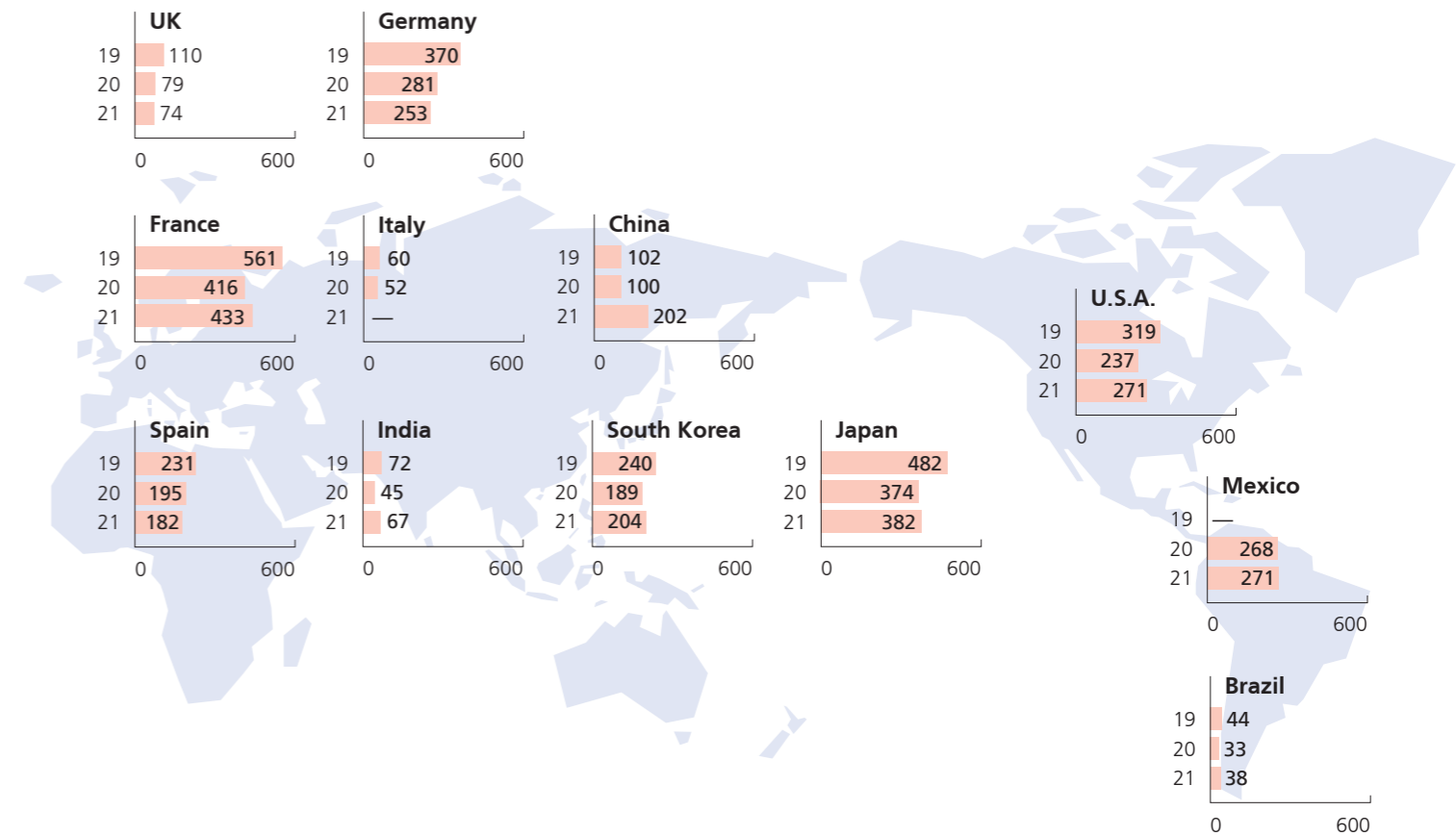
Sources: Ministry of Land, Infrastructure, Transport and Tourism; Ministry of Internal Affairs and Communications; Federation of Asian Motorcycle Industries (FAMI); European Association of Motorcycle Manufacturers (ACEM), etc.

