

# THE MOTOR INDUSTRY OF JAPAN

# 2024



**Japan Automobile Manufacturers Association, Inc.**

Contents

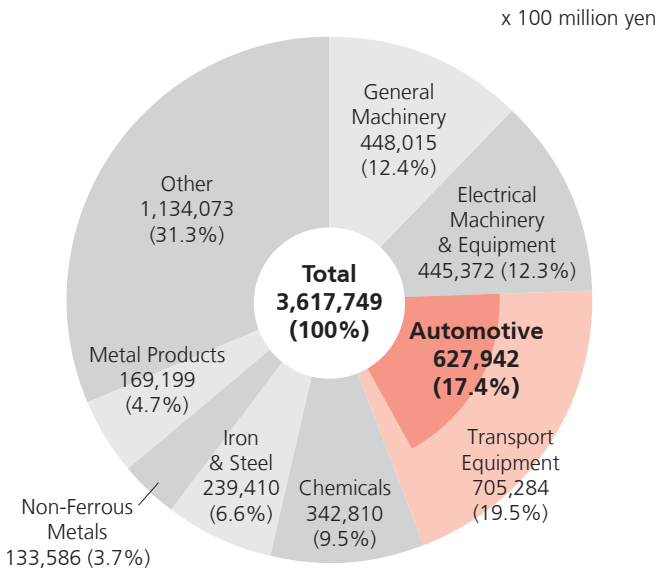
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# Automotive Shipments Total 63 Trillion Yen; Equipment Investments, 1.5 Trillion Yen; R&D Expenditures, 3.9 Trillion Yen

Automotive shipments (both domestic and export shipments, including motorcycles, auto parts, etc.) in value terms reached 62.8 trillion yen in 2022, up 11.4% from the previous year, accounting for 17.4% of the total value of Japan's manufacturing shipments and 39.3% of the value of the machinery industries' combined shipments. Investments in equipment by the automobile industry in 2023 totalled 1.5 trillion yen and its research and development expenditures stood at 3.9 trillion yen in 2022; 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 21.6 trillion yen in 2023 and auto-related employment in Japan totalling 5.58 million people, the automotive industry is one of the Japanese economy's core industrial sectors.

## SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS (2022)



**Breakdown of automotive shipments:**

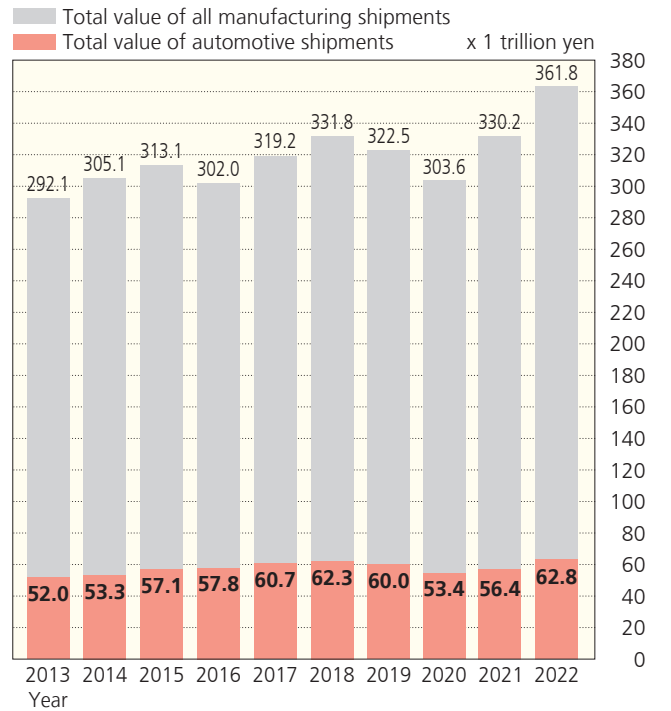
- Automobiles (including motorcycles) ..... 249,851
- Auto bodies and trailers ..... 8,318
- Automotive parts and accessories ..... 369,773

## SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS, 1970-2022

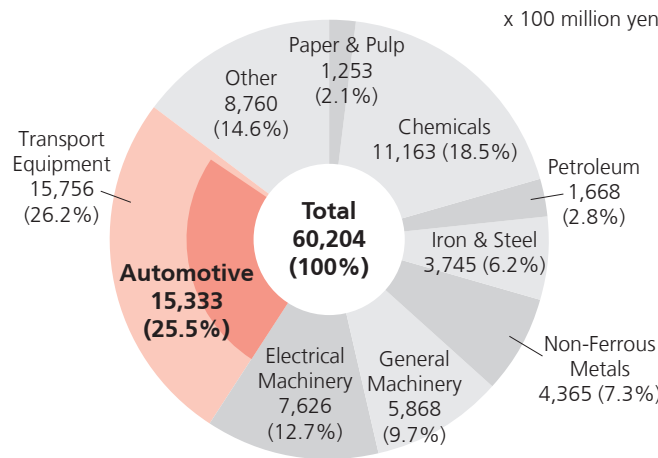
Year	Chemicals	Iron & Steel	Non-Ferrous Metals	Metal Products	Machinery Industries					Other	Total	Automotive Shipments	
					General Machinery	Electrical Machinery & Equipment	Transport Equipment		Subtotal			As % of Value of Machinery Shipments	As % of Total Value of Manufacturing Shipments
								Automotive					
1970	55,402	65,648	30,547	37,277	68,028	73,305	72,758	54,673	223,008	287,383	690,348	24.5	7.9
1975	104,381	113,063	39,087	65,731	106,112	108,213	147,935	105,241	379,551	589,807	1,274,329	27.7	8.3
1980	179,787	178,956	81,186	106,465	175,998	222,346	249,536	212,346	682,457	952,724	2,146,998	31.1	9.9
1985	205,524	177,543	63,836	130,944	241,904	408,422	361,793	276,927	1,055,932	1,063,240	2,653,206	26.2	10.4
1990	235,030	182,687	78,217	185,736	332,249	545,286	468,582	423,106	1,397,439	1,205,939	3,233,726	30.3	13.1
1995	233,625	140,727	64,964	176,465	298,844	548,309	442,145	395,613	1,330,364	1,155,277	3,060,356	29.7	12.9
2000	237,994	119,630	62,189	155,868	304,132	595,817	444,474	400,429	1,385,612	1,115,720	3,035,824	28.9	13.2
2005	250,271	168,964	67,116	140,159	312,108	495,083	539,999	489,548	1,385,037	988,717	2,962,417	35.3	16.5
2010	262,120	181,463	89,114	122,920	306,186	442,848	542,136	472,962	1,291,170	944,290	2,891,077	36.6	16.4
2013	274,092	179,053	88,059	130,606	320,911	368,283	582,032	519,710	1,271,226	977,885	2,920,921	40.9	17.8
2014	281,230	192,022	94,220	139,328	337,273	394,772	600,633	533,101	1,332,678	1,011,922	3,051,400	40.0	17.5
2015	286,222	178,420	96,795	143,057	359,715	408,060	646,539	570,524	1,414,314	1,012,477	3,131,285	40.3	18.2
2016	272,496	156,693	88,892	143,986	363,611	376,748	649,912	577,604	1,390,271	968,018	3,020,356	41.5	19.1
2017	287,242	176,867	97,620	151,989	392,279	398,955	682,635	606,999	1,473,869	1,004,080	3,191,667	41.2	19.0
2018	297,880	186,520	102,290	158,217	412,807	418,426	700,906	623,040	1,532,139	1,041,048	3,318,094	40.7	18.8
2019	292,528	177,476	96,142	159,653	397,686	390,650	679,938	600,154	1,468,274	1,031,261	3,225,334	40.9	18.6
2020	287,305	151,183	94,527	152,036	376,065	389,109	602,308	534,472	1,367,482	983,014	3,035,547	39.1	17.6
2021	317,082	197,188	119,507	158,811	416,717	420,761	631,198	563,679	1,468,676	1,040,936	3,302,200	38.4	17.1
2022	342,810	239,410	133,586	169,199	448,015	445,372	705,284	627,942	1,598,671	1,134,073	3,617,749	39.3	17.4

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: Economic Census for Business Activity, Ministry of Economy, Trade and Industry, Ministry of Internal Affairs and Communications; Census of Manufactures, Ministry of Economy, Trade and Industry

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

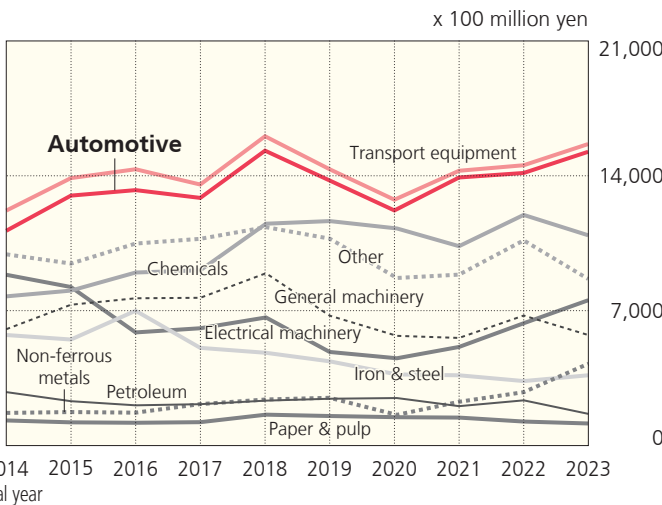


## INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS (FY 2023)



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, 2014-2023



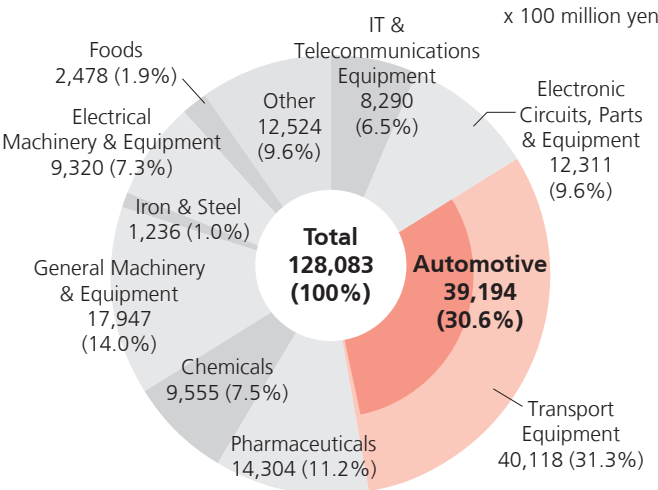
## INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS

x 100 million yen

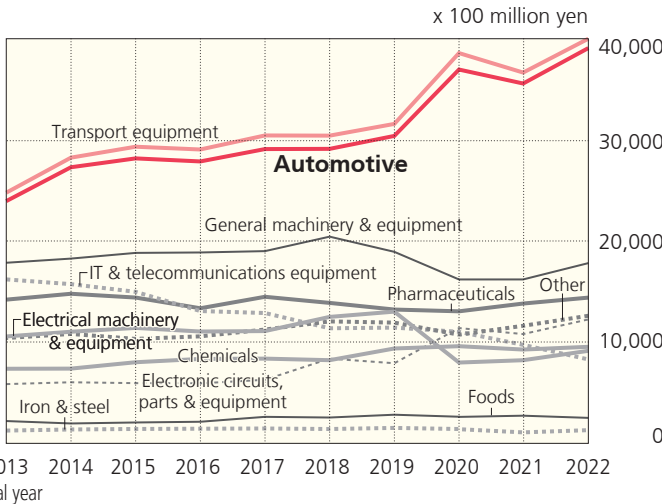
Fiscal year	Paper & Pulp	Chemicals	Petroleum	Iron & Steel	Non-Ferrous Metals	General Machinery	Electrical Machinery	Transport Equipment	Automotive	Other	Total
2014	1,372	7,801	2,841	5,799	1,763	6,100	8,920	12,244	11,199	9,980	56,820
2015	1,274	8,100	2,370	5,565	1,807	7,367	8,285	13,928	13,021	9,500	58,196
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
2022	1,352	12,115	2,407	3,442	2,847	6,840	6,424	14,647	14,197	10,779	59,501
2023	1,253	11,163	1,668	3,745	4,365	5,868	7,626	15,756	15,333	8,760	60,204

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

## R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS (FY 2022)



## R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS, 2013-2022



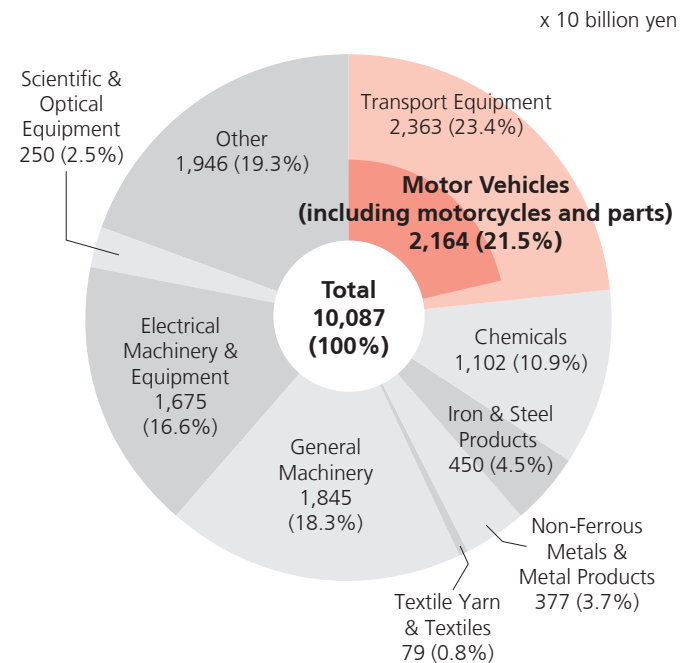
## R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS

Fiscal year	IT & Telecommunications Equipment	Electronic Circuits, Parts & Equipment	Transport Equipment		Pharmaceuticals	Chemicals	General Machinery & Equipment	Iron & Steel	Electrical Machinery & Equipment	Foods	Other	Total
				Automotive								
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
2022	8,290	12,311	40,118	39,194	14,304	9,555	17,947	1,236	9,320	2,478	12,524	128,083

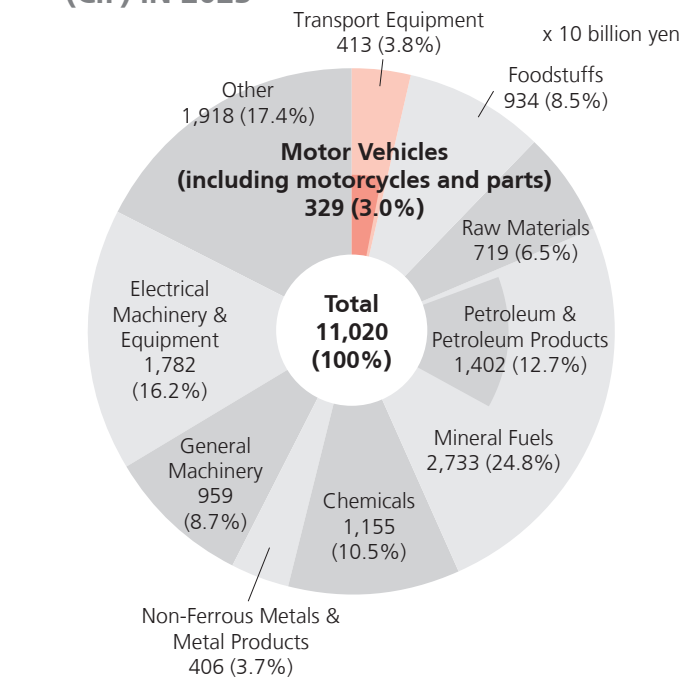
## In Value Terms, Motor Vehicle Exports Total 21.6 Trillion Yen; Motor Vehicle Imports Total 3.3 Trillion Yen

In 2023 Japan's gross exports increased 2.8% from the previous year, whereas imports decreased 7.0%. In value terms, automotive exports rose 25.3% from 2022 to 21.6 trillion yen and imports grew 22.4% year-on-year to 3.3 trillion yen.

### EXPORTS BY PRINCIPAL COMMODITY (FOB) IN 2023



### IMPORTS BY PRINCIPAL COMMODITY (CIF) IN 2023



### AUTOMOTIVE EXPORTS IN VALUE TERMS (FOB)

x 100 million yen

Year	Motor Vehicles				Exports Total	
		Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Motorcycles & Motorcycle Parts	Chg. (%)
2013	142,411	111.7	104,125	34,762	3,524	109.5
2014	147,849	103.8	109,194	34,750	3,905	104.8
2015	158,912	107.5	120,463	34,830	3,619	103.4
2016	151,175	95.1	113,329	34,617	3,229	92.6
2017	161,092	106.6	118,254	38,966	3,872	111.8
2018	166,972	103.7	123,072	39,909	3,990	104.1
2019	159,052	95.3	119,712	36,017	3,324	94.4
2020	127,738	80.3	95,796	29,124	2,818	88.9
2021	147,099	115.2	107,222	36,000	3,876	121.5
2022	172,743	117.4	130,117	38,483	4,143	118.2
2023	216,409	125.3	172,654	38,836	4,918	102.8

### AUTOMOTIVE IMPORTS IN VALUE TERMS (CIF)

x 100 million yen

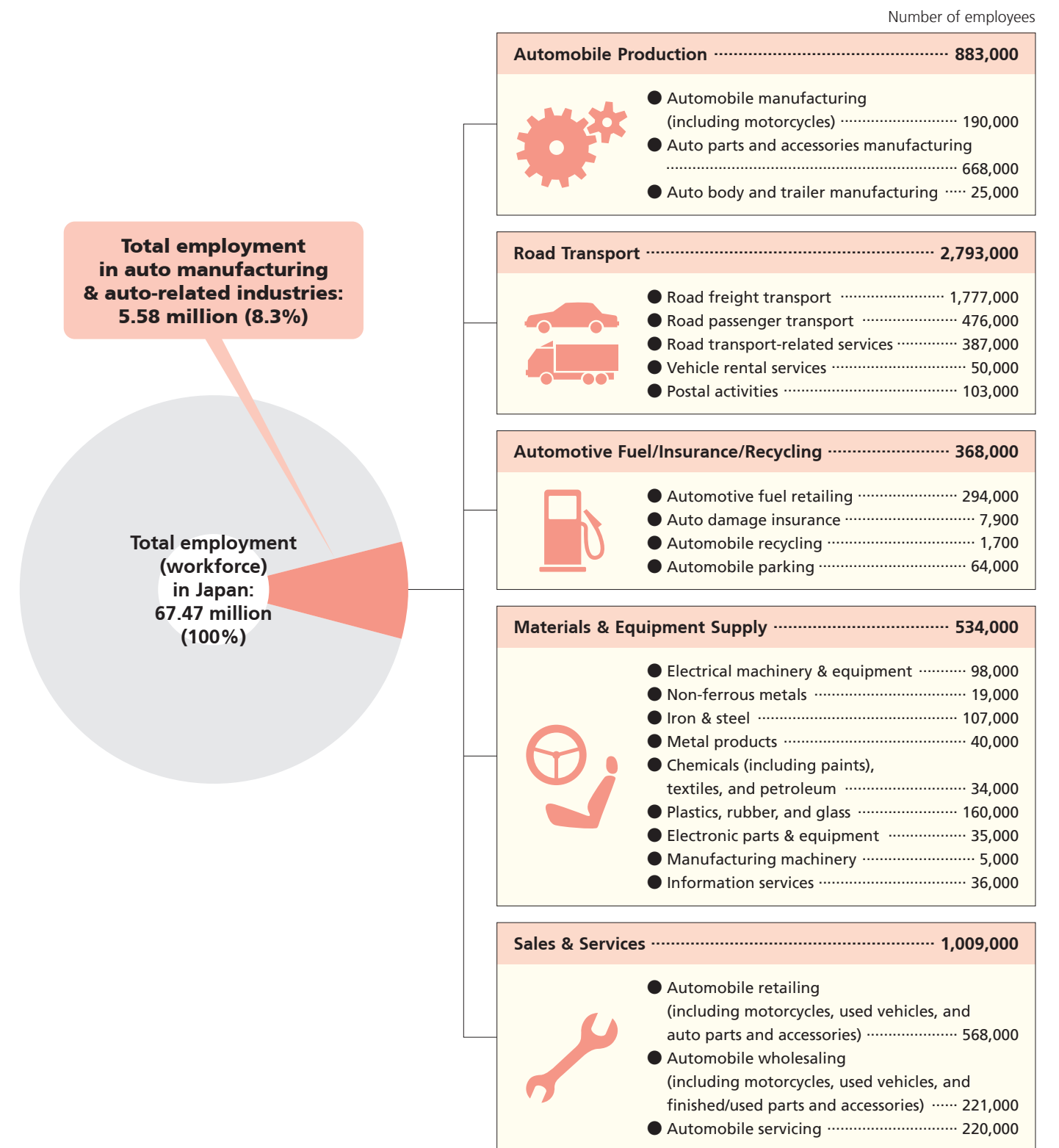
Year	Motor Vehicles				Imports Total	
		Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Motorcycles & Motorcycle Parts	Chg. (%)
2013	18,948	122.2	10,857	6,981	1,109	114.9
2014	20,925	110.4	11,623	8,148	1,154	105.7
2015	21,261	101.6	11,398	8,770	1,093	91.3
2016	21,023	98.9	11,781	8,329	913	84.2
2017	23,419	111.4	13,070	9,328	1,021	114.1
2018	25,223	107.7	14,284	9,861	1,079	109.7
2019	24,020	95.2	14,084	8,906	1,030	95.0
2020	19,513	81.2	11,653	6,747	1,113	86.5
2021	23,485	120.4	13,718	8,252	1,514	124.8
2022	26,897	114.5	15,123	10,022	1,752	139.6
2023	32,924	122.4	19,074	11,837	2,013	93.0

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 (2023), Japan Tariff Association

## Auto-Related Employment Totals 5.58 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 5.58 million people.

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



Note: Figures are rounded off to the nearest thousand.

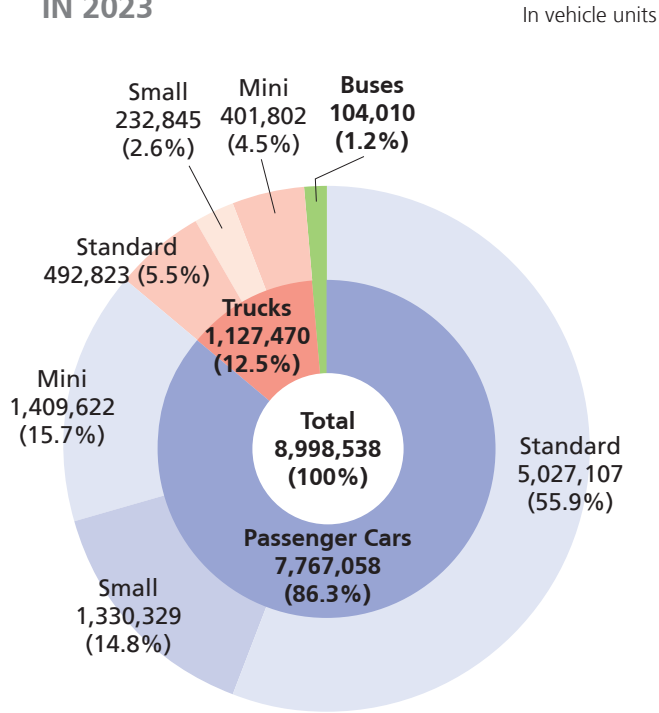
Sources: Labor Force Survey (2023 Annual Average), Ministry of Internal Affairs and Communications' Statistics Bureau; Economic Census for Business Activity, Ministry of Economy, Trade and Industry, Ministry of Internal Affairs and Communications; Census of Manufactures, 2020 Input-Output Tables for Japan, Ministry of Economy, Trade and Industry



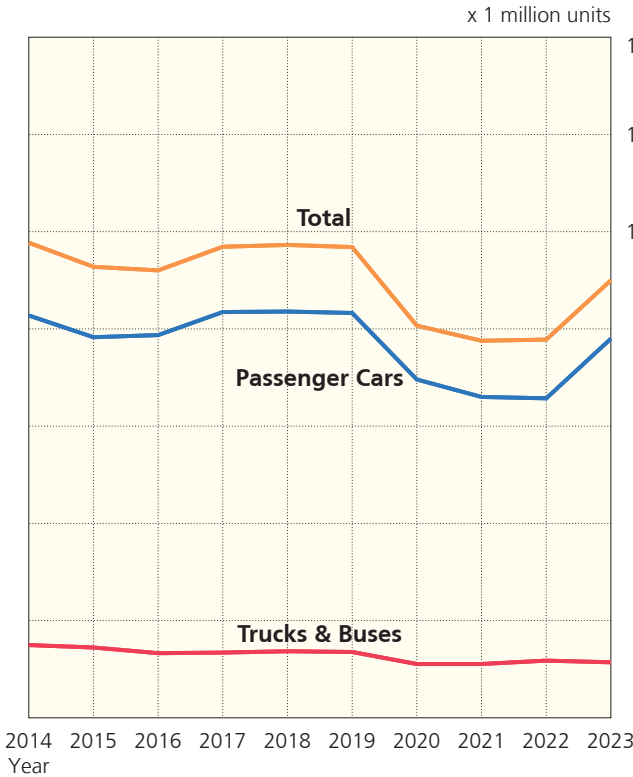
# Motor Vehicle Production Totals 9 Million Units

In 2023 motor vehicle production in Japan stood at 8.99 million units, up 14.8% from 2022, registering an increase for the first time in five years. Passenger car production jumped 18.3% to a total of 7.77 million units, with standard cars surging 23.7% to 5.03 million units, small cars growing 10.7% to 1.33 million units, and minicars rising 8.3% to 1.41 million units. Meanwhile, truck production decreased 4.8% from the previous year to 1.13 million units whereas bus production climbed 22.9% to 104,000 units.

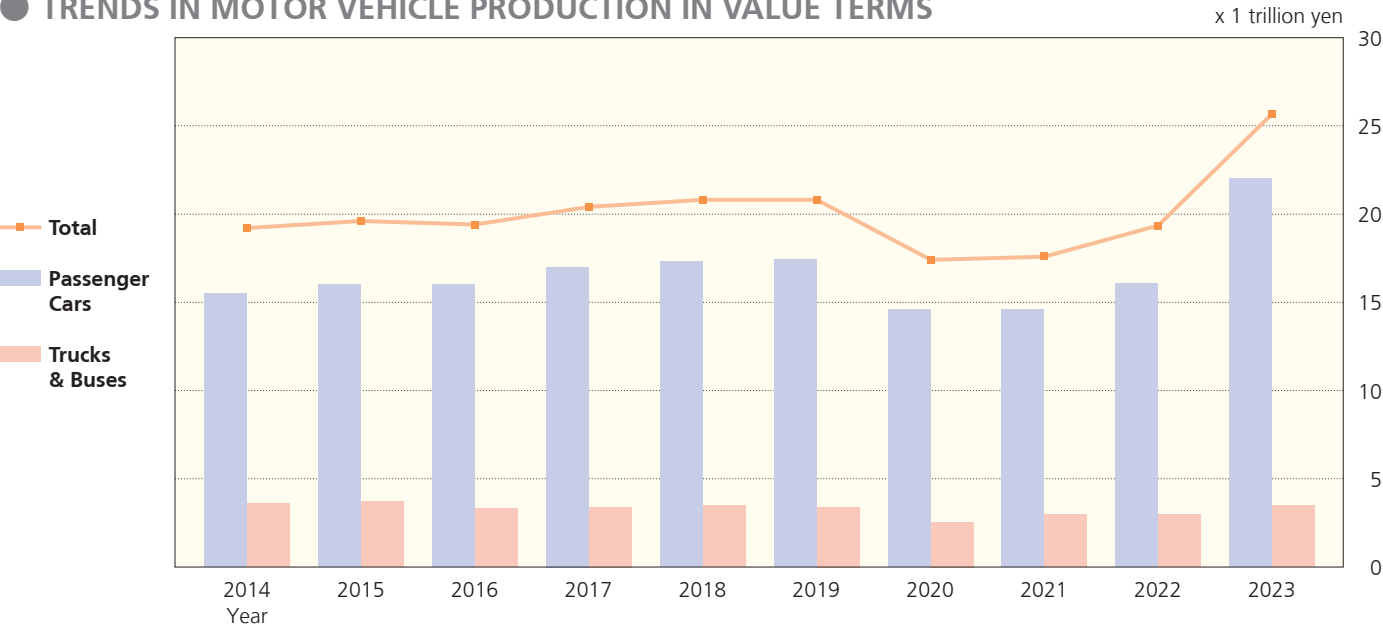
## MOTOR VEHICLE PRODUCTION BY TYPE IN 2023



## TRENDS IN MOTOR VEHICLE PRODUCTION



## TRENDS IN MOTOR VEHICLE PRODUCTION IN VALUE TERMS



## MOTOR VEHICLE PRODUCTION IN VALUE TERMS

x 1 million yen

Year	Passenger Cars				Trucks					Buses			Total
	Standard	Small	Mini	Subtotal	Standard	Small	Mini	Tractors	Subtotal	Large	Small	Subtotal	
1985	895,041	7,049,323	85,925	8,030,289	1,793,000	1,519,934	679,498	46,745	4,039,177	103,053	101,007	204,060	12,273,526
1990	3,717,356	8,676,715	572,188	12,966,259	1,953,924	1,180,028	591,144	64,913	3,790,009	134,015	66,988	201,003	16,957,271
1995	5,147,637	4,869,427	790,303	10,807,367	1,619,428	849,511	510,579	124,764	3,104,282	107,647	89,441	197,088	14,108,737
2000	6,640,075	4,298,370	1,237,605	12,176,050	1,111,558	543,408	357,765	45,453	2,058,184	80,897	109,007	189,904	14,424,138
2005	9,352,545	4,178,641	1,169,871	14,701,057	1,916,692	588,224	357,615	104,567	2,967,098	127,605	163,069	290,674	17,958,829
2010	10,239,303	2,609,861	1,207,423	14,056,587	1,684,489	358,081	323,800	75,944	2,442,314	118,300	211,359	329,659	16,828,560
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
2023	18,124,513	2,409,069	1,706,941	22,240,523	2,075,627	474,698	435,492	98,169	3,083,986	67,738	244,310	312,048	25,636,557

