THE MOTOR INDUSTRY OF JAPAN

2026

Japan Automobile Manufacturers Association, Inc.

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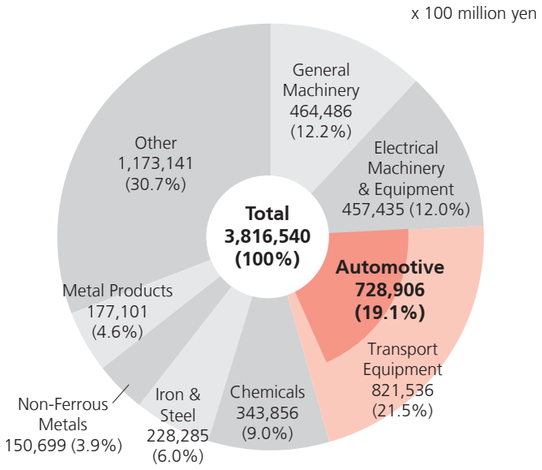
Automotive Shipments Total 73 Trillion Yen; Equipment Investments, 2.0 Trillion Yen; R&D Expenditures, 5.0 Trillion Yen

Automotive shipments (both domestic and export shipments, including motorcycles, auto parts, etc.) in value terms reached 72.9 trillion yen in 2024, up 1.8% from the previous year, accounting for 19.1% of the total value of Japan's manufacturing shipments and 41.8% of the value of the machinery industries' combined shipments. Investments in equipment by the automobile industry in 2025 totalled 2.0 trillion yen and its research and development expenditures stood at 5.0 trillion yen in 2024; those figures represent roughly 30%, respectively, of the value of overall investments of Japan's major manufacturing sectors. With motor vehicle exports in value terms amounting to 21.9 trillion yen in 2025 and auto-related employment in Japan totalling 5.57 million people, the automotive industry is one of the Japanese economy's core industrial sectors.

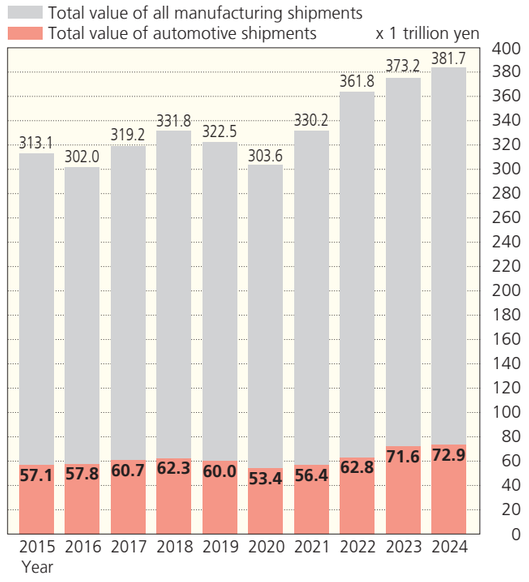
SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS (2024)



Breakdown of automotive shipments:

- Automobiles (including motorcycles) ····· 301,172
- Auto bodies and trailers ····· 10,309
- Automotive parts and accessories ····· 417,425

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



SHIPMENTS OF MAJOR MANUFACTURING SECTORS IN VALUE TERMS, 1975-2024

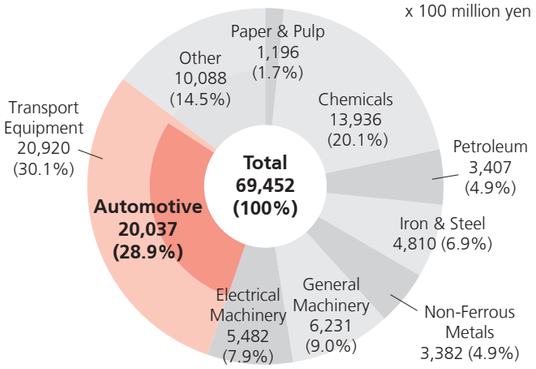
x 100 million yen

Year	Chemicals	Iron & Steel	Non-Ferrous Metals	Metal Products	Machinery Industries: General Machinery	Machinery Industries: Electrical Machinery & Equipment	Machinery Industries: Transport Equipment	Machinery Industries: Transport Equipment: Automotive	Machinery Industries: Subtotal	Other	Total	Automotive Shipments: As % of Value of Machinery Shipments	Automotive Shipments: As % of Total Value of Manufacturing Shipments
1975	104,381	113,063	39,087	65,731	106,112	108,213	147,935	105,241	362,260	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	647,880	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	1,012,119	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	1,346,117	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	1,289,298	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	1,344,423	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	1,347,190	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
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	1,041,829	3,303,093	38.4	17.1
2022	342,810	239,410	133,586	169,205	448,015	445,372	705,284	627,942	1,598,672	1,135,090	3,618,774	39.3	17.4
2023	333,846	238,346	132,915	173,985	453,405	452,977	798,417	715,991	1,704,800	1,148,498	3,732,388	42.0	19.2
2024	343,856	228,285	150,699	177,101	464,486	457,435	821,536	728,906	1,743,458	1,173,141	3,816,540	41.8	19.1

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

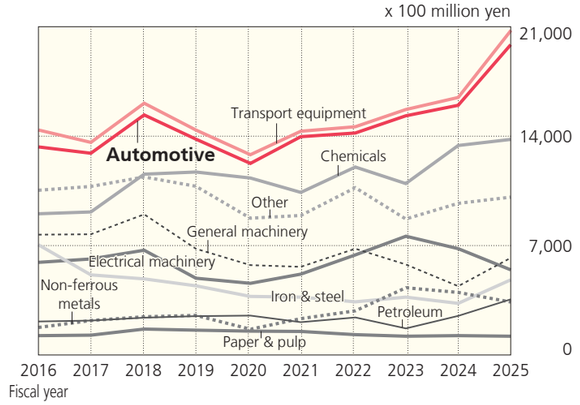
Sources for data in above charts: 2024 Economic Census for Business Activity, *Ministry of Economy, Trade and Industry, Ministry of Internal Affairs and Communications;* Census of Manufactures, *Ministry of Economy, Trade and Industry*

INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS (FY 2025)



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, 2016-2025



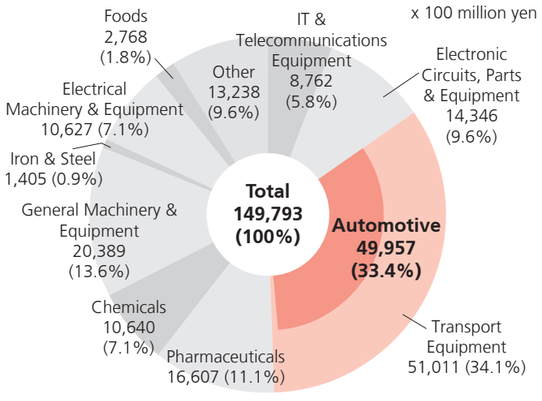
INVESTMENTS IN EQUIPMENT OF MAJOR MANUFACTURING SECTORS

x 100 million yen

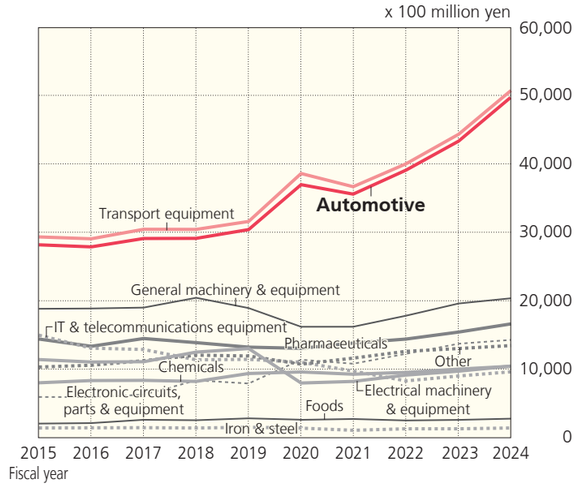
Fiscal year	Paper & Pulp	Chemicals	Petroleum	Iron & Steel	Non-Ferrous Metals	General Machinery	Electrical Machinery	Transport Equipment	Automotive	Other	Total
2016	1,252	9,036	2,156	7,055	1,775	7,702	5,933	14,387	13,306	10,537	59,833
2017	1,283	9,152	2,215	5,133	2,219	7,727	6,149	13,595	12,902	10,782	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
2024	1,230	13,389	2,525	3,300	3,971	4,440	6,785	16,483	15,921	9,720	61,843
2025	1,196	13,936	3,407	4,810	3,382	6,231	5,482	20,920	20,037	10,088	69,452

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

R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS (FY 2024)



R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS, 2015-2024



R&D EXPENDITURES OF MAJOR MANUFACTURING SECTORS

x 100 million yen

Fiscal year	IT & Telecommunications Equipment	Electronic Circuits, Parts & Equipment	Transport Equipment	Automotive	Pharma-ceuticals	Chemicals	General Machinery & Equipment	Iron & Steel	Electrical Machinery & Equipment	Foods	Other	Total
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
2023	8,583	13,706	44,361	43,387	15,386	10,300	19,598	1,308	9,861	2,568	12,856	138,527
2024	8,762	14,346	51,011	49,957	16,607	10,640	20,389	1,405	10,627	2,768	13,238	149,793

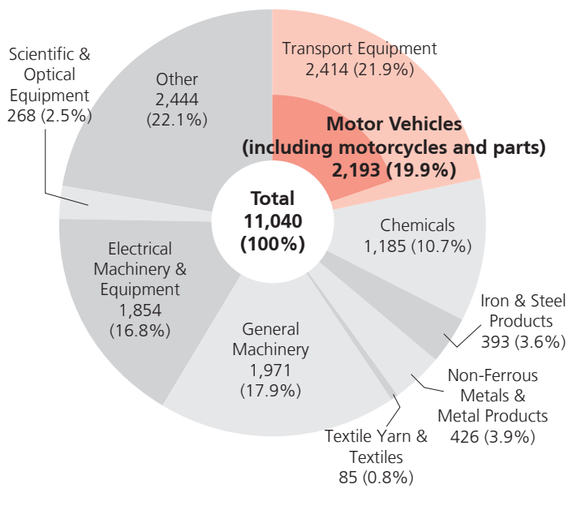
Source: Survey on Research Activities in Science and Technology, *Ministry of Internal Affairs and Communications*

In Value Terms, Motor Vehicle Exports Total 21.9 Trillion Yen; Motor Vehicle Imports Total 3.5 Trillion Yen

In 2025 Japan's gross exports and imports increased from the previous year, by 3.1% and 0.7%, respectively. In value terms, automotive exports dropped 2.4% from 2024 to 21.9 trillion yen, whereas imports increased 7.2% year-on-year to 3.5 trillion yen.

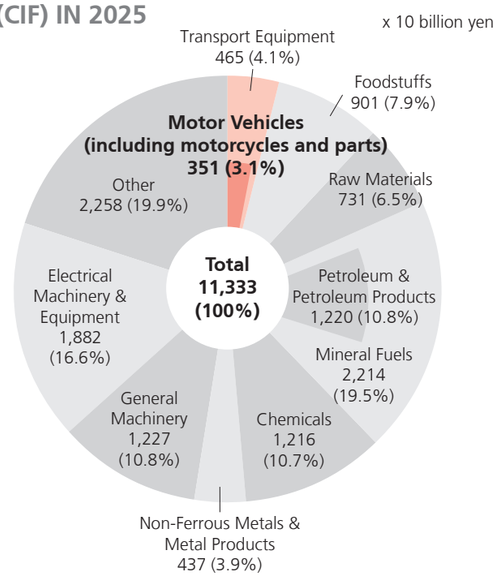
EXPORTS BY PRINCIPAL COMMODITY (FOB) IN 2025

x 10 billion yen



IMPORTS BY PRINCIPAL COMMODITY (CIF) IN 2025

x 10 billion yen



AUTOMOTIVE EXPORTS IN VALUE TERMS (FOB)

x 100 million yen

Year	Motor Vehicles	Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Motorcycles & Motorcycle Parts	Exports Total	Chg. (%)
2015	158,912	107.5	120,463	34,830	3,619	756,139	103.4
2016	151,175	95.1	113,329	34,617	3,229	700,358	92.6
2017	161,092	106.6	118,254	38,966	3,872	782,865	111.8
2018	166,972	103.7	123,072	39,909	3,990	814,788	104.1
2019	159,052	95.3	119,712	36,017	3,324	769,317	94.4
2020	127,738	80.3	95,796	29,124	2,818	683,991	88.9
2021	147,099	115.2	107,222	36,000	3,876	830,914	121.5
2022	172,743	117.4	130,117	38,483	4,143	981,736	118.2
2023	216,409	125.3	172,654	38,836	4,918	1,008,738	102.8
2024	224,637	103.8	179,095	39,790	5,752	1,070,879	106.2
2025	219,258	97.6	176,120	36,710	6,428	1,104,005	103.1

AUTOMOTIVE IMPORTS IN VALUE TERMS (CIF)

x 100 million yen

Year	Motor Vehicles	Chg. (%)	Passenger Cars, Trucks, Buses	Auto Parts	Motorcycles & Motorcycle Parts	Imports Total	Chg. (%)
2015	21,261	101.6	11,398	8,770	1,093	784,055	91.3
2016	21,023	98.9	11,781	8,329	913	660,420	84.2
2017	23,419	111.4	13,070	9,328	1,021	753,792	114.1
2018	25,223	107.7	14,284	9,861	1,079	827,033	109.7
2019	24,020	95.2	14,084	8,906	1,030	785,995	95.0
2020	19,513	81.2	11,653	6,747	1,113	680,108	86.5
2021	23,485	120.4	13,718	8,252	1,514	848,750	124.8
2022	26,897	114.5	15,123	10,022	1,752	1,185,032	139.6
2023	32,924	122.4	19,074	11,837	2,013	1,101,956	93.0
2024	32,703	99.3	18,454	12,600	1,649	1,125,591	102.1
2025	35,054	107.2	20,146	13,008	1,900	1,133,301	100.7

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).