## A Notable Rise in Motor Vehicle Exports

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

### MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

x 10,000 units



### MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

In vehicle units

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

Note: The figures for France include motor vehicle export shipments of French manufacturers operating outside France.  
Sources: Ward's, etc.; for Japan, Japan Automobile Manufacturers Association

### MOTORCYCLE EXPORTS (MAJOR EXPORTING COUNTRIES/TERRITORY)

In vehicle units

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

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

## Automobile Customs Tariffs, EPAs-FTAs

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

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

As of May 2023

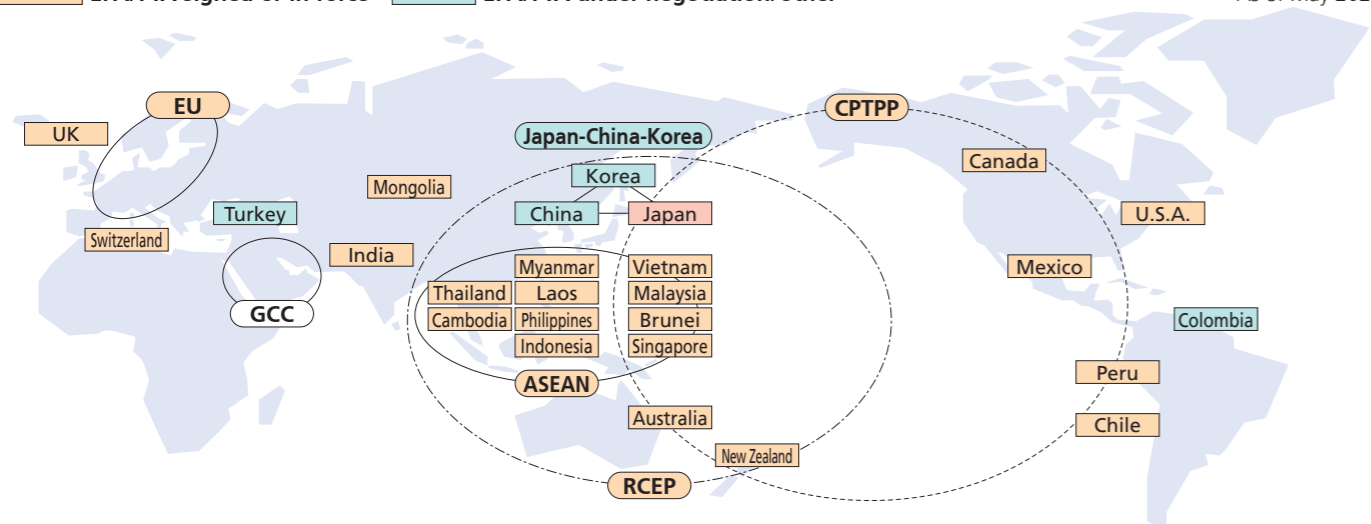
	Passenger Cars	Trucks	Buses	Auto Parts, Etc. (including vehicle bodies)
Japan	None	None	None	None
U.S.A.	2.5%	25% Cab chassis, from 5t up to 20t in GVW: 4%	2%	2.5%
China	15%	15%	15%	6%

Source: Japan Automobile Manufacturers Association

### ● STATUS OF JAPAN'S ENGAGEMENT IN EPAs/FTAs

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

As of May 2023



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

Source: Ministry of Foreign Affairs

### ● AUTOMOBILE CUSTOMS TARIFFS under the Japan-EU EPA and CPTPP

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

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

Source: Japan Automobile Manufacturers Association



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

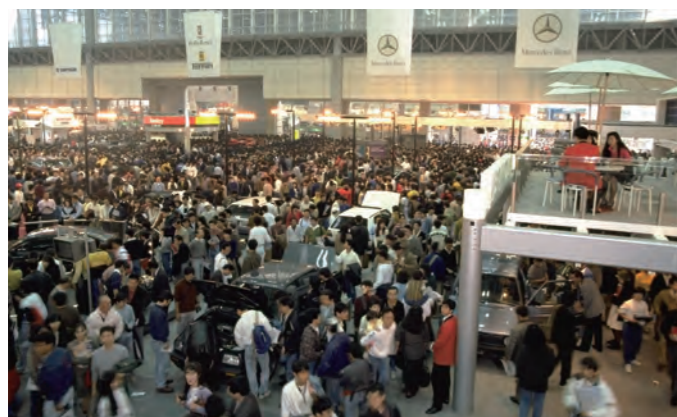
The Tokyo Motor Show was launched as the All Japan Motor Show in 1954 at Hibiya Park in central Tokyo. Subsequently, as the show grew in step with the development of Japan's automobile industry, its venues were upscaled. In 1959 it moved to the Japan Trade Center located in Tokyo's Harumi area; in 1989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