Source: Ministry of Economy, Trade and Industry

## MOTOR VEHICLE PRODUCTION

In vehicle units

Year	Passenger Cars					Trucks					Buses		Total		Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)		Chg. (%)		Chg. (%)	
1970	51,619	2,377,639	749,450	3,178,708	121.7	258,100	1,253,861	551,922	2,063,883	102.1	46,566	111.3	5,289,157	113.1	1970
1975	209,032	4,198,550	160,272	4,567,854	116.2	288,170	1,610,475	438,987	2,337,632	90.8	36,105	78.8	6,941,591	105.9	1975
1980	403,338	6,438,847	195,923	7,038,108	114.0	885,198	2,113,311	914,679	3,913,188	115.2	91,588	146.4	11,042,884	114.6	1980
1985	494,792	6,991,432	160,592	7,646,816	108.1	1,278,212	1,877,893	1,388,583	4,544,688	105.2	79,591	110.2	12,271,095	107.0	1985
1990	1,750,783	7,361,224	835,965	9,947,972	109.9	1,249,525	1,262,943	986,171	3,498,639	89.0	40,185	95.5	13,486,796	103.5	1990
1995	2,553,703	4,140,629	916,201	7,610,533	97.5	824,140	909,321	804,276	2,537,737	93.9	47,266	96.2	10,195,536	96.6	1995
2000	3,376,447	3,699,893	1,283,094	8,359,434	103.2	649,180	483,282	594,356	1,726,818	98.8	54,544	112.7	10,140,796	102.5	2000
2005	4,191,360	3,416,622	1,408,753	9,016,735	103.4	723,663	436,763	546,185	1,706,611	98.6	76,313	126.3	10,799,659	102.7	2005
2010	4,846,411	2,159,119	1,304,832	8,310,362	121.1	520,627	238,776	449,776	1,209,179	122.7	109,334	126.0	9,628,875	121.4	2010
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
2023	5,027,107	1,330,329	1,409,622	7,767,058	118.3	492,823	232,845	401,802	1,127,470	95.2	104,010	122.9	8,998,538	114.8	2023

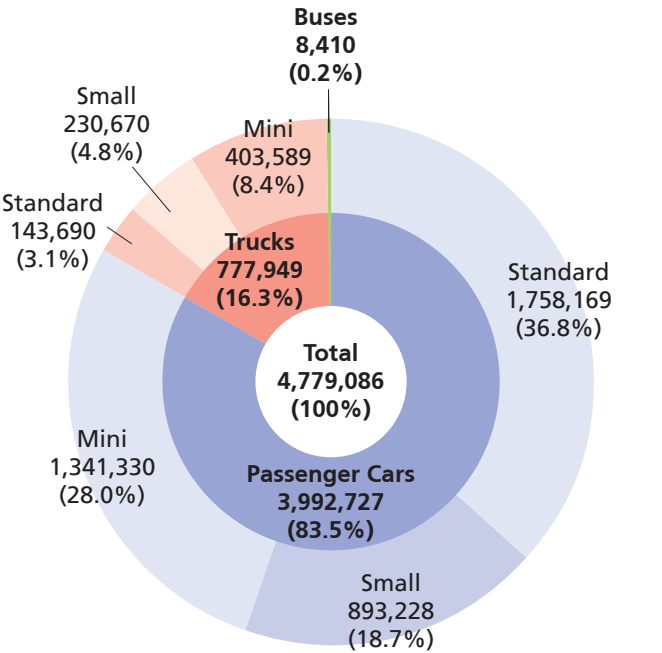
Notes: 1. Passenger cars and trucks are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 23 for details. 2. KD sets have been excluded since 1979; they represent 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

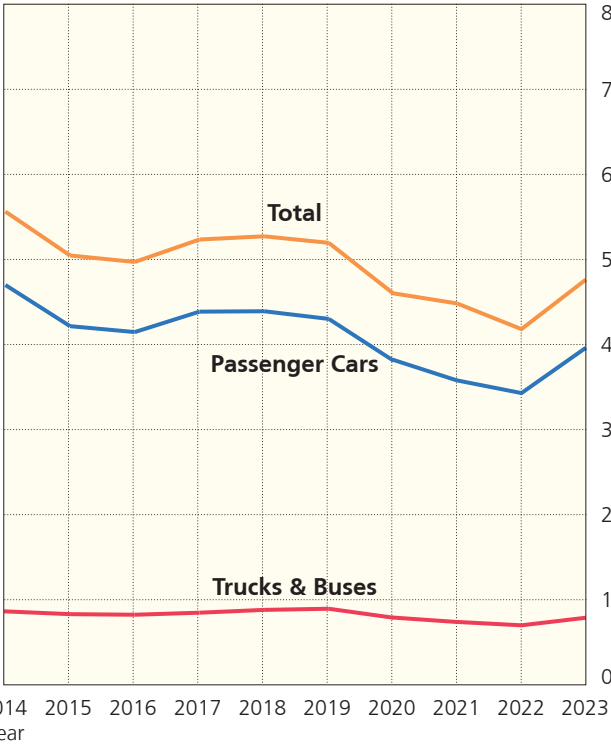
# Motor Vehicle Sales Total 4.78 Million Units

Passenger car and commercial vehicle demand in Japan in 2023 stood at 4.78 million units, a 13.8% increase from the previous year. Total passenger car sales expanded 15.8% from 2022 to 3.99 million units, with standard cars climbing 30.6% to 1.76 million units, small cars growing 1.8% to 893,000 units, and minicars rising 9.5% to 1.34 million units. Meanwhile, sales of trucks grew 4.1% from 2022 to 778,000 units and sales of buses surged 53.5% to 8,400 units.

## NEW MOTOR VEHICLE REGISTRATIONS BY TYPE IN 2023



## TRENDS IN NEW MOTOR VEHICLE REGISTRATIONS



## NEW MINI-VEHICLE SALES BY TYPE

In vehicle units

Year	Passenger Cars (Minicars)	Commercial Vehicles ("Bonnet" minivans)	Commercial Vehicles (Cab-over-engine minivans)	Commercial Vehicles (Mini-trucks)	Total	
						Chg. (%)
2001	1,273,570	120,010	175,594	284,346	1,853,520	98.9
2002	1,307,296	101,789	163,412	258,203	1,830,700	98.8
2003	1,291,889	89,532	172,644	250,690	1,804,755	98.6
2004	1,372,083	77,297	183,995	257,775	1,891,150	104.8
2005	1,387,068	77,547	197,141	261,960	1,923,716	101.7
2006	1,507,598	68,714	204,838	242,469	2,023,619	105.2
2007	1,447,106	57,509	196,040	219,164	1,919,819	94.9
2008	1,426,979	51,622	185,806	205,486	1,869,893	97.4
2009	1,283,429	42,932	167,358	194,452	1,688,171	90.3
2010	1,284,665	41,630	180,505	219,620	1,726,420	102.3
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
2023	1,341,330	40,913	205,138	157,538	1,744,919	106.5

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

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
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
2023	1,758,169	893,228	1,341,330	3,992,727	115.8	143,690	230,670	403,589	777,949	104.1	2,614	5,796	8,410	153.5	4,779,086	113.8	3,034,167	118.4	1,744,919	106.5	2023

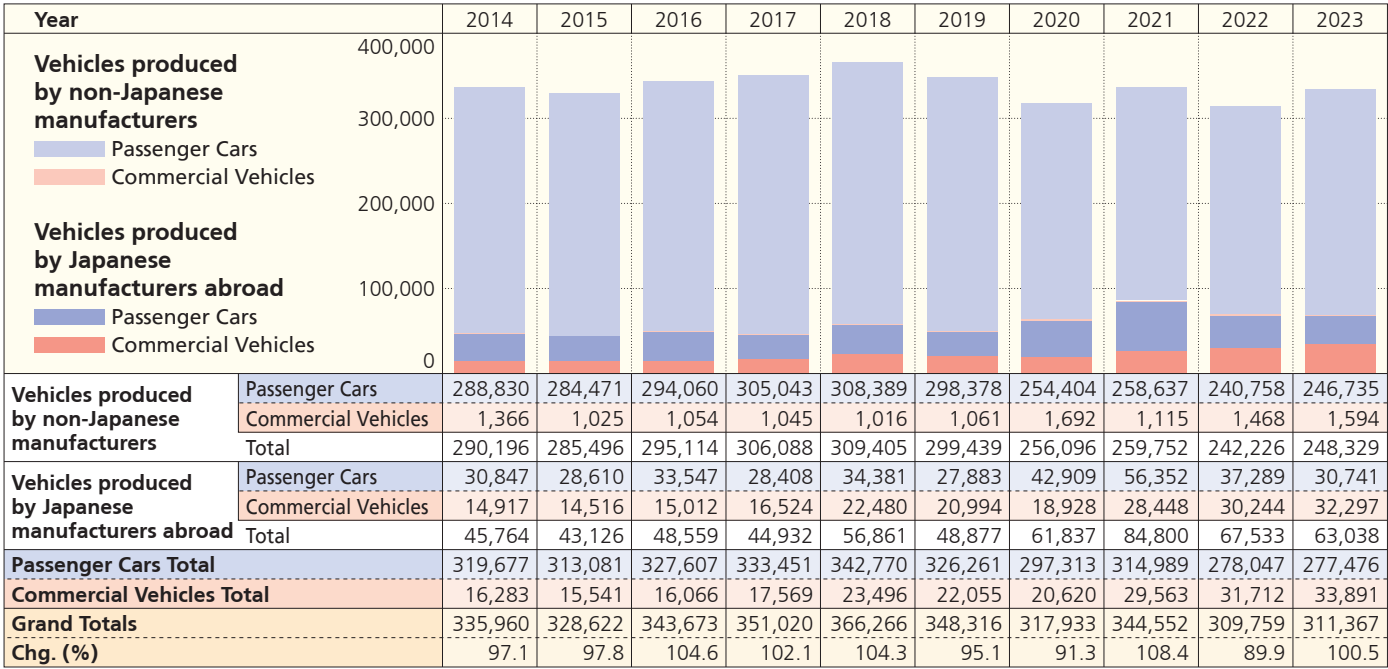
Notes: 1. Chassis-based through 2002, data compilation became vehicle registration number-based as of 2003. 2. Truck figures include special-purpose vehicles (except large ones). 3. Data includes imported cars. 4. "Chg. (%)" means change from the previous year (with the previous year's result indexed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



### 311,000 New Imported Vehicles Sold in Total

Sales of new imported vehicles in Japan in 2023 totalled 311,000 units, up 0.5% from the previous year, with new passenger cars dropping 0.2% to 277,000 units but new commercial vehicles (trucks and buses) climbing 6.9% to 34,000 units. Meanwhile, sales of used imported vehicles increased 0.1% from the previous year to 556,000 units, with used passenger cars roughly the same at 534,000 units but used trucks rising 6.1% to 20,000 units.

#### TRENDS IN IMPORTED MOTOR VEHICLE SALES



#### IMPORTED MOTOR VEHICLES (ON CUSTOMS CLEARANCE BASIS)

In vehicle units

Year	Passenger Cars	Chg. (%)	Commercial Vehicles	Other	Total Motor Vehicles	Chg. (%)	Motorcycles
1980	46,285	71.4	547	1,085	47,917	72.2	17,015
1985	52,225	118.3	380	546	53,151	118.4	7,087
1990	251,169	128.6	911	761	252,841	128.6	28,696
1995	401,836	136.0	2,469	390	404,695	130.3	43,936
2000	283,582	109.2	1,470	376	285,428	109.3	74,906
2005	282,654	98.6	1,420	660	284,734	98.4	444,635
2010	230,791	158.4	11,922	780	243,493	156.7	353,260
2014	336,764	98.0	16,662	1,278	354,704	98.2	410,143
2015	320,295	95.1	15,873	820	336,988	95.0	353,519
2016	331,207	103.4	17,455	651	349,313	103.7	341,254
2017	336,950	101.7	20,091	672	357,713	102.4	458,415
2018	358,221	106.3	26,633	839	385,693	107.8	540,008
2019	335,766	93.7	24,938	971	361,675	93.8	585,578
2020	282,606	84.2	24,036	622	307,264	85.0	707,491
2021	306,820	108.6	30,897	671	338,388	110.1	873,855
2022	279,469	91.1	33,084	596	313,149	92.5	854,893
2023	320,725	114.8	37,532	935	359,192	114.7	836,639

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

Source: Trade Statistics of Japan, Ministry of Finance

#### USED IMPORTED VEHICLE SALES

In vehicle units

Year	Passenger Cars	Chg. (%)	Trucks	Chg. (%)	Special-Purpose Vehicles	Chg. (%)	Other	Total	Chg. (%)
2014	485,055	99.4	15,156	98.2	3,963	83.9	185	504,359	99.3
2015	495,170	102.1	15,373	101.4	3,649	92.1	171	514,363	102.0
2016	512,294	103.5	15,736	102.4	3,103	85.0	202	531,335	103.3
2017	540,946	105.6	15,984	101.6	2,946	94.9	162	560,038	105.4
2018	546,336	101.0	15,890	99.4	2,780	94.4	184	565,190	100.9
2019	558,481	102.2	16,433	103.4	2,562	92.2	195	577,671	102.2
2020	577,969	103.5	18,319	111.5	2,638	103.0	155	599,081	103.7
2021	559,439	96.8	18,005	98.3	2,607	98.8	159	580,210	96.9
2022	533,973	95.4	18,655	103.6	2,500	95.9	276	555,404	95.7
2023	533,729	100.0	19,790	106.1	2,425	97.0	254	556,198	100.1

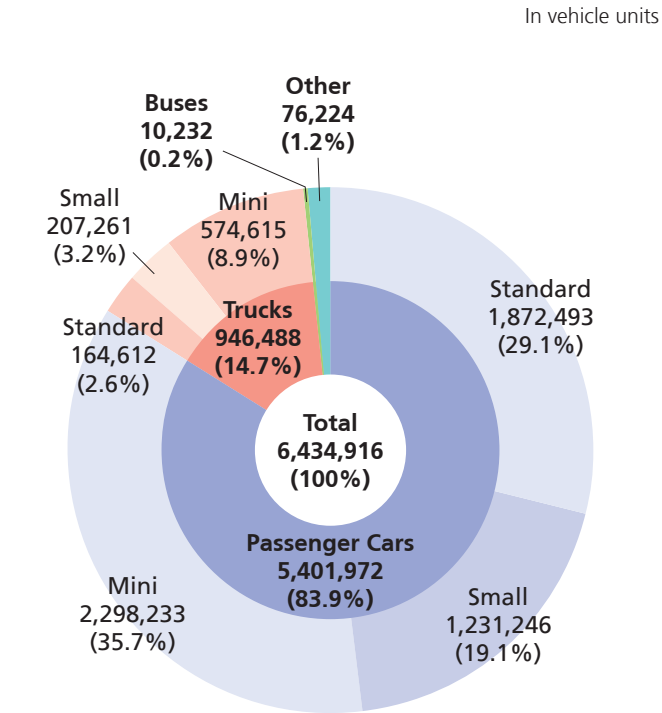
Notes: 1. For motor vehicle classifications in Japan, see page 23. 2. "Other" includes buses, large special-purpose vehicles and small-sized three-wheeled trucks. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Source: Japan Automobile Importers Association

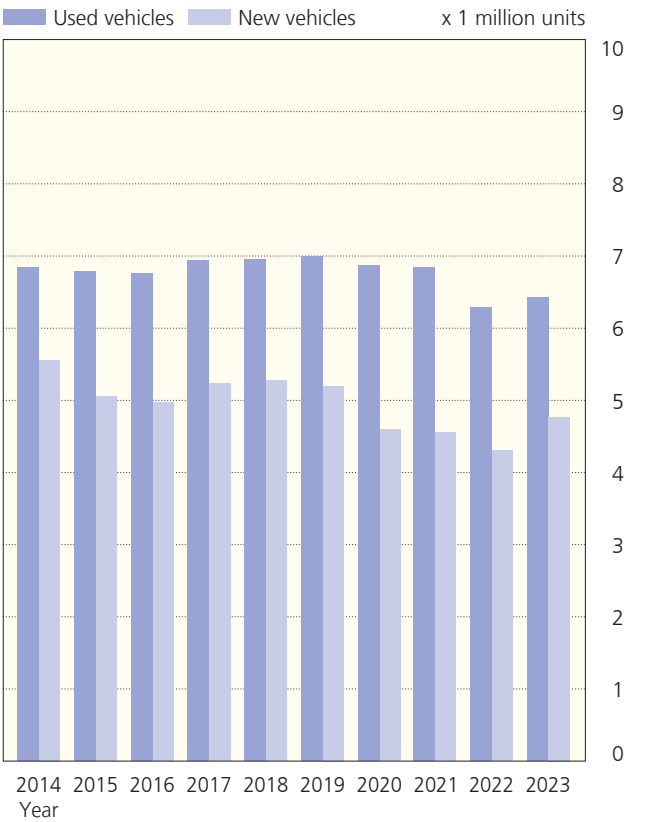
### Used Vehicle Sales Total 6.4 Million Units

In 2023 sales of used motor vehicles increased 2.1% from the previous year to 6.43 million units. Used passenger car sales totalled 5.40 million units, growing 2.6% from the previous year, with standard cars and minicars rising 5.1% and 3.3% to 1.87 million units and 2.30 million units, respectively, but small cars dropping 2.1% to 1.23 million units. Meanwhile, sales of used trucks slipped 0.4% to 946,000 units and sales of used buses dipped 4.6% to 10,000 units.

#### USED VEHICLE SALES BY TYPE IN 2023



#### TRENDS IN NEW AND USED MOTOR VEHICLE SALES



#### USED MOTOR VEHICLE SALES

In vehicle units

Year	Passenger Cars					Trucks					Buses		Other		Total	
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)		Chg. (%)		Chg. (%)		Chg. (%)
1985	160,150	3,295,092	356,726	3,811,968	100.9	139,459	589,321	1,125,545	1,854,325	108.3	11,655	103.1	44,620	116.7	5,722,568	103.3
1990	304,193	3,945,086	304,782	4,554,061	106.2	185,851	555,634	1,746,495	2,487,980	102.1	13,377	98.3	54,118	107.3	7,109,536	104.7
1995	994,311	3,845,076	727,259	5,566,646	106.6	221,523	521,244	1,538,718	2,281,485	102.2	13,327	105.4	84,409	119.1	7,945,867	105.4
2000	1,742,786	3,050,087	1,448,546	6,241,419	104.8	201,714	412,511	1,169,626	1,783,851	99.1	15,173	102.7	173,475	105.2	8,213,918	103.5
2005	2,002,563	2,460,410	1,890,154	6,353,127	101.0	240,060	368,778	980,714	1,589,552	101.8	18,871	109.5	144,910	106.4	8,106,460	101.3
2010	1,592,110	1,816,696	1,873,466	5,282,272	98.9	177,327	245,642	732,854	1,155,823	92.6	14,163	92.6	87,238	91.4	6,539,496	97.6
2014	1,630,421	1,653,214	2,367,235	5,650,870	99.8	163,536	215,295	721,406	1,100,237	96.7	12,531	97.7	76,536	94.5	6,840,174	99.2
2015	1,668,429	1,602,719	2,354,077	5,625,225	99.5	162,130	211,480	700,589	1,074,199	97.6	13,173	105.1	74,217	97.0	6,786,814	99.2
2016	1,729,194	1,564,982	2,322,533	5,616,709	99.8	161,717	217,544	670,935	1,050,196	97.8	13,204	100.2	76,013	102.4	6,756,122	99.5
2017	1,802,956	1,588,747	2,414,874	5,806,577	103.4	166,629	218,601	656,703	1,041,933	99.2	13,066	99.0	75,942	99.9	6,937,518	102.7
2018	1,834,306	1,523,537	2,449,940	5,807,783	100.0	174,106	216,026	663,976	1,054,108	101.2	13,256	101.5	76,251	100.4	6,951,398	100.2
2019	1,885,765	1,485,339	2,504,576	5,875,680	101.2	168,465	213,975	641,894	1,024,334	97.2	12,879	97.2	88,144	115.6	6,988,158	100.5
2020	1,898,616	1,443,889	2,394,963	5,737,468	97.6	169,904	226,298	640,876	1,037,078	101.2	12,194	94.7	80,127	90.9	6,866,867	98.3
2021	1,872,619	1,373,160	2,386,963	5,632,742	98.2	172,465	220,661	615,311	1,008,437	97.2	11,040	90.5	78,806	98.4	6,731,025	98.0
2022	1,781,467	1,257,659	2,225,061	5,264,187	93.5	163,978	205,201	581,285	950,464	94.3	10,720	97.1	76,280	96.8	6,301,651	93.6
2023	1,872,493	1,231,246	2,298,233	5,401,972	102.6	164,612	207,261	574,615	946,488	99.6	10,232	95.4	76,224	99.9	6,434,916	102.1

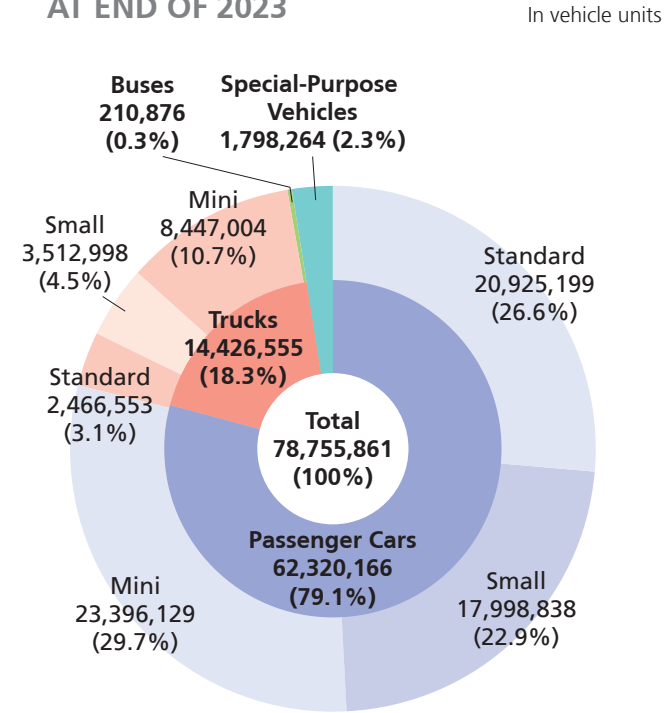
Notes: 1. Passenger cars and trucks are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 23 for details. 2. Includes imported vehicles. 3. "Other" refers to emergency vehicles, special vehicles equipped with beds, refrigerated trucks, tank trucks, tractors, bulldozers, steamrollers, snowplows, snowmobiles, etc., that are assigned special registration numbers. 4. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100).

Sources: Japan Automobile Dealers Association; Japan Mini Vehicles Association

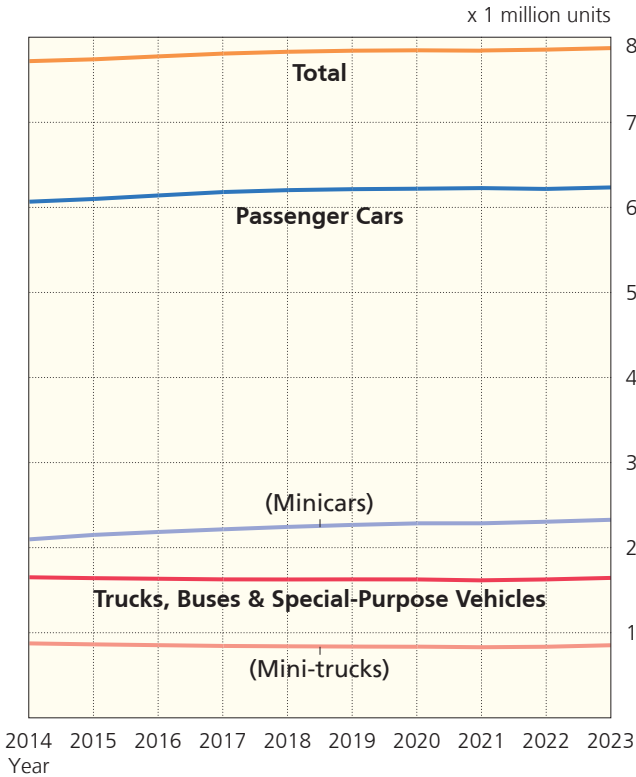
## A Total of 78.76 Million Motor Vehicles in Use

At the end of December 2023, motor vehicles in use in Japan (excluding motorcycles) totalled 78.76 million units, a 0.3% increase from the previous year. Passenger cars in use grew 0.3% to 62.32 million units, with standard cars and minicars rising 2.1% and 0.9% to 20.93 million units and 23.40 million units, respectively, but small cars dropping 2.7% to 18.00 million units. Whereas trucks in use increased 0.4% to 14.43 million units compared to the previous year, buses in use fell 1.2% from 2022 to 210,900 units. At the end of March 2023, the average service life of motor vehicles in Japan was 13.42 years for passenger cars, 15.96 years for trucks, and 20.41 years for buses.

### MOTOR VEHICLES IN USE BY TYPE AT END OF 2023



### TRENDS IN MOTOR VEHICLES IN USE

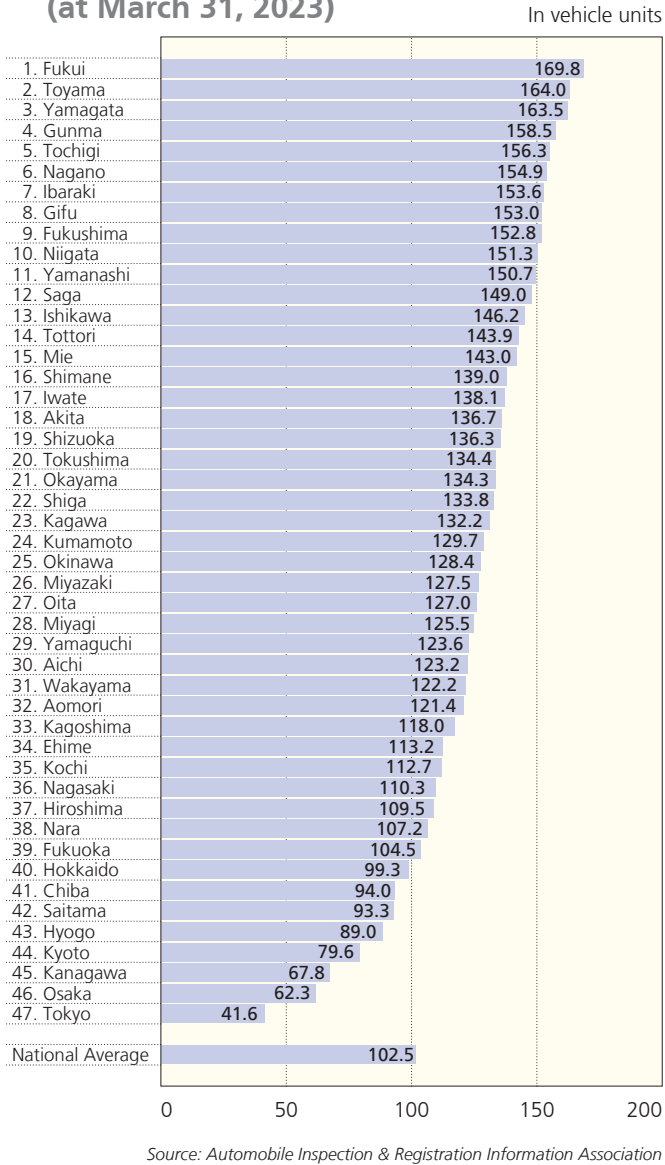


### MOTOR VEHICLES IN USE (at end of every calendar year)

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
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
2023	20,925,199	17,998,838	23,396,129	62,320,166	100.3	2,466,553	3,512,998	8,447,004	14,426,555	100.4	103,251	107,625	210,876	98.8	1,798,264	100.8	78,755,861	100.3	197,943	25,578	2023

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

### PRIVATE PASSENGER CARS IN USE PER 100 HOUSEHOLDS BY PREFECTURE (at March 31, 2023)



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

At March 31, 2023

Year of First Registration	Vehicles in Use	% of "Vehicles in Use" Total
April 2022-March 2023	2,321,185	6.0
April 2021-March 2022	2,252,916	5.8
April 2020-March 2021	2,428,455	6.2
April 2019-March 2020	2,571,406	6.6
April 2018-March 2019	2,639,637	6.8
April 2017-March 2018	2,552,745	6.6
April 2016-March 2017	2,544,946	6.5
April 2015-March 2016	2,238,071	5.8
April 2014-March 2015	2,167,890	5.6
April 2013-March 2014	2,359,448	6.1
April 2012-March 2013	2,136,117	5.5
April 2011-March 2012	1,815,136	4.7
April 2010-March 2011	1,620,795	4.2
April 2009-March 2010	1,581,972	4.1
April 2008-March 2009	1,091,150	2.8
April 2007-March 2008	1,003,266	2.6
April 2006-March 2007	842,143	2.2
-March 2006	4,715,139	12.1
Total "Vehicles in Use"	38,882,417	100

### AVERAGE AGE BY TYPE

In years

Year	Passenger Cars	Trucks	Buses
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
2023	9.22	11.84	12.76

### AVERAGE SERVICE LIFE BY TYPE

In years

Year	Passenger Cars	Trucks	Buses
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
2023	13.42	15.96	20.41

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

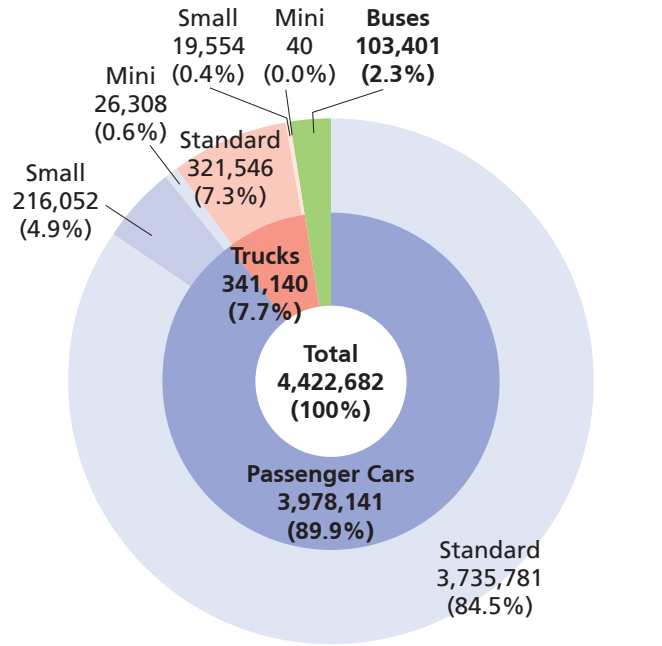
In vehicle units



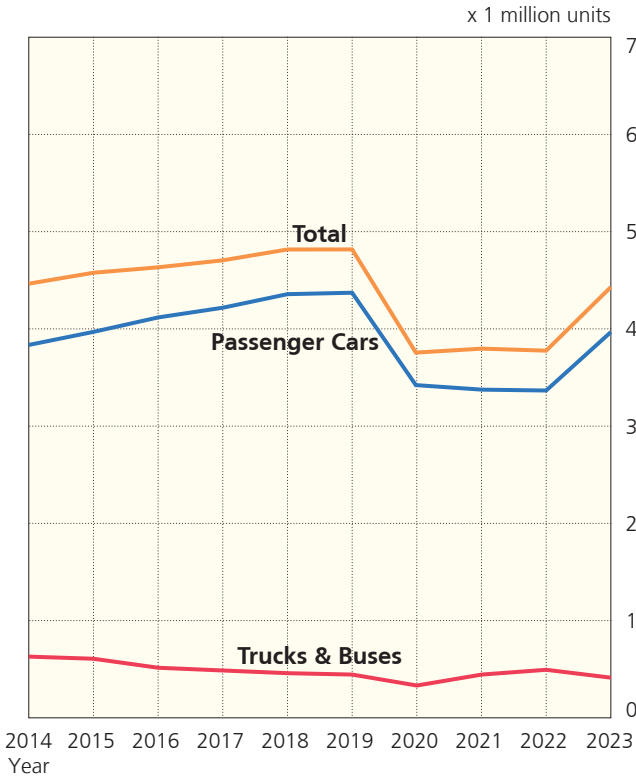
Motor Vehicle Exports Total 4.42 Million Units

Exports of motor vehicles in 2023 totalled 4.42 million units. Whereas passenger car and bus exports rose 19.8% and 20.6% to 3.98 million units and 103,000 units, respectively, truck exports fell 16.0% from the previous year to 341,000 units.