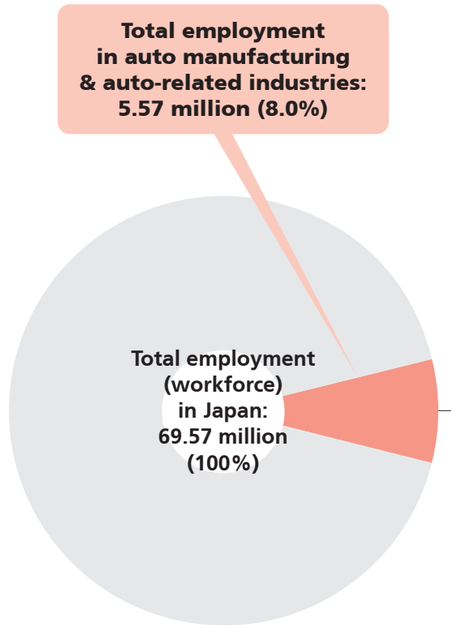
Source for all statistical data on this page: The Summary Report on Trade of Japan (2025), *Japan Tariff Association*

Auto-Related Employment Totals 5.57 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 5.57 million people.

EMPLOYMENT IN THE AUTOMOBILE MANUFACTURING AND AUTO-RELATED INDUSTRIES

Number of employees



Automobile Production ····· 877,000

- Automobile manufacturing (including motorcycles) ····· 208,000
- Auto parts and accessories manufacturing ····· 644,000
- Auto body and trailer manufacturing ····· 25,000

Road Transport ····· 2,793,000

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

Automotive Fuel/Insurance/Recycling ····· 368,000

- Automotive fuel retailing ····· 294,000
- Auto damage insurance ····· 7,900
- Automobile recycling ····· 1,700
- Automobile parking ····· 64,000

Materials & Equipment Supply ····· 524,000

- Electrical machinery & equipment ····· 95,000
- Non-ferrous metals ····· 19,000
- Iron & steel ····· 104,000
- Metal products ····· 40,000
- Chemicals (including paints), textiles, and petroleum ····· 34,000
- Plastics, rubber, and glass ····· 158,000
- Electronic parts & equipment ····· 34,000
- Manufacturing machinery ····· 5,000
- Information services ····· 36,000

Sales & Services ····· 1,009,000

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

Note: Figures are rounded off to the nearest thousand.

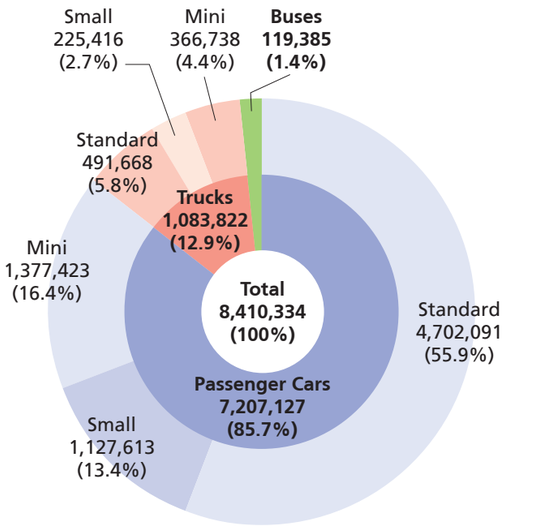
Sources: Labor Force Survey (2025 Annual Average), *Ministry of Internal Affairs and Communications' Statistics Bureau*; 2025 Economic Census for Business Activity, *Ministry of Economy, Trade and Industry, Ministry of Internal Affairs and Communications*; Census of Manufactures, 2020 Input-Output Tables for Japan, *Ministry of Economy, Trade and Industry*

Motor Vehicle Production Totals 8.41 Million Units

In 2025 motor vehicle production in Japan stood at 8.41 million units, up 2.1% from the previous year. Passenger car production increased 1.0% to a total of 7.21 million units, with minicars rising 9.8% to 1.38 million units but standard cars dipping 1.0% to 4.70 million units and small cars slipping 0.4% to 1.13 million units. Meanwhile, truck production climbed 9.0% from the previous year to 1.08 million units and bus production jumped 18.4% to 119,000 units.

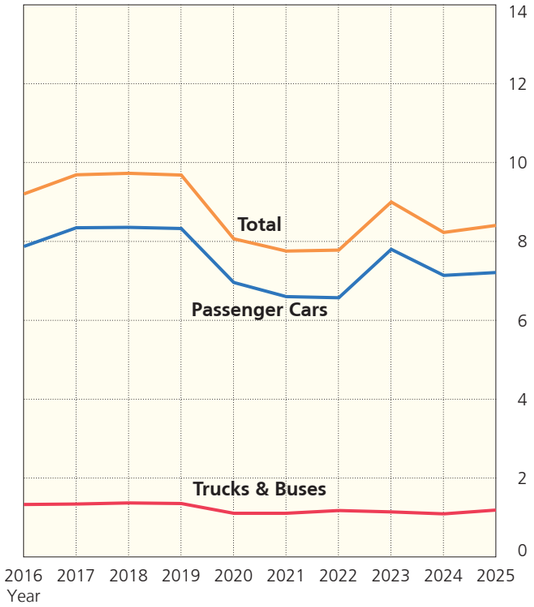
MOTOR VEHICLE PRODUCTION BY TYPE IN 2025

In vehicle units



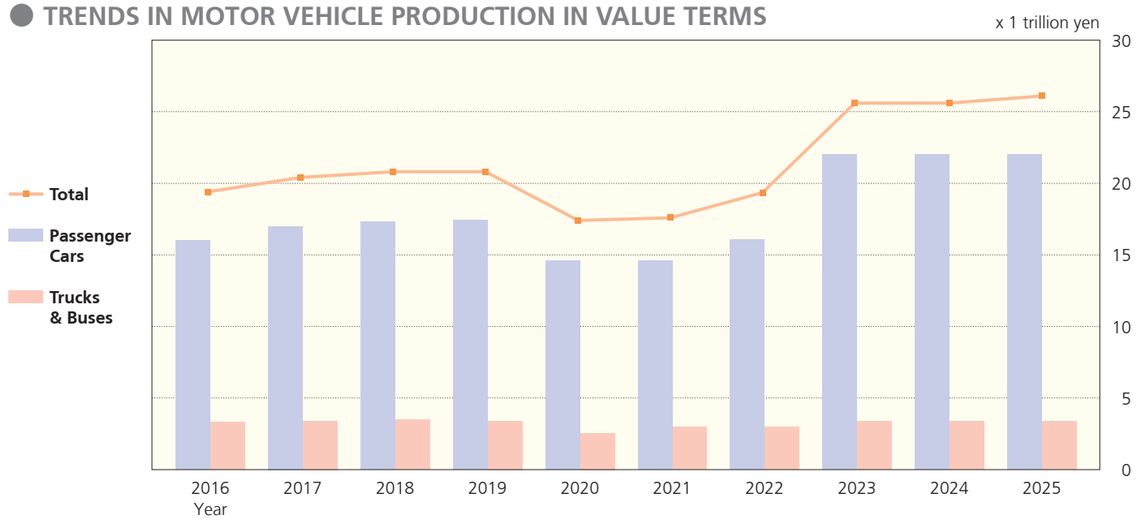
TRENDS IN MOTOR VEHICLE PRODUCTION

x 1 million units



TRENDS IN MOTOR VEHICLE PRODUCTION IN VALUE TERMS

x 1 trillion yen



MOTOR VEHICLE PRODUCTION IN VALUE TERMS

x 1 million yen

Year	Passenger Cars				Trucks					Buses			Total
	Standard	Small	Mini	Subtotal	Standard	Small	Mini	Tractors	Subtotal	Large	Small	Subtotal	
1985	895,041	7,049,323	85,925	8,030,289	1,793,000	1,519,934	679,498	46,745	4,039,177	103,053	101,007	204,060	12,273,526
1990	3,717,356	8,676,715	572,188	12,966,259	1,953,924	1,180,028	591,144	64,913	3,790,009	134,015	66,988	201,003	16,957,271
1995	5,147,637	4,869,427	790,303	10,807,367	1,619,428	849,511	510,579	124,764	3,104,282	107,647	89,441	197,088	14,108,737
2000	6,640,075	4,298,370	1,237,605	12,176,050	1,111,558	543,408	357,765	45,453	2,058,184	80,897	109,007	189,904	14,424,138
2005	9,352,545	4,178,641	1,169,871	14,701,057	1,916,692	588,224	357,615	104,567	2,967,098	127,605	163,069	290,674	17,958,829
2010	10,239,303	2,609,861	1,207,423	14,056,587	1,684,489	358,081	323,800	75,944	2,442,314	118,300	211,359	329,659	16,828,560
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
2024	18,437,345	2,227,300	1,666,213	22,330,858	2,049,634	382,309	399,301	98,725	2,929,969	105,834	275,490	381,324	25,642,151
2025	18,471,161	2,202,370	1,787,346	22,460,877	2,153,971	480,318	414,424	115,756	3,164,469	121,803	389,187	510,990	26,136,336

Source: Ministry of Economy, Trade and Industry

MOTOR VEHICLE PRODUCTION

In vehicle units

Year	Passenger Cars					Trucks					Buses		Total		
	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
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	105,360	124.5	8,999,888	114.9	2023
2024	4,751,682	1,132,544	1,254,962	7,139,188	91.9	460,095	189,167	345,355	994,617	88.2	100,840	95.7	8,234,645	91.5	2024
2025	4,702,091	1,127,613	1,377,423	7,207,127	101.0	491,668	225,416	366,738	1,083,822	109.0	119,385	118.4	8,410,334	102.1	2025

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 22 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).

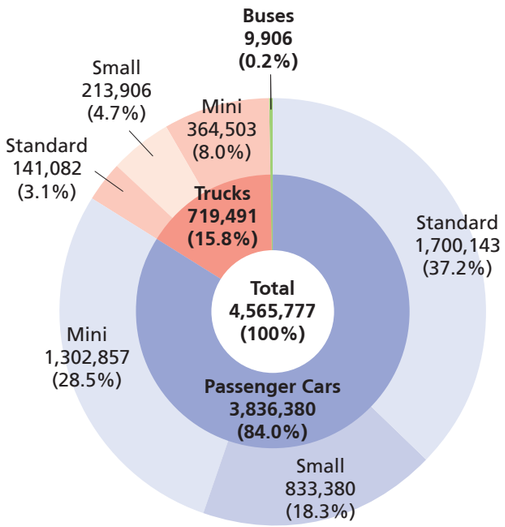
Sources: Japan Automobile Manufacturers Association; Current Survey of Production, *Ministry of Economy, Trade and Industry*

Motor Vehicle Sales Total 4.57 Million Units

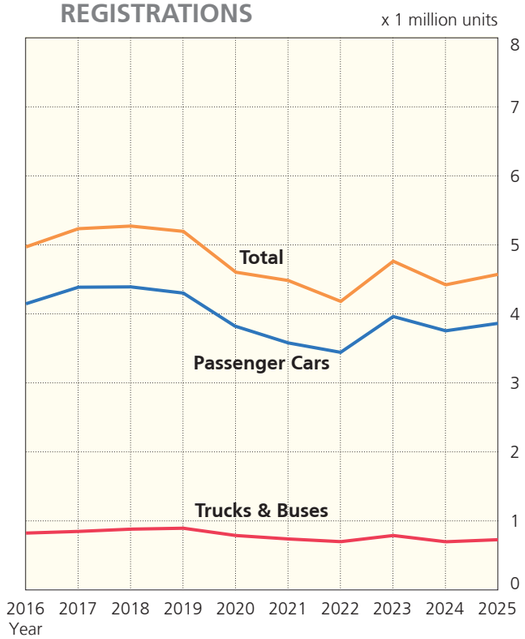
Passenger car and commercial vehicle demand in Japan in 2025 stood at 4.57 million units, a 3.3% increase from the previous year. Total passenger car sales grew 3.0% from 2024 to 3.84 million units, with small cars climbing 8.6% to 833,000 units and minicars rising 8.4% to 1.30 million units but standard cars dropping 3.2% to 1.70 million units. Meanwhile, sales of trucks increased 4.9% from 2024 to 719,000 units, whereas sales of buses slipped 1.9% to 9,900 units.

NEW MOTOR VEHICLE REGISTRATIONS BY TYPE IN 2025

In vehicle units



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. (%)
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
2024	1,202,095	37,299	180,449	138,025	1,557,868	89.3
2025	1,302,857	35,236	188,690	140,577	1,667,360	107.0

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

Source: Japan Mini Vehicles Association

NEW MOTOR VEHICLE REGISTRATIONS

In vehicle units

Year	Passenger Cars					Trucks					Buses				Total	Chg. (%)	Total Vehicles	Chg. (%)	Total Mini-Vehicles	Chg. (%)	Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)	Large	Small	Subtotal	Chg. (%)							
1970	9,068	1,652,899	717,170	2,379,137	116.8	168,086	986,673	538,743	1,693,502	95.6	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
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
2024	1,755,554	767,551	1,202,095	3,725,200	93.3	146,706	183,718	355,773	686,197	88.2	3,876	6,221	10,097	120.1	4,421,494	92.5	2,863,626	94.4	1,557,868	89.3	2024
2025	1,700,143	833,380	1,302,857	3,836,380	103.0	141,082	213,906	364,503	719,491	104.9	4,706	5,200	9,906	98.1	4,565,777	103.3	2,898,417	101.2	1,667,360	107.0	2025

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).