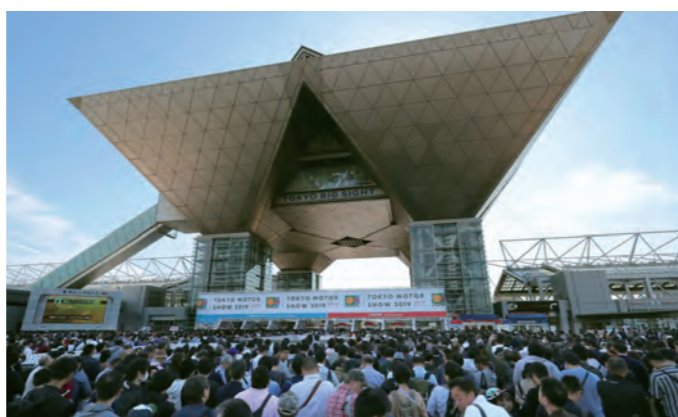
The 1st Tokyo Motor Show, Hibiya Park, 1954



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



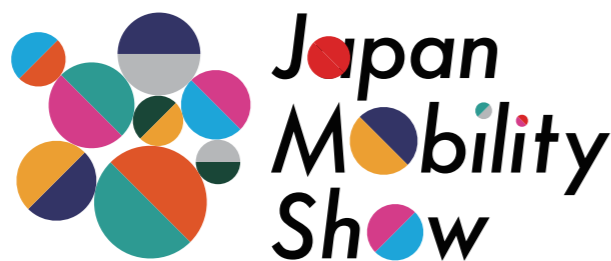
The 28th Tokyo Motor Show, Makuhari Messe, 1989



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

The New Japan Mobility Show (from 2023 onwards)

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



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



Tokyo Motor Show Historical Data

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

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

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







**Daihatsu Motor Co., Ltd.**

Head Office:  
1-1 Daihatsu-cho, Ikeda, Osaka 563-8651 Tel: (072) 751-8811  
Tokyo Branch Office:  
2-10 Nihonbashi Honcho 2-chome, Chuo-ku, Tokyo 103-0023  
<http://www.daihatsu.com>



**HINO Motors, Ltd.**

Head Office:  
1-1 Hinodai 3-chome, Hino, Tokyo 191-8660 Tel: (0570) 095-111  
<http://www.hino-global.com>



**HONDA MOTOR CO., LTD.**

Head Office:  
1-1 Minami-Aoyama 2-chome, Minato-ku, Tokyo 107-8556  
Tel: (03) 3423-1111  
<https://global.honda>



**Isuzu Motors Limited**

Head Office:  
Yokohama Gate Tower, 2-5 Takashima 1-chome, Nishi-ku, Yokohama-shi,  
Kanagawa 220-8720  
Tel: (045) 299-9111  
<https://www.isuzu.co.jp/world/>



**Kawasaki Motors, Ltd.**

Head Office:  
1-1 Kawasaki-cho, Akashi, Hyogo 673-8666  
Tel: (078) 921-1301  
[https://www.kawasaki-cp.khi.co.jp/corp\\_en/](https://www.kawasaki-cp.khi.co.jp/corp_en/)



**MAZDA MOTOR CORPORATION**

Head Office:  
3-1 Shinchi, Fuchu-cho, Aki-gun, Hiroshima 730-8670 Tel: (082) 282-1111  
Tokyo Head Office:  
Kasumigaseki Building, 25th Floor, 3-2-5 Kasumigaseki, Chiyoda-ku,  
Tokyo 100-6025  
Tel: (082) 282-1111  
<http://www.mazda.com/>