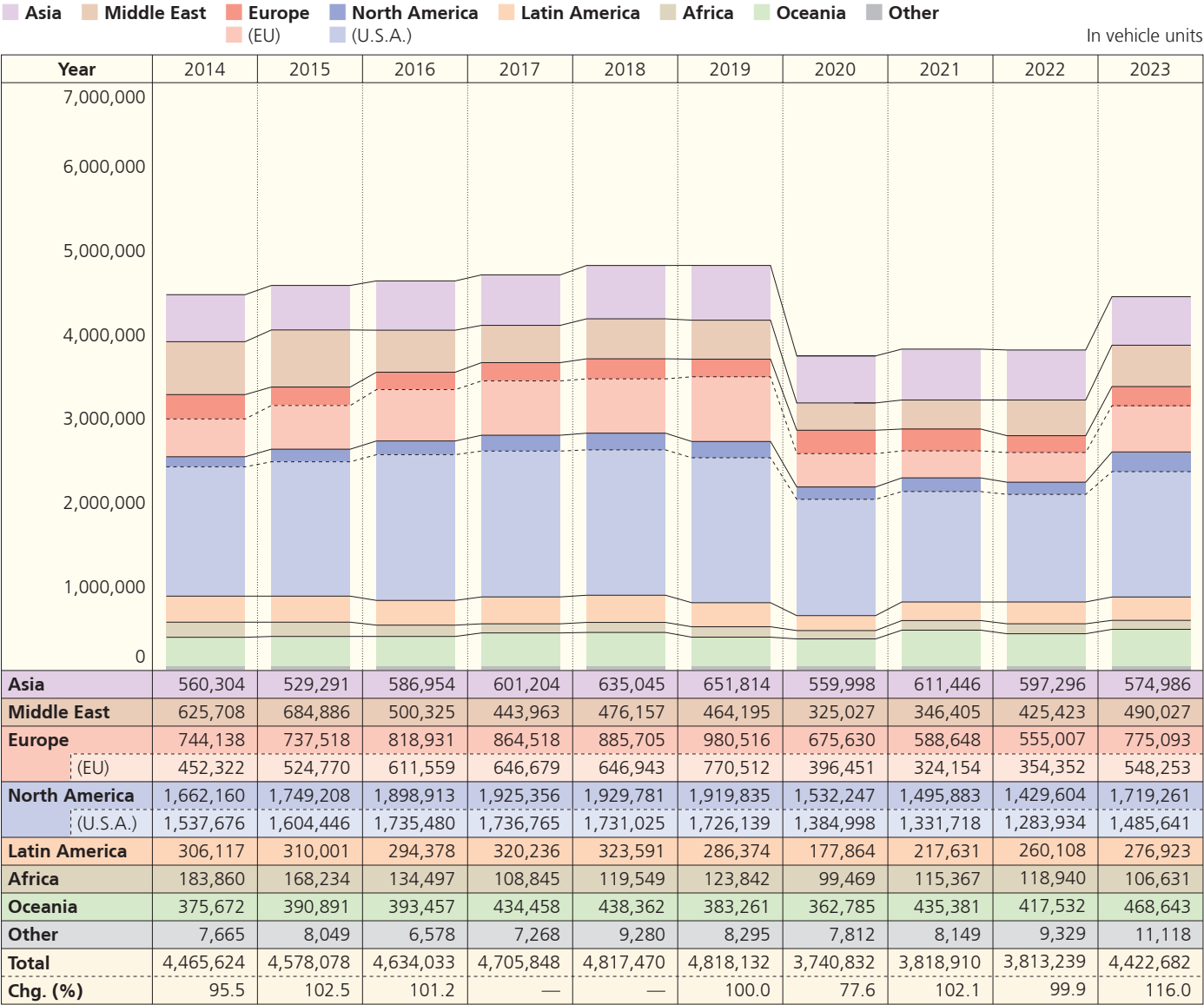
MOTOR VEHICLE EXPORTS BY TYPE IN 2023



TRENDS IN MOTOR VEHICLE EXPORTS



MOTOR VEHICLE EXPORT TRENDS BY DESTINATION



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
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	376,561	29,565	0	406,126	107.2	85,728	118.6	3,813,239	99.9	2022
2023	3,735,781	216,052	26,308	3,978,141	119.8	321,546	19,554	40	341,140	84.0	103,401	120.6	4,422,682	116.0	2023

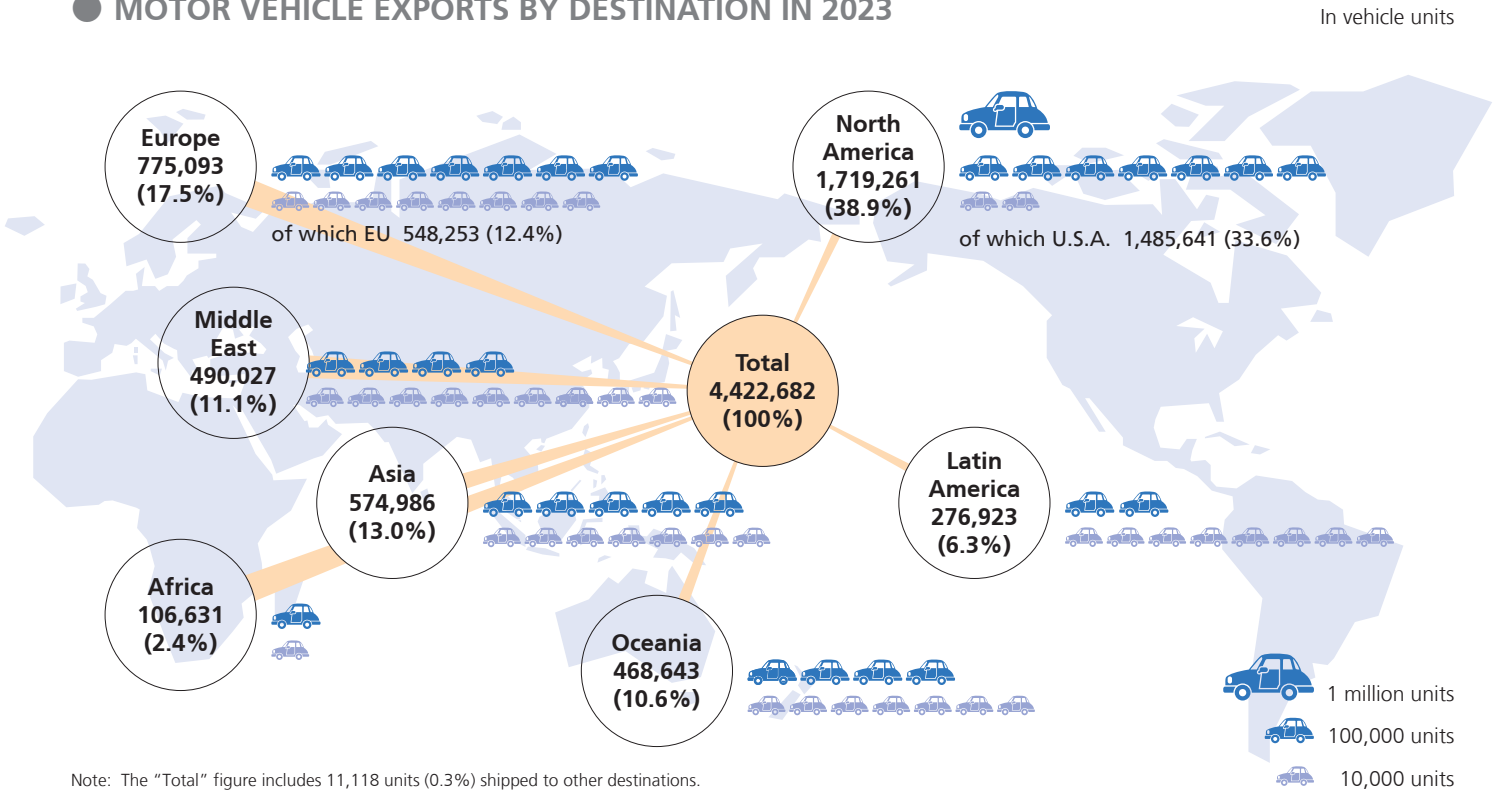
Notes: 1. Figures represent ex-factory export shipments of motor vehicles manufactured in Japan, which are classified in the above categories as per Japanese law, including the Road Vehicles Act. 2. Vehicle type classification in this table differs somewhat from that used in Ministry of Finance export 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 Almost All Destinations

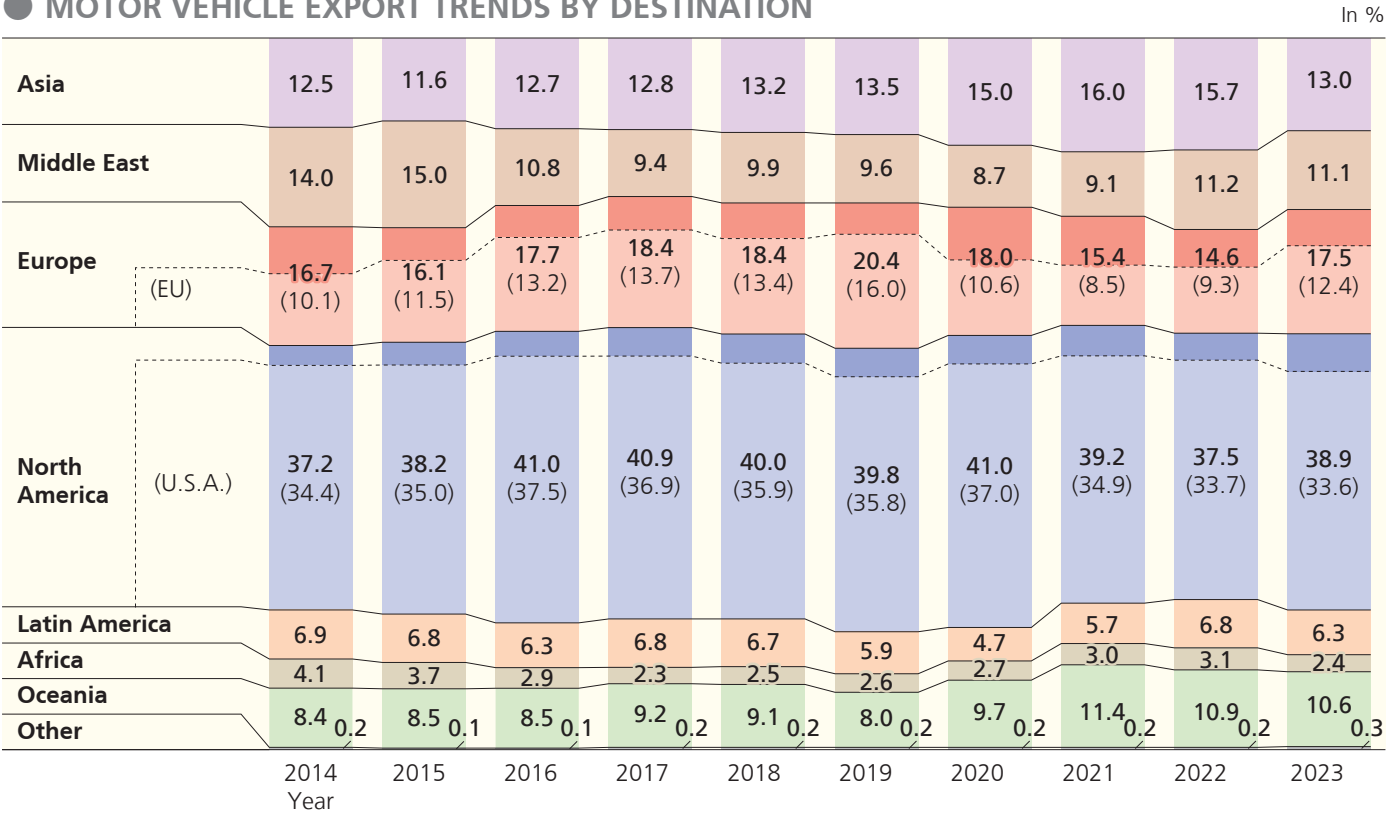
Motor vehicle exports increased in 2023 from the previous year to North America (1.72 million units), Europe (775,100 units), the Middle East (490,000 units), Oceania (469,000 units), and Latin America (277,000 units), but decreased to Asia (575,000 units) and Africa (107,000 units).

MOTOR VEHICLE EXPORTS BY DESTINATION IN 2023



Note: The "Total" figure includes 11,118 units (0.3%) shipped to other destinations.

MOTOR VEHICLE EXPORT TRENDS BY DESTINATION



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

MOTOR VEHICLE EXPORTS BY DESTINATION & BY VEHICLE TYPE IN 2023

In vehicle units

Destination		Passenger Cars				Trucks				Buses	Total
		Standard	Small	Mini	Subtotal	Standard	Small	Mini	Subtotal		
Asia	South Korea	21,156	0	0	21,156	227	0	0	227	0	21,383
	China	202,993	0	0	202,993	0	0	0	0	0	202,993
	Taiwan	82,109	5,336	0	87,445	10,335	0	0	10,335	419	98,199
	Hong Kong	6,707	3,736	269	10,712	2,432	0	0	2,432	426	13,570
	Thailand	1,880	52	0	1,932	8,944	0	0	8,944	9,489	20,365
	Singapore	4,520	2,276	0	6,796	1,437	838	0	2,275	288	9,359
	Malaysia	24,369	4,317	0	28,686	16,790	624	0	17,414	2	46,102
	Philippines	13,151	1,074	0	14,225	7,917	0	0	7,917	17,256	39,398
	Indonesia	16,152	1,180	0	17,332	20,543	0	40	20,583	6,290	44,205
	Pakistan	11	4,464	26,018	30,493	468	0	0	468	404	31,365
	Other	34,639	457	21	35,117	11,551	0	0	11,551	1,379	48,047
	Subtotal	407,687	22,892	26,308	456,887	80,644	1,462	40	82,146	35,953	574,986
Middle East	Bahrain	8,902	102	0	9,004	1,044	0	0	1,044	855	10,903
	Saudi Arabia	150,830	318	0	151,148	29,942	0	0	29,942	2,759	183,849
	Kuwait	42,799	216	0	43,015	2,338	0	0	2,338	2,188	47,541
	Oman	17,394	323	0	17,717	5,377	0	0	5,377	1,872	24,966
	Israel	35,609	3,098	0	38,707	1,036	0	0	1,036	0	39,743
	United Arab Emirates	75,374	1,351	0	76,725	8,494	0	0	8,494	2,693	87,912
	Qatar	18,133	458	0	18,591	941	0	0	941	859	20,391
	Other	57,064	630	0	57,694	13,634	0	0	13,634	3,394	74,722
	Subtotal	406,105	6,496	0	412,601	62,806	0	0	62,806	14,620	490,027
Europe	Sweden	22,796	452	0	23,248	0	236	0	236	0	23,484
	Denmark	8,288	2,664	0	10,952	0	315	0	315	0	11,267
	Netherlands	18,145	4,642	0	22,787	0	157	0	157	0	22,944
	Belgium	20,406	2,360	0	22,766	0	356	0	356	0	23,122
	France	39,468	15,054	0	54,522	0	2,558	0	2,558	0	57,080
	Germany	96,985	15,152	0	112,137	0	2,901	0	2,901	0	115,038
	Spain	47,076	1,995	0	49,071	0	702	0	702	0	49,773
	Italy	42,668	25,789	0	68,457	8,892	2,689	0	11,581	0	80,038
	Finland	14,055	211	0	14,266	0	274	0	274	0	14,540
	Poland	58,540	2,154	0	60,694	21	608	0	629	0	61,323
	Austria	15,427	2,640	0	18,067	0	958	0	958	0	19,025
	Greece	2,396	3,566	0	5,962	0	520	0	520	0	6,482
	Other	54,016	7,105	0	61,121	1,736	1,280	0	3,016	0	64,137
	Subtotal	440,266	83,784	0	524,050	10,649	13,554	0	24,203	0	548,253
	Norway	12,644	101	0	12,745	0	0	0	0	0	12,745
	UK	126,154	23,551	0	149,705	1,217	2,038	0	3,255	0	152,960
	Switzerland	13,671	2,603	0	16,274	0	173	0	173	0	16,447
	Russia	0	0	0	0	0	0	0	0	0	0
	Turkey	16,315	2,331	0	18,646	5,700	0	0	5,700	0	24,346
	Ukraine	15,896	284	0	16,180	1,050	0	0	1,050	0	17,230
	Other	2,678	209	0	2,887	0	225	0	225	0	3,112
	Subtotal	627,624	112,863	0	740,487	18,616	15,990	0	34,606	0	775,093
North America	Canada	233,038	0	0	233,038	582	0	0	582	0	233,620
	U.S.A.	1,444,424	0	0	1,444,424	41,217	0	0	41,217	0	1,485,641
	Subtotal	1,677,462	0	0	1,677,462	41,799	0	0	41,799	0	1,719,261
Latin America	Mexico	63,610	23,975	0	87,585	13,405	0	0	13,405	7,311	108,301
	Puerto Rico	35,905	0	0	35,905	81	0	0	81	0	35,986
	Colombia	11,490	2,166	0	13,656	3,584	0	0	3,584	262	17,502
	Ecuador	4,052	3,279	0	7,331	1,860	0	0	1,860	514	9,705
	Peru	7,426	327	0	7,753	3,687	0	0	3,687	1,207	12,647
	Chile	20,918	1,469	0	22,387	1,279	0	0	1,279	13	23,679
	Brazil	7,698	876	0	8,574	0	0	0	0	0	8,574
	Other	32,971	4,254	0	37,225	15,975	852	0	16,827	6,477	60,529
	Subtotal	184,070	36,346	0	220,416	39,871	852	0	40,723	15,784	276,923
Africa	Algeria	897	0	0	897	0	0	0	0	0	897
	Egypt	2,569	0	0	2,569	3,187	672	0	3,859	1,991	8,419
	Nigeria	1,281	0	0	1,281	593	0	0	593	806	2,680
	Kenya	127	45	0	172	4,698	0	0	4,698	453	5,323
	South Africa	12,591	2,070	0	14,661	8,195	368	0	8,563	18,319	41,543
	Other	17,907	1,378	0	19,285	21,694	84	0	21,778	6,706	47,769
	Subtotal	35,372	3,493	0	38,865	38,367	1,124	0	39,491	28,275	106,631
Oceania	Australia	351,004	22,053	0	373,057	26,302	0	0	26,302	2,752	402,111
	New Zealand	37,058	10,920	0	47,978	4,133	0	0	4,133	399	52,510
	Other	5,559	844	0	6,403	4,249	126	0	4,375	3,244	14,022
	Subtotal	393,621	33,817	0	427,438	34,684	126	0	34,810	6,395	468,643
Other		3,840	145	0	3,985	4,759	0	0	4,759	2,374	11,118
Grand Totals		3,735,781	216,052	26,308	3,978,141	321,546	19,554	40	341,140	103,401	4,422,682

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

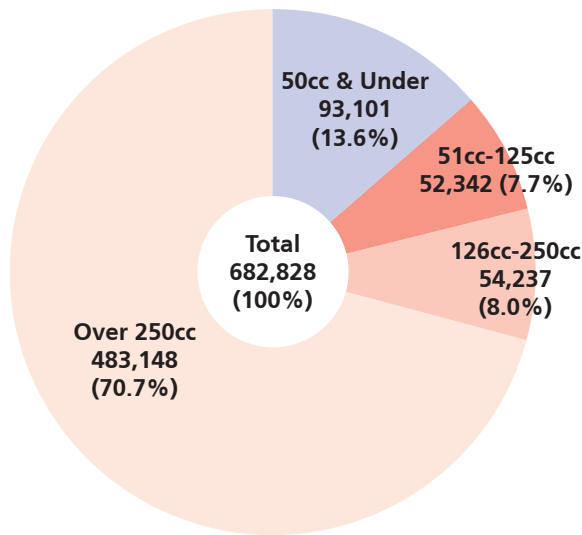
Source: Japan Automobile Manufacturers Association

## Motorcycle Production Totals 683,000 Units

Overall domestic motorcycle production in 2023 declined 1.7% from the previous year to 683,000 units. By engine capacity, Class 1 motor-driven cycles (50cc and under) fell 39.0% to 93,000 units and Class 2 motor-driven cycles (51cc to 125cc) dropped 4.3% to 52,000 units, but mini-sized motorcycles (126cc to 250cc) rose 1.3% to 54,000 units and small-sized motorcycles (over 250cc) climbed 11.3% to 483,000 units. The combined total for larger motorcycles (all those over 50cc) increased 8.7% to 590,000 units.

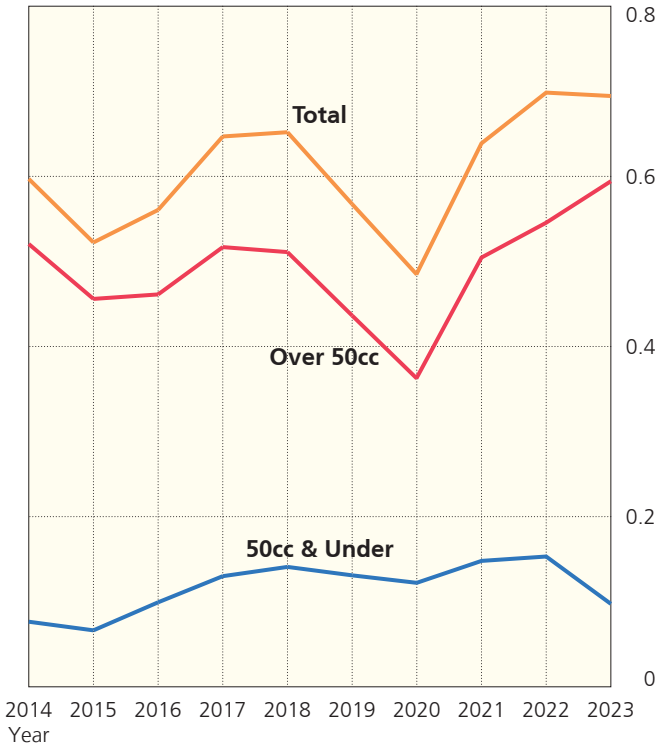
### MOTORCYCLE PRODUCTION BY ENGINE CAPACITY IN 2023

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
2014	76,569	31,529	93,536	395,424	520,489	597,058	106.0
2015	66,438	30,886	76,945	348,125	455,956	522,394	87.5
2016	99,319	31,465	73,194	356,558	461,217	560,536	107.3
2017	130,149	33,665	78,993	404,176	516,834	646,983	115.4
2018	140,921	59,451	61,658	389,854	510,963	651,884	100.8
2019	131,013	47,945	54,682	333,736	436,363	567,376	87.0
2020	122,209	38,504	53,939	269,944	362,387	484,596	85.4
2021	142,412	54,280	58,001	392,261	504,542	646,954	133.5
2022	152,547	54,703	53,564	434,154	542,421	694,968	107.4
2023	93,101	52,342	54,237	483,148	589,727	682,828	98.3

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).

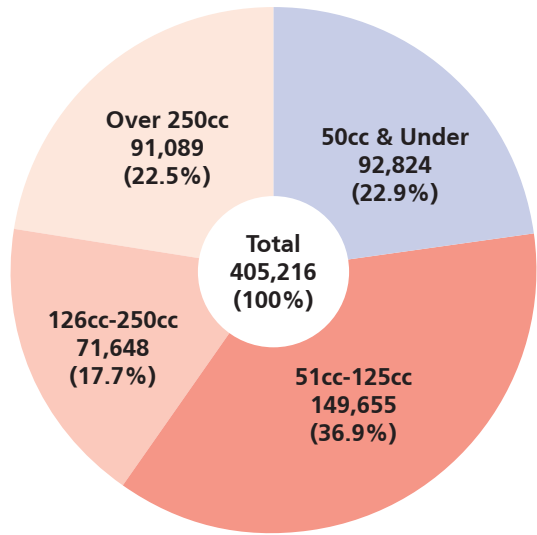
Source: Japan Automobile Manufacturers Association

## Motorcycle Sales Total 405,000 Units

Domestic motorcycle sales in 2023 finished at 405,000 units. By engine capacity, whereas sales of Class 1 motor-driven cycles (50cc and under) dropped 29.3% to 93,000 units and small-sized motorcycles (over 250cc) declined 9.7% to 91,000 units, Class 2 motor-driven cycles (51cc to 125cc) surged 47.2% to 150,000 units and mini-sized motorcycles (126cc to 250cc) grew 0.5% to 72,000 units. Overall sales of motorcycles with engine capacity over 50cc totalled 312,000 units, an increase of 14.1% from 2022.

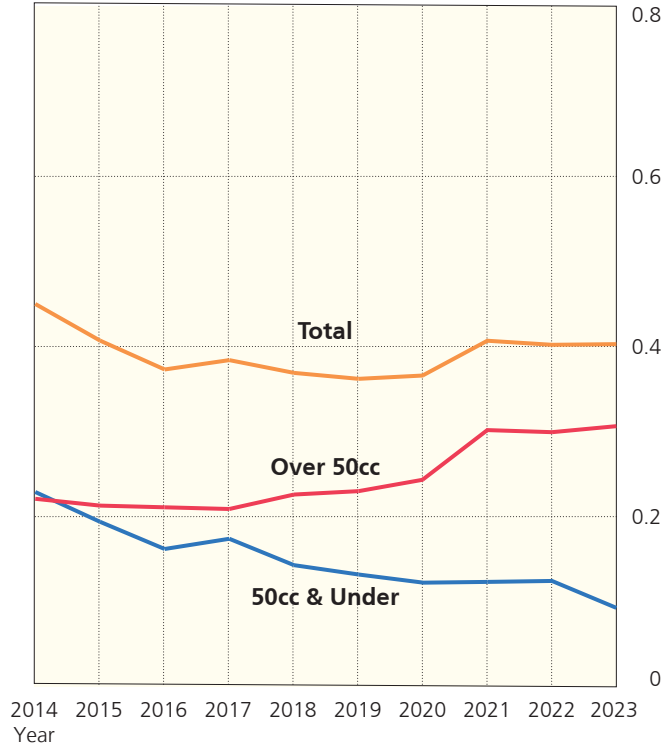
### MOTORCYCLE SALES BY ENGINE CAPACITY IN 2023

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
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
2023	92,824	149,655	71,648	91,089	312,392	405,216	100.0

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

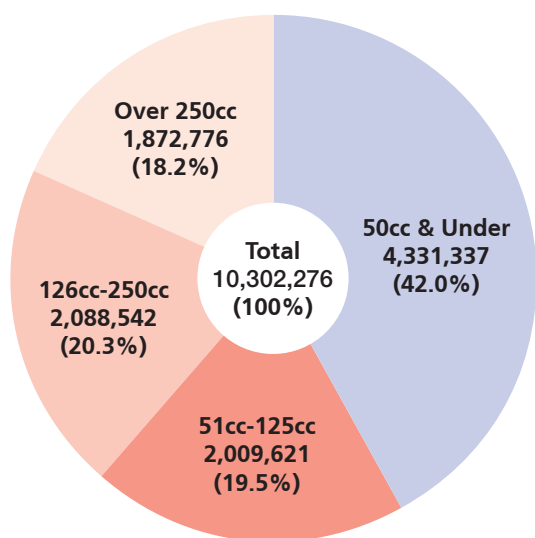


## 10.30 Million Motorcycles in Use

At March 31, 2023, motorcycles in use in Japan totalled 10.30 million units, down 0.1% from the previous year. By engine capacity, whereas Class 1 motor-driven cycles, accounting for 42% of all motorcycles in use, dropped 3.5% to 4.33 million units in 2023, Class 2 motor-driven cycles, mini-sized motorcycles, and small-sized motorcycles in use rose 3.0%, 1.4%, and 3.4% to 2.01 million units, 2.09 million units, and 1.87 million units, respectively. Thus, motorcycles over 50cc in use increased 2.6%, to a total of 5.97 million units.

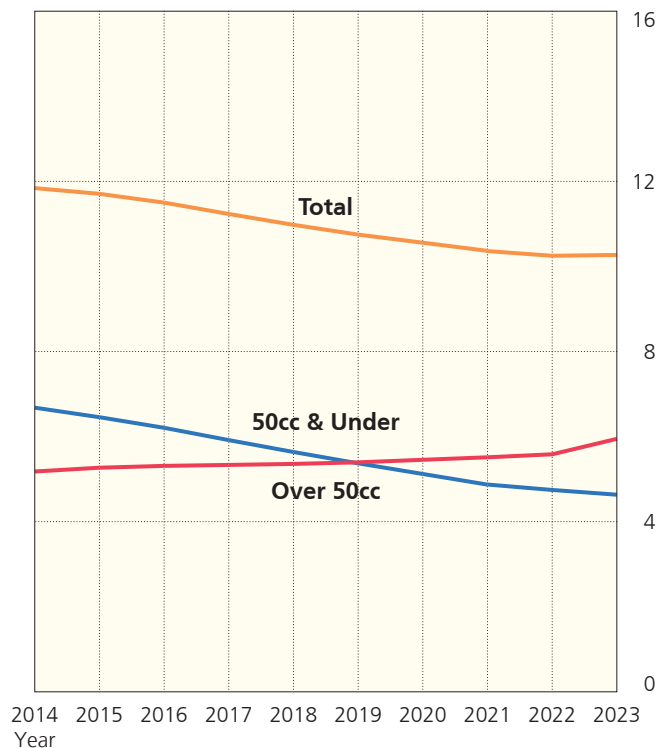
### ● MOTORCYCLES IN USE BY ENGINE CAPACITY (at March 31, 2023)

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
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
2023	4,331,337	2,009,621	2,088,542	1,872,776	5,970,939	10,302,276	99.9

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).