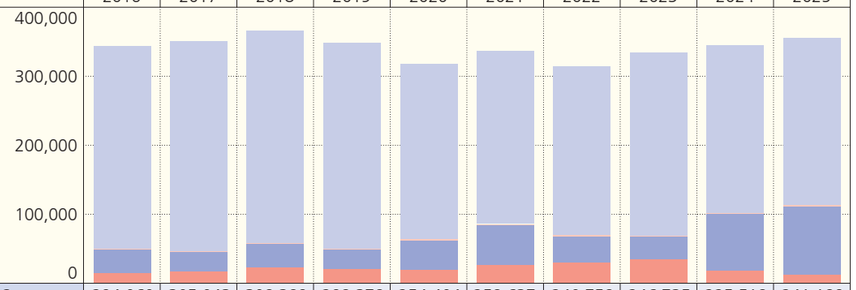
Sources: Japan Automobile Dealers Association; Japan Mini Vehicles Association

355,000 New Imported Vehicles Sold in Total

Sales of new imported vehicles in Japan in 2025 totalled 355,000 units, up 10.6% from the previous year, with new passenger cars growing 13.1% to 341,000 units but new commercial vehicles (trucks and buses) dropping 29.3% to 14,000 units. Meanwhile, sales of used imported vehicles decreased 1.8% from the previous year to 551,000 units, with used passenger cars dipping 1.6% to 531,000 units and used trucks falling 8.7% to 18,000 units.

TRENDS IN IMPORTED MOTOR VEHICLE SALES

In vehicle units



Year		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Vehicles produced by non-Japanese manufacturers	Passenger Cars	294,060	305,043	308,389	298,378	254,404	258,637	240,758	246,735	225,518	241,189
	Commercial Vehicles	1,054	1,045	1,016	1,061	1,692	1,115	1,468	1,594	1,684	1,940
	Total	295,114	306,088	309,405	299,439	256,096	259,752	242,226	248,329	227,202	243,129
Vehicles produced by Japanese manufacturers abroad	Passenger Cars	33,547	28,408	34,381	27,883	42,909	56,352	37,289	30,741	75,741	99,646
	Commercial Vehicles	15,012	16,524	22,480	20,994	18,928	28,448	30,244	32,297	17,846	11,867
	Total	48,559	44,932	56,861	48,877	61,837	84,800	67,533	63,038	93,587	111,513
Passenger Cars Total		327,607	333,451	342,770	326,261	297,313	314,989	278,047	277,476	301,259	340,835
Commercial Vehicles Total		16,066	17,569	23,496	22,055	20,620	29,563	31,712	33,891	19,530	13,807
Grand Totals		343,673	351,020	366,266	348,316	317,933	344,552	309,759	311,367	320,789	354,642
Chg. (%)		104.6	102.1	104.3	95.1	91.3	108.4	89.9	100.5	103.0	110.6

Note: "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100). *Source: Japan Automobile Importers Association*

IMPORTED MOTOR VEHICLES (ON CUSTOMS CLEARANCE BASIS)

In vehicle units

Year	Passenger Cars	Chg. (%)	Commercial Vehicles	Other	Total Motor Vehicles	Chg. (%)	Motorcycles
1980	46,285	71.4	547	1,085	47,917	72.2	17,015
1985	52,225	118.3	380	546	53,151	118.4	7,087
1990	251,169	128.6	911	761	252,841	128.6	28,696
1995	401,836	136.0	2,469	390	404,695	130.3	43,936
2000	283,582	109.2	1,470	376	285,428	109.3	74,906
2005	282,654	98.6	1,420	660	284,734	98.4	444,635
2010	230,791	158.4	11,922	780	243,493	156.7	353,260
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
2024	307,659	95.9	17,543	654	325,856	90.7	751,314
2025	358,175	116.4	17,380	530	376,085	115.4	845,913

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. (%)
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
2024	539,340	101.1	19,307	97.6	2,437	100.5	220	561,304	100.9
2025	530,853	98.4	17,631	91.3	2,407	98.8	215	551,106	98.2

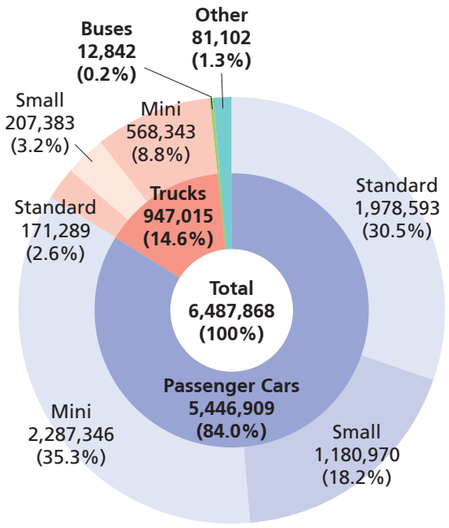
Notes: 1. For motor vehicle classifications in Japan, see page 22. 2. "Other" includes buses, large special-purpose vehicles and small-sized three-wheeled trucks. 3. "Chg. (%)" means change from the previous year (with the previous year's result indexed at 100). *Source: Japan Automobile Importers Association*

Used Vehicle Sales Total 6.5 Million Units

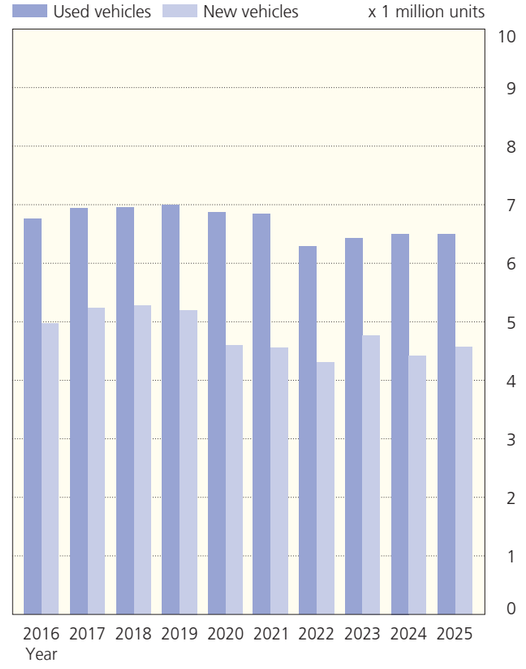
In 2025 sales of used motor vehicles slipped 0.2% from the previous year to 6.5 million units. Used passenger car sales totalled 5.45 million units, down 0.3% from the previous year, with small cars declining 3.4% to 1.18 million units but standard cars and minicars rising 0.1% and 1.0% to 1.98 million units and 2.29 million units, respectively. Meanwhile, sales of used trucks increased 0.1% to 947,000 units and sales of used buses climbed 16.5% to 13,000 units.

USED VEHICLE SALES BY TYPE IN 2025

In vehicle units



TRENDS IN NEW AND USED MOTOR VEHICLE SALES



USED MOTOR VEHICLE SALES

In vehicle units

Year	Passenger Cars					Trucks					Buses		Other		Total	
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)		Chg. (%)		Chg. (%)		Chg. (%)
1985	160,150	3,295,092	356,726	3,811,968	100.9	139,459	589,321	1,125,545	1,854,325	108.3	11,655	103.1	44,620	116.7	5,722,568	103.3
1990	304,193	3,945,086	304,782	4,554,061	106.2	185,851	555,634	1,746,495	2,487,980	102.1	13,377	98.3	54,118	107.3	7,109,536	104.7
1995	994,311	3,845,076	727,259	5,566,646	106.6	221,523	521,244	1,538,718	2,281,485	102.2	13,327	105.4	84,409	119.1	7,945,867	105.4
2000	1,742,786	3,050,087	1,448,546	6,241,419	104.8	201,714	412,511	1,169,626	1,783,851	99.1	15,173	102.7	173,475	105.2	8,213,918	103.5
2005	2,002,563	2,460,410	1,890,154	6,353,127	101.0	240,060	368,778	980,714	1,589,552	101.8	18,871	109.5	144,910	106.4	8,106,460	101.3
2010	1,592,110	1,816,696	1,873,466	5,282,272	98.9	177,327	245,642	732,854	1,155,823	92.6	14,163	92.6	87,238	91.4	6,539,496	97.6
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	7,001,037	100.7
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	98.1
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
2024	1,975,778	1,222,059	2,265,147	5,462,984	101.1	167,604	207,242	571,355	946,201	100.0	11,019	107.7	77,923	102.2	6,498,127	101.0
2025	1,978,593	1,180,970	2,287,346	5,446,909	99.7	171,289	207,383	568,343	947,015	100.1	12,842	116.5	81,102	104.1	6,487,868	99.8

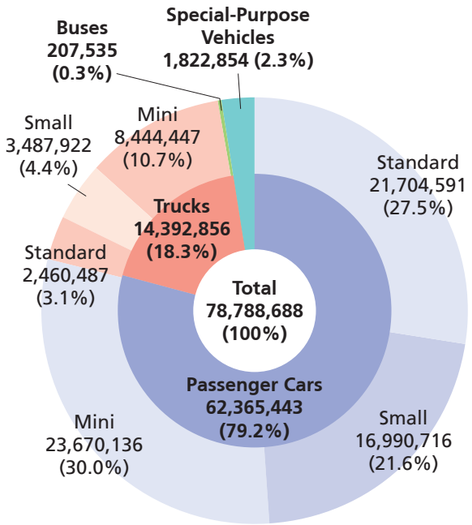
Notes: 1. Passenger cars and trucks are classified under Japan's Road Vehicles Act in three categories, based primarily on engine capacity: "standard" (over 2,000cc), "small" (661cc-2,000cc), and "mini" (660cc and under); see page 22 for details. 2. Includes imported vehicles. 3. "Other" refers to emergency 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 78.79 Million Motor Vehicles in Use

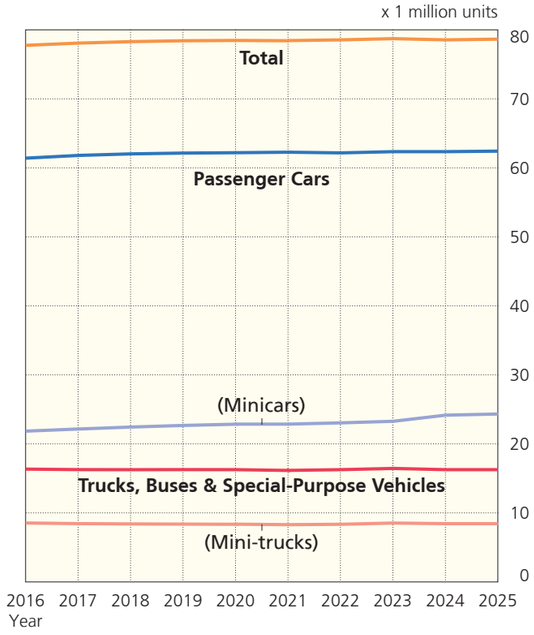
At the end of December 2025, motor vehicles in use in Japan (excluding motorcycles) totalled 78.79 million units, a 0.06% increase from the previous year. Passenger cars in use grew 0.07% from 2024 to 62.37 million units, with standard cars and minicars rising 1.6% and 0.7% to 21.70 million units and 23.70 million units, respectively, but small cars dropping 2.7% to 16.99 million units. Meanwhile, trucks in use decreased 0.1% compared to the previous year to 14.39 million units and buses in use fell 0.6% from 2024 to 208,000 units. At the end of March 2025, the average service life of motor vehicles in Japan was 13.35 years for passenger cars, 16.29 years for trucks, and 17.96 years for buses.