**MITSUBISHI MOTORS CORPORATION**

Head Office:  
1-21 Shibaura 3-chome, Minato-ku, Tokyo 108-8410  
Tel: (03) 3456-1111  
<https://www.mitsubishi-motors.com/en/>



**Mitsubishi Fuso Truck and Bus Corporation**

Head Office:  
10 Ohkura-cho, Nakahara-ku, Kawasaki, Kanagawa 211-8522  
Tel: (044) 330-7700  
<https://www.mitsubishi-fuso.com/en>



**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-global.com/EN/>



**Subaru Corporation**

Head Office:  
Ebisu Subaru Bldg., 20-8 Ebisu 1-chome, Shibuya-ku, Tokyo 150-8554  
Tel: (03) 6447-8000  
<https://www.subaru.co.jp/en/>



**Suzuki Motor Corporation**

Head Office:  
300 Takatsuka-cho, Minami-ku, Hamamatsu, Shizuoka 432-8611  
Tel: (053) 440-2061  
Tokyo Branch Office:  
Suzuki Bldg., Higashi-Shimbashi, 2-8 Higashi-Shimbashi 2-chome,  
Minato-ku, Tokyo 105-0021  
Tel: (03) 5425-2158  
<https://www.globalsuzuki.com/>



**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  
<https://global.toyota/en>



**UD Trucks Corporation**

Head Office:  
1-1 Ageo, Saitama 362-8523  
Tel: (0120) 67-2301  
<https://www.udtrucks.com/>



**YAMAHA MOTOR CO., Ltd.**

Head Office:  
2500 Shingai, Iwata, Shizuoka 438-8501 Tel: (0538) 32-1115  
Tokyo Office:  
Marunouchi My Plaza 15F, 1-1 Marunouchi 2-chome, Chiyoda-ku, Tokyo 100-0005  
Tel: (03) 5220-7200  
<http://global.yamaha-motor.com/>