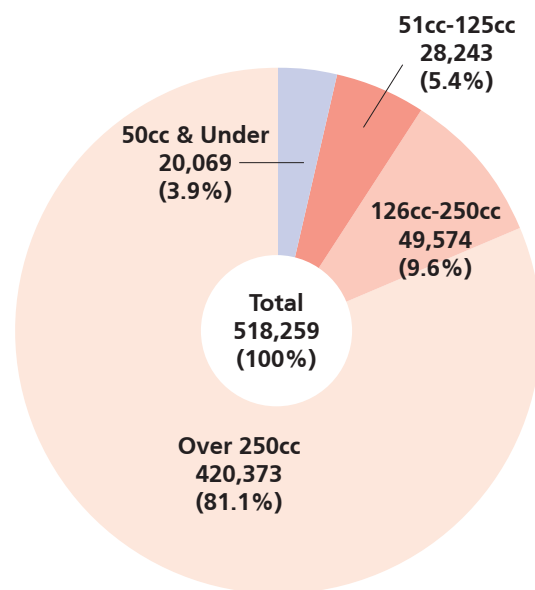
Sources: Ministry of Land, Infrastructure, Transport and Tourism; since 2006 (only for the 125cc-and-under categories), Ministry of Internal Affairs and Communications

## Motorcycle Exports Total 518,000 Units

Motorcycle exports in 2023 grew 6.5% from the previous year to 518,000 units. By engine capacity, whereas exports of Class 1 motor-driven cycles, Class 2 motor-driven cycles, and mini-sized motorcycles declined 20.2%, 26.1%, and 4.2% to 20,000 units, 28,000 units, and 50,000 units, respectively, exports of small-sized motorcycles climbed 13.1% to 420,000 units.

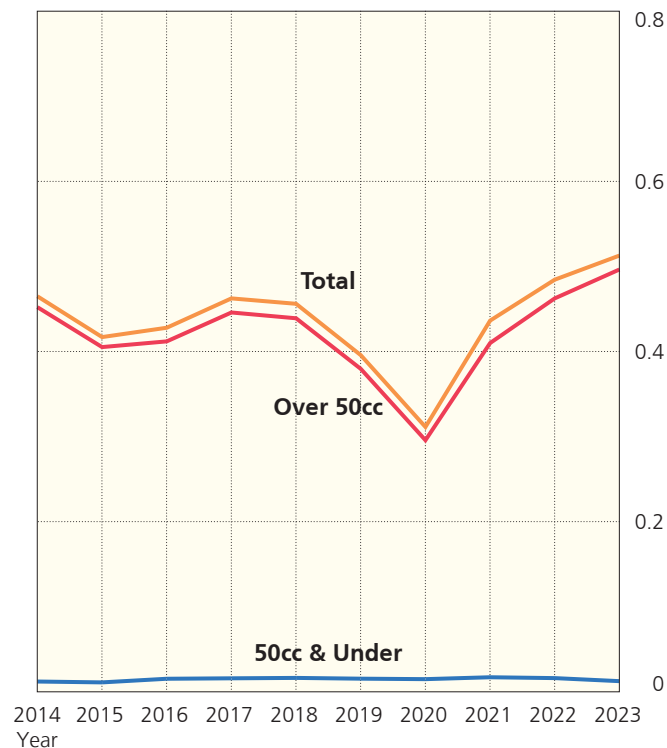
### ● MOTORCYCLE EXPORTS BY ENGINE CAPACITY IN 2023

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
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
2023	20,069	28,243	49,574	420,373	498,190	518,259	106.5

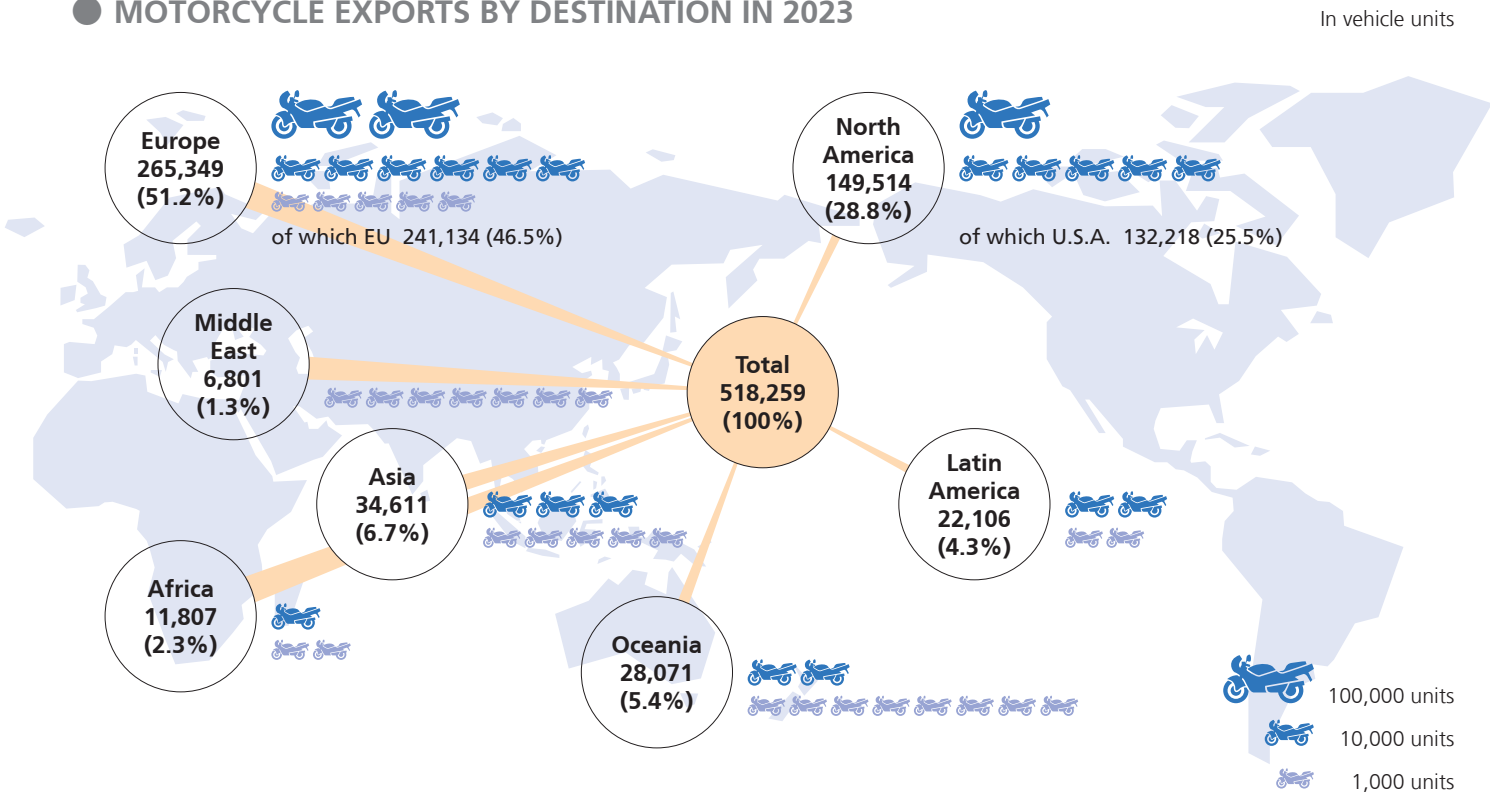
Notes: 1. Figures represent ex-factory export shipments of motorcycles manufactured in Japan. 2. Class 2 motor-driven cycles include three-wheeled motor-driven cycles. 3. KD sets have been excluded since 1979; they represent less than 60% of the cost of compositional components per vehicle and have been 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

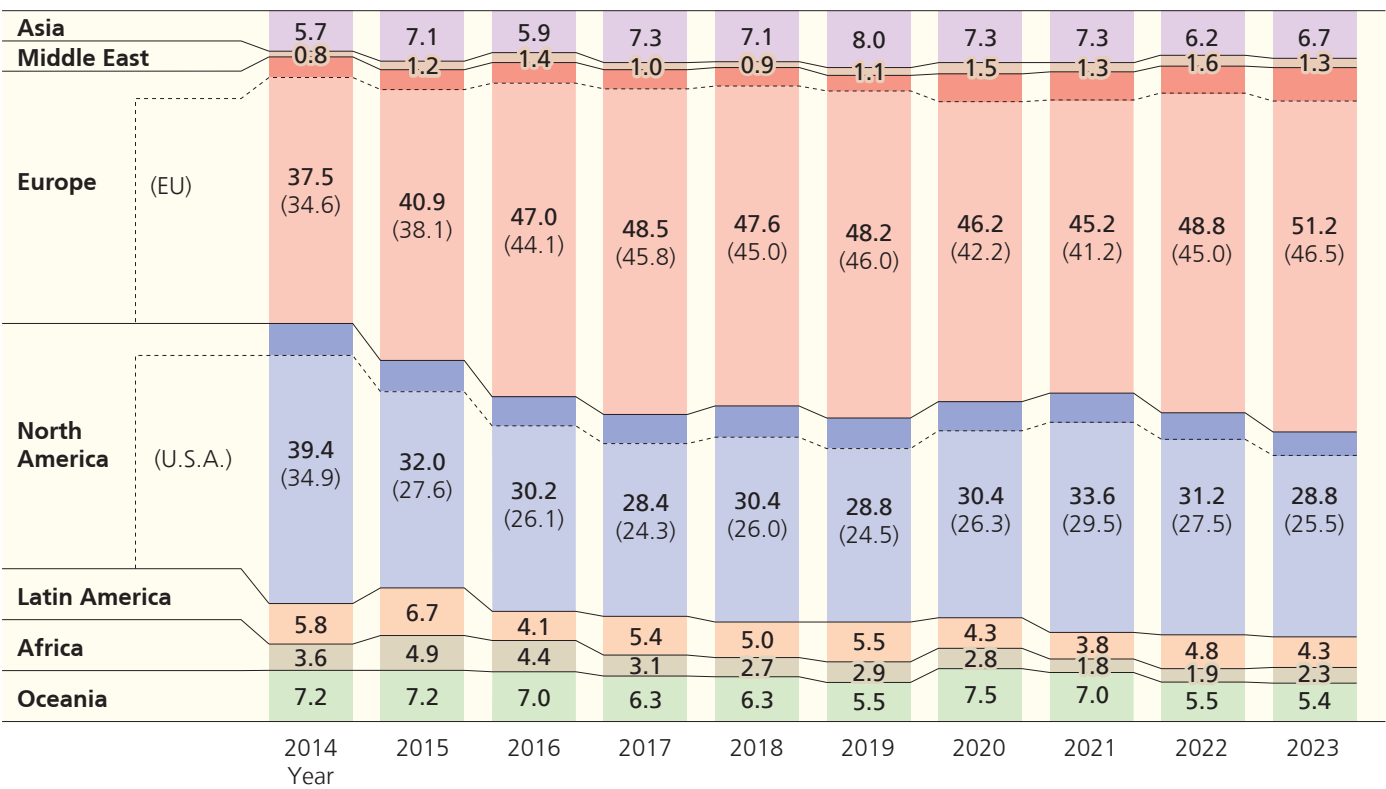
## An Increase in Motorcycle Exports to a Majority of Destinations

Compared to the previous year, motorcycle exports in 2023 increased to Europe (265,000 units), Asia (35,000 units), Oceania (28,000 units), and Africa (12,000 units), but decreased to North America (150,000 units), Latin America (22,000 units), and the Middle East (7,000 units).

### MOTORCYCLE EXPORTS BY DESTINATION IN 2023



### MOTORCYCLE EXPORT TRENDS BY DESTINATION



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

### MOTORCYCLE EXPORTS BY DESTINATION & BY ENGINE CAPACITY IN 2023

In vehicle units

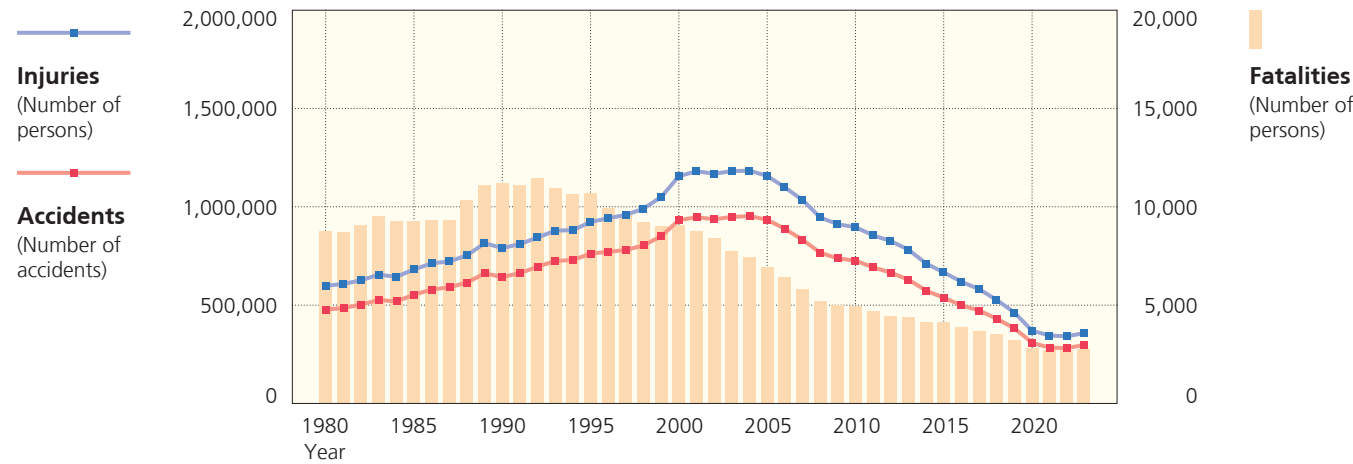
Destination		Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total
			Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal	
Asia	South Korea	12	4	2	5,077	5,083	5,095
	China	0	0	96	5,734	5,830	5,830
	Taiwan	0	122	0	5,175	5,297	5,297
	Hong Kong	0	0	126	789	915	915
	Thailand	0	0	40	4,880	4,920	4,920
	Singapore	0	133	352	2,339	2,824	2,824
	Malaysia	0	0	24	3,607	3,631	3,631
	Philippines	24	37	221	2,770	3,028	3,052
	Indonesia	2	765	353	454	1,572	1,574
	Other	10	39	66	1,358	1,463	1,473
	Subtotal	48	1,100	1,280	32,183	34,563	34,611
Middle East	Saudi Arabia	15	58	39	1,140	1,237	1,252
	Israel	0	79	65	2,507	2,651	2,651
	United Arab Emirates	48	228	160	1,002	1,390	1,438
	Other	33	88	257	1,082	1,427	1,460
	Subtotal	96	453	521	5,731	6,705	6,801
Europe	Sweden	0	0	110	1,501	1,611	1,611
	Denmark	0	0	62	1,474	1,536	1,536
	Netherlands	0	753	1,066	32,316	34,135	34,135
	Belgium	0	0	248	5,201	5,449	5,449
	France	2,451	2,638	3,154	58,060	63,852	66,303
	Germany	537	1,222	1,104	32,055	34,381	34,918
	Portugal	0	0	0	726	726	726
	Spain	228	242	281	27,197	27,720	27,948
	Italy	273	398	1,398	43,747	45,543	45,816
	Poland	0	0	132	3,656	3,788	3,788
	Austria	0	0	228	7,306	7,534	7,534
	Hungary	0	0	15	1,688	1,703	1,703
	Greece	84	90	93	4,454	4,637	4,721
	Croatia	33	46	24	777	847	880
	Slovenia	93	95	121	1,216	1,432	1,525
	Other	0	0	161	2,380	2,541	2,541
	Subtotal	3,699	5,484	8,197	223,754	237,435	241,134
	Norway	0	0	15	913	928	928
	UK	0	0	330	9,759	10,089	10,089
	Switzerland	81	47	230	6,892	7,169	7,250
	Russia	0	0	0	0	0	0
	Turkey	0	0	69	5,098	5,167	5,167
	Other	0	0	10	771	781	781
	Subtotal	3,780	5,531	8,851	247,187	261,569	265,349
North America	Canada	1,147	2,151	3,226	10,772	16,149	17,296
	U.S.A.	12,257	9,483	22,960	87,518	119,961	132,218
	Subtotal	13,404	11,634	26,186	98,290	136,110	149,514
Latin America	Mexico	6	38	70	2,364	2,472	2,478
	Guatemala	6	32	230	415	677	683
	Panama	3	4	69	108	181	184
	Colombia	18	302	168	2,897	3,367	3,385
	Peru	0	6	26	141	173	173
	Chile	42	101	251	1,099	1,451	1,493
	Brazil	6	36	355	8,453	8,844	8,850
	Argentina	0	30	66	1,157	1,253	1,253
	Other	171	260	1,376	1,800	3,436	3,607
	Subtotal	252	809	2,611	18,434	21,854	22,106
Africa	Morocco	92	28	69	494	591	683
	Guinea	0	20	0	0	20	20
	Dem Rep Congo	0	1,832	84	60	1,976	1,976
	Ethiopia	0	2,048	2,485	0	4,533	4,533
	Kenya	0	203	34	11	248	248
	Uganda	0	199	29	0	228	228
	South Africa	30	266	664	966	1,896	1,926
	Other	9	396	495	1,293	2,184	2,193
	Subtotal	131	4,992	3,860	2,824	11,676	11,807
Oceania	Australia	1,905	3,100	4,524	13,468	21,092	22,997
	New Zealand	447	618	1,646	2,071	4,335	4,782
	Other	6	6	95	185	286	292
	Subtotal	2,358	3,724	6,265	15,724	25,713	28,071
Grand Totals		20,069	28,243	49,574	420,373	498,190	518,259

Source: Japan Automobile Manufacturers Association

## Promoting Greater Road Safety

In 2023 road fatalities (defined here as deaths taking place within 24 hours of accident occurrence) in Japan rose to 2,678, the first such increase in eight years. Road accidents and road injuries also saw increases, for the first time in nineteen years, to 307,911 (in number of accidents) and 365,027 (in number of persons). 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.

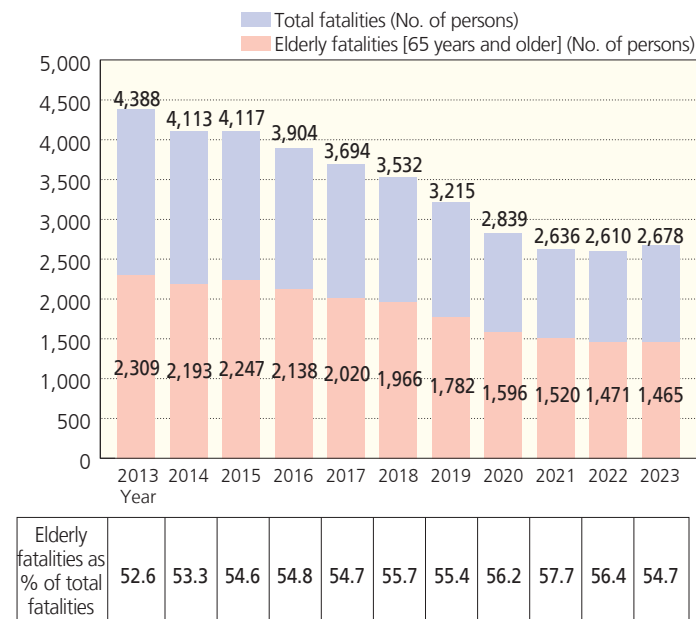
### ROAD ACCIDENTS/INJURIES/FATALITIES



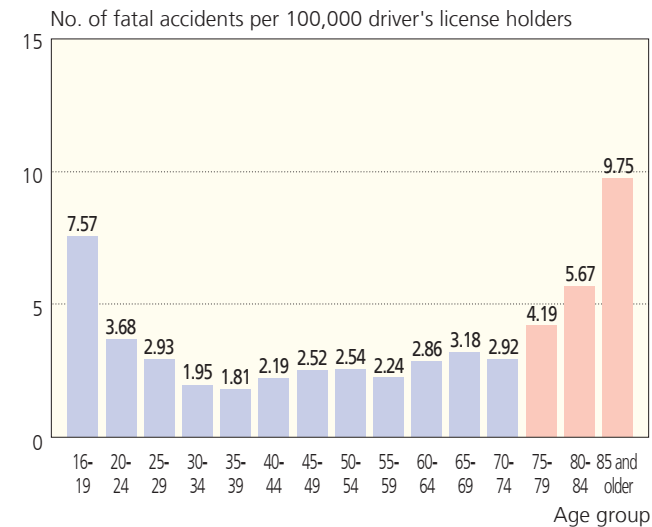
Year	Accidents (Number of accidents)	Injuries (Number of persons)	Fatalities (Number of persons)
1980	476,677	598,719	8,760
1985	552,788	681,346	9,261
1990	643,097	790,295	11,227
1995	761,794	922,677	10,684
2000	931,950	1,155,707	9,073
2005	934,346	1,157,113	6,937
2010	725,924	896,297	4,948
2011	692,084	854,613	4,691
2012	665,157	825,392	4,438
2013	629,033	781,492	4,388

Year	Accidents (Number of accidents)	Injuries (Number of persons)	Fatalities (Number of persons)
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
2023	307,911	365,027	2,678

### 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.

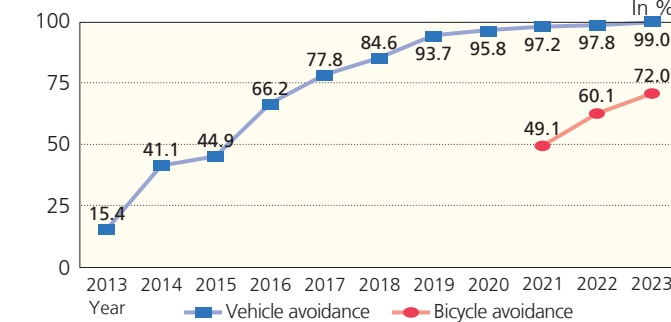
### THE "SAFETY SUPPORT CAR" Ver 1.0 CONCEPT

Safety Support Car ("Sapocar")	Safety Support Car S ("Sapocar S")	"Sapocar S" Classification The "Sapocar S" concept has three sub-classifications, based on the safety features installed.	
 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	 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)

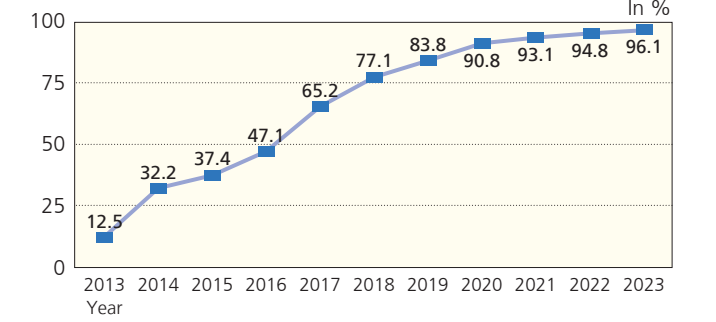
(1) In automatic-transmission vehicles only. (2) Including lane-keeping assist. (3) Automatic high-to-low-beam headlamp control, glare-free high beam headlamp control, or adaptive front-lighting system. (4) 30km/h or lower.

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

#### Advanced Emergency Braking System



#### Acceleration Control for Pedal Error



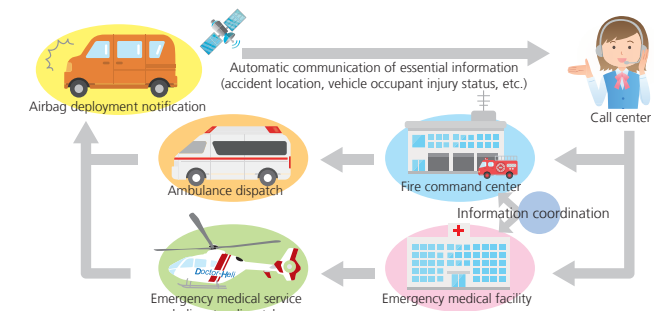
Note: "In %" means the number of passenger cars equipped with the ADAS feature as a percentage of the total number of passenger cars produced for the domestic market.  
Source: Japan Automobile Manufacturers Association

### 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 2023, more than 6.6 million vehicles were equipped with AACN.

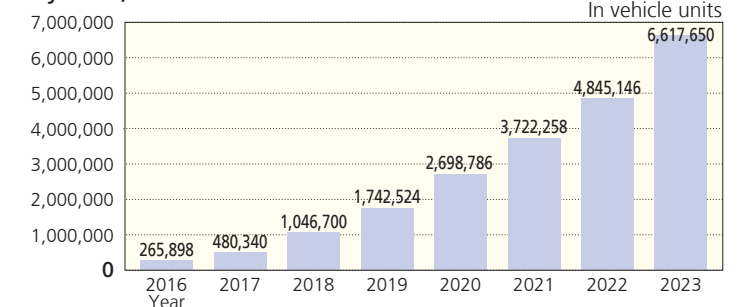
ACN	Automatic collision notification	Automatic communication of essential information (location, etc.) to the authorities concerned in the event of a serious road traffic accident
AACN	Advanced automatic collision notification	Essential information automatically communicated to relevant authorities in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

#### AACN: A Schematic Overview



Source: National Agency for Automotive Safety and Victims' Aid

#### Cumulative Number of AACN-Equipped Vehicles in Use by Year, 2016-2023



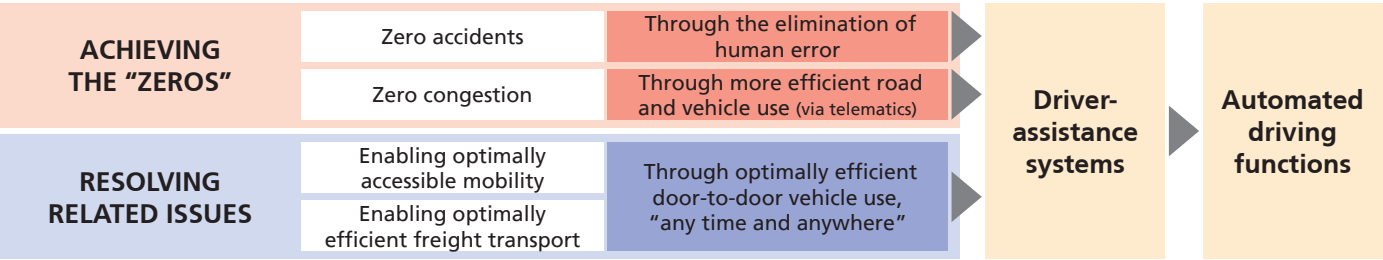
Note: Above figures apply only to AACN-equipped vehicles manufactured by Japanese automakers for the domestic market. Source: Japan Automobile Manufacturers Association



## The Transition to Automated Driving

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

### JAMA’S VIEW OF AUTOMATED DRIVING



### DEFINITIONS OF DRIVING AUTOMATION LEVELS AND LEVEL-COMPATIBLE VEHICLE DESCRIPTIONS

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

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

Source: The Public-Private ITS Initiative/Roadmaps initiative

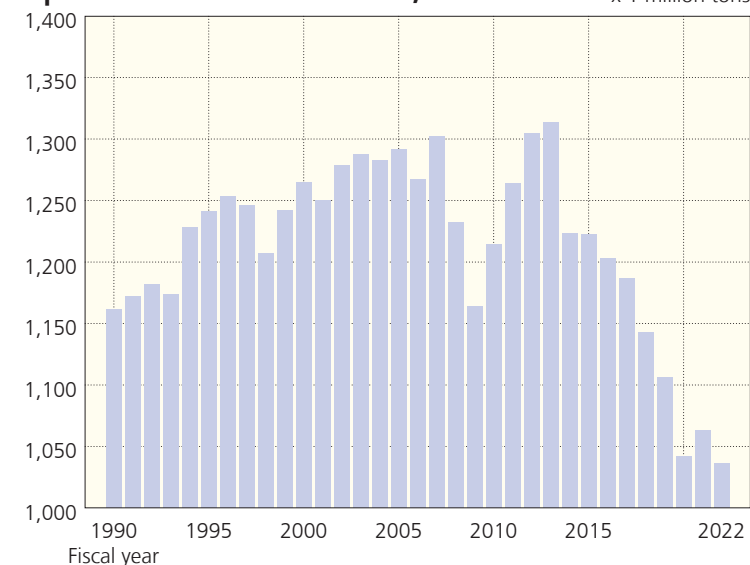
## Climate Change and CO<sub>2</sub> Emissions Reduction: The Response of the Transport Sector

In 2022 Japan's CO<sub>2</sub> emissions totalled 1.04 billion tons, of which the transportation sector accounted for nearly 19%. Despite a small increase in 2022 over the previous year, CO<sub>2</sub> emission volumes in Japan's transport sector have trended downwards since peaking in 2001, owing largely to increased fuel efficiency in passenger cars and greater efficiency in goods distribution. The automobile industry will continue to vigorously promote CO<sub>2</sub> emissions reduction in road transport by further improving vehicle fuel efficiency and expanding the market supply of alternative fuel vehicles.

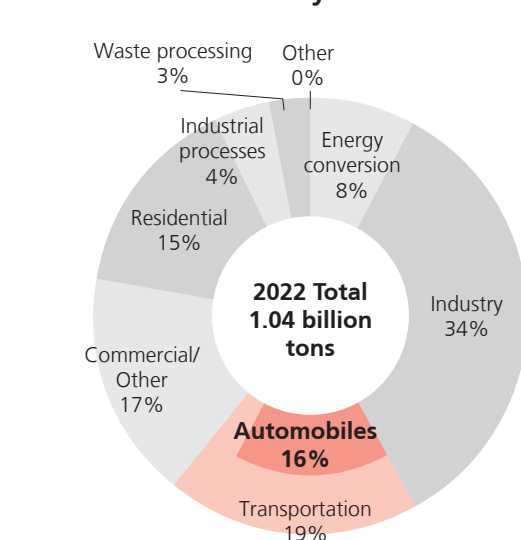
### CO<sub>2</sub> EMISSIONS IN JAPAN

The transportation sector accounts for nearly 19% of Japan's total CO<sub>2</sub> emissions, which in 2022 amounted to 1.04 billion tons.