MOTOR VEHICLES IN USE BY TYPE AT END OF 2025

In vehicle units

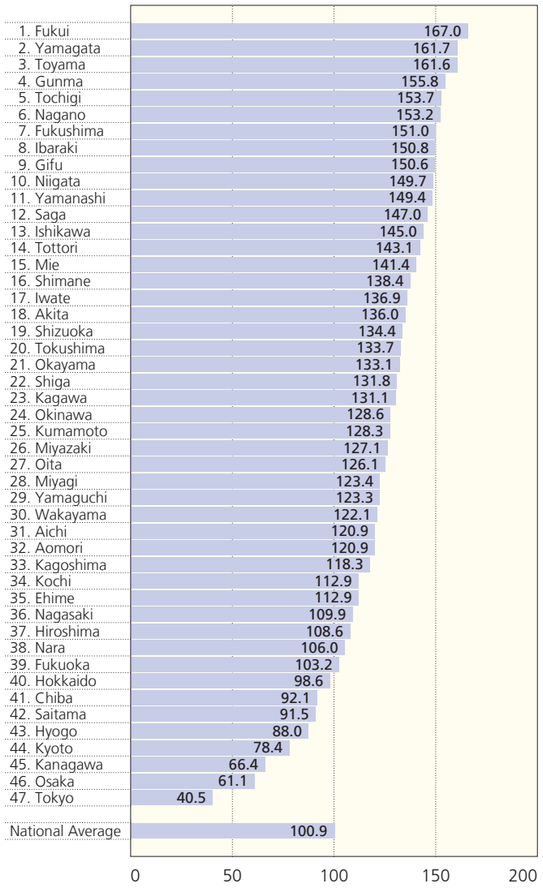


TRENDS IN MOTOR VEHICLES IN USE



PRIVATE PASSENGER CARS IN USE PER 100 HOUSEHOLDS BY PREFECTURE (at March 31, 2025)

In vehicle units



Source: Automobile Inspection & Registration Information Association

PASSENGER CARS IN USE BY YEAR OF FIRST REGISTRATION

At March 31, 2025

Year of First Registration	Vehicles in Use	% of "Vehicles in Use" Total
April 2024-March 2025	2,564,208	6.6
April 2023-March 2024	2,489,954	6.4
April 2022-March 2023	2,246,795	5.8
April 2021-March 2022	2,120,806	5.5
April 2020-March 2021	2,264,479	5.9
April 2019-March 2020	2,360,905	6.1
April 2018-March 2019	2,459,193	6.4
April 2017-March 2018	2,413,225	6.2
April 2016-March 2017	2,366,353	6.1
April 2015-March 2016	2,032,218	5.3
April 2014-March 2015	1,922,976	5.0
April 2013-March 2014	2,037,407	5.3
April 2012-March 2013	1,796,024	4.6
April 2011-March 2012	1,448,146	3.7
April 2010-March 2011	1,257,240	3.3
April 2009-March 2010	1,177,446	3.0
April 2008-March 2009	766,324	2.0
April 2007-March 2008	677,619	1.8
April 2006-March 2007	552,209	1.4
-March 2006	3,726,748	9.6
Total "Vehicles in Use"	38,680,275	100

AVERAGE AGE BY TYPE

In years

Year	Passenger Cars	Trucks	Buses
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
2024	9.34	11.98	12.96
2025	9.44	12.13	13.06

AVERAGE SERVICE LIFE BY TYPE

In years

Year	Passenger Cars	Trucks	Buses
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
2024	13.32	16.08	19.18
2025	13.35	16.29	17.96

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

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

In vehicle units

Year	Passenger Cars					Trucks					Buses				Special-Purpose Vehicles		Total		Trailers	Three-Wheeled Vehicles	Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)	Large	Small	Subtotal	Chg. (%)		Chg. (%)		Chg. (%)			
1970	77,374	6,457,181	2,244,417	8,778,972	126.6	798,256	4,478,486	3,005,017	8,281,759	107.1	104,895	83,085	187,980	110.5	333,132	110.5	17,581,843	116.2	23,079	243,934	1970
1975	207,511	14,417,680	2,611,130	17,236,321	108.7	1,158,465	6,100,206	2,785,182	10,043,853	98.9	102,186	124,098	226,284	101.7	584,100	101.7	28,090,558	104.9	39,808	47,998	1975
1980	472,314	21,011,096	2,176,110	23,659,520	104.4	1,494,464	7,155,221	4,527,794	13,177,479	104.8	106,633	123,387	230,020	100.4	789,155	100.4	37,856,174	104.5	56,804	17,724	1980
1985	711,914	25,116,179	2,016,487	27,844,580	102.6	1,668,852	6,679,665	8,791,289	17,139,806	105.5	108,967	122,261	231,228	100.5	941,647	100.5	46,157,261	103.7	65,485	6,123	1985
1990	1,784,594	30,554,652	2,584,926	34,924,172	107.1	2,176,488	6,609,536	12,535,415	21,321,439	101.1	114,819	130,849	245,668	101.6	1,206,390	101.6	57,697,669	104.7	87,359	4,056	1990
1995	7,874,189	31,030,462	5,775,386	44,680,037	104.7	2,574,433	6,213,405	11,642,311	20,430,149	98.9	114,478	128,617	243,095	99.1	1,500,219	99.1	66,853,500	102.8	120,171	3,621	1995
2000	13,942,626	28,593,491	9,901,258	52,437,375	102.5	2,596,421	5,474,660	10,154,427	18,225,508	97.8	110,046	125,437	235,483	99.9	1,750,733	99.9	72,649,099	101.3	133,676	3,827	2000
2005	16,634,529	26,254,546	14,201,714	57,090,789	102.0	2,474,378	4,594,363	9,665,130	16,733,871	99.7	109,917	121,816	231,733	100.3	1,630,062	98.8	75,686,455	101.4	147,626	3,280	2005
2010	16,890,402	23,470,003	17,986,982	58,347,387	100.6	2,281,711	3,825,632	9,177,282	15,284,625	98.2	108,136	119,135	227,271	99.5	1,502,593	99.2	75,361,876	100.0	152,834	3,120	2010
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
2024	21,361,984	17,454,065	23,504,976	62,321,025	100.0	2,467,748	3,491,264	8,442,692	14,401,704	99.8	102,684	106,135	208,819	99.0	1,811,562	100.7	78,743,110	100.0	201,744	26,027	2024
2025	21,704,591	16,990,716	23,670,136	62,365,443	100.1	2,460,487	3,487,922	8,444,447	14,392,856	99.9	102,761	104,774	207,535	99.4	1,822,854	100.6	78,788,688	100.1	205,891	26,349	2025

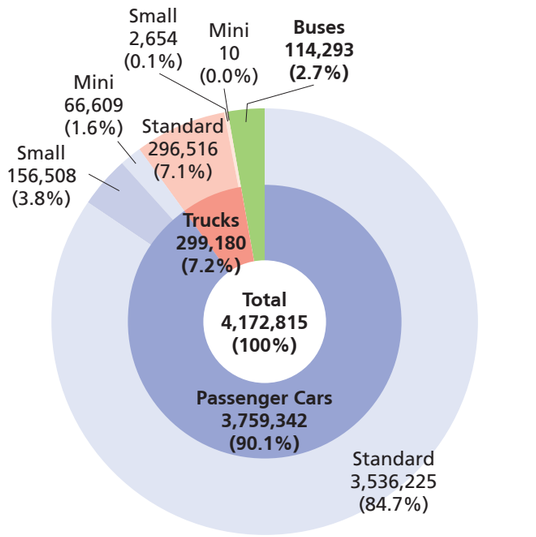
Notes: 1. "Special-Purpose Vehicles" refers to emergency vehicles, special vehicles equipped with beds, refrigerated trucks, tank trucks, tractors, bulldozers, steamrollers, snowplows, snowmobiles, etc., that are identified as special-purpose vehicles by special registration numbers. 2. "Three-Wheeled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

Motor Vehicle Exports Total 4.17 Million Units

Exports of motor vehicles in 2025 totalled 4.17 million units. While passenger cars declined 1.6% from the previous year to 3.76 million units, trucks rose 0.4% to 299,000 units and buses surged 15.3% to 114,000 units.

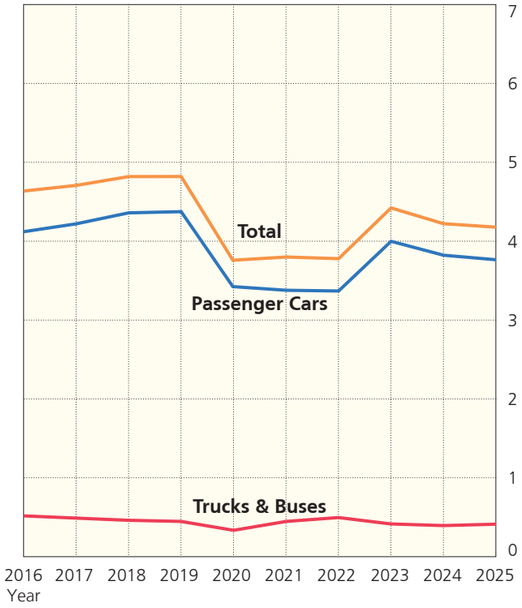
MOTOR VEHICLE EXPORTS BY TYPE IN 2025

In vehicle units



TRENDS IN MOTOR VEHICLE EXPORTS

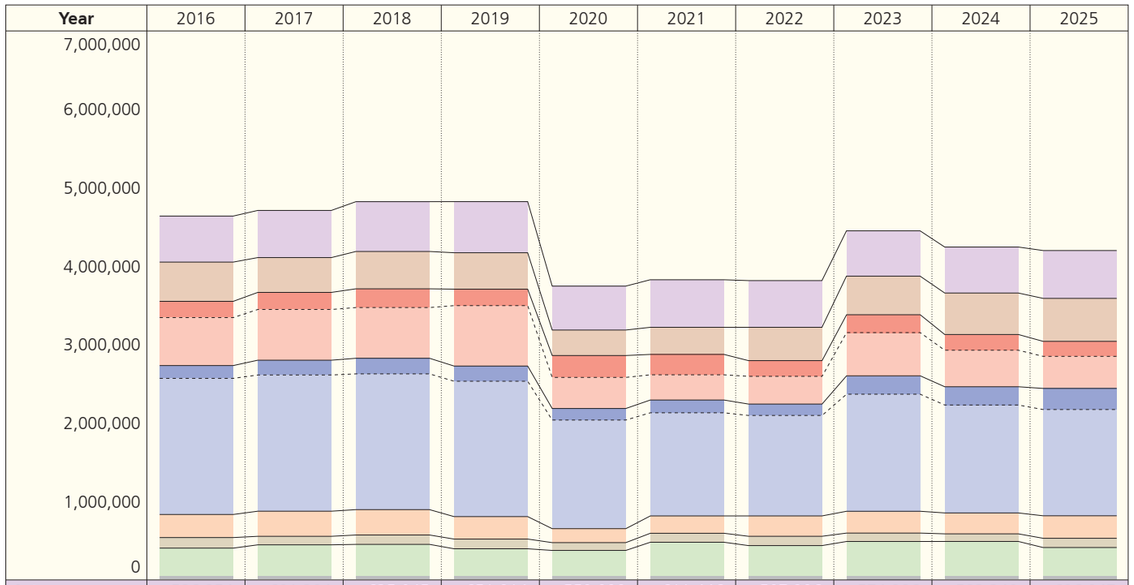
x 1 million units



MOTOR VEHICLE EXPORT TRENDS BY DESTINATION

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

In vehicle units



Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Asia	586,954	601,204	635,045	651,814	559,998	611,446	597,296	574,986	583,340	606,047
Middle East	500,325	443,963	476,157	464,195	325,027	346,405	425,423	490,027	526,110	544,093
Europe	818,931	864,518	885,705	980,516	675,630	588,648	555,007	775,093	662,819	596,304
(EU)	611,559	646,679	646,943	770,512	396,451	324,154	354,352	548,253	463,191	406,146
North America	1,898,913	1,925,356	1,929,781	1,919,835	1,532,247	1,495,883	1,429,604	1,719,261	1,600,811	1,613,048
(U.S.A.)	1,735,480	1,736,765	1,731,025	1,726,139	1,384,998	1,331,718	1,283,934	1,485,641	1,369,063	1,345,817
Latin America	294,378	320,236	323,591	286,374	177,864	217,631	260,108	276,923	265,290	285,030
Africa	134,497	108,845	119,549	123,842	99,469	115,367	118,940	106,631	96,414	116,905
Oceania	393,457	434,458	438,362	383,261	362,785	435,381	417,532	468,643	473,465	404,484
Other	6,578	7,268	9,280	8,295	7,812	8,149	9,329	11,118	8,795	6,904
Total	4,634,033	4,705,848	4,817,470	4,818,132	3,740,832	3,818,910	3,813,239	4,422,682	4,217,044	4,172,815
Chg. (%)	101.2	—	—	100.0	77.6	102.1	99.9	116.0	95.4	99.0

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

MOTOR VEHICLE EXPORTS

In vehicle units

Year	Passenger Cars					Trucks					Buses		Total		Year
	Standard	Small	Mini	Subtotal	Chg. (%)	Standard	Small	Mini	Subtotal	Chg. (%)		Chg. (%)		Chg. (%)	
1970	715,450		10,136	725,586	129.5	65,170	272,549	13,892	351,611	120.9	9,579	141.6	1,086,776	126.7	1970
1975	1,821,835		5,451	1,827,286	105.8	168,370	643,232	22,071	833,673	95.3	16,653	104.3	2,677,612	102.3	1975
1980	345,413	3,580,623	21,124	3,947,160	127.2	332,257	1,548,251	73,177	1,953,685	137.2	66,116	179.4	5,966,961	130.8	1980
1985	493,047	3,932,414	1,301	4,426,762	111.2	1,196,973	1,029,757	11,374	2,238,104	108.0	65,606	116.7	6,730,472	110.2	1985
1990	1,343,967	3,138,147	16	4,482,130	101.8	944,737	364,376	8	1,309,121	90.6	39,961	113.7	5,831,212	99.1	1990
1995	1,156,122	1,732,050	8,044	2,896,216	86.2	612,654	236,929	276	849,859	82.8	44,734	60.8	3,790,809	85.0	1995
2000	2,333,263	1,462,069	520	3,795,852	101.0	530,823	86,329	718	617,870	100.8	41,163	107.3	4,454,885	101.0	2000
2005	3,164,603	1,198,273	292	4,363,168	103.5	521,848	89,946	162	611,956	89.0	77,937	139.6	5,053,061	101.9	2005
2010	3,453,951	818,660	2,755	4,275,366	133.2	397,404	52,908	0	450,312	142.7	115,782	125.8	4,841,460	133.9	2010
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	3,173,619	227,031	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	3,148,180	155,007	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	3,106,547	159,969	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	3,747,996	203,837	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
2024	3,556,452	216,073	47,288	3,819,813	96.0	288,264	9,794	70	298,128	87.4	99,103	95.8	4,217,044	95.4	2024
2025	3,536,225	156,508	66,609	3,759,342	98.4	296,516	2,654	10	299,180	100.4	114,293	115.3	4,172,815	99.0	2025

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).