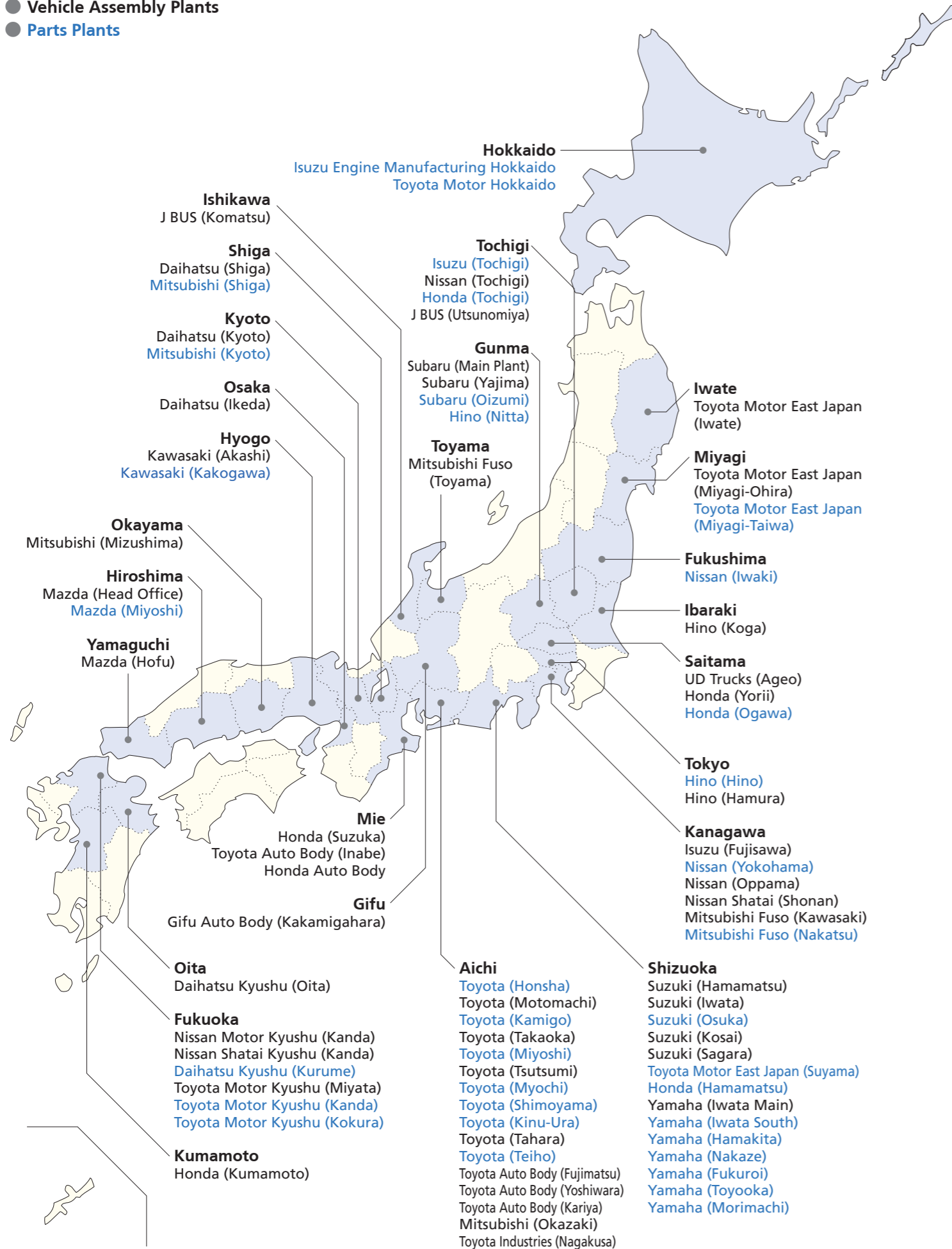
**Former Member & Friend of JAMA:**



**General Motors Japan Ltd.**

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

- Vehicle Assembly Plants
- Parts Plants



- Japan Auto Parts Industries Association (JAPIA)  
16-15, Takanawa 1-chome, Minato-ku, Tokyo 108-0074 (03) 3445-4211
- Japan Auto-Body Industries Association Inc. (JABIA)  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 3578-1681
- Japan Automotive Machinery and Tool Manufacturers Association (JAMTA)  
5-8, Shiba-Koen 3-chome, Minato-ku, Tokyo 105-0011 (03) 3431-3773
- Society of Automotive Engineers of Japan, Inc. (JSAE)  
10-2, Goban-cho, Chiyoda-ku, Tokyo 102-0076 (03) 3262-8211
- Japan Automobile Research Institute (JARI) [Tsukuba]  
2530, Karima, Tsukuba, Ibaraki 305-0822 (029) 856-1112
- Japan Automobile Research Institute (JARI) [Tokyo]  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-7921
- Automotive Dispute Resolution Center (ADR)  
2-3, Uchisaiwaicho 2-chome, Chiyoda-ku, Tokyo 100-0011 (0120) 028-222
- Japan Automobile Recycling Promotion Center (JARC)  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-8300
- Japan Auto Recycling Partnership (JARP)  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5405-6150
- Automobile Inspection & Registration Information Association (AIRIA)  
11-6, Iwamoto-cho 3-chome, Chiyoda-ku, Tokyo 101-0032 (03) 5825-3671
- Automobile Business Association of Japan  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 3578-3880
- Japan Automobile Dealers Association (JADA)  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-8530 (03) 5733-3100
- Japan Light Motor Vehicle and Motorcycle Association  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5472-7861
- Japan Used Car Dealers Association  
25-3, Yoyogi 3-chome, Shibuya-ku, Tokyo 151-0053 (03) 5333-5881
- Japan Automobile Importers Association (JAIA)  
1-15, Shiba 3-chome, Minato-ku, Tokyo 105-0014 (03) 5765-6811
- Japan Automobile Federation (JAF)  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 3436-2811
- Japan Auto Appraisal Institute (JAAI)  
34-4, Nishi-Shimbashi 2-chome, Minato-ku, Tokyo 105-0003 (03) 5776-0901
- Automobile Fair Trade Council (AFTC)  
11-30, Nagata-cho 1-chome, Chiyoda-ku, Tokyo 100-0014 (03) 5511-2111
- Japan Automobile Service Promotion Association (JASPA)  
10-1, Roppongi 6-chome, Minato-ku, Tokyo 106-6117 (03) 3404-6141
- Japan Automotive Leasing Association (JALA)  
23-1, Shiba 2-chome, Minato-ku, Tokyo 105-0014 (03) 5484-7037
- Motorcycle Federation of Japan (MFJ)  
11-6, Tsukiji 3-chome, Chuo-ku, Tokyo 104-0045 (03) 5565-0900
- Japan Motorcycle Promotion & Safety Association  