Japan's CO<sub>2</sub> Emission Volumes, 1990-2022 x 1 million tons



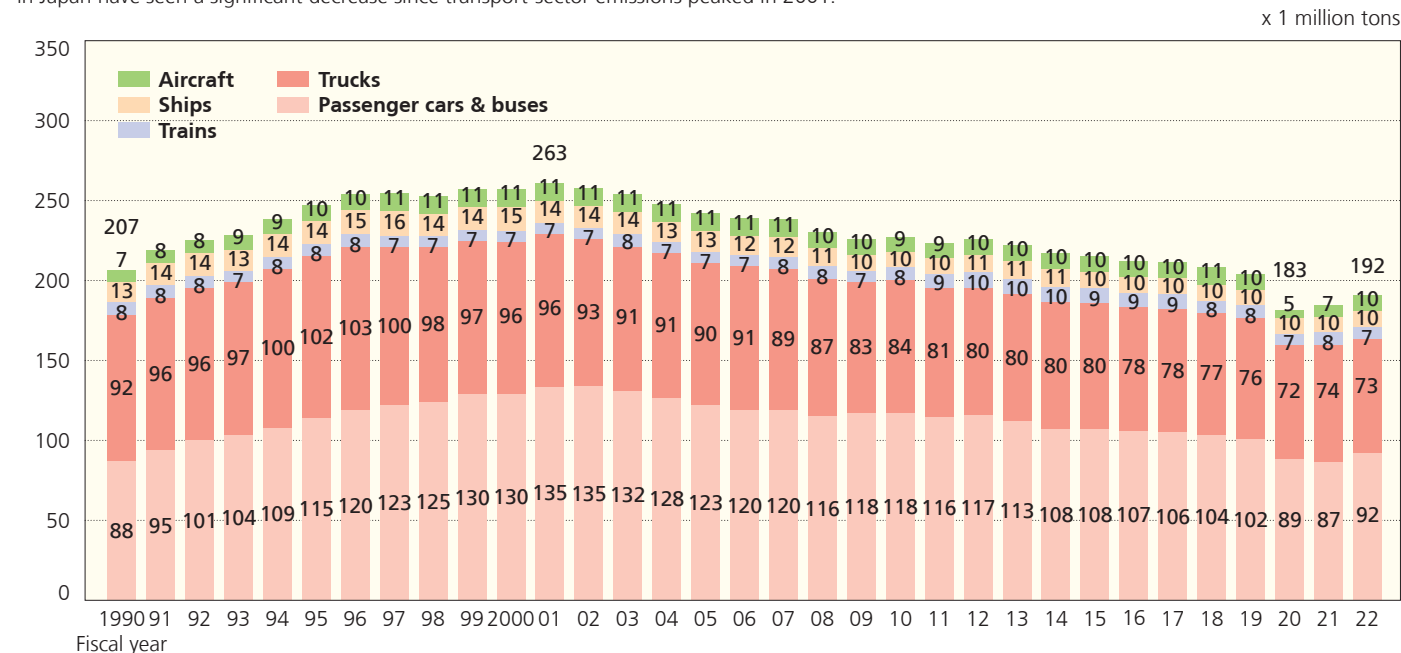
CO<sub>2</sub> Emission Shares by Sector in 2022



Source: Ministry of the Environment

### TRENDS IN CO<sub>2</sub> EMISSION VOLUMES IN JAPAN'S TRANSPORT SECTOR, BY MODE

Motor vehicle-emitted CO<sub>2</sub> accounts for about 85% of the totality of CO<sub>2</sub> emitted by Japan's transport sector. CO<sub>2</sub> emissions from road transportation in Japan have seen a significant decrease since transport-sector emissions peaked in 2001.

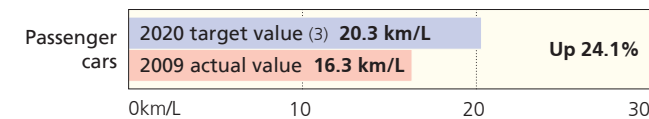


Sources: Ministry of the Environment; Ministry of Land, Infrastructure, Transport and Tourism

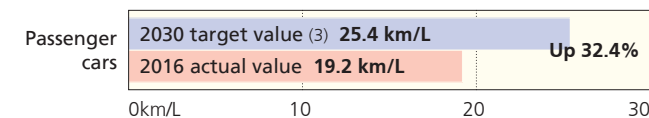
## CO<sub>2</sub> Emissions Reduction: Improving Vehicle Fuel Efficiency

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 fuel 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)

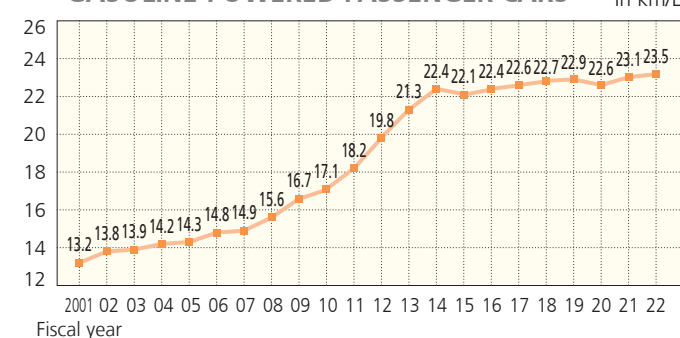


### 2030 AVERAGE FUEL EFFICIENCY TARGET FOR NEW PASSENGER CARS (2)



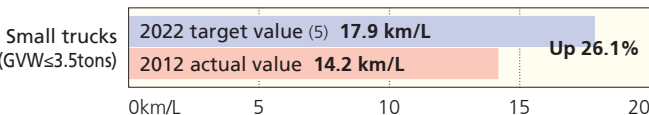
(1) Fuel efficiency is JC08 test cycle-based (see page 18). (2) Fuel efficiency is WLTC-based (see page 18). (3) Targets were established assuming the same shipment volume ratios by vehicle weight category for target years as those recorded in the years showing the actual value of fuel efficiency performance.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

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



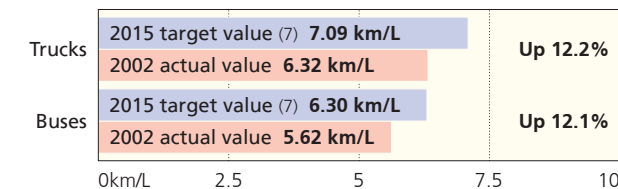
Note: Figures here are JC08 test cycle-based through 2016 and the JC08 test-cycle equivalents of WLTC-based values from 2017. Source: Japan Automobile Manufacturers Association

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

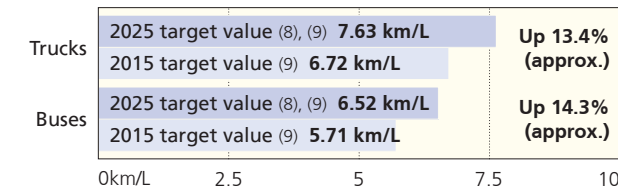


(4) Fuel efficiency is JC08 test cycle-based (see page 18). (5) Targets were established assuming the same shipment volume ratios by vehicle weight category for target years as those recorded in the years showing the actual value of fuel efficiency performance. Sources: Ministry of Economy, Trade and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

#### Improved powertrain performance

– Expansion of lock-up area  
– Expanded number of transmission gears  
– Continuously variable transmission

#### Reduced aerodynamic drag

– Improved body configuration

#### Reduced vehicle weight

– Expanded use of lightweight materials  
– Improved body structure

#### Reduced rolling resistance

– Low rolling-resistance tires

#### Other

– Electric power steering  
– Idling prevention (stop-start)

In-Use Status of Alternative Fuel Vehicles

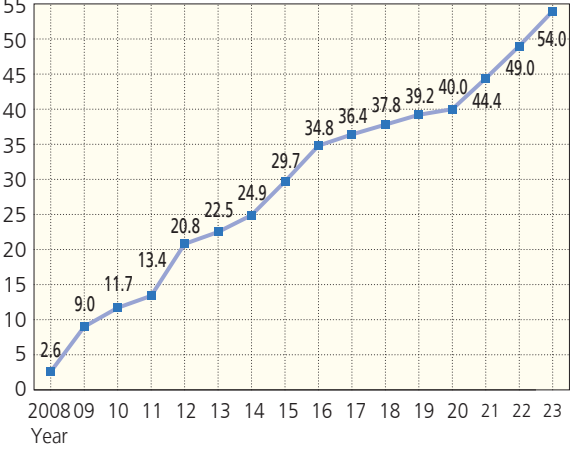
Since 2009, when the government's tax incentive/subsidy programs for the purchase of eco-friendly vehicles were first introduced, new registrations of alternative fuel vehicles—including hybrid, plug-in hybrid, electric, fuel cell, clean diesel, and other new-energy vehicles—had been steadily increasing. 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 alternative fuel vehicles in new passenger car registrations continues to expand yearly, reaching 54% in 2023. 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.

ALTERNATIVE FUEL PASSENGER CAR NEW REGISTRATIONS, 2008-2023

In vehicle units						
Year	Hybrid vehicles	Plug-in hybrid vehicles	Electric vehicles	Fuel cell vehicles	Clean diesel vehicles	Total
2008	108,518	0	0	0	0	108,518
2009	347,999	0	1,078	0	4,364	353,441
2010	481,221	0	2,442	0	8,927	492,590
2011	451,308	15	12,607	0	8,797	472,727
2012	887,863	10,968	13,469	0	40,201	952,501
2013	921,045	14,122	14,756	0	75,430	1,025,353
2014	1,058,402	16,178	16,110	7	78,822	1,169,519
2015	1,074,926	14,188	10,467	411	153,768	1,253,760
2016	1,275,560	9,390	15,299	1,054	143,468	1,444,771
2017	1,385,343	36,004	18,092	849	156,162	1,596,450
2018	1,431,856	23,230	26,533	612	176,725	1,658,956
2019	1,472,281	17,609	21,281	685	175,145	1,687,001
2020	1,346,842	14,680	14,574	761	147,139	1,523,996
2021	1,434,719	22,677	21,658	2,464	149,298	1,630,816
2022	1,450,582	37,719	58,786	848	140,340	1,688,275
2023	1,843,662	52,126	88,512	420	169,683	2,154,403

Source: Japan Automobile Manufacturers Association

TRENDS IN ALTERNATIVE FUEL VEHICLE SHARE IN NEW PASSENGER CAR REGISTRATIONS

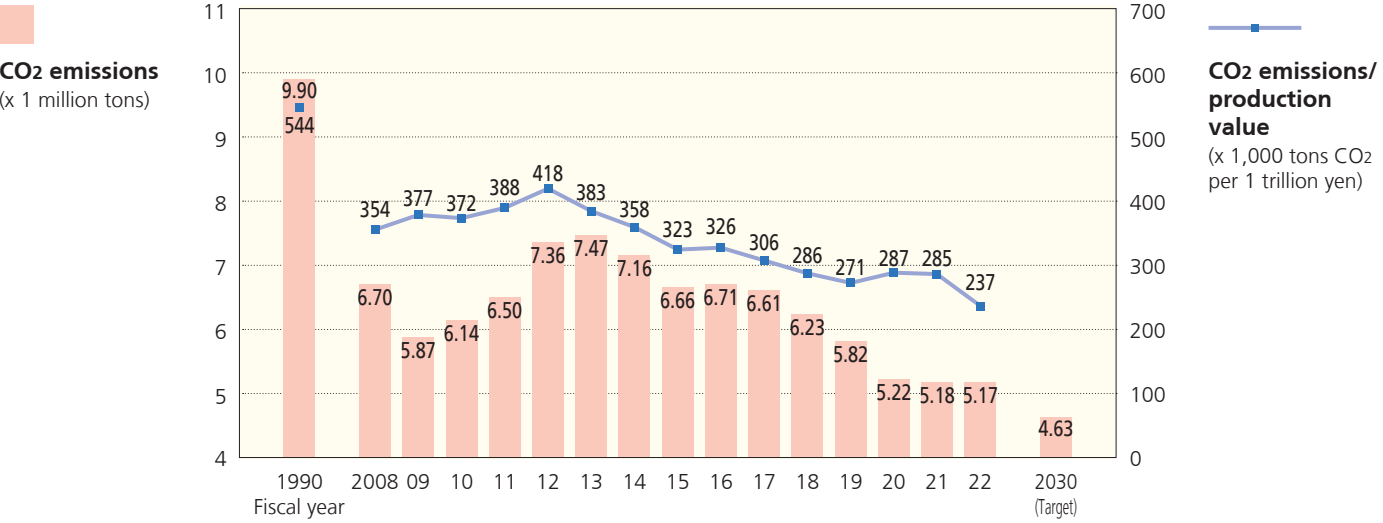


Source: Japan Automobile Manufacturers Association

CO2 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 CO2 emissions at their production plants. Having more recently expanded their voluntary CO2 reduction activities to also include administrative and research facilities, their combined facility-emitted CO2 in 2022 totalled 5.17 million tons (preliminary figure), down 10,000 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 CO2 reductions at their facilities.

FACILITY-GENERATED CO2 EMISSION VOLUMES, 1990-2022



Source: Japan Automobile Manufacturers Association

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

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

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

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

A Voluntary Approach to Reducing Vehicle Cabin VOCs

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

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

Substance	Target Value for Indoor Concentration Level	Principal Sources
Formaldehyde	100 µg/m³ (0.08 ppm)	Adhesives for plywood, wallpaper, etc.
Toluene	260 µg/m³ (0.07 ppm)	Adhesives/paints for interior finishing materials, furniture, etc.
Xylene	200 µg/m³ (0.05 ppm)	Adhesives/paints for interior finishing materials, furniture, etc.
Paradichlorobenzene	240 µg/m³ (0.04 ppm)	Moth repellents, lavatory air fresheners
Ethylbenzene	3,800 µg/m³ (0.88 ppm)	Adhesives/paints for plywood, furniture, etc.
Styrene	220 µg/m³ (0.05 ppm)	Insulation materials, bath units, tatami-mat core materials
Chlorpyrifos	1 µg/m³ (0.07 ppb)	Insecticides (esp. ant exterminators)
Di-n-butyl phthalate	17 µg/m³ (1.5 ppb)	Paints, pigments, adhesives
Tetradecane	330 µg/m³ (0.04 ppm)	Kerosene, paints
Di-2-ethylhexyl phthalate	100 µg/m³ (6.3 ppb)	Wallpaper, flooring materials, wire-coating materials
Diazinon	0.29 µg/m³ (0.02 ppb)	Pesticides
Acetaldehyde	48 µg/m³ (0.03 ppm)	Adhesives for construction materials, wallpaper, etc.
Fenobucarb	33 µg/m³ (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 2022 the volume of auto plant-generated waste destined for landfill disposal totalled 300 tons (preliminary figure). Having long surpassed the target of 1,000 tons set for 2025, JAMA members will nevertheless continue to promote the reduction of plant-generated waste for landfill disposal.

### INDUSTRY MEASURES IN LINE WITH NATIONAL LEGISLATION

	Promotion of Effective Utilization of Resources Law (the “3R” Law)		End-of-Life Vehicle Recycling Law
	Product Design	Waste Management	
“Reduce” initiatives	For designated products (1): - Weight reduction/ Downsizing - Longer product life - Reduced use of hazardous substances	For designated areas of activity: - Reduction/recycling of designated waste products generated in vehicle manufacturing operations: 1) Scrap metals 2) Casting sand residue	<b>ELV Recycling</b>  Basic premise: - Environmentally responsible vehicle design on the part of automobile manufacturers  - Recovery and recycling of: 1) Fluorocarbons 2) Airbags 3) ASR  Note: Motorcycles are not covered by the ELV Recycling Law.
“Reuse” initiatives	For designated products (2): - Use of reusable/recyclable materials		
“Recycle” initiatives	- Ease of dismantling - Ease of sorting - Non-hazardous recycling - Materials identification	- Total waste volume:* 1990 (baseline): 352,000 tons ↓ 2022: 300 tons JAMA target: 1,000 tons by fiscal 2025  *For landfill disposal, including scrap metals, casting sand residue, and other waste	

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

### ELV RECOVERY IN NUMBERS

In vehicle units

Fiscal Year		2022 (Actual)	2023 (Preliminary)
No. of ELVs recovered		2,739,421	2,726,066
Appropriate recovery of three designated items	Fluorocarbons	2,391,506	2,388,754
	Airbags (1)	2,377,639	2,414,965
	ASR (2)	2,565,991	2,551,081

(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.

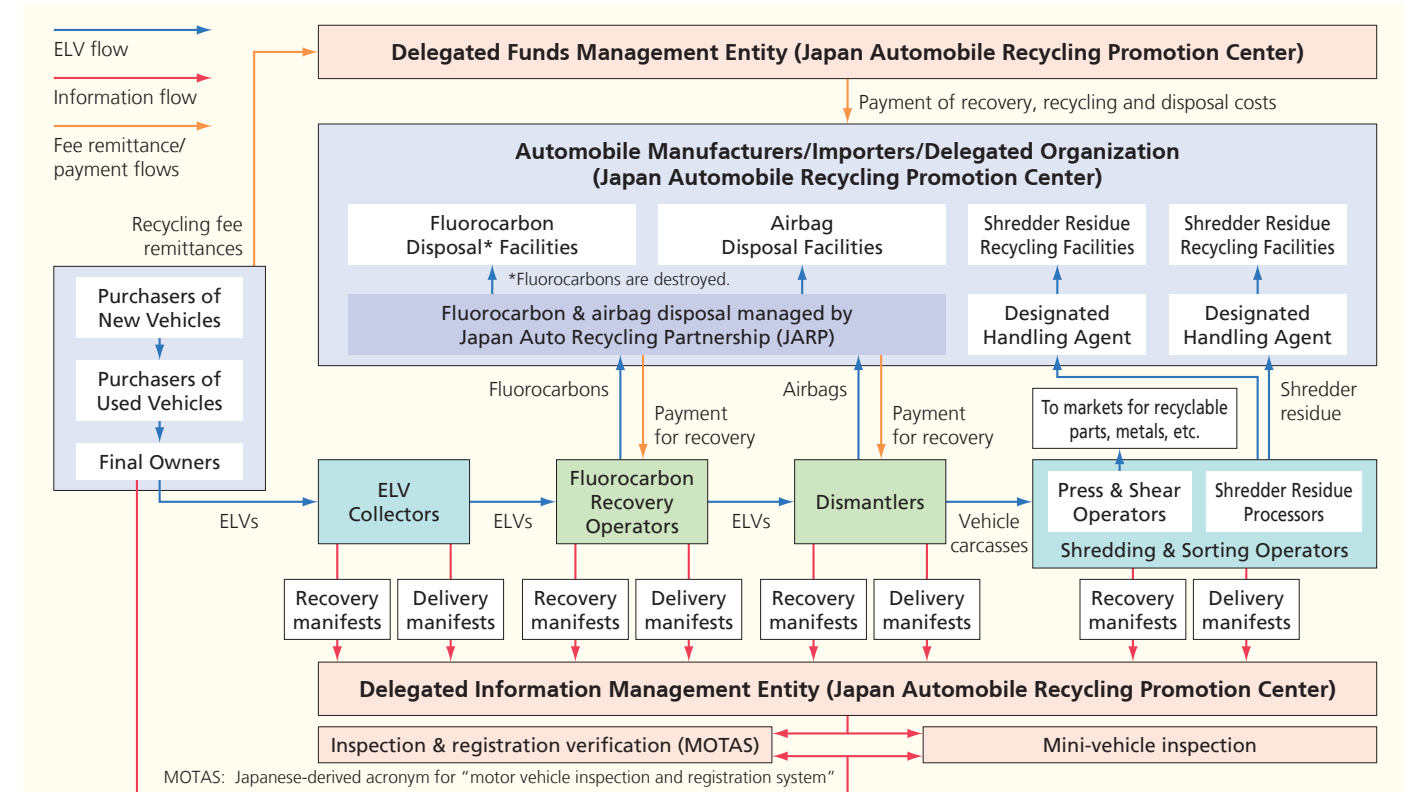
Sources: Japan Automobile Recycling Promotion Center; Japan Auto Recycling Partnership; Toyotsu Recycle Corporation; “ART” group of companies

### RECYCLING RATES: TARGETED & ACHIEVED

Three Designated Items	Target	Achieved
Fluorocarbons	Destruction	2.39 million vehicle units (2022)
Airbags	85%	95% (2022)
ASR	2005: 30% 2010: 50% 2015: 70%	96.4-97.4% (2022)

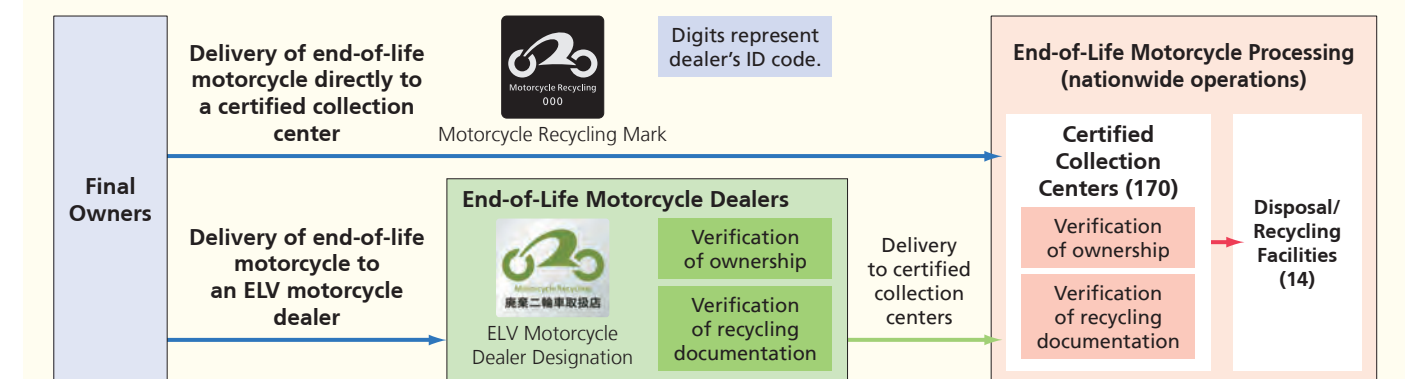
Sources: Government-affiliated entities

### 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.

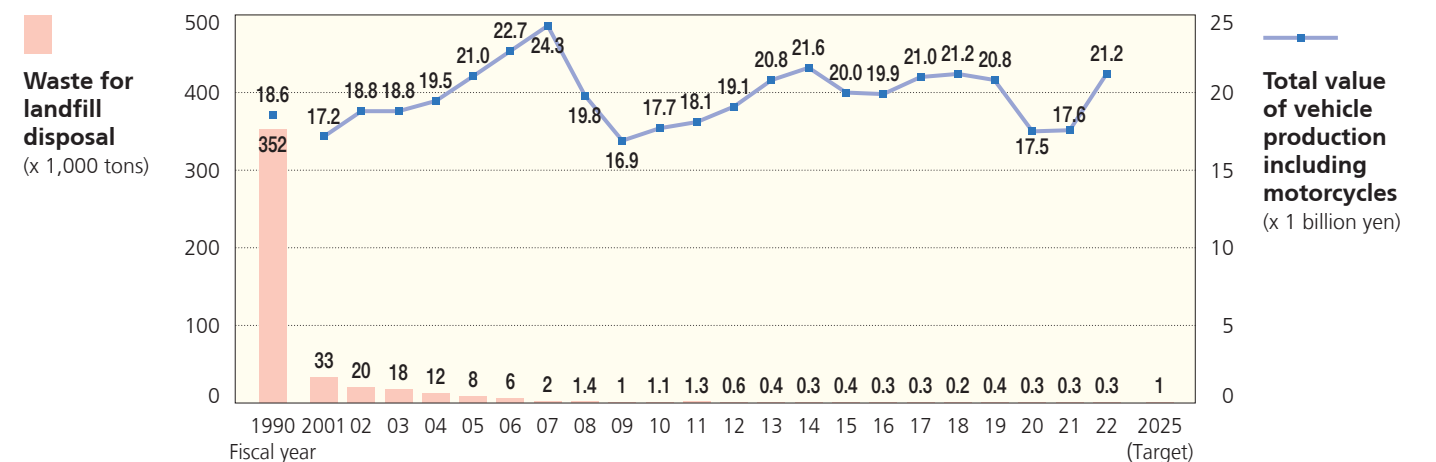
### THE MOTORCYCLE RECYCLING FLOW



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 began applying the UN “WLTC” to measure emissions from new gasoline-powered passenger cars and light commercial vehicles, following its application 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) <sup>(1)</sup>	2018	CO NMHC NOx PM <sup>(2)</sup>	1.15 0.10 0.05 0.005				
			WLTC (particles/km) <sup>(1)</sup>	2024	PN <sup>(2)</sup>	6.0×10 <sup>11</sup>				
			Trucks and buses		Mini	WLTC (g/km) <sup>(1)</sup>	2019	CO NMHC NOx PM <sup>(2)</sup>	4.02 0.10 0.05 0.005	
						WLTC (particles/km) <sup>(1)</sup>	2024	PN <sup>(2)</sup>	6.0×10 <sup>11</sup>	
	Light-duty (GVW≤1.7t)	WLTC (g/km) <sup>(1)</sup>			2018	CO NMHC NOx PM <sup>(2)</sup>	1.15 0.10 0.05 0.005			
		WLTC (particles/km) <sup>(1)</sup>			2024	PN <sup>(2)</sup>	6.0×10 <sup>11</sup>			
	Medium-duty (1.7t<GVW≤3.5t)	WLTC (g/km) <sup>(1)</sup>	2019	CO NMHC NOx PM <sup>(2)</sup>	2.55 0.15 0.07 0.007					
		WLTC (particles/km) <sup>(1)</sup>	2024	PN <sup>(2)</sup>	6.0×10 <sup>11</sup>					
		Heavy-duty (GVW>3.5t)	JE05 (g/kWh)	2009	CO NMHC NOx PM <sup>(2)</sup>	16.0 0.23 0.7 0.010				
			JE05 (particles/km)	2024	PN <sup>(2)</sup>	6.0×10 <sup>11</sup>				
	Diesel Vehicles	Passenger cars <sup>(3)</sup>		WLTC (g/km) <sup>(1)</sup>	2018	CO NMHC NOx PM	0.63 0.024 0.15 0.005			
				WLTC (particles/km) <sup>(1)</sup>	2023	PN	6.0×10 <sup>11</sup>			
				Trucks and buses		Light-duty (GVW≤1.7t)	WLTC (g/km) <sup>(1)</sup>	2018	CO NMHC NOx PM	0.63 0.024 0.15 0.005
							WLTC (particles/km) <sup>(1)</sup>	2023	PN	6.0×10 <sup>11</sup>
Medium-duty (1.7t<GVW≤3.5t)		WLTC (g/km) <sup>(1)</sup>	2019			CO NMHC NOx PM	0.63 0.024 0.24 0.007			
		WLTC (particles/km) <sup>(1)</sup>	2023			PN	6.0×10 <sup>11</sup>			
Heavy-duty (GVW>3.5t)		WHTC (g/kWh) <sup>(4)</sup>	2016	CO NMHC NOx PM	2.22 0.17 0.4 0.010					
		WHTC (particles/km) <sup>(4)</sup>	2023	PN	6.0×10 <sup>11</sup>					
		Class I, Class II, and Class III motorcycles <sup>(6)</sup>		WHSC (particles/km) <sup>(5)</sup>	2023	PN	8.0×10 <sup>11</sup>			
				WMTC (g/km) <sup>(7)</sup>	2020	CO THC NMHC NOx PM <sup>(2)</sup>	1.00 0.10 0.068 0.060 0.0045			

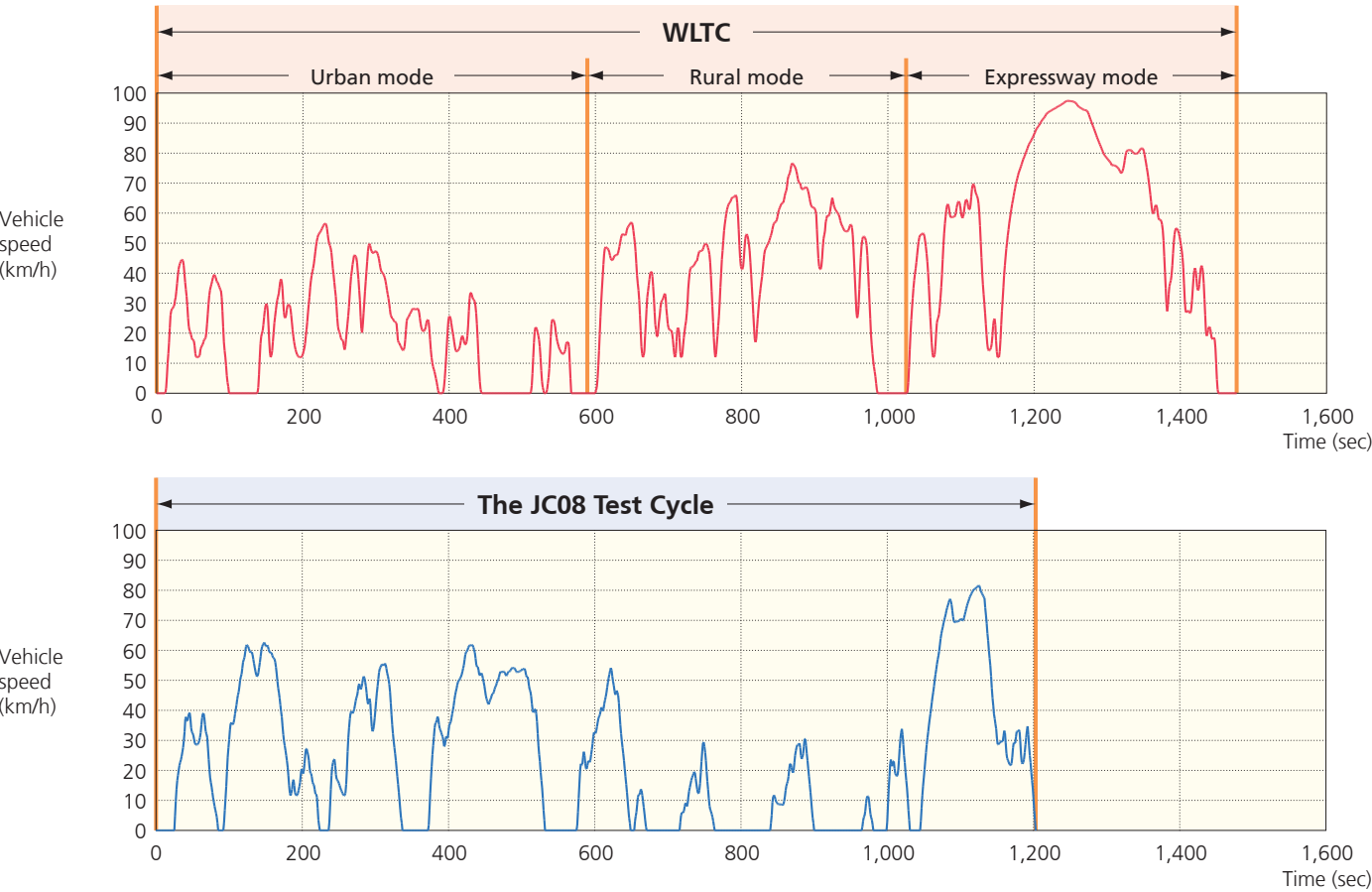
(1) WLTC: Worldwide Harmonized Light Vehicles Test Cycle, on the basis of values measured in cold-start state.  
(2) The PM and PN values for gasoline and LPG vehicles and the PM value for motorcycles apply only to lean burn direct-injection vehicles.  
(3) Small-sized diesel passenger cars have an equivalent 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) WHSC: World Harmonized Steady-State Cycle.  
(6) 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.  
(7) WMTC: World Motorcycle Test Cycle.  
Note: CO: Carbon monoxide; NMHC: Non-methane hydrocarbons; NOx: Nitrogen oxides; PM: Particulate matter; PN: Particle number; 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 Vehicles 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

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

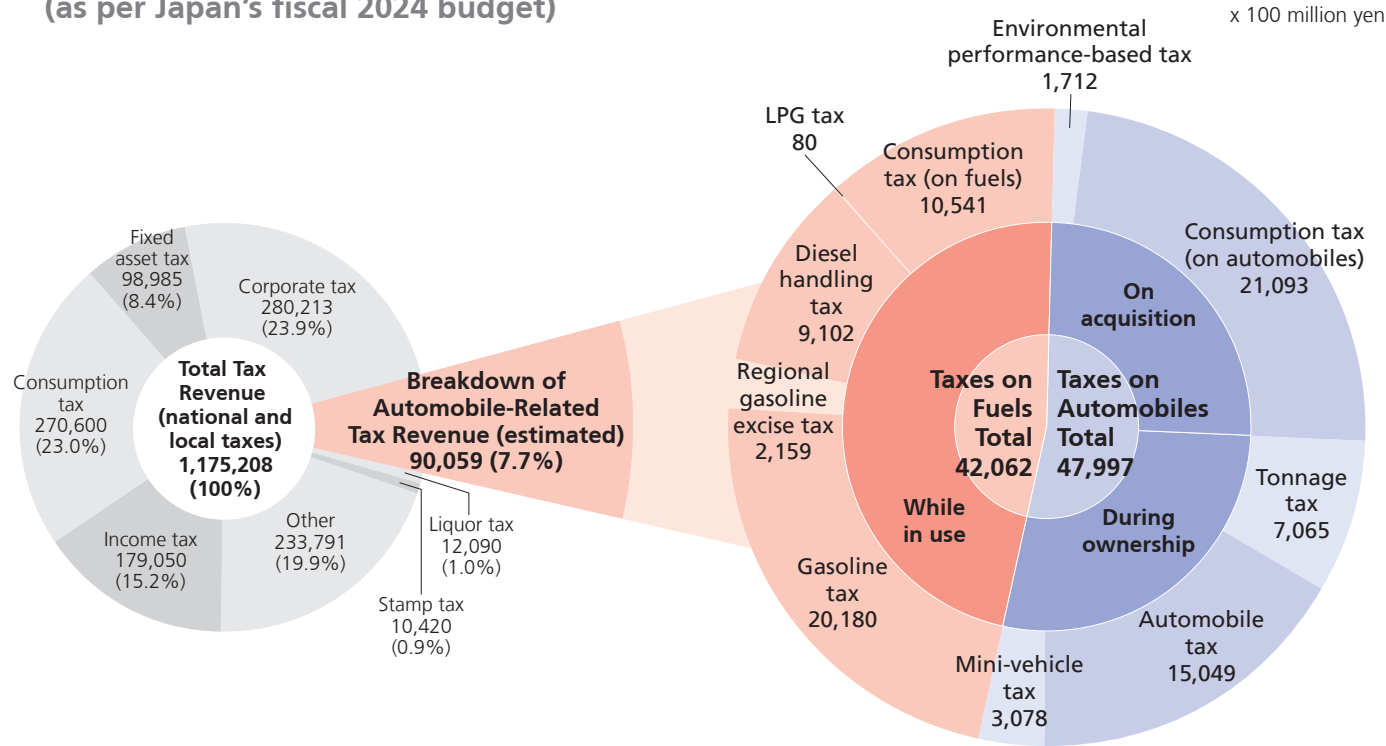
(1) Fuel consumption rates are obtained on the basis of designated test conditions. In real-world on-road driving, rates will vary as a result of multiple factors (weather and traffic conditions, driving behavior, use of air conditioner, etc.).