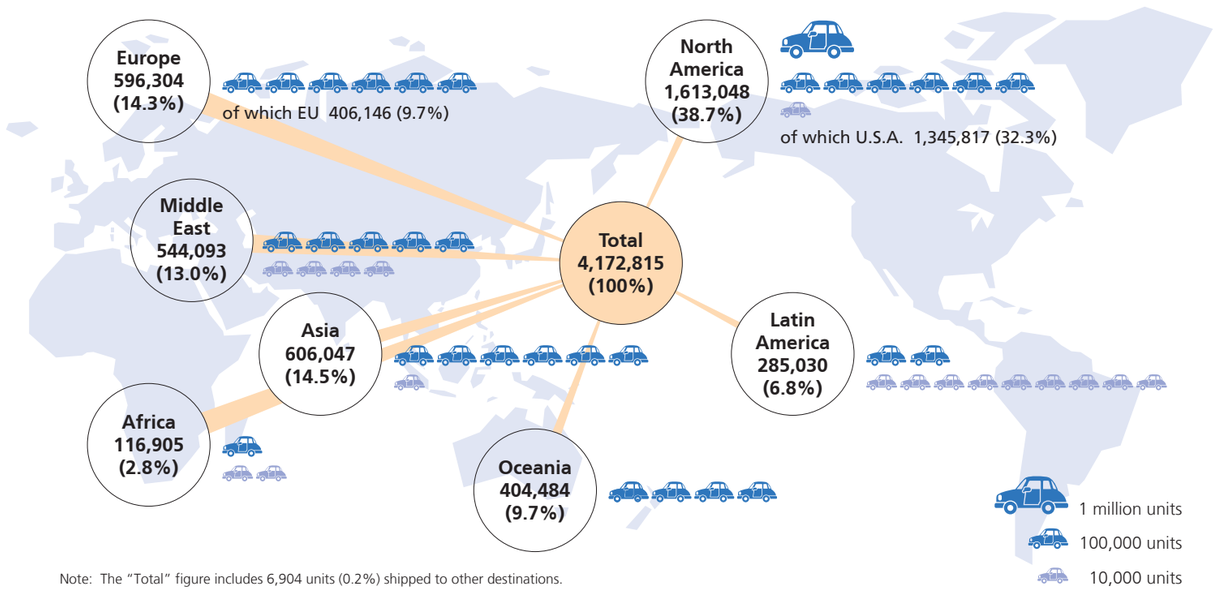
Source: Japan Automobile Manufacturers Association

A Rise in Motor Vehicle Exports to Most Destinations

Motor vehicle exports increased in 2025 from the previous year to North America (1.61 million units), Asia (606,000 units), the Middle East (544,000 units), Latin America (285,000 units), and Africa (117,000 units), but decreased to Europe (596,000 units) and Oceania (404,000 units).

MOTOR VEHICLE EXPORTS BY DESTINATION IN 2025

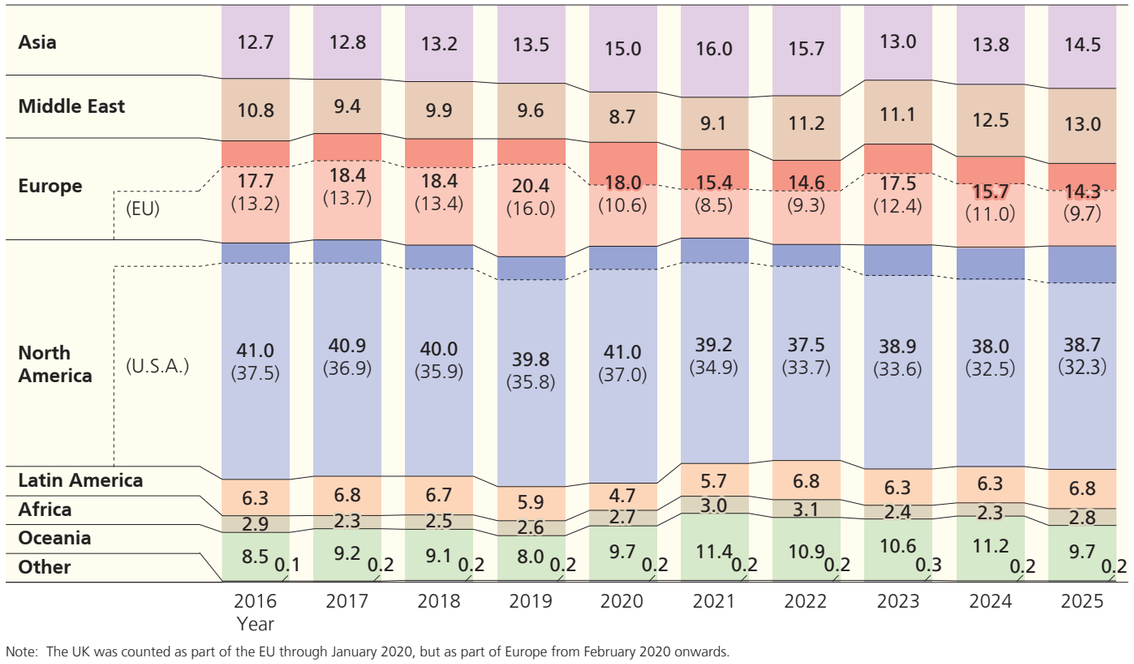
In vehicle units



Note: The "Total" figure includes 6,904 units (0.2%) shipped to other destinations.

MOTOR VEHICLE EXPORT TRENDS BY DESTINATION

In %



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 2025

In vehicle units

Destination		Passenger Cars				Trucks				Buses	Total
		Standard	Small	Mini	Subtotal	Standard	Small	Mini	Subtotal		
Asia	South Korea	25,624	0	0	25,624	198	0	0	198	0	25,822
	China	199,821	0	0	199,821	0	0	0	0	240	200,061
	Taiwan	72,718	5,580	0	78,298	7,533	0	0	7,533	584	86,415
	Hong Kong	4,434	1,889	177	6,500	1,348	0	0	1,348	224	8,072
	Thailand	5,074	3,133	0	8,207	440	0	10	450	13,248	21,905
	Singapore	8,272	1,506	0	9,778	2,910	27	0	2,937	194	12,909
	Malaysia	15,654	3,151	0	18,805	8,346	396	0	8,742	0	27,547
	Philippines	14,841	1,872	0	16,713	7,211	0	0	7,211	21,309	45,233
	Indonesia	8,215	1,782	0	9,997	11,125	0	0	11,125	7,239	28,361
	Pakistan	44	16,128	66,432	82,604	2,991	0	0	2,991	726	86,321
	Other	40,602	916	0	41,518	18,789	0	0	18,789	3,094	63,401
	Subtotal	395,299	35,957	66,609	497,865	60,891	423	10	61,324	46,858	606,047
Middle East	Bahrain	10,128	418	0	10,546	1,067	0	0	1,067	1,240	12,853
	Saudi Arabia	172,240	725	0	172,965	39,308	0	0	39,308	4,602	216,875
	Kuwait	47,433	457	0	47,890	2,047	0	0	2,047	2,778	52,715
	Oman	24,282	4	0	24,286	4,082	0	0	4,082	1,672	30,040
	Israel	29,699	1,606	0	31,305	1,368	0	0	1,368	0	32,673
	United Arab Emirates	76,117	756	0	76,873	10,322	0	0	10,322	5,504	92,699
	Qatar	23,483	381	0	23,864	1,819	0	0	1,819	1,728	27,411
	Other	63,478	1,726	0	65,204	10,818	0	0	10,818	2,805	78,827
	Subtotal	446,860	6,073	0	452,933	70,831	0	0	70,831	20,329	544,093
Europe (EU)	Sweden	13,908	326	0	14,234	0	0	0	0	0	14,234
	Denmark	3,133	1,356	0	4,489	0	0	0	0	0	4,489
	Netherlands	11,353	4,324	0	15,677	0	0	0	0	0	15,677
	Belgium	27,617	1,802	0	29,419	0	0	0	0	0	29,419
	France	21,795	9,129	0	30,924	0	0	0	0	0	30,924
	Germany	70,310	10,408	0	80,718	0	0	0	0	0	80,718
	Spain	48,075	1,530	0	49,605	0	0	0	0	0	49,605
	Italy	29,064	9,557	0	38,621	7,158	0	0	7,158	0	45,779
	Finland	6,660	138	0	6,798	0	0	0	0	0	6,798
	Poland	57,078	1,827	0	58,905	0	0	0	0	0	58,905
	Austria	11,375	1,468	0	12,843	0	0	0	0	0	12,843
	Greece	2,939	3,698	0	6,637	0	0	0	0	0	6,637
	Other	43,763	5,825	0	49,588	530	0	0	530	0	50,118
	Subtotal	347,070	51,388	0	398,458	7,688	0	0	7,688	0	406,146
	Norway	6,547	0	0	6,547	0	0	0	0	0	6,547
	UK	94,116	27,117	0	121,233	1,556	20	0	1,576	0	122,809
	Switzerland	7,266	1,571	0	8,837	0	0	0	0	0	8,837
	Russia	0	0	0	0	0	0	0	0	0	0
	Turkey	24,510	3,044	0	27,554	5,084	0	0	5,084	0	32,638
	Ukraine	16,838	364	0	17,202	606	0	0	606	0	17,808
	Other	1,336	183	0	1,519	0	0	0	0	0	1,519
	Subtotal	497,683	83,667	0	581,350	14,934	20	0	14,954	0	596,304
North America	Canada	266,571	0	0	266,571	660	0	0	660	0	267,231
	U.S.A.	1,329,113	0	0	1,329,113	16,704	0	0	16,704	0	1,345,817
	Subtotal	1,595,684	0	0	1,595,684	17,364	0	0	17,364	0	1,613,048
Latin America	Mexico	66,564	15,467	0	82,031	11,859	0	0	11,859	5,985	99,875
	Puerto Rico	29,975	0	0	29,975	30	0	0	30	0	30,005
	Colombia	14,388	305	0	14,693	6,960	0	0	6,960	711	22,364
	Ecuador	2,769	153	0	2,922	3,888	0	0	3,888	706	7,516
	Peru	8,649	227	0	8,876	4,075	0	0	4,075	801	13,752
	Chile	23,358	844	0	24,202	2,775	0	0	2,775	12	26,989
	Brazil	16,369	0	0	16,369	0	0	0	0	0	16,369
	Other	37,300	2,951	0	40,251	19,586	1,122	0	20,708	7,201	68,160
	Subtotal	199,372	19,947	0	219,319	49,173	1,122	0	50,295	15,416	285,030
Africa	Algeria	479	0	0	479	224	0	0	224	6	709
	Egypt	1,923	0	0	1,923	8,652	480	0	9,132	2,173	13,228
	Nigeria	3,896	0	0	3,896	1,795	0	0	1,795	2,598	8,289
	Kenya	807	22	0	829	5,222	0	0	5,222	1,244	7,295
	South Africa	13,151	665	0	13,816	7,311	360	0	7,671	7,382	28,869
	Other	20,692	1,706	0	22,398	26,739	122	0	26,861	9,256	58,515
	Subtotal	40,948	2,393	0	43,341	49,943	962	0	50,905	22,659	116,905
Oceania	Australia	312,929	4,454	0	317,383	23,180	0	0	23,180	4,614	345,177
	New Zealand	38,883	3,388	0	42,271	3,415	0	0	3,415	498	46,184
	Other	5,643	629	0	6,272	4,127	127	0	4,254	2,597	13,123
	Subtotal	357,455	8,471	0	365,926	30,722	127	0	30,849	7,709	404,484
Other		2,924	0	0	2,924	2,658	0	0	2,658	1,322	6,904
Grand Totals		3,536,225	156,508	66,609	3,759,342	296,516	2,654	10	299,180	114,293	4,172,815

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

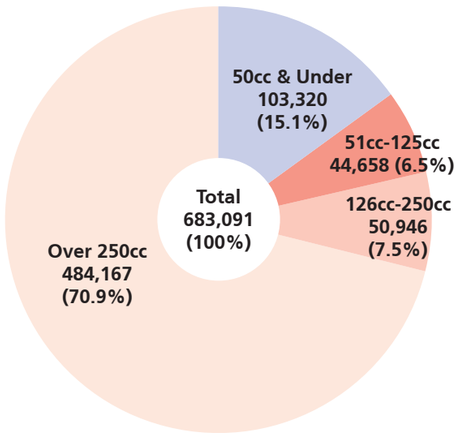
Source: Japan Automobile Manufacturers Association

Motorcycle Production Totals 683,000 Units

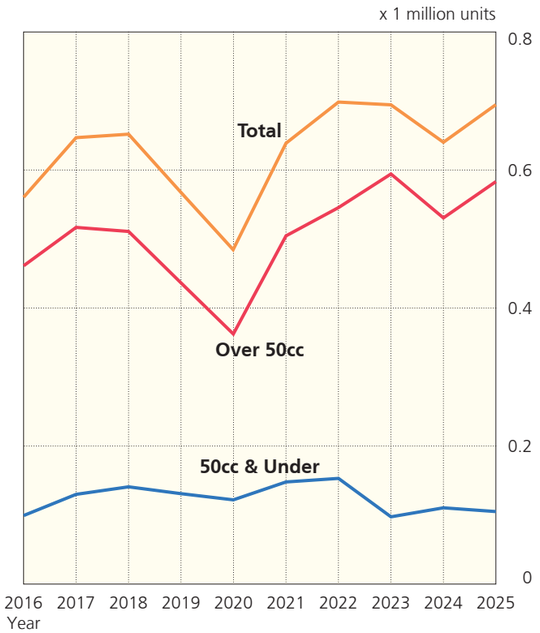
Overall domestic motorcycle production in 2025 increased 6.8% from the previous year to 683,000 units. By engine capacity, small-sized motorcycles (over 250cc) climbed 13.3% to 484,000 units but Class 1 motor-driven cycles (50cc and under) declined 4.9% to 103,000 units, Class 2 motor-driven cycles (51cc to 125cc) dropped 10.6% to 45,000 units, and mini-sized motorcycles (126cc to 250cc) dipped 4.9% to 51,000 units. The combined total for larger motorcycles (all those over 50cc) grew 9.2% from 2024 to 580,000 units.