25-15, Minami-Otsuka 2-chome, Toshima-ku, Tokyo 170-0005 (03) 6902-8190
- Japan Automobile Education Foundation (JAEF)  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-3841
- The General Insurance Association of Japan (GIAJ)  
9, Kanda-Awajicho 2-chome, Chiyoda-ku, Tokyo 101-8335 (03) 3255-1844
- Institute for Traffic Accident Research and Data Analysis (ITARDA)  
7-8, Kanda-Sarugaku-cho 2-chome, Chiyoda-ku, Tokyo 101-0064 (03) 5577-3977
- Japan Automobile Transport Technology Association (JATA)  
2-5, Yotsuya 3-chome, Shinjuku-ku, Tokyo 160-0004 (03) 6836-1201
- Japan Automobile Standards Internationalization Center (JASIC)  
2-5, Yotsuya 3-chome, Shinjuku-ku, Tokyo 160-0004 (03) 5362-7751
- ITS Japan  
6-8, Shiba-Koen 2-chome, Minato-ku, Tokyo 105-0011 (03) 5777-1011
- Japan Industrial Vehicles Association (JIVA)  
5-26, Moto-Akasaka 1-chome, Minato-ku, Tokyo 107-0051 (03) 3403-5556
- Japan Trucking Association  
2-5, Yotsuya 3-chome, Shinjuku-ku, Tokyo 160-0004 (03) 3354-1009
- Nihon Bus Association (NBA)  
4-1, Marunouchi 3-chome, Chiyoda-ku, Tokyo 100-0005 (03) 3216-4011
- All Japan Railway-Freight Forwarders Association  
21, Kanda-Awajicho 2-chome, Chiyoda-ku, Tokyo 101-0063 (03) 5296-1670
- Japan Federation of Hire-Taxi Associations  
8-13, Kudan-Minami 4-chome, Chiyoda-ku, Tokyo 102-0074 (03) 3239-1531
- All Japan Rent-A-Car Association  
1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5472-7328
- Japan Federation of Authorized Drivers School Associations  
3-9, Kudan-Minami 2-chome, Chiyoda-ku, Tokyo 102-0074 (03) 3556-0070
- Japan Automobile Tyre Manufacturers Association, Inc. (JATMA)  
8-21, Toranomon 3-chome, Minato-ku, Tokyo 105-0001 (03) 3435-9091
- Auto-Parts & Accessories Retail Association (APARA)  
1-7, Shiba 5-chome, Minato-ku, Tokyo 108-0014 (03) 3454-1427
- Japan Traffic Safety Association  
8-13, Kudan-Minami 4-chome, Chiyoda-ku, Tokyo 102-0074 (03) 3264-2641
- The Japan Research Center for Transport Policy  
12-6, Kudan-Kita 1-chome, Chiyoda-ku, Tokyo 102-0073 (03) 3263-1945
- Japan Road Association (JARA)  
3-1, Kasumigaseki 3-chome, Chiyoda-ku, Tokyo 100-8955 (03) 3581-2211
- Express Highway Research Foundation of Japan (EHRF)  
11-10, Minami-Azabu 2-chome, Minato-ku, Tokyo 106-0047 (03) 6436-2100
- Vehicle Information and Communication System Center (VICS)  
5-7, Kyobashi 2-chome, Chuo-ku, Tokyo 104-0031 (03) 3562-1720



**THE MOTOR INDUSTRY OF JAPAN 2023**

Published September 2023

Japan Automobile Manufacturers Association, Inc.

Jidosha Kaikan, 1-30 Shiba Daimon 1-chome, Minato-ku, Tokyo 105-0012 Japan

For inquiries about this publication, write or telephone:

Public Relations Office, JAMA Tel: +81 (3) 5405-6179

<http://www.jama.or.jp/>