18

## 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 2024, the total value of tax revenue from these automobile-related taxes has been estimated at 9.0 trillion yen, or 7.7% of Japan’s projected total tax revenue of 117 trillion yen in fiscal 2024.

### TAX REVENUE (Estimated) BY SOURCE IN FISCAL 2024 (as per Japan’s fiscal 2024 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

### AUTOMOBILE-RELATED TAXES IN JAPAN (as of May 1, 2024)

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	Included in the fuel price				
Tax Rate/ Amount	(Private use) - 0 to 3% of purchase price (0 to 2% for commercial vehicles and mini-vehicles) - Exempted for vehicles purchased for ¥500,000 or less Note: Highly fuel-efficient vehicles as well as electrified and other designated vehicles are exempted from the tax.	10% (of which 2.2% is a local tax)	1) Eco-friendly vehicles, e.g.: ¥2,500/0.5t/year (= base rate) for private-use passenger cars 2) Vehicles on the road 18 years or longer since first registration: ¥6,300/0.5t/year for private-use passenger cars 3) Vehicles on the road 13 years or longer since first registration: ¥5,700/0.5t/year for private-use passenger cars 4) Other vehicles for private use: - Passenger cars: ¥4,100/0.5t/year - Trucks (GVW>2.5t): ¥4,100/t/year; Trucks (GVW≤2.5t): ¥3,300/t/year - Buses: ¥4,100/t/year; Mini-vehicles: ¥3,300/year - Motorcycles (251cc and over): ¥1,900/year - Motorcycles (126 to 250cc): ¥4,900 upon registration Note: For eco-friendly vehicles, reductions/exemptions apply to the tonnage tax (see pages 20 and 21).	Passenger cars for private use: - Up to 1,000cc ¥25,000/year - 1,001 to 1,500cc ¥30,500/year - 1,501 to 2,000cc ¥36,000/year - 2,001 to 2,500cc ¥43,500/year - 2,501 to 3,000cc ¥50,000/year - 3,001 to 3,500cc ¥57,000/year - 3,501 to 4,000cc ¥65,500/year - 4,001 to 4,500cc ¥75,500/year - 4,501 to 6,000cc ¥87,000/year - Over 6,000cc ¥110,000/year Note: Above tax rates apply to new private-use passenger cars registered on or after October 1, 2019.	1) Mini-vehicles for private use: - Passenger cars ¥10,800/year - Trucks ¥5,000/year Note: Above tax rates apply to new vehicles registered in or after fiscal 2015 and took effect from fiscal 2016. 2) Motorcycles - Up to 50cc ¥2,000/year - 51 to 90cc ¥2,000/year - 91 to 125cc ¥2,400/year - 126 to 250cc ¥3,600/year - 251cc and over ¥6,000/year Note: For some eco-friendly mini-vehicles, reductions apply to the mini-vehicle tax (see page 22).	¥48.6/L	¥5.2/L	¥32.1/L (light oil)	¥17.5/kg (LPG)	10% of the purchase price of fuels (of which 2.2% is a local tax)  [For light oil, imposed on the light oil price excluding the diesel handling tax]

Source: Japan Automobile Manufacturers Association

### JAPAN’S ESTIMATED AUTOMOBILE-RELATED TAX REVENUE IN FISCAL 2024

			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	1,712	0 to 3%	0 to 3% (commercial and mini-vehicles excluded)	1.00
		Consumption tax (on automobiles)	21,093	10%		
		Tonnage tax	7,065	¥2,500/0.5t/year (passenger cars for private use)	¥4,100/0.5t/year (passenger cars for private use)	1.64
		Automobile tax	15,049	Based on engine capacity (e.g., for 1,001≤1,500cc passenger cars for private use, ¥30,500/year; see below)		
		Mini-vehicle tax	3,078			
		Total	47,997	¥10,800/year (passenger cars for private use)		
Taxes on Fuels	While in use	Gasoline tax	20,180	¥24.3/L	¥48.6/L	2.00
		Regional gasoline excise tax	2,159	¥4.4/L	¥5.2/L	1.18
		Diesel handling tax	9,102	¥15.0/L	¥32.1/L	2.14
		LPG tax	80	¥17.5/kg		1.00
		Consumption tax (on fuels)	10,541	10%		
		Total	42,062			
Grand Total			90,059			

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, 2024.

### TAX RATES IN EFFECT (Examples), 1954-2024, 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 1955 1956 1957	[Commercial and mini-vehicles excluded]  3%  5%  3%  Abolished		[In the case of a passenger car for private use]  2,500 5,000 6,300  6,300 5,000 4,100 (2,500*)	13.0 11.0 14.8 19.2 22.1 24.3	2.0 3.5 4.0 4.4	6.0 8.0 10.4 12.5 15.0	5 10 17.5
1958-60	Second	1959				29.2 36.5 45.6	5.3 6.6 8.2	19.5 24.3	
1961-63	Third	1961 1962 1963				48.6	5.2	32.1	
1964-66	Fourth	1964 1965 1966							
1967-69	Fifth	1967 1968 1969							
1970-72	Sixth	1970 1971 1972							
1973-77	Seventh	1974 1975 1976 1977							
1978-82	Eighth	1978 1979							
1983-87	Ninth	1983 1984 1985 1986 1987							
1988-92	Tenth	1988 1989 1990 1991 1992							
1993-97	Eleventh	1993 1994 1995 1996 1997							
1998-2002	Twelfth	1998 1999 2000 2001 2002							
2003-07	As per the national priority infrastructure development plan								
2008-	As per the national medium-term road infrastructure plan								
		2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024							
Comparison with base tax rate (multiplier value)				1.00	1.64	2.00	1.18	2.14	1.00

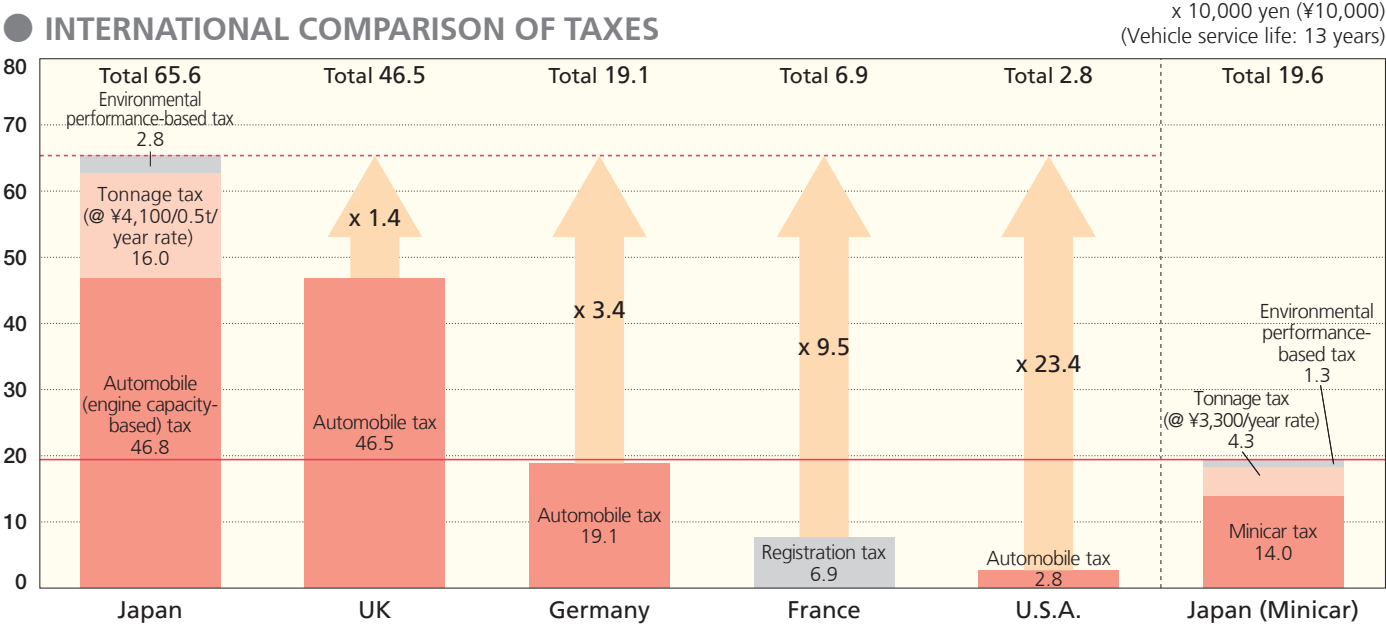
Base tax rate  
\*The base tonnage tax rate (¥2,500/0.5t/year as of May 1, 2024) is applied only to eco-friendly private-use passenger cars.

Source: Japan Automobile Manufacturers Association



Automobile-Related Taxes Are Onerous

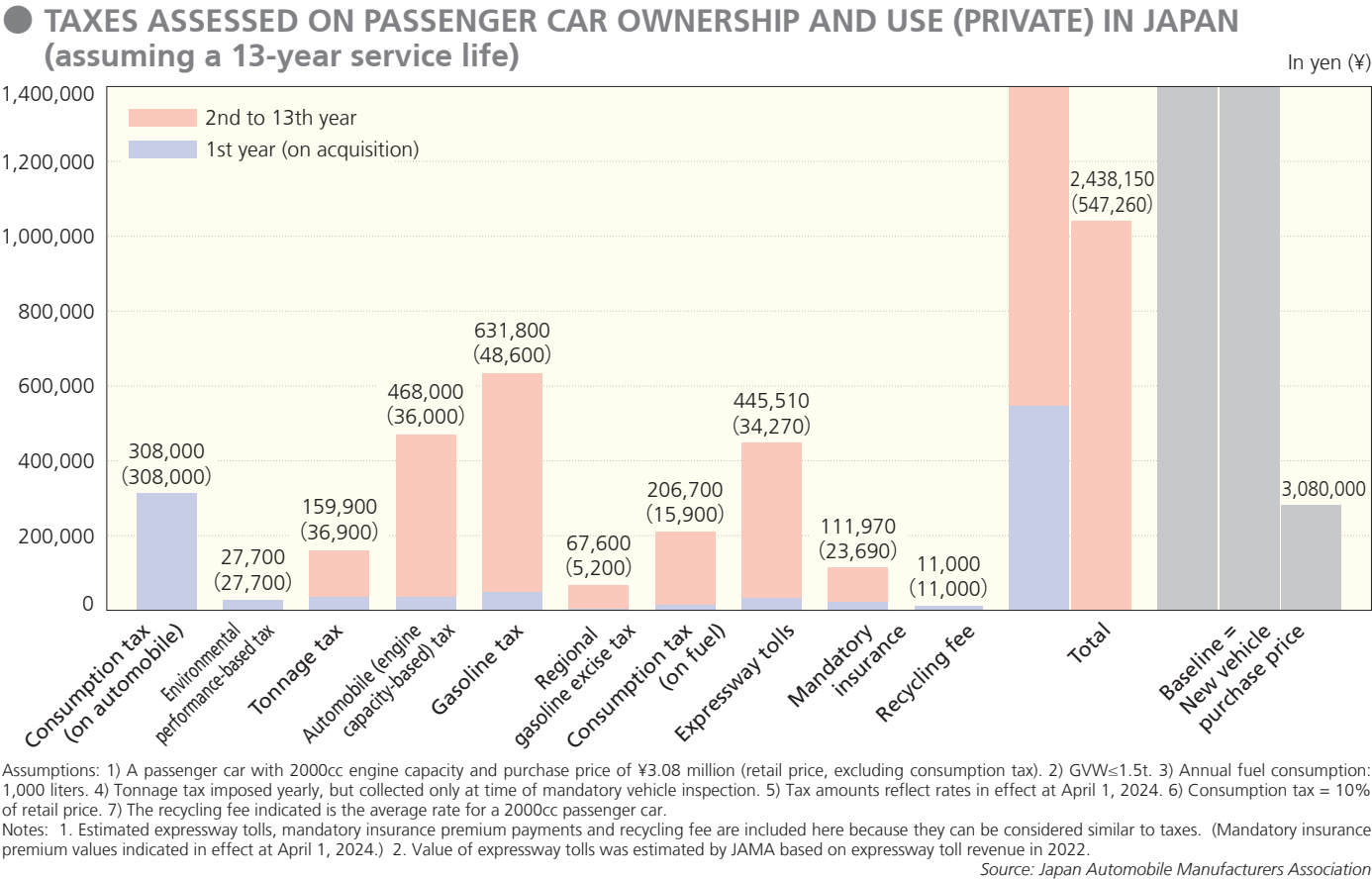
Consider the case of a passenger car costing 3.08 million yen when purchased new and providing 13 years of service to the original owner for private use. During that period, six different categories of taxes (including consumption tax at the time of vehicle purchase and on fuel) will be assessed on the owner/user, amounting to a grand total of roughly 1.9 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.



Assumptions: 1) Engine capacity: 2000cc. 2) GVW≤1.5t. 3) Purchase price: ¥3.08 million (¥1.44 million for a minicar). 4) Fuel consumption (WLTC-based): 19.4km/L (CO2 emissions: 119g/km). 5) France = Paris; U.S.A. = New York City. 6) Service life: 13 years. 7) Currency exchange rates (April 2023-March 2024 averages): EUR 1 = JPY 158, GBP 1 = JPY 186, USD 1 = JPY 146.

Notes: 1. Figures here are based on tax rates in effect as of April 2024. 2. Figures here do not take into account applicable incentives/surcharges, such as tax incentives for eco-friendly vehicles in Japan, if any. 3. In addition to the taxes shown here, a value-added tax (or “consumption tax” [Japan] or “sales tax” [New York City]) would be levied at the time of vehicle acquisition in the above-cited countries as follows: Japan: ¥308,000; UK: ¥616,000; Germany: ¥585,000; France: ¥616,000; U.S.A.: ¥273,000; Japan (minicar): ¥144,000.

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. Based on tax reform measures adopted in fiscal 2023, a revised tonnage tax incentive scheme for eco-friendly and other designated vehicles (to be applied in two stages, depending on vehicle type) is currently in effect and will remain so through April 30, 2026.

INCENTIVES & ELIGIBILITY REQUIREMENTS

TONNAGE TAX REDUCTIONS/EXEMPTIONS

1. Passenger Cars

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

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

(2) Period in effect: May 1, 2025 through April 30, 2026.

Requirements		When Imposed	Reductions/Exemptions				
• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (complying with 2018 emission standards) • Plug-in hybrid vehicles		@ Initial & first vehicle inspections	Exempt (1)				
	Fuel efficiency		2030 Fuel Efficiency Standards (2)				
	Emissions level		75%	80%	90%	Compliant	120%
Gasoline vehicles/ LPG vehicles (including hybrids)	Down by 50% from 2018 standards	@ Initial & first vehicle inspections	No reduction; base tax rate is applicable	25% reduction	50% reduction	Exempt	Exempt (3)
Clean diesel vehicles (including hybrids)	Compliant with 2018 emission standards						

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

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

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

(2) Period in effect: May 1, 2025 through April 30, 2026.

Requirements		When Imposed	Reductions/Exemptions	
• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards) • Plug-in hybrid vehicles		@ Initial & first vehicle inspections	Exempt (1)	
	Fuel efficiency		2025 Fuel Efficiency Standards	
	Emissions level		95%	Compliant
Diesel vehicles (including hybrids)	Compliant with 2016 emission standards	@ Initial & first vehicle inspections	50% reduction	Exempt

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

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

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

4. Mid-Sized Trucks (2.5t<GVW≤3.5t)

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

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

5. Small Trucks (GVW≤2.5t)

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

Requirements		When Imposed	Reductions/Exemptions			
• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (complying with 2018 emission standards) • Plug-in hybrid vehicles		@ Initial & first vehicle inspections	Exempt (1)			
Gasoline vehicles (including hybrids)	Fuel efficiency		2022 Fuel Efficiency Standards			
	Emissions level		90%	95%	Compliant	105%
	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 are eligible for the reductions/exemptions shown here. (3) Exemption at the time of first vehicle inspection post-purchase applies on the condition that a 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 vehicles as well as electrified and other designated vehicles are exempted from the tax.

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

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

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

(2) Period in effect: April 1, 2025 through March 31, 2026.

Requirements		Tax Rates/Exemptions			
• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards) • Plug-in hybrid vehicles		Exempt			
	Fuel efficiency	2030 Fuel Efficiency Standards (1)			
	Emissions level	70%	75%	85%	95%
Gasoline vehicles/ LPG vehicles (including hybrids)	Down by 75% from 2005 standards or Down by 50% from 2018 standards	3%	2%	1%	Exempt
Clean diesel vehicles (including hybrids)	Compliant with 2009 emission standards or Compliant with 2018 emission standards				

2. Environmental Performance-Based Tax Reductions/Exemptions for Mini-Vehicles (including used vehicles)

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

Requirements		Tax Rates/Exemptions		
• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)		Exempt		
	Fuel efficiency	2030 Fuel Efficiency Standards (1)		
	Emissions level	60%	70%	80%
Gasoline vehicles (including hybrids)	Down by 75% from 2005 standards or Down by 50% from 2018 standards	2%	1%	Exempt

(2) Period in effect: April 1, 2025 through March 31, 2026.

Requirements		Tax Rates/Exemptions		
• Electric vehicles • Fuel cell vehicles • Natural gas vehicles (with NOx emissions down by 10% from 2009 emission standards, or complying with 2018 emission standards)		Exempt		
	Fuel efficiency	2030 Fuel Efficiency Standards (1)		
	Emissions level	70%	75%	80%
Gasoline vehicles (including hybrids)	Down by 75% from 2005 standards or Down by 50% from 2018 standards	2%	1%	Exempt

(1) 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

● **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: April 1, 2024 through March 31, 2026.  
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 <sup>(1)</sup>		Exempt	¥10 million deduction from purchase price
Buses with ≥30-person occupancy equipped with an electric lift <sup>(1)</sup>	Airport shuttle buses		¥8 million deduction from purchase price
	Other		¥6.5 million deduction from purchase price
Buses with <30-person occupancy equipped with an electric lift <sup>(1)</sup>			¥2 million deduction from purchase price
Universal design-based taxis <sup>(2)</sup>			¥1 million deduction from purchase price

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

● **SPECIAL AUTOMOBILE TAX AND SPECIAL MINI-VEHICLE TAX REDUCTIONS**  
**1. Special Automobile Tax Reductions (Passenger Cars and Trucks & Buses)**

Period in effect: April 1, 2023 through March 31, 2026.

Requirements		Reduction <sup>(1)</sup>
Passenger Cars <sup>(2)</sup> and 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. (Also mandated is 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) In the case of passenger cars for commercial use, the reduction applies based on the status of their compliance with fuel efficiency and emission standards.

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

Period in effect: April 1, 2023 through March 31, 2026.

Requirements		Reduction <sup>(1)</sup>
Minicars <sup>(2)</sup> and 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. (Also mandated is a yearly 20% surcharge on the mini-vehicle tax for mini-vehicles on the road 13 years or longer since first registration.) (2) In the case of minicars for commercial use, the reduction applies based on the status of their compliance with fuel efficiency and emission standards.



## 81.86 Million People Hold Driver’s Licenses

At the end of 2023 there were 81.86 million people, or 44.24 million men and 37.62 million women, holding valid driver’s licenses in Japan. The number of driver’s licenses held totalled 125.16 million (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 1.72 million people, or 1.65 million men and 72,000 women, and Class 1 licenses by 123.44 million people, or 78.47 million men and 44.97 million women.

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

Number of persons

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Men	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	44,242,057
Women	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	37,620,671
Total	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	81,862,728

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

Number of licenses held

Year		2017	2018	2019	2020	2021	2022	2023
Class 2 Licenses	Large motor vehicle	919,242	896,127	871,492	847,769	824,732	802,143	782,694
	Middle-category motor vehicle	1,055,123	1,001,038	944,325	893,513	844,567	795,254	749,929
	Ordinary motor vehicle	13,318	29,358	45,103	56,943	67,611	80,082	102,714
	Large special-purpose vehicle	42,302	41,560	40,913	40,313	39,852	39,331	38,820
	Traction vehicle	47,325	46,446	45,614	44,844	44,231	43,537	42,888
	Subtotal	2,077,310	2,014,529	1,947,447	1,883,382	1,820,993	1,760,347	1,717,045
Class 1 Licenses	Large motor vehicle	5,086,713	5,027,351	4,959,169	4,894,263	4,834,110	4,768,441	4,702,508
	Middle-category motor vehicle	67,870,730	66,958,774	65,855,860	64,726,907	63,607,787	62,549,043	61,579,786
	Quasi-middle-category motor vehicle	11,739,992	11,707,930	11,686,402	11,676,958	11,668,068	11,671,635	11,677,526
	Ordinary motor vehicle	905,528	2,067,271	3,207,204	4,337,710	5,528,416	6,651,593	7,730,484
	Large special-purpose vehicle	2,471,164	2,466,107	2,453,392	2,481,852	2,506,325	2,512,938	2,512,679
	Traction vehicle	1,187,003	1,191,690	1,195,020	1,200,999	1,208,338	1,211,565	1,213,225
	Large two-wheeler	9,466,072	9,126,995	8,764,619	8,451,156	8,170,421	7,898,087	7,642,584
	Ordinary two-wheeler	9,994,091	10,116,497	10,242,096	10,378,351	10,545,288	10,710,385	10,852,625
	Small special-purpose vehicle	367,603	341,013	314,838	292,244	272,106	253,431	238,008
	Motorized bicycle	16,291,972	16,142,848	15,950,023	15,754,030	15,575,693	15,420,927	15,293,560
	Subtotal	125,380,868	125,146,476	124,628,623	124,194,470	123,916,552	123,648,045	123,442,985
Total		127,458,178	127,161,005	126,576,070	126,077,852	125,737,545	125,408,392	125,160,030

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					●	●			
Small special-purpose vehicle	51cc-125cc					●	●	●		
General motorized bicycle (50cc & under)		●	●	●	●	●	●	●	●	●

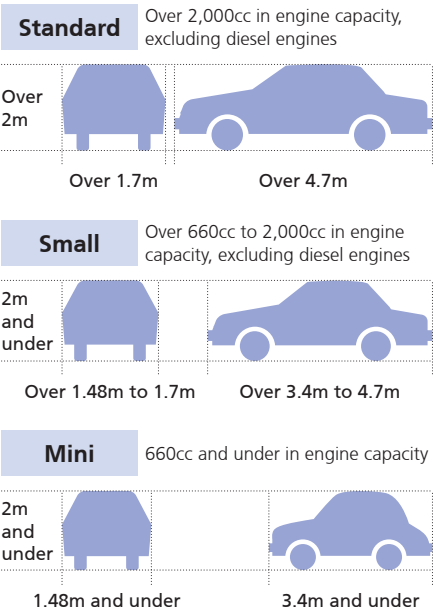
Note: The ordinary motor vehicle and large two-wheeler license categories include licenses restricted to automatic transmission (AT) cars/motorcycles; the ordinary two-wheeler license category includes licenses restricted, respectively, to AT motorcycles, to small-sized (over 250cc) motorcycles, and 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

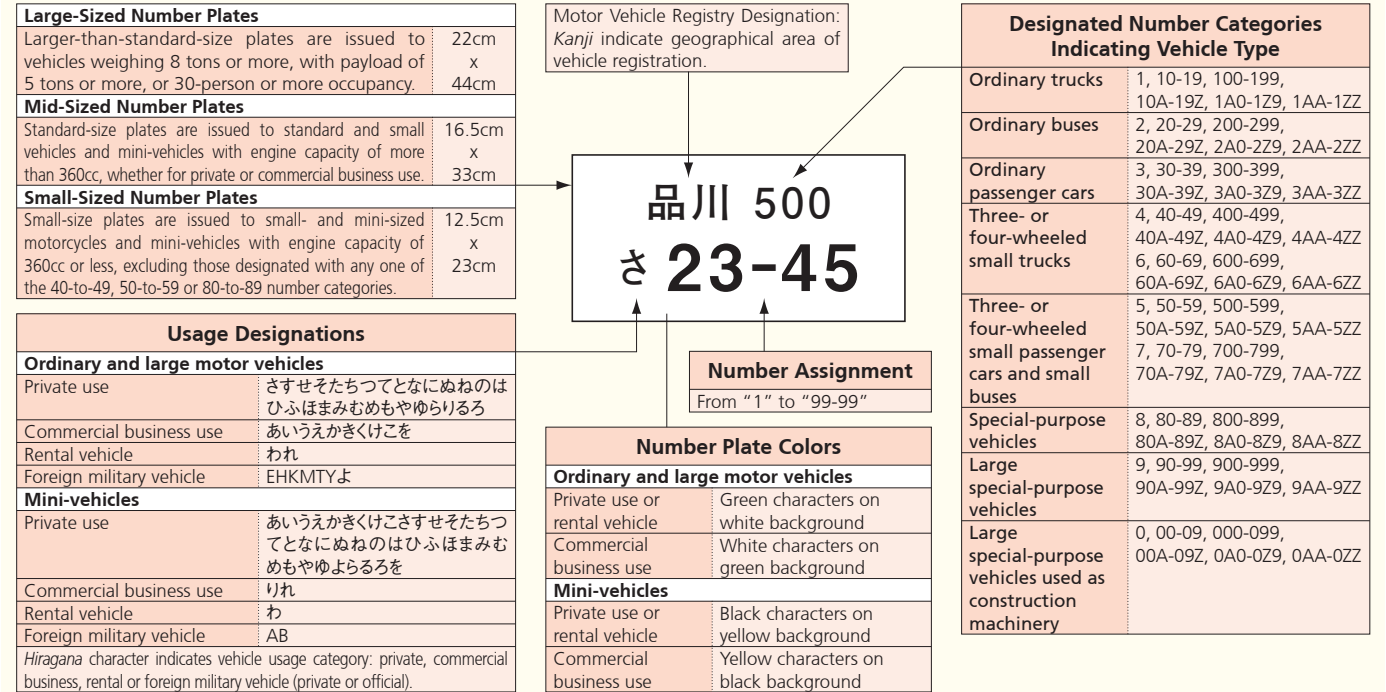
Road Vehicles Act					
Category	Engine Capacity	Rated Output	Width	Height	Length
Small-sized	Over 250cc	Over 1.0kW	Over 1.3m	Over 2.0m	Over 2.5m
Mini-sized	126cc to 250cc	Over 1.0kW	1.3m and under	2.0m and under	2.5m and under
Motor-driven cycle Class 2	51cc to125cc	Over 0.6kW to 1.0kW	1.3m and under	2.0m and under	2.5m and under
Motor-driven cycle Class 1	50cc and under	0.6kW and under	1.3m and under	2.0m and under	2.5m and under
Specified small motorized bicycle*	—	0.6kW and under	0.6m and under	2.0m and under	1.9m and under

\*Maximum speed: 20km/h.