MOTORCYCLE PRODUCTION BY ENGINE CAPACITY IN 2025

In vehicle units



TRENDS IN MOTORCYCLE PRODUCTION



MOTORCYCLE PRODUCTION

In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal		
1970	895,599	1,407,205	259,145	385,723	2,052,073	2,947,672	114.4
1975	1,030,822	1,887,701	331,733	552,291	2,771,725	3,802,547	84.3
1980	2,493,910	2,181,206	660,831	1,098,577	3,940,614	6,434,524	143.8
1985	2,014,850	1,373,423	469,728	678,346	2,521,497	4,536,347	112.7
1990	1,343,220	686,734	270,304	506,637	1,463,675	2,806,895	100.4
1995	951,803	1,038,938	217,738	544,760	1,801,436	2,753,239	101.0
2000	636,546	630,221	297,433	851,191	1,778,845	2,415,391	107.3
2005	298,549	260,343	279,274	953,419	1,493,036	1,791,585	103.0
2010	87,513	80,630	108,950	387,082	576,662	664,175	103.0
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	93,251	52,342	54,087	483,148	589,577	682,828	98.3
2024	108,670	49,926	53,558	427,229	530,713	639,383	93.6
2025	103,320	44,658	50,946	484,167	579,771	683,091	106.8

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).

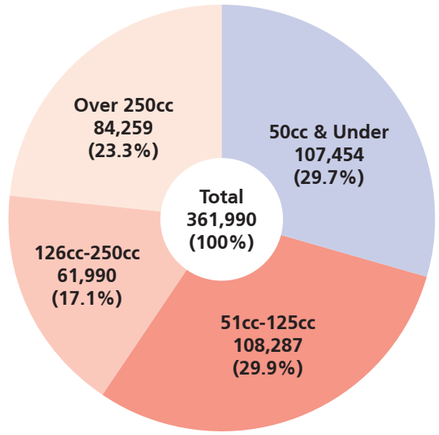
Source: Japan Automobile Manufacturers Association

Motorcycle Sales Total 362,000 Units

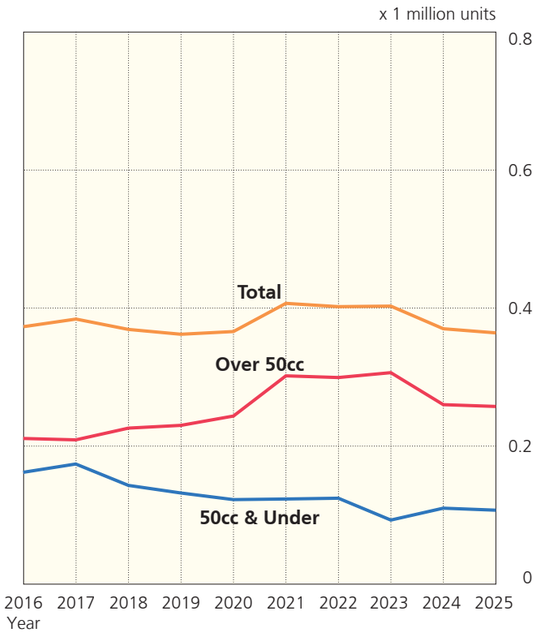
Domestic motorcycle sales in 2025 fell 1.6% from the previous year to 362,000 units. By engine capacity, whereas sales of mini-sized motorcycles (126cc to 250cc) climbed 8.4% to 62,000 units, Class 1 motor-driven cycles (50cc and under) dipped 2.4% to 107,000 units, Class 2 motor-driven cycles (51cc to 125cc) dropped 3.9% to 108,000 units, and small-sized motorcycles (over 250cc) declined 4.3% to 84,000 units. Overall sales of motorcycles with engine capacity over 50cc totalled 255,000 units, a 1.3% decrease from 2024.

MOTORCYCLE SALES BY ENGINE CAPACITY IN 2025

In vehicle units



TRENDS IN MOTORCYCLE SALES



MOTORCYCLE SALES

In vehicle units

Year	Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total	Chg. (%)
		Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal		
1980	1,978,426	200,238	80,799	97,281	378,318	2,356,744	122.0
1985	1,646,115	130,574	167,213	143,324	441,111	2,087,226	101.5
1990	1,213,512	169,618	165,692	103,876	439,186	1,652,698	98.1
1995	884,718	138,115	104,175	115,430	357,720	1,242,438	102.2
2000	558,459	102,116	75,887	83,963	261,966	820,425	93.6
2005	470,922	88,747	102,038	76,841	267,626	738,548	100.7
2010	231,247	96,368	37,645	58,108	192,121	423,368	97.7
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
2024	110,126	112,653	57,180	88,001	257,834	367,960	90.8
2025	107,454	108,287	61,990	84,259	254,536	361,990	98.4

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

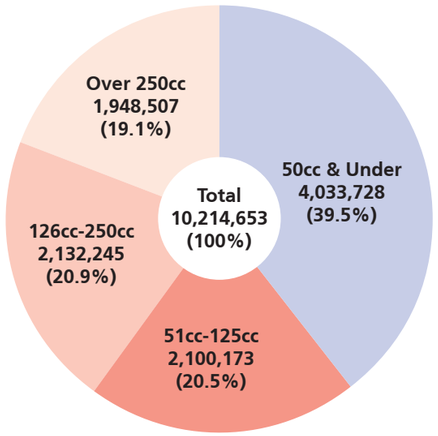
Sources: Japan Mini Vehicles Association; Japan Automobile Manufacturers Association

10.21 Million Motorcycles in Use

At March 31, 2025, motorcycles in use in Japan totalled 10.21 million units, down 0.6% from the previous year. By engine capacity, whereas Class 1 motor-driven cycles, accounting for 39.5% of all motorcycles in use, dropped 3.4% to 4.03 million units in 2025, Class 2 motor-driven cycles, mini-sized motorcycles, and small-sized motorcycles in use rose 1.7%, 0.7%, and 1.6% to 2.10 million units, 2.13 million units, and 1.95 million units, respectively. Thus, motorcycles over 50cc in use increased 1.3%, to a total of 6.18 million units.

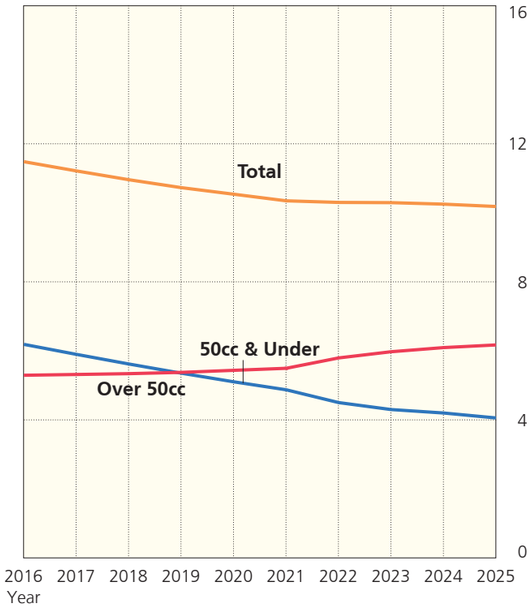
MOTORCYCLES IN USE BY ENGINE CAPACITY (at March 31, 2025)

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
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
2024	4,176,785	2,064,087	2,116,890	1,918,542	6,099,519	10,276,304	99.7
2025	4,033,728	2,100,173	2,132,245	1,948,507	6,180,925	10,214,653	99.4

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

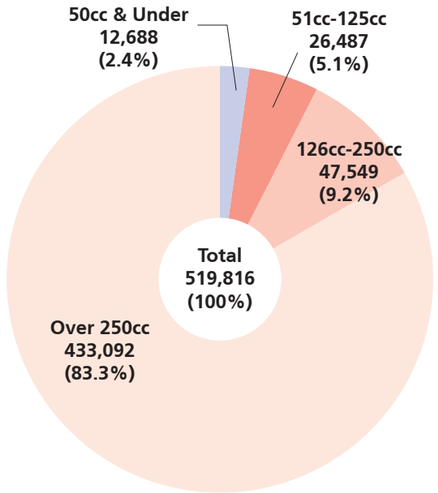
Sources: Ministry of Land, Infrastructure, Transport and Tourism; since 2006 (only for the 125cc-and-under categories), *Ministry of Internal Affairs and Communications*

Motorcycle Exports Total 520,000 Units

Motorcycle exports in 2025 increased 7.3% from the previous year to 520,000 units. By engine capacity, whereas exports of Class 1 motor-driven cycles, Class 2 motor-driven cycles, and mini-sized motorcycles fell 4.2%, 17.7%, and 7.7% to 13,000 units, 26,000 units, and 48,000 units, respectively, exports of small-sized motorcycles rose 11.8% to 433,000 units.

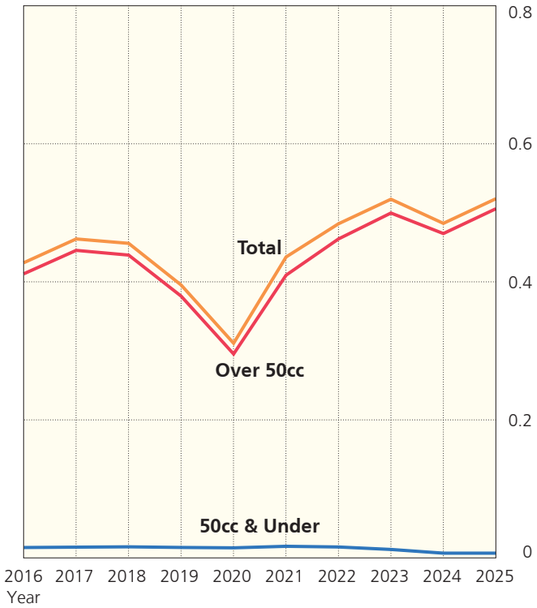
MOTORCYCLE EXPORTS BY ENGINE CAPACITY IN 2025

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
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	422,224	500,041	520,110	106.8
2024	13,241	32,196	51,492	387,334	471,022	484,263	93.1
2025	12,688	26,487	47,549	433,092	507,128	519,816	107.3

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

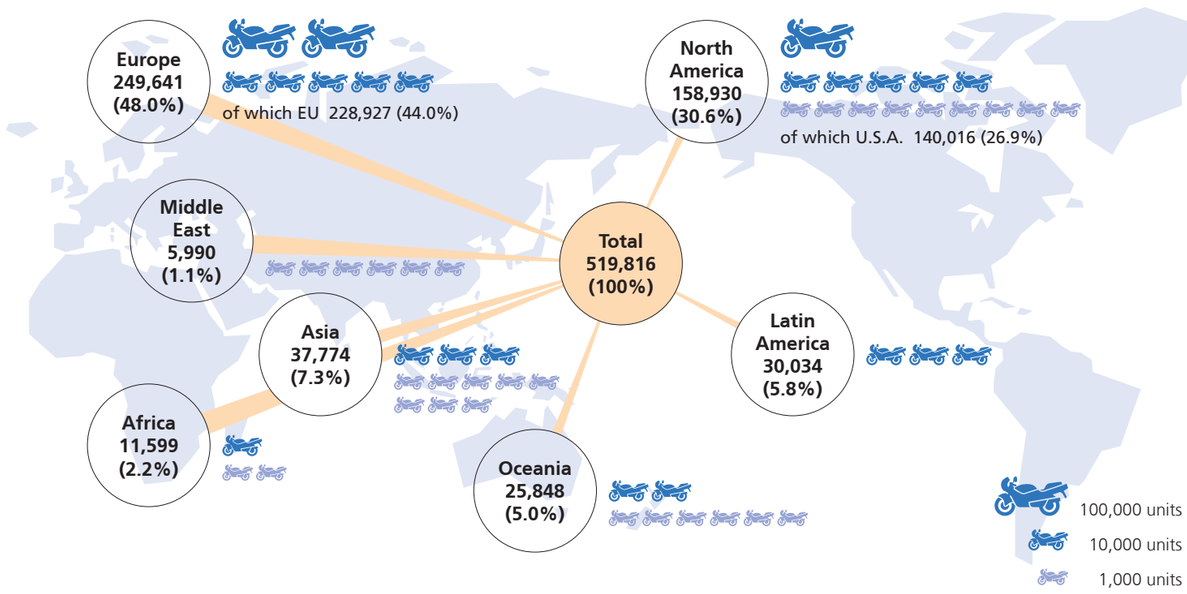
Source: Japan Automobile Manufacturers Association

An Increase in Motorcycle Exports to Almost All Destinations

Compared to the previous year, motorcycle exports in 2025 increased to Europe (250,000 units), North America (159,000 units), Asia (38,000 units), Latin America (30,000 units), and Oceania (26,000 units), but decreased to Africa (12,000 units).