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

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

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

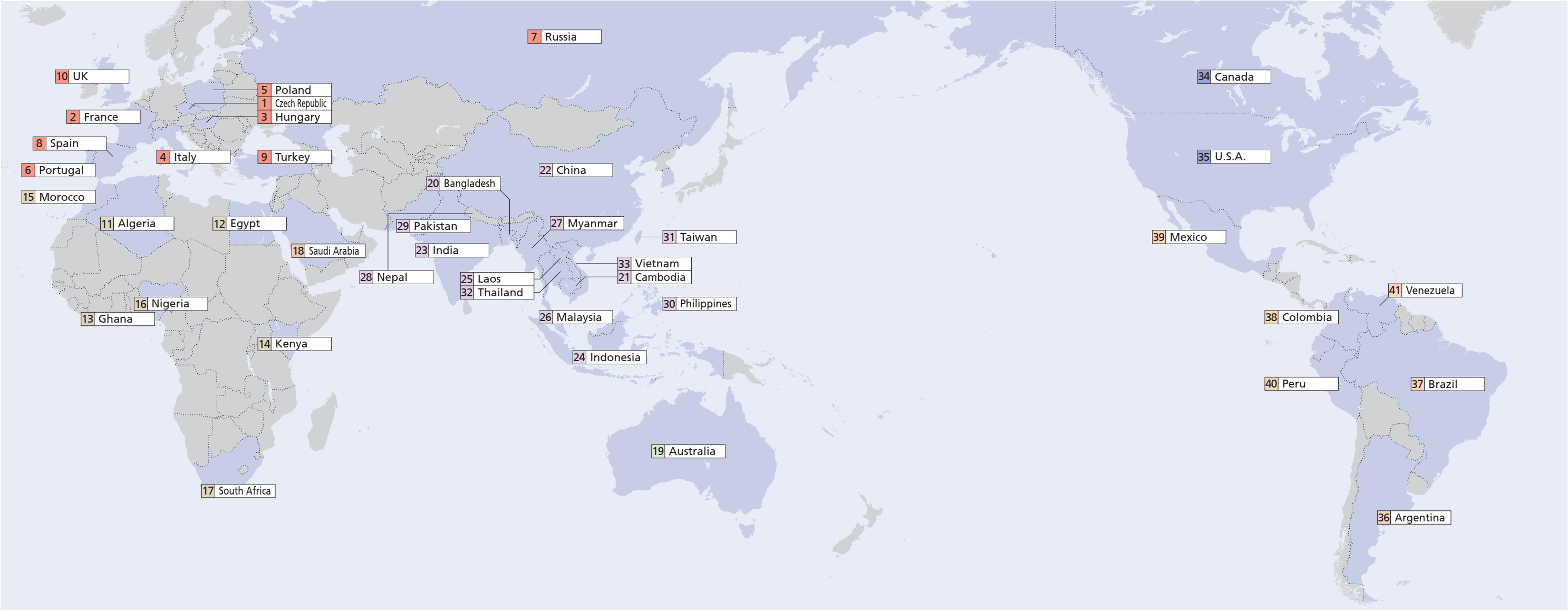


# Global Manufacturing Operations Expand Their Range

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 March 31, 2024



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

Country/ Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor- cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
Europe					
Czech Republic	1	1	-	-	-
France	2	1	1	-	-
Hungary	3	1	-	-	-
Italy	4	1	1	-	1
Poland	5	-	-	-	2
Portugal	6	2	-	-	-
Russia	7	1	-	-	-
Spain	8	-	-	-	3
Turkey	9	4	-	-	-
UK	10	3	-	-	1
Europe Total		14	2	-	7

Country/ Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor- cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
Africa					
Algeria	11	1	-	-	-
Egypt	12	5	-	-	-
Ghana	13	3	-	-	-
Kenya	14	4	1	-	-
Morocco	15	1	-	-	-
Nigeria	16	2	2	-	-
South Africa	17	5	-	-	-
Africa Total		21	3	-	-
Middle East					
Saudi Arabia	18	3	-	-	-
Middle East Total		3	-	-	-
Oceania					
Australia	19	-	-	-	1
Oceania Total		-	-	-	1

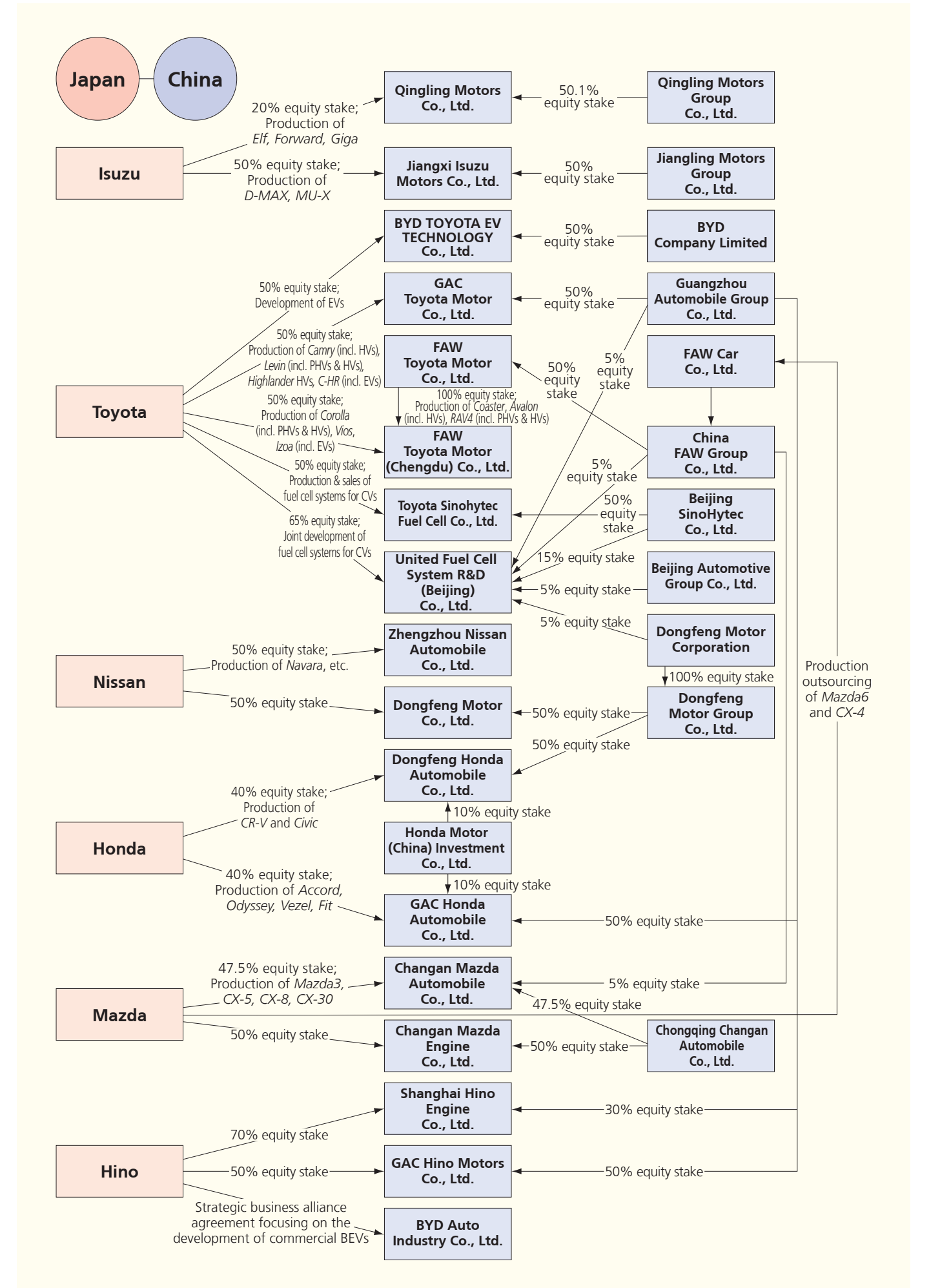
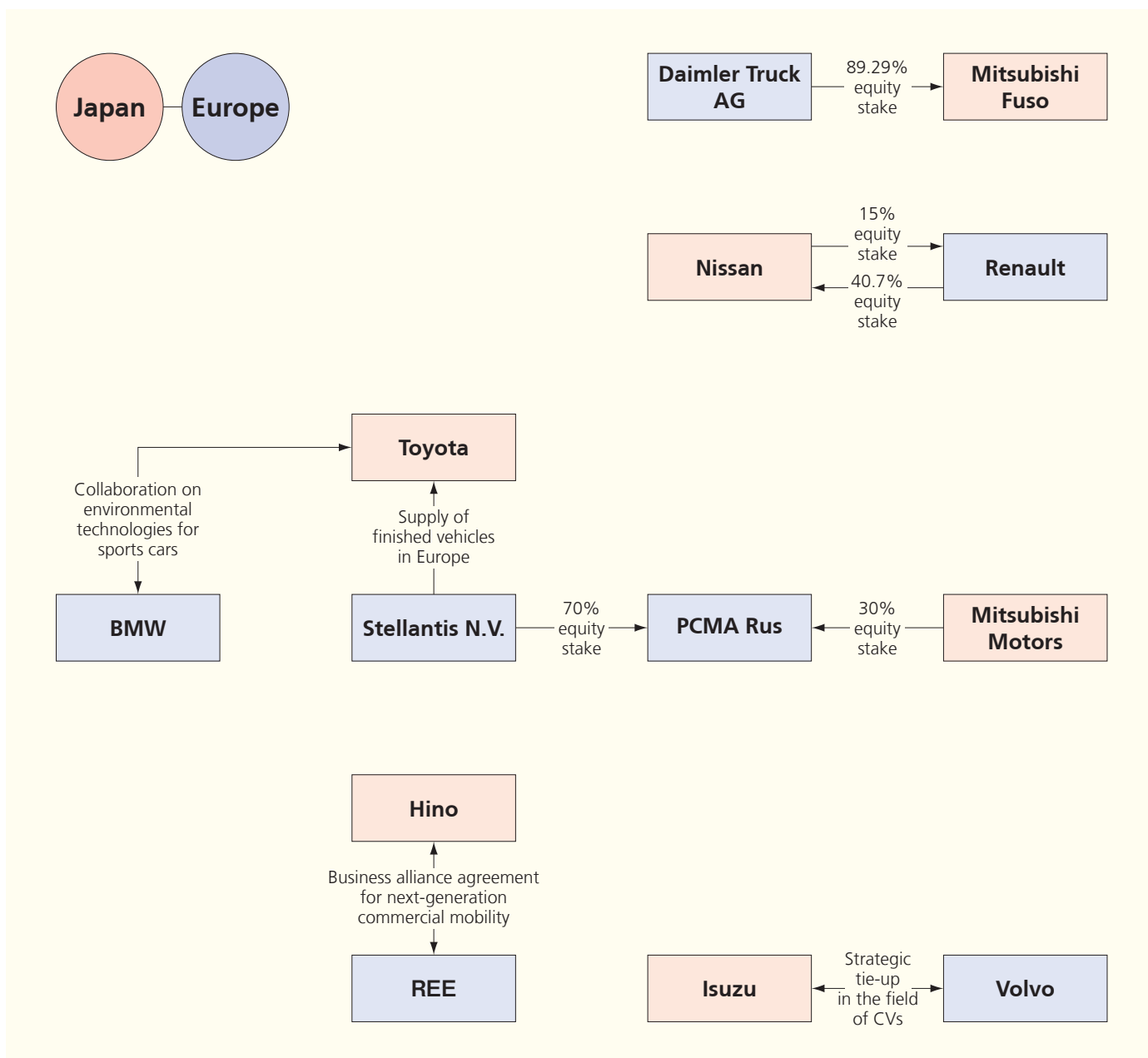
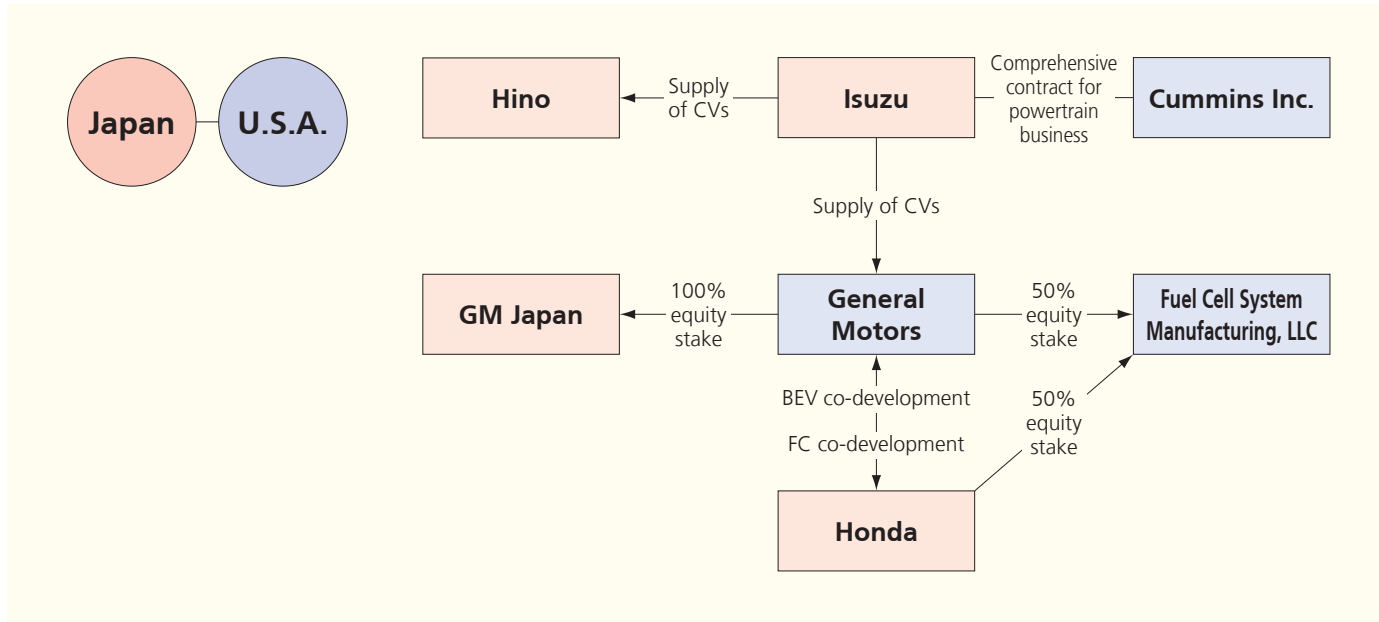
Country/ Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor- cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
Asia					
Bangladesh	20	2	3	-	-
Cambodia	21	1	1	-	-
China	22	23	8	-	16
India	23	11	7	-	2
Indonesia	24	13	7	1	15
Laos	25	-	1	-	-
Malaysia	26	10	3	-	6
Myanmar	27	2	-	-	-
Nepal	28	-	1	-	-
Pakistan	29	4	3	1	-
Philippines	30	4	4	-	4
Taiwan	31	7	2	-	1
Thailand	32	15	3	-	11
Vietnam	33	7	3	1	3
Asia Total		99	46	3	58

Country/ Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor- cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
North America					
Canada	34	5	-	-	2
U.S.A.	35	15	1	-	10
North America Total		20	1	-	12
Latin America					
Argentina	36	2	3	-	-
Brazil	37	6	4	-	4
Colombia	38	1	2	-	-
Mexico	39	9	2	-	2
Peru	40	-	1	-	-
Venezuela	41	1	-	-	-
Latin America Total		19	12	-	6
World Total		176	64	3	84

Source: Japan Automobile Manufacturers Association



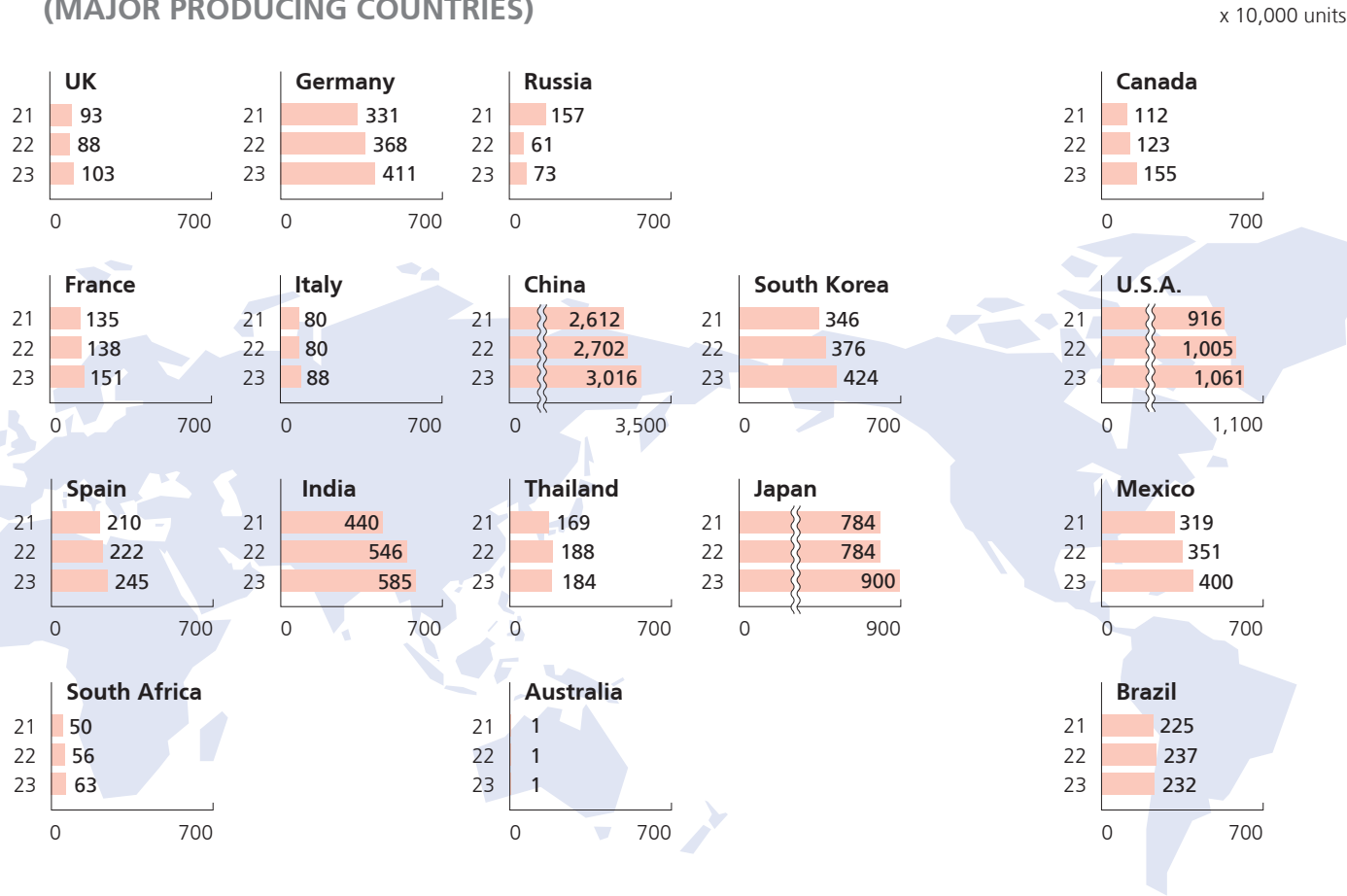




# Motor Vehicle Production Worldwide Rises to 93.55 Million Units

In 2023 worldwide motor vehicle production (excluding motorcycles) increased 10.3% from the previous year to a total of 93.55 million units.

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



## MOTORCYCLE PRODUCTION (MAJOR PRODUCING COUNTRIES)

In vehicle units

Country/Territory	2019	2020	2021	2022	2023
Czech Republic	980	553	1,035	1,624	755
Italy	329,080	293,356	346,850	390,560	—
Brazil	1,107,758	961,986	1,195,149	1,413,222	1,573,221
China	17,366,580	17,874,635	25,372,421	21,292,196	17,022,706
India	21,032,927	18,349,941	17,821,111	19,459,009	21,468,527
Japan	567,376	484,596	646,954	694,968	680,857
Malaysia	553,382	492,490	496,136	685,828	549,481
Pakistan	1,677,352	1,510,560	1,893,686	1,514,956	1,099,795
Philippines	1,161,646	631,370	867,453	1,003,510	1,285,578
Taiwan	1,027,867	1,297,680	1,163,921	1,070,231	1,089,207
Thailand	1,948,017	1,615,319	1,780,654	2,015,940	2,120,738

Note: 1. “—” means data was not available at the end of March 2024. 2. From 2022 onwards, the figures for China exclude three-wheeled vehicles.  
Sources: Motorcycle manufacturers’ associations of individual countries, etc.

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

In vehicle units

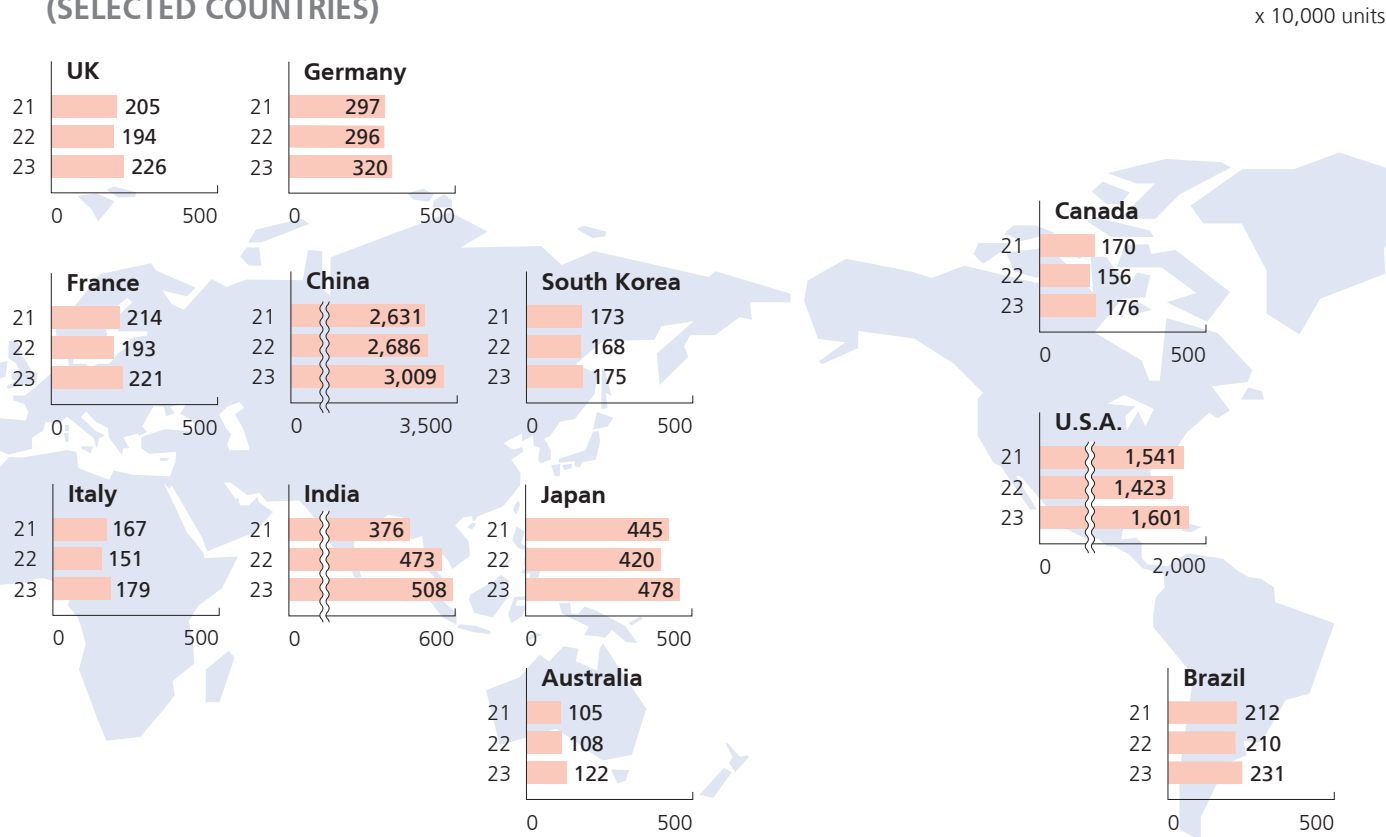
Country/Region/ Territory	2021			2022			2023		
	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total
Austria	124,700	12,000	136,700	107,525	13,903	121,428	102,291	11,900	114,191
Belgium	224,180	36,858	261,038	243,293	42,180	285,473	285,159	46,944	332,103
Finland	85,934	0	85,934	73,044	0	73,044	30,191	0	30,191
France	918,825	433,401	1,352,226	1,010,466	372,707	1,383,173	1,026,690	478,386	1,505,076
Germany	3,096,165	212,527	3,308,692	3,480,357	197,463	3,677,820	4,109,371	0	4,109,371
Italy	443,819	353,424	797,243	473,194	323,200	796,394	541,953	338,132	880,085
Netherlands	107,021	0	107,021	101,670	0	101,670	123,379	0	123,379
Portugal	229,221	60,733	289,954	256,018	66,386	322,404	243,201	75,030	318,231
Spain	1,662,174	435,959	2,098,133	1,787,197	432,239	2,219,436	1,907,050	544,171	2,451,221
Sweden	258,023	0	258,023	238,955	0	238,955	276,750	0	276,750
Czech Republic	1,105,223	6,209	1,111,432	1,217,787	6,669	1,224,456	1,397,816	6,685	1,404,501
Hungary	416,725	0	416,725	441,729	0	441,729	507,225	0	507,225
Poland	260,800	178,621	439,421	255,100	228,740	483,840	299,300	313,582	612,882
Romania	420,755	0	420,755	509,465	0	509,465	513,050	0	513,050
Slovakia	1,030,000	0	1,030,000	982,194	0	982,194	1,080,000	0	1,080,000
Slovenia	95,797	0	95,797	68,130	0	68,130	60,881	0	60,881
European Union (EU27)	10,479,363	1,517,205	11,996,568	11,246,124	1,486,024	12,732,148	12,504,307	1,814,830	14,319,137
UK	859,575	72,913	932,488	775,014	101,600	876,614	905,117	120,357	1,025,474
Turkey	782,835	493,305	1,276,140	810,889	541,759	1,352,648	952,667	515,726	1,468,393
Serbia	21,109	154	21,263	4,358	140	4,498	0	186	186
Russia	1,352,740	214,267	1,567,007	449,274	159,808	609,082	526,439	203,425	729,864
Azerbaijan	2,079	239	2,318	2,049	424	2,473	3,738	799	4,537
Belarus	29,891	0	29,891	0	0	0	0	0	0
Kazakhstan	80,679	11,738	92,417	103,345	9,375	112,720	134,054	12,935	146,989
Ukraine	7,342	811	8,153	1,490	0	1,490	1,993	0	1,993
Uzbekistan	236,668	5,436	242,104	335,298	5,869	341,167	421,414	4,462	425,876
Europe	13,822,390	2,315,248	16,137,638	13,727,841	2,304,999	16,032,840	15,449,729	2,672,720	18,122,449
Canada	288,235	826,767	1,115,002	289,371	943,989	1,233,360	376,588	1,176,438	1,553,026
U.S.A.	1,562,717	7,594,488	9,157,205	1,703,608	8,349,350	10,052,958	1,745,171	8,866,384	10,611,555
North America	1,850,952	8,421,255	10,272,207	1,992,979	9,293,339	11,286,318	2,121,759	10,042,822	12,164,581
Mexico	708,242	2,486,616	3,194,858	658,001	2,851,100	3,509,101	903,753	3,098,294	4,002,047
Argentina	184,106	250,647	434,753	257,505	279,388	536,893	304,783	305,942	610,725
Brazil	1,707,851	540,402	2,248,253	1,824,833	544,936	2,369,769	1,781,612	543,226	2,324,838
Colombia	40,764	0	40,764	51,455	0	51,455	34,700	0	34,700
Latin America	2,640,963	3,277,665	5,918,628	2,791,794	3,675,424	6,467,218	3,024,848	3,947,462	6,972,310
North and Latin America	4,491,915	11,698,920	16,190,835	4,784,773	12,968,763	17,753,536	5,146,607	13,990,284	19,136,891
Australia	0	5,391	5,391	0	6,096	6,096	0	7,141	7,141
China	21,444,743	4,676,969	26,121,712	23,836,083	3,184,532	27,020,615	26,123,757	4,037,209	30,160,966
India	3,631,095	768,017	4,399,112	4,439,144	1,018,098	5,457,242	4,783,628	1,067,879	5,851,507
Indonesia	889,756	232,211	1,121,967	1,214,250	255,896	1,470,146	1,180,355	215,362	1,395,717
Iran	838,251	56,047	894,298	997,519	66,697	1,064,215	1,087,295	101,175	1,188,471
Japan	6,619,245	1,217,663	7,836,908	6,566,356	1,269,183	7,835,539	7,765,428	1,232,012	8,997,440
Malaysia	446,431	35,220	481,651	650,190	52,085	702,275	724,891	49,709	774,600
Myanmar	1,519	438	1,957	2,480	695	3,175	1,152	323	1,475
Pakistan	193,991	44,711	238,702	190,555	44,899	235,454	61,392	18,121	79,513
Philippines	46,278	39,596	85,874	41,663	50,560	92,223	49,852	60,498	110,350
South Korea	3,162,727	299,677	3,462,404	3,438,355	318,694	3,757,049	3,908,747	334,850	4,243,597
Taiwan	196,749	68,571	265,320	191,409	69,854	261,263	221,329	64,633	285,962
Thailand	594,690	1,091,015	1,685,705	594,057	1,289,458	1,883,515	580,857	1,260,806	1,841,663
Vietnam	123,482	44,317	167,799	162,491	69,919	232,410	124,055	53,380	177,435
Asia-Oceania	38,188,956	8,579,843	46,768,800	42,324,552	7,696,666	50,021,217	46,612,738	8,503,098	55,115,837
Algeria	5,208	0	5,208	2,030	743	2,773	2,260	196	2,456
Egypt	0	0	0	0	0	0	0	0	0
Morocco	338,339	64,668	403,007	404,742	60,122	464,864	471,950	63,875	535,825
South Africa	239,267	259,820	499,087	309,423	246,466	555,889	336,980	296,357	633,337
Africa	582,814	324,488	907,302	716,195	306,588	1,022,783	811,190	360,232	1,171,422
Grand Totals	57,086,075	22,918,499	80,004,575	61,553,361	23,277,016	84,830,376	68,020,265	25,526,334	93,546,599

Notes: 1. Includes preliminary figures. 2. Grand totals are the totals of publicly available data.  
Sources: International Organization of Motor Vehicle Manufacturers (OICA); for Japan, Japan Automobile Manufacturers Association

# A Total of 92.72 Million New Motor Vehicles Sold Globally

In 2023 new motor vehicle registrations (excluding motorcycles) climbed 11.9% from the previous year to a global total of 92.72 million units. Motor vehicle sales surged in Russia (up 62.9% to 1.32 million units), Turkey (up 55% to 1.29 million units), and Belgium (up 28.6% to 555,000 units).