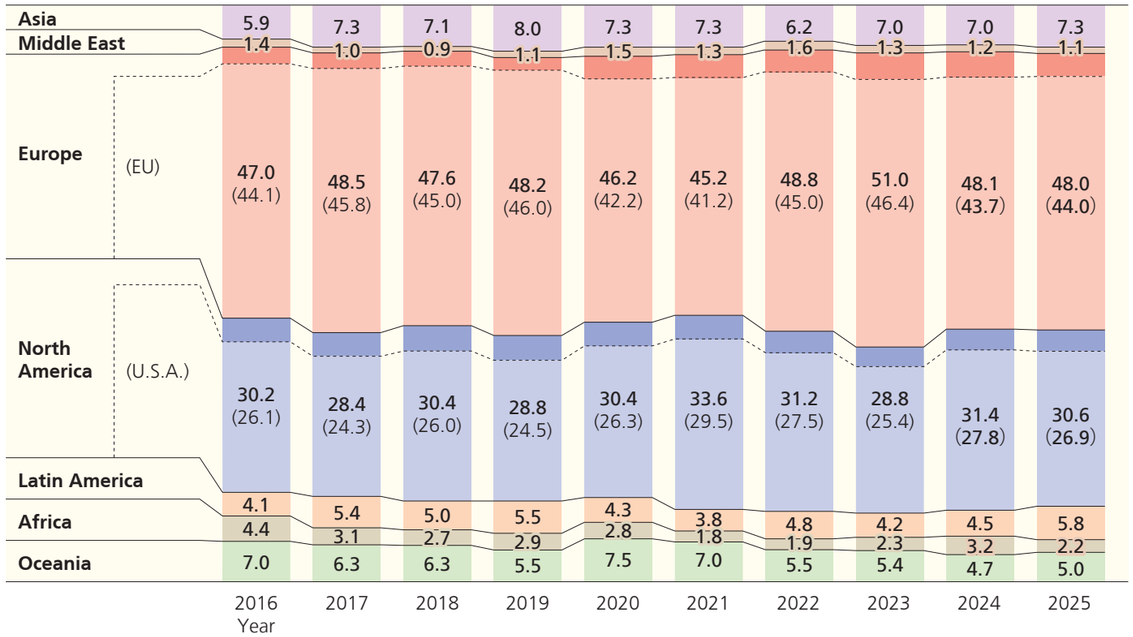
MOTORCYCLE EXPORTS BY DESTINATION IN 2025

In vehicle units



MOTORCYCLE EXPORT TRENDS BY DESTINATION

In %



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 2025

In vehicle units

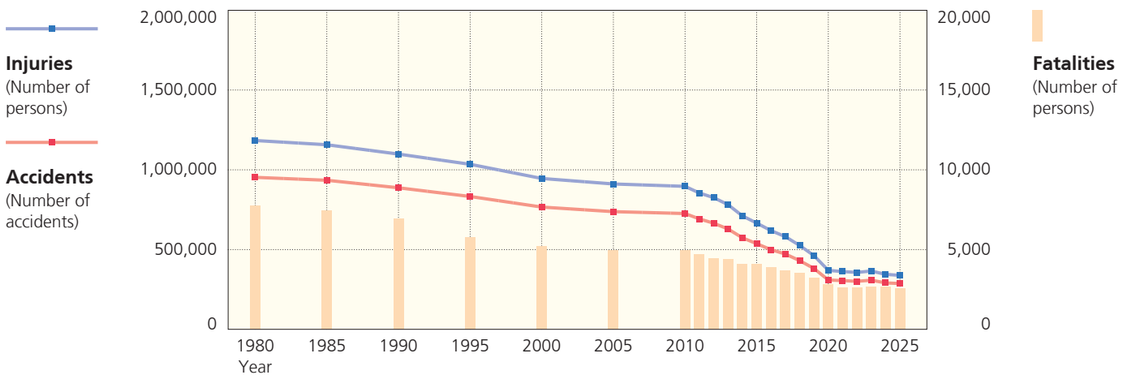
Destination		Motor-Driven Cycles Class 1 (50cc & Under)	Over 50cc				Total
			Motor-Driven Cycles Class 2 (51cc-125cc)	Mini-Sized Motorcycles (126cc-250cc)	Small-Sized Motorcycles (Over 250cc)	Subtotal	
Asia	South Korea	12	0	0	6,043	6,043	6,055
	China	0	0	50	5,130	5,180	5,180
	Taiwan	0	0	0	1,556	1,556	1,556
	Hong Kong	20	0	6	476	482	502
	Thailand	0	0	2	3,872	3,874	3,874
	Singapore	0	85	193	1,884	2,162	2,162
	Malaysia	0	0	44	3,608	3,652	3,652
	Philippines	39	20	24	1,424	1,468	1,507
	Indonesia	0	5	6	12,151	12,162	12,162
	Other	0	0	19	1,105	1,124	1,124
	Subtotal	71	110	344	37,249	37,703	37,774
Middle East	Saudi Arabia	0	25	47	1,072	1,144	1,144
	Israel	0	24	20	1,967	2,011	2,011
	United Arab Emirates	99	93	500	876	1,469	1,568
	Other	0	13	55	1,199	1,267	1,267
	Subtotal	99	155	622	5,114	5,891	5,990
Europe	Sweden	0	0	121	502	623	623
	Denmark	0	0	74	847	921	921
	Netherlands	0	100	1,147	47,389	48,636	48,636
	Belgium	0	0	184	4,584	4,768	4,768
	France	2,049	1,928	2,012	48,860	52,800	54,849
	Germany	555	854	613	26,865	28,332	28,887
	Portugal	0	0	0	357	357	357
EU	Spain	354	295	174	25,202	25,671	26,025
EU	Italy	129	505	1,447	37,837	39,789	39,918
	Poland	0	0	15	5,183	5,198	5,198
	Austria	0	0	143	7,172	7,315	7,315
	Hungary	0	0	30	1,083	1,113	1,113
	Greece	27	42	42	5,387	5,471	5,498
	Croatia	57	57	26	957	1,040	1,097
	Slovenia	108	104	77	1,202	1,383	1,491
	Other	0	0	68	2,163	2,231	2,231
	Subtotal	3,279	3,885	6,173	215,590	225,648	228,927
	Norway	0	0	10	349	359	359
	UK	0	0	461	9,849	10,310	10,310
	Switzerland	0	64	166	4,670	4,900	4,900
	Russia	0	0	0	0	0	0
	Turkey	0	0	0	3,997	3,997	3,997
	Other	0	0	0	1,148	1,148	1,148
	Subtotal	3,279	3,949	6,810	235,603	246,362	249,641
North America	Canada	526	2,138	3,704	12,546	18,388	18,914
	U.S.A.	5,508	10,548	23,254	100,706	134,508	140,016
	Subtotal	6,034	12,686	26,958	113,252	152,896	158,930
Latin America	Mexico	48	70	126	2,552	2,748	2,796
	Guatemala	12	47	294	362	703	715
	Panama	12	6	69	325	400	412
	Colombia	27	395	148	4,211	4,754	4,781
	Peru	3	9	29	194	232	235
	Chile	108	154	469	1,289	1,912	2,020
	Brazil	9	40	134	8,732	8,906	8,915
	Argentina	0	43	210	4,536	4,789	4,789
	Other	81	459	2,204	2,627	5,290	5,371
	Subtotal	300	1,223	3,683	24,828	29,734	30,034
Africa	Morocco	0	87	42	1606	1735	1735
	Guinea	0	49	0	0	49	49
	Dem Rep Congo	0	488	24	0	512	512
	Ethiopia	0	2,624	2,276	0	4,900	4,900
	Kenya	0	36	38	10	84	84
	Uganda	0	168	35	0	203	203
	South Africa	30	120	587	840	1,547	1,577
	Other	0	379	512	1,648	2,539	2,539
	Subtotal	30	3,951	3,514	4,104	11,569	11,599
Oceania	Australia	2,493	4,112	3,549	11,689	19,350	21,843
	New Zealand	367	287	1,969	1,137	3,393	3,760
	Other	15	14	100	116	230	245
	Subtotal	2,875	4,413	5,618	12,942	22,973	25,848
Grand Totals		12,688	26,487	47,549	433,092	507,128	519,816

Source: Japan Automobile Manufacturers Association

Promoting Greater Road Safety

In 2025 road deaths (defined here as deaths taking place within 24 hours of accident occurrence) in Japan totalled 2,547, dropping by 116 fatalities from the previous year. Road accidents and road injuries tallied at 287,023 (in number of accidents) and 338,508 (in number of persons), respectively. As the aging of Japan's society advances, annual road accident statistics show a growing ratio of elderly people (aged 65 years and older) in road fatalities. In addition, the number of fatal road accidents per 100,000 driver's license holders is relatively high among elderly drivers aged 75 years and older.

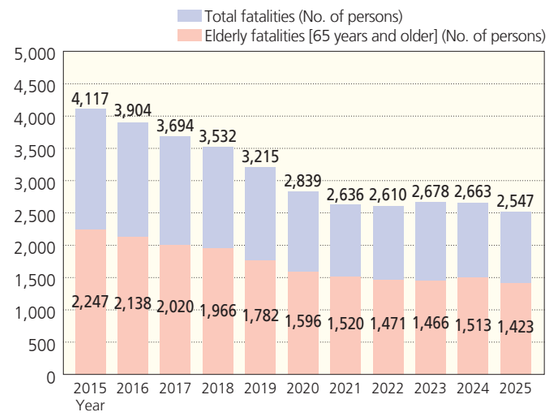
ROAD ACCIDENTS/INJURIES/FATALITIES



Year	Accidents (Number of accidents)	Injuries (Number of persons)	Fatalities (Number of persons)
1980	952,720	1,183,617	7,768
1985	934,346	1,157,113	7,436
1990	887,267	1,098,564	6,937
1995	832,704	1,034,652	5,796
2000	766,394	945,703	5,209
2005	737,637	911,215	4,979
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
2014	573,842	711,374	4,113

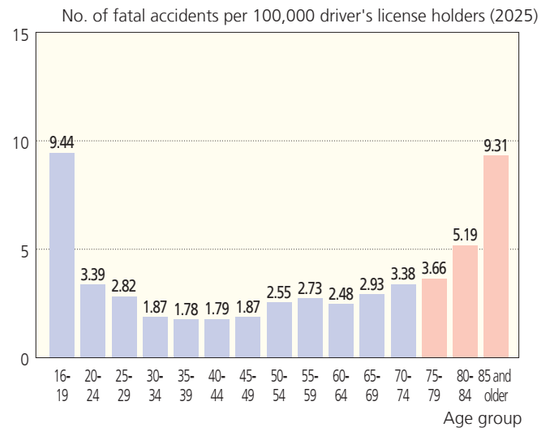
Year	Accidents (Number of accidents)	Injuries (Number of persons)	Fatalities (Number of persons)
2015	536,899	666,023	4,117
2016	499,201	618,853	3,904
2017	472,165	580,850	3,694
2018	430,601	525,846	3,532
2019	381,237	461,775	3,215
2020	309,178	369,476	2,839
2021	305,196	362,131	2,636
2022	300,839	356,601	2,610
2023	307,930	365,595	2,678
2024	290,895	344,395	2,663
2025	287,023	338,508	2,547

TRENDS IN ELDERLY ROAD FATALITIES



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Elderly fatalities as % of total fatalities	54.6	54.8	54.7	55.7	55.4	56.2	57.7	56.4	54.7	56.8	55.9

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*

As part of efforts to reduce road accident occurrence, including accidents involving elderly drivers, automobile-related organizations are working in cooperation with Japan's relevant ministries and agencies to promote the widespread use of "safety support cars" ("sapocars" for short), which are equipped with safety features such as advanced emergency braking systems. To further advance this initiative, the Ministry of Land, Infrastructure, Transport and Tourism announced plans in July 2026 to promote "Sapocar 2.0." Reflecting recent technological advances, Sapocar 2.0 features both higher-performance versions of the systems included in the Sapocar 1.0 concept established in 2017 and newly added advanced safety technologies. Building on their efforts involving Sapocar 1.0, automobile-related organizations will continue working to encourage broader adoption of Sapocar 2.0 vehicles equipped with more advanced safety technologies.

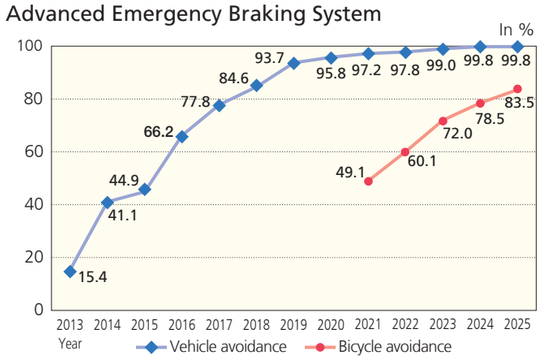
THE "SAFETY SUPPORT CAR" Ver 2.0 CONCEPT

Safety Support Car (Ver 2.0) ("Safety Support Car 2.0" is commonly abbreviated to "Sapocar 2.0.")	
Basic I	• Road sign alert system • Advanced Automatic Collision Notification (AACN) • Advanced emergency braking system (nighttime pedestrian collision avoidance)* • Acceleration control for pedal error (pedestrian collision avoidance)* • Lane departure warning • Advanced headlamp control
Basic II	Systems covered under Basic I, plus a Driver Monitoring System
Basic III	Systems covered under Basic II, plus a Driver Emergency Response System

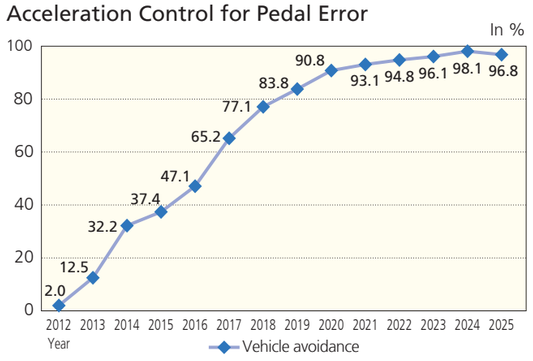
*Advanced emergency braking systems and acceleration control for pedal error in Sapocar 2.0 provide higher performance than predecessor systems featured in Sapocar 1.0.