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



## MOTORCYCLE SALES (SELECTED COUNTRIES)

In vehicle units

Country/Territory	2019	2020	2021	2022	2023
UK	107,408	104,612	114,371	116,534	113,589
Germany	190,500	242,572	221,561	227,423	229,816
France	293,072	289,825	307,884	286,629	282,157
Italy	252,346	237,793	288,921	291,688	337,706
Spain	194,663	177,293	182,865	191,304	213,821
U.S.A.	467,780	505,000	550,000	556,000	—
Brazil	1,084,639	932,618	—	—	—
China	17,132,596	17,918,668	25,363,718	21,420,026	16,600,123
India	17,416,432	15,120,783	13,570,008	15,862,087	17,974,365
Japan	331,207	328,346	378,720	362,082	376,720
Indonesia	6,487,460	3,660,616	5,057,516	5,221,470	6,236,992
Pakistan	1,672,219	1,521,056	1,891,416	1,511,365	1,093,929
Philippines	1,704,898	1,206,374	1,435,677	1,564,827	1,556,488
Thailand	1,718,587	1,516,096	1,606,481	1,792,016	1,856,814
Australia	89,199	108,926	123,530	99,030	95,980

Note: 1. "—" means data was not available at the end of March 2024. 2.From 2022 onwards, the figures for China exclude three-wheeled vehicles.  
Sources: Motorcycle manufacturers' associations of individual countries, etc.

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

In vehicle units

Country	2021			2022			2023		
	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total
Austria	239,803	66,373	306,176	215,050	29,644	244,694	239,150	39,746	278,896
Belgium	383,123	80,688	463,811	366,333	65,261	431,594	476,674	78,328	555,002
Czech Republic	206,876	29,345	236,221	192,087	27,085	219,172	221,419	34,257	255,676
Denmark	185,324	36,592	221,916	148,293	32,683	180,976	172,798	31,153	203,951
Finland	98,481	16,810	115,291	81,674	14,948	96,622	87,509	15,221	102,730
France	1,659,005	483,279	2,142,284	1,529,035	397,519	1,926,554	1,774,723	434,379	2,209,102
Germany	2,622,132	351,187	2,973,319	2,651,357	312,391	2,963,748	2,844,609	359,689	3,204,298
Hungary	121,920	28,467	150,387	111,524	24,047	135,571	107,720	27,928	135,648
Italy	1,458,030	211,825	1,669,855	1,316,919	188,133	1,505,052	1,565,331	229,324	1,794,655
Netherlands	322,323	80,500	402,823	312,497	72,701	385,198	372,156	85,828	457,984
Poland	446,647	107,972	554,619	419,749	97,934	517,683	475,032	101,818	576,850
Portugal	146,637	33,650	180,287	157,076	29,063	186,139	199,623	30,262	229,885
Romania	119,817	25,583	145,400	129,328	21,313	150,641	142,791	27,927	170,718
Slovakia	75,700	11,649	87,349	78,841	11,233	90,074	88,003	13,839	101,842
Spain	859,480	174,604	1,034,084	813,376	145,602	958,978	949,359	178,509	1,127,868
Sweden	301,006	42,874	343,880	288,087	41,781	329,868	289,827	52,015	341,842
Norway	176,276	41,188	217,464	174,329	35,678	210,007	126,953	37,100	164,053
Russia	1,483,444	258,521	1,741,965	629,923	178,681	808,604	1,049,917	267,521	1,317,438
Switzerland	238,481	33,606	272,087	225,934	28,749	254,683	252,214	35,222	287,436
Turkey	561,853	210,997	772,850	592,660	238,560	831,220	967,341	321,337	1,288,678
UK	1,647,181	401,824	2,049,005	1,614,063	329,509	1,943,572	1,903,054	360,612	2,263,666
Canada	320,605	1,384,245	1,704,850	258,483	1,304,482	1,562,965	262,159	1,502,357	1,764,516
U.S.A.	3,350,050	12,058,515	15,408,565	2,858,575	11,371,749	14,230,324	3,116,647	12,892,621	16,009,268
Mexico	520,112	526,620	1,046,732	486,962	647,481	1,134,443	598,091	815,830	1,413,921
Argentina	240,671	129,670	370,341	260,822	134,740	395,562	274,728	164,445	439,173
Brazil	1,558,467	561,384	2,119,851	1,576,662	527,799	2,104,461	1,721,400	587,289	2,308,689
China	21,518,324	4,795,939	26,314,263	23,563,287	3,300,458	26,863,745	26,062,824	4,030,874	30,093,698
India	3,082,279	677,119	3,759,398	3,792,444	933,116	4,725,560	4,101,600	978,385	5,079,985
Indonesia	659,809	227,396	887,205	783,563	264,477	1,048,040	779,326	226,476	1,005,802
Japan	3,675,698	772,642	4,448,340	3,448,297	753,023	4,201,320	3,992,727	786,359	4,779,086
Malaysia	452,663	56,248	508,911	544,838	62,162	607,000	604,000	59,000	663,000
South Korea	1,468,873	265,708	1,734,581	1,420,486	263,171	1,683,657	1,489,363	260,366	1,749,729
Thailand	312,200	436,380	748,580	343,349	506,039	849,388	406,501	369,279	775,780
Australia	753,256	296,575	1,049,831	777,688	303,741	1,081,429	890,823	325,957	1,216,780
Egypt	215,072	62,733	277,805	133,857	41,268	175,125	69,175	16,869	86,044
South Africa	304,340	146,334	450,674	363,390	150,788	514,178	347,388	184,399	531,787
Other	5,490,082	1,237,338	6,727,420	5,983,763	1,339,484	7,323,247	6,249,412	1,489,780	7,739,192
Grand Totals	57,276,040	26,362,380	83,638,420	58,644,601	24,226,493	82,871,094	65,272,367	27,452,301	92,724,668

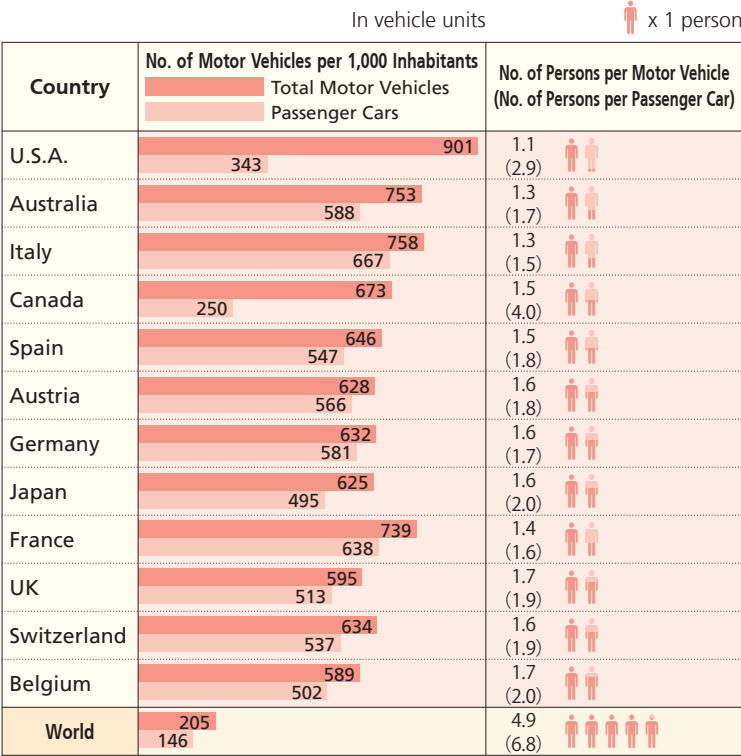
Sources: International Organization of Motor Vehicle Manufacturers (OICA); for Japan, Japan Automobile Dealers Association; Japan Mini Vehicles Association; Japan Automobile Manufacturers Association



## Over 1.6 Billion Motor Vehicles in Use Worldwide

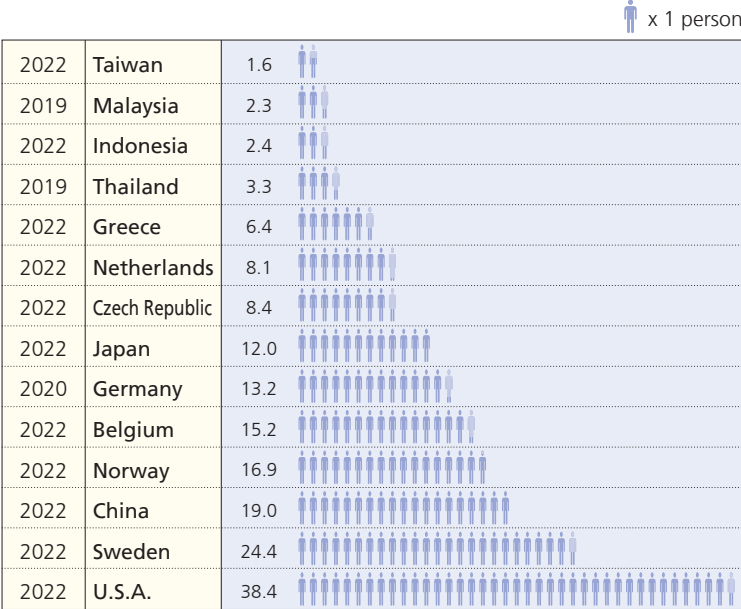
There were over 1.63 billion motor vehicles (excluding motorcycles) in use worldwide in 2022, equivalent to 205 motor vehicles per 1,000 inhabitants or one vehicle for every 5 persons. Motorcycle density in recent years has been particularly high in Taiwan, Malaysia, and Indonesia, with one motorcycle 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 2022)



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 2022)

In vehicle units

Country	Passenger Cars	Commercial Vehicles	Total
Germany	48,763,036	4,296,041	53,059,077
Italy	40,213,061	5,472,932	45,685,993
France	41,847,200	6,662,700	48,509,900
UK	35,148,045	5,575,929	40,723,974
Spain	25,562,100	4,584,500	30,146,600
Netherlands	8,941,456	1,276,541	10,217,997
Belgium	5,877,949	1,010,846	6,888,795
Austria	5,150,890	563,622	5,714,512
Sweden	4,980,543	709,170	5,689,713
Poland	26,794,000	4,316,800	31,110,800
Switzerland	4,721,280	857,505	5,578,785
Turkey	14,269,352	5,892,372	20,161,724
Russia	59,235,700	9,609,800	68,845,500
U.S.A.	114,746,400	186,879,900	301,626,300
Canada	9,618,181	16,210,504	25,828,685
Mexico	33,560,500	11,341,200	44,901,700
Argentina	10,697,300	3,461,900	14,159,200
Brazil	38,250,700	8,130,600	46,381,300
Japan	62,157,601	16,366,079	78,523,680
China	259,094,300	57,555,800	316,650,100
South Korea	21,256,600	4,604,400	25,861,000
India	44,398,700	37,413,200	81,811,900
Thailand	11,806,000	6,974,500	18,780,500
Indonesia	17,175,600	5,769,900	22,945,500
Australia	15,341,655	4,300,846	19,642,501
South Africa	11,448,200	5,230,800	16,679,000
Other	192,164,474	56,215,155	248,379,629
Grand Totals	1,163,220,823	471,283,542	1,634,504,365

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

### MOTORCYCLES IN USE WORLDWIDE

In vehicle units

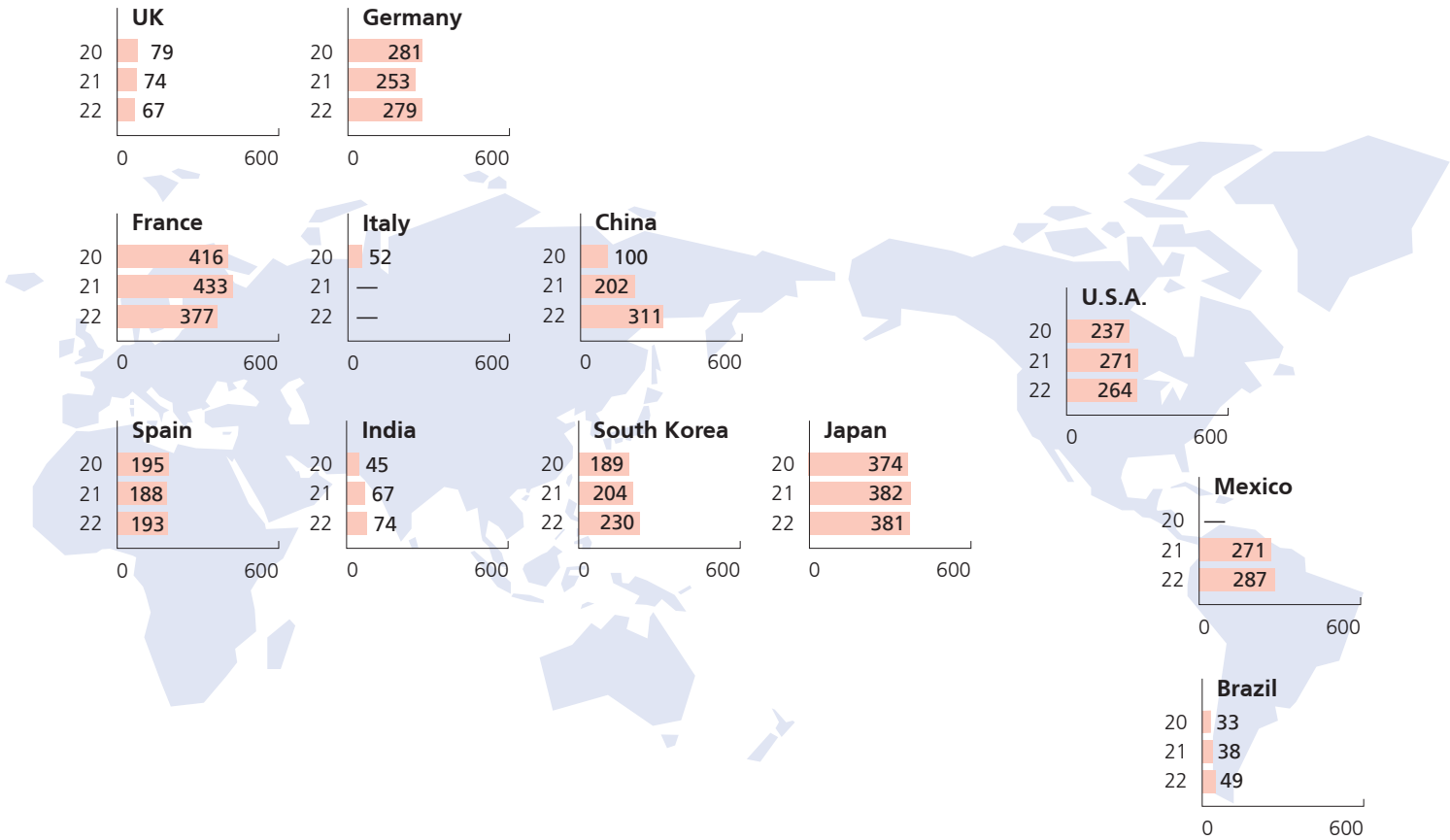
Year	Country/Territory	Total
2022	Taiwan	14,390,626
2019	Malaysia	14,322,030
2022	Indonesia	125,267,349
2019	Thailand	21,293,888
2022	Greece	1,724,438
2022	Czech Republic	1,266,945
2022	Netherlands	2,136,421
2022	Japan	10,310,955
2020	Germany	6,350,138
2022	Belgium	772,025
2022	Norway	326,329
2022	China	80,720,000
2022	Sweden	418,025
2022	U.S.A.	8,725,361

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 2022 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 54.4% to 3.11 million units), Brazil (up 27.8% to 491,000 units), and South Korea (up 12.7% to 2.3 million units).

### MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)



### MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

In vehicle units

Country	2020			2021			2022		
	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total
Germany	2,646,644	164,880	2,811,524	2,374,096	152,389	2,526,485	2,647,622	138,882	2,786,504
UK	749,038	37,893	786,931	705,826	37,679	743,505	606,838	61,191	668,029
France	3,495,653	662,010	4,157,663	3,410,516	919,622	4,330,138	3,009,941	761,102	3,771,043
Italy	252,452	266,850	519,302	—	—	—	—	—	—
Spain	1,588,889	362,559	1,951,448	1,512,763	365,093	1,877,856	1,583,558	349,071	1,932,629
U.S.A.	1,911,544	455,009	2,366,553	2,204,786	508,523	2,713,309	—	—	2,644,101
Mexico	—	—	—	526,865	2,180,115	2,706,980	469,688	2,395,953	2,865,641
Brazil	258,289	72,065	330,354	298,012	86,372	384,384	386,406	104,968	491,374
Japan	3,407,999	332,833	3,740,832	3,367,590	451,320	3,818,910	3,321,385	491,884	3,813,269
South Korea	1,820,745	65,938	1,886,683	1,960,674	79,898	2,040,572	2,217,753	82,580	2,300,333
China	766,586	235,385	1,001,971	1,613,520	401,700	2,015,220	2,528,571	582,012	3,110,583
India	404,397	50,334	454,731	577,875	92,297	670,172	662,891	78,645	741,536

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	599,021
Japan	456,758	396,379	311,998	437,042	486,813
China	7,309,230	7,124,806	7,090,588	9,107,290	7,218,131
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

Note: The figure for China in 2022 excludes three-wheeled vehicles.  
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), the Regional Comprehensive Economic Partnership (RCEP), 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 2024

	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%

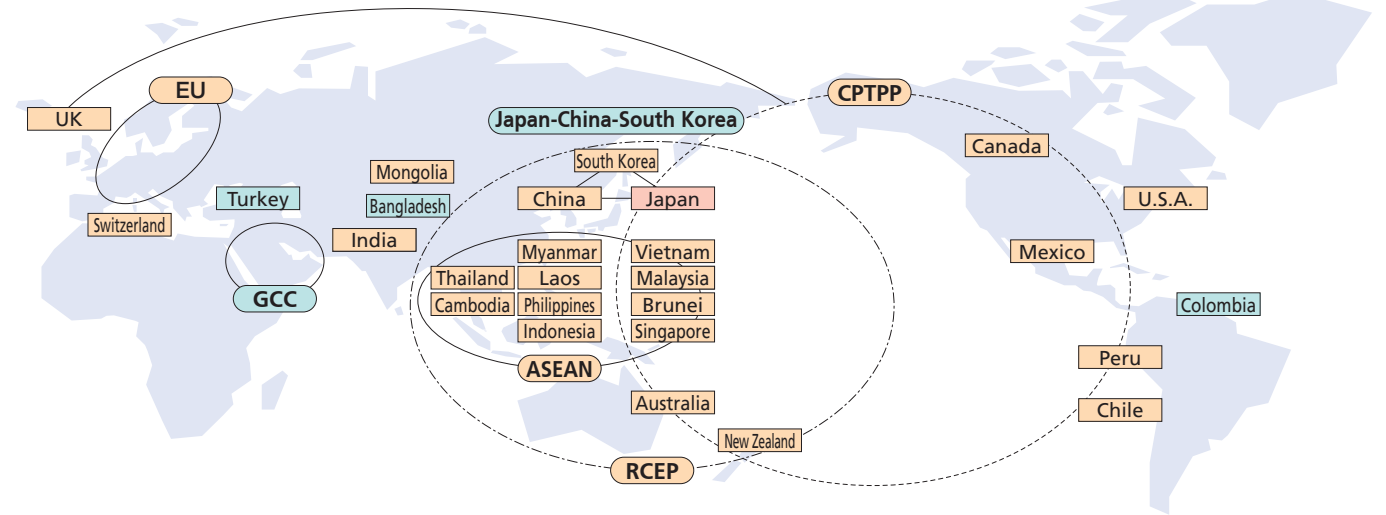
Source: Japan Automobile Manufacturers Association

STATUS OF JAPAN’S ENGAGEMENT IN EPAs/FTAs

EPA/FTA in force or signed

EPA/FTA under negotiation/other

As of May 2024



Note: Negotiations with the GCC are expected to resume in 2024; meanwhile, negotiations for a Japan-South Korea EPA/FTA and for a Japan-Canada EPA/FTA have been suspended.  
Source: Ministry of Foreign Affairs

AUTOMOBILE CUSTOMS TARIFFS under the Japan-EU EPA and CPTPP

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

Note: Figures in brackets represent tariff rates imposed prior to reduction/abolition.  
Source: Japan Automobile Manufacturers Association



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

The Tokyo Motor Show, the long-running precursor to the Japan Mobility 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 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.



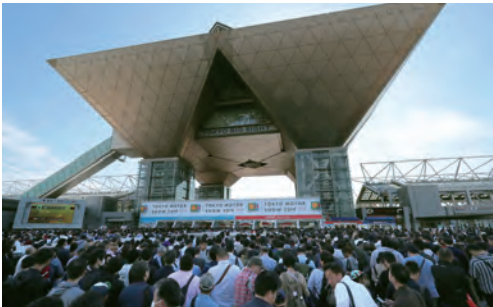
The 1st Tokyo Motor Show, Hibiya Park, 1954



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 Japan Mobility Show

In 2023 the Tokyo Motor Show, Japan's premier mobility exhibition for 70 years, was rebranded as the Japan Mobility Show, shifting into a co-creation platform bringing together companies across industries to imagine a multiplicity of visions for the future. The new show was launched to spotlight the automobile industry's evolution into a wider mobility industry as well as JAMA's vision for mobility companies to act both as suppliers of a means of travel and as problem solvers in regard to various societal issues, working together to create a buoyant mobility-based society. As a result of this transition triggered by the global auto industry's once-in-a-century transformation, Japan Mobility Show 2023 successfully brought together 475 companies and organizations across industries with the goal of envisioning the future together. A record total of 1,112,000 visitors to the show attested to this success. Moving forward, the Japan Mobility Show will span a two-year period to form a more complete edition of the show. Specifically, the first year will serve as a "process year" that will focus on forging business collaborations by bringing new partners together in business events to create the future. The second year will be a "show year" showcasing the latest in mobility-related advances, which will provide visitors with opportunities to discover a future they will surely be eager to navigate. Japan Mobility Show 2024, the inaugural process year, will be hosted at Makuhari Messe and will focus on business-centric activities to promote co-creation between established mobility-related companies and startups. Japan Mobility Show 2025, the inaugural show year, will be held at Tokyo Big Sight, with diverse industries joining forces to showcase promising possibilities for mobility's future.



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	"	Free of charge 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 (Premiere = 500)	141,756	28,921	287	441	1,216,900
11	1964	"	39	Sep. 26-Oct. 9	14	"	100 (Premiere = 500)	137,002	34,889	274	598	1,161,000
12	1965	"	40	Oct. 29-Nov. 11	14	"	100 (Premiere = 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
—	2023	"	5	Oct. 25-Nov. 5	12	"	3,000	118,540	40,676	475	361	1,112,000

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.  
4. "Number of Exhibitors" in 2023 includes the companies and organizations that participated in the Tokyo Future Tour.






	<b>DAIHATSU MOTOR CO., LTD.</b>  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 <a href="https://www.daihatsu.com">https://www.daihatsu.com</a>
	<b>HINO Motors, Ltd.</b>  Head Office: 1-1 Hinodai 3-chome, Hino, Tokyo 191-8660 Tel: (0570) 095-111 <a href="https://www.hino-global.com">https://www.hino-global.com</a>
	<b>HONDA MOTOR CO., LTD.</b>  Head Office: 1-1 Minami-Aoyama 2-chome, Minato-ku, Tokyo 107-8556 Tel: (03) 3423-1111 <a href="https://global.honda/en">https://global.honda/en</a>
	<b>Isuzu Motors Limited</b>  Head Office: Yokohama Gate Tower, 2-5 Takashima 1-chome, Nishi-ku, Yokohama-shi, Kanagawa 220-8720 Tel: (045) 299-9111 <a href="https://www.isuzu.co.jp/world/">https://www.isuzu.co.jp/world/</a>
	<b>Kawasaki Motors, Ltd.</b>  Head Office: 1-1 Kawasaki-cho, Akashi, Hyogo 673-8666 Tel: (078) 921-1301 <a href="https://www.global-kawasaki-motors.com/en/">https://www.global-kawasaki-motors.com/en/</a>
	<b>MAZDA MOTOR CORPORATION</b>  Head Office: 3-1 Shinchu, 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 <a href="https://www.mazda.com/">https://www.mazda.com/</a>
	<b>MITSUBISHI MOTORS CORPORATION</b>  Head Office: 1-21 Shibaura 3-chome, Minato-ku, Tokyo 108-8410 Tel: (03) 3456-1111 <a href="https://www.mitsubishi-motors.com/en/">https://www.mitsubishi-motors.com/en/</a>
	<b>Mitsubishi Fuso Truck and Bus Corporation</b>  Head Office: 10 Ohkura-cho, Nakahara-ku, Kawasaki, Kanagawa 211-8522 Tel: (044) 330-7700 <a href="https://www.mitsubishi-fuso.com/en">https://www.mitsubishi-fuso.com/en</a>

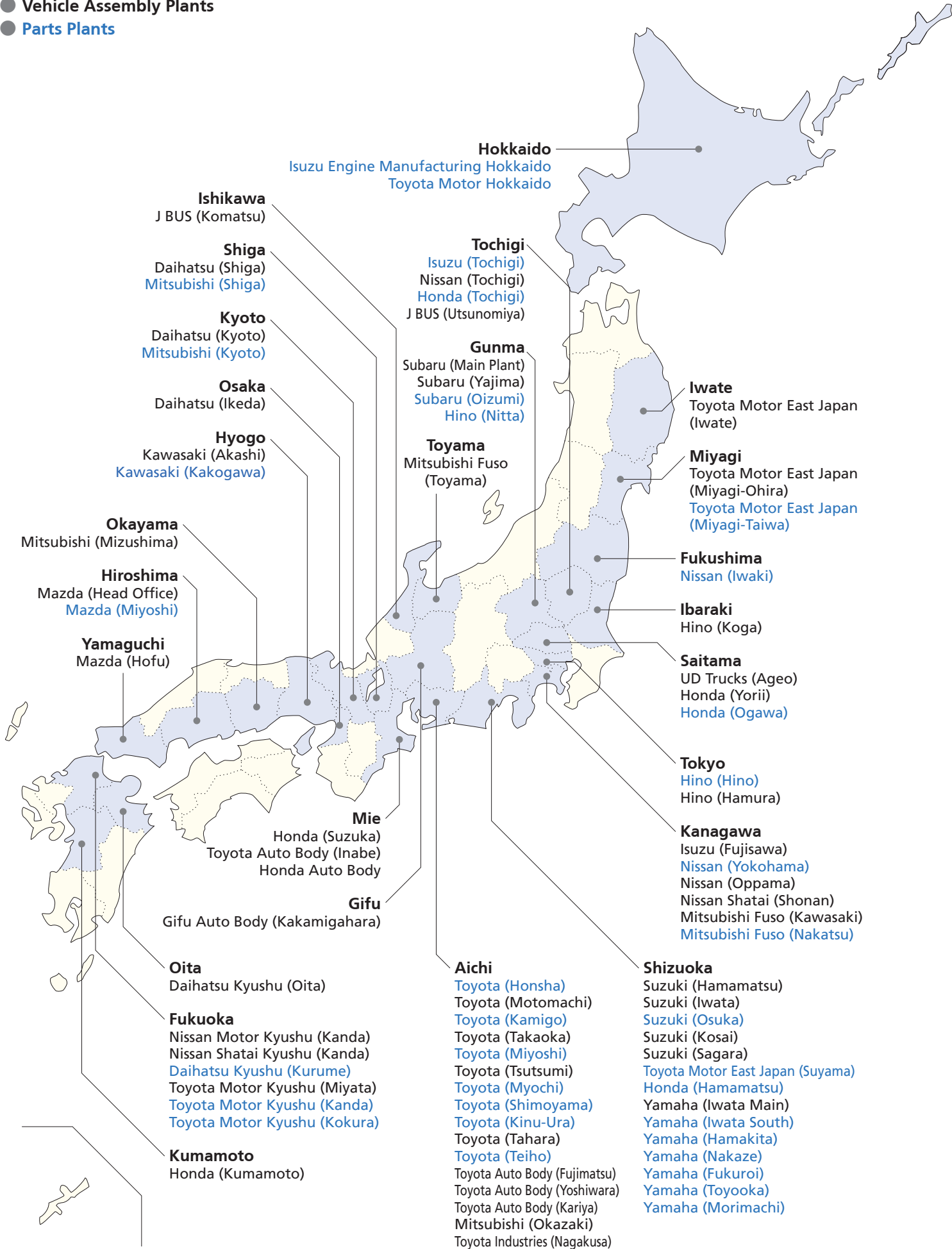
	<b>Nissan Motor Co., Ltd.</b>  Global Headquarters: 1-1 Takashima 1-chome, Nishi-ku, Yokohama-shi, Kanagawa 220-8686 Tel: (045) 523-5523 <a href="https://www.nissan-global.com/EN/">https://www.nissan-global.com/EN/</a>
	<b>Subaru Corporation</b>  Head Office: Ebisu Subaru Bldg., 20-8 Ebisu 1-chome, Shibuya-ku, Tokyo 150-8554 Tel: (03) 6447-8000 <a href="https://www.subaru.co.jp/en/">https://www.subaru.co.jp/en/</a>
	<b>Suzuki Motor Corporation</b>  Head Office: 300 Takatsuka-cho, Chuo-ku, Hamamatsu, Shizuoka 432-8611 Tel: (053) 440-2061 Tokyo Branch Office: Suzuki Bldg., 2-8 Higashi-Shimbashi 2-chome, Minato-ku, Tokyo 105-0021 Tel: (03) 5425-2158 <a href="https://www.globalsuzuki.com/">https://www.globalsuzuki.com/</a>
	<b>TOYOTA MOTOR CORPORATION</b>  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 <a href="https://global.toyota/en">https://global.toyota/en</a>
	<b>UD Trucks Corporation</b>  Head Office: 1-1 Ageo, Saitama 362-8523 Tel: (0120) 67-2301 <a href="https://www.udtrucks.com/">https://www.udtrucks.com/</a>
	<b>YAMAHA MOTOR CO., Ltd.</b>  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 <a href="https://global.yamaha-motor.com/">https://global.yamaha-motor.com/</a>

Former Member & Friend of JAMA:

	<b>General Motors Japan Ltd.</b>  Head Office: 12-8 Higashi-Shinagawa 4-chome, Shinagawa-ku, Tokyo 140-0002 Tel: (03) 6711-5600 <a href="https://www.gmjapan.co.jp/">https://www.gmjapan.co.jp/</a>
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Note: Manufacturers are listed in alphabetical order.

- 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)  
5-1-5, Toranomon, Minato-ku, Tokyo 105-0011 (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
- Automotive and Battery Traceability Center Association, Inc.  
1-1, Nishi-Shimbashi 1-chome, Minato-ku, Tokyo 105-0003
- 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
- Autobike Japan (AJ)  
19-5, Akasaka 2-chome, Minato-ku, Tokyo 107-0052
- 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-Sarugakucho 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)  
3-17, Toranomon 2-chome, Minato-ku, Tokyo 105-0001 (03) 6550-9100
- Vehicle Information and Communication System Center (VICS)  
5-7, Kyobashi 2-chome, Chuo-ku, Tokyo 104-0031 (03) 3562-1720



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Contact point for inquiries about this publication:

Communications Office Tel: +81 (3) 5405-6179

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