TRENDS IN INSTALLATION RATES OF ADVANCED SAFETY TECHNOLOGIES IN NEW PASSENGER CARS

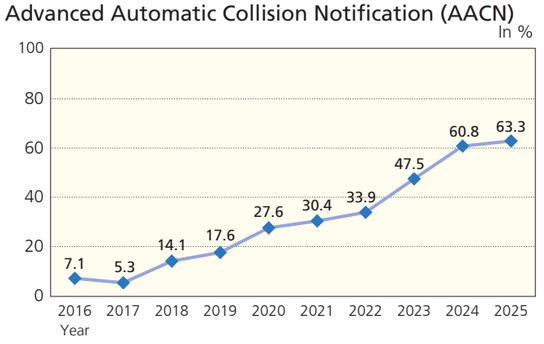
Advanced Emergency Braking System



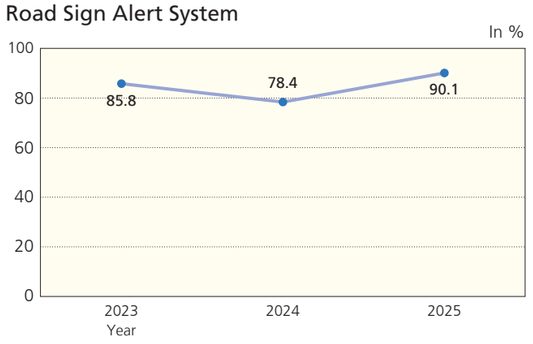
Acceleration Control for Pedal Error



Advanced Automatic Collision Notification (AACN)



Road Sign Alert System



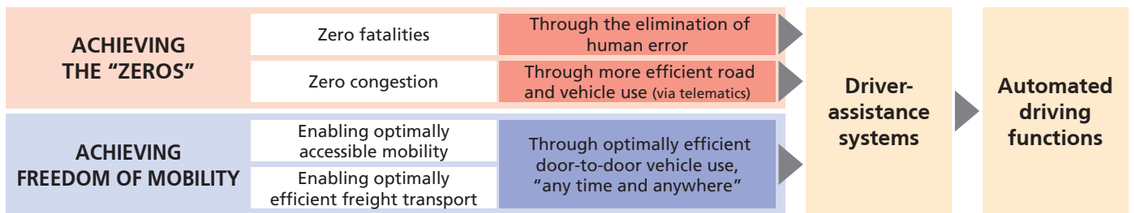
Note: "In %" means the number of passenger cars equipped with the relevant system as a percentage of the total number of new passenger cars produced by Japanese automobile manufacturers for the domestic market.

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 May 2023. JAMA member companies are actively working towards the practical and widespread use of automated driving technologies in line with the initiatives undertaken by the government.

JAMA'S VIEW OF AUTOMATED DRIVING



DEFINITIONS OF DRIVING AUTOMATION LEVELS AND LEVEL-COMPATIBLE VEHICLE DESCRIPTIONS

Level	Definition	In Charge*	Vehicle Description
Driver (human) performs part or all of the dynamic driving task			
Level 0	Driver performs the entire dynamic driving task (DDT).	Driver	—
Level 1	Driver-assistance system performs the subtasks of *either* longitudinal or lateral vehicle motion control (within a limited operational design domain), while the driver performs all other DDT subtasks.	Driver	Vehicles with driver-assistance systems
Level 2	Advanced driver-assistance system performs the subtasks of *both* longitudinal and lateral vehicle motion control (within a limited operational design domain), monitored by the driver who performs all other DDT subtasks and can take manual control (= human override) 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 (= driver takeover) when ADS cannot execute a task.	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 driver takeover remaining an option.	System	Vehicles with high driving automation
Level 5	ADS performs the entire DDT and responds unconditionally (*not* within a limited operational design domain) in the event of operational difficulty, with no need for human intervention.	System	Vehicles with full driving automation

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

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

Memo

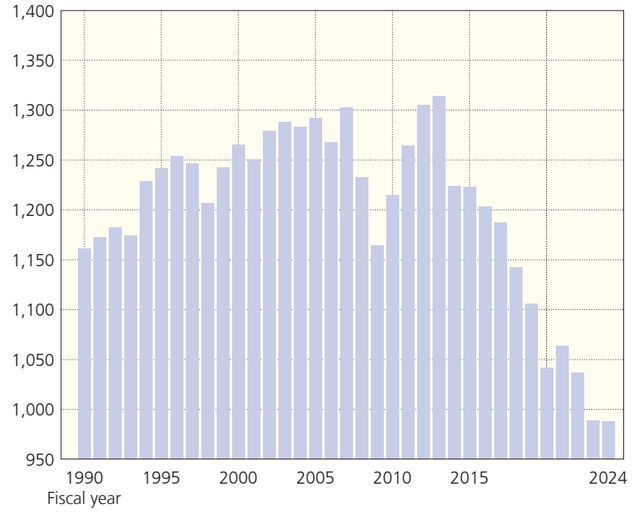
Climate Change and CO_2 Emissions Reduction: The Response of the Transport Sector

In 2024 Japan's CO_2 emissions totalled 971 million tons, of which the transportation sector accounted for nearly 19%. Despite a small increase in 2022 over the previous year, CO_2 emission volumes in Japan's transport sector have trended downwards since peaking in 2001, owing largely to increased fuel efficiency in passenger cars and greater efficiency in goods distribution. The automobile industry will continue to vigorously promote CO_2 emissions reduction in road transport by further improving vehicle fuel efficiency and expanding the market supply of alternative-powertrain vehicles.

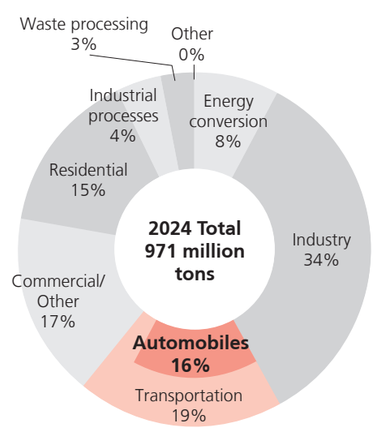
CO_2 EMISSIONS IN JAPAN

The transportation sector accounts for nearly 19% of Japan's total CO_2 emissions, which in 2024 amounted to 971 million tons.

Japan's CO_2 Emission Volumes, 1990-2024



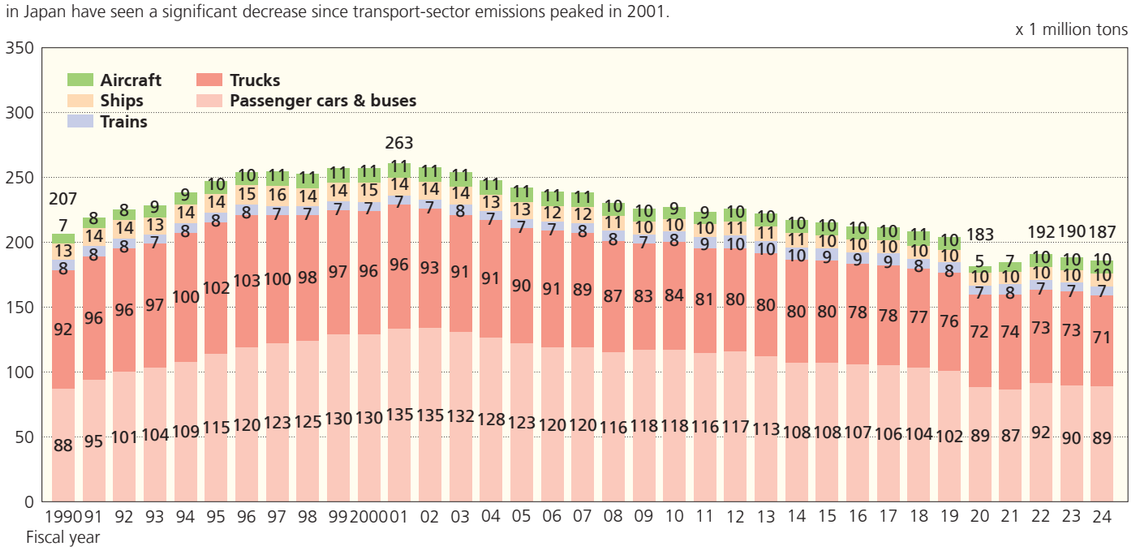
CO_2 Emission Shares by Sector in 2024



Source: Ministry of the Environment

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

Motor vehicle-emitted CO_2 accounts for about 86% of the totality of CO_2 emitted by Japan's transport sector. CO_2 emissions from road transportation in Japan have seen a significant decrease since transport-sector emissions peaked in 2001.



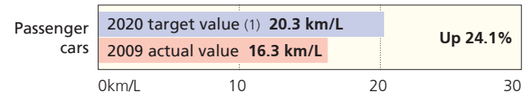
Sources: Ministry of the Environment; Ministry of Land, Infrastructure, Transport and Tourism

CO_2 Emissions Reduction: Improving Vehicle Fuel Efficiency

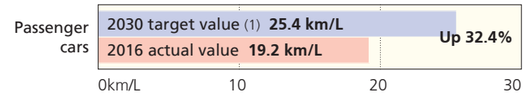
Fuel efficiency targets for passenger cars, trucks, and buses are formulated by applying "top runner" criteria, whereby the target value for a given vehicle weight category is established based on the leading fuel efficiency performance to date for that weight category. A fuel efficiency target for 2020 for new passenger cars is currently in effect and an updated target for 2030 has been introduced. Calculation of the 2030 target value for passenger cars took into account, for the first time, the fuel economy performances of electric vehicles and plug-in hybrid vehicles; as a result, the 2030 target represents a 32.4% improvement in fuel efficiency compared to 2016 (see below). A fuel efficiency target for 2022 for new small trucks (GVW≤3.5 tons) is also in effect, as are fuel efficiency targets for 2025 for heavy-duty vehicles. JAMA member manufacturers aim to achieve these targets by making continuous efforts to increase the fuel efficiency of conventional vehicles and significantly expand the supply of alternative-powertrain vehicles.

Note: Target years here are fiscal years, extending from April 1 of a given year through March 31 of the following year.

2020 AVERAGE FUEL EFFICIENCY TARGET FOR NEW PASSENGER CARS (JC08 test cycle-based)

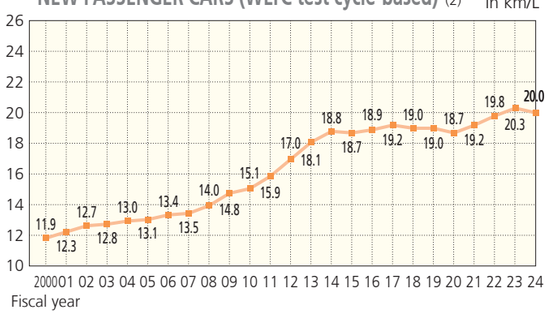


2030 AVERAGE FUEL EFFICIENCY TARGET FOR NEW PASSENGER CARS (WLTC test cycle-based)



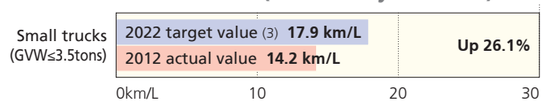
(1) Targets were established assuming the same shipment volume ratios by vehicle weight category for target years as those recorded in the years showing the actual value of fuel efficiency performance.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

TRENDS IN AVERAGE FUEL EFFICIENCY OF DOMESTIC NEW PASSENGER CARS (WLTC test cycle-based) (2)



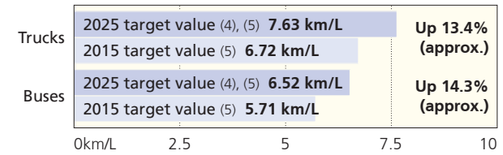
(2) For vehicles without WLTC-based fuel efficiency data, WLTC-based fuel efficiency values were estimated from JC08 values using a conversion regression equation.
Source: Japan Automobile Manufacturers Association

2022 AVERAGE FUEL EFFICIENCY TARGET FOR NEW SMALL TRUCKS (JC08 test cycle-based)



(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

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



(4) Target values for 2025 were established based on the JH25 test cycle, a more stringent update of the JH15 test cycle. (5) Targets were established assuming the same shipment volume ratios by vehicle weight category for 2025 as those recorded in 2014.
Sources: Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure, Transport and Tourism

VEHICLE TECHNOLOGIES FOR INCREASED FUEL EFFICIENCY

Improved engine efficiency

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

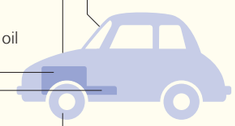
Reduction of friction loss:
- Reduction of piston & piston ring friction loss
- Low-viscosity lubricating oil

Reduced aerodynamic drag

- Improved body configuration

Reduced vehicle weight

- Expanded use of lightweight materials
- Improved body structure



Improved powertrain performance

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

Reduced rolling resistance

- Low rolling-resistance tires

Hybrid electric vehicle systems

- Improved electric motor efficiency
- Improved battery perfromance

Other

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

In-Use Status of Alternative-Powertrain 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-powertrain 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, thanks to concerted efforts by automakers to develop a diverse range of alternative-powertrain vehicles, the share of these vehicles in new passenger car registrations has shown a consistent upward trend, reaching a record high of 60.5% in 2024. Although this figure dipped in 2025 to 57.4%, it still represents a significant majority of new passenger car sales. 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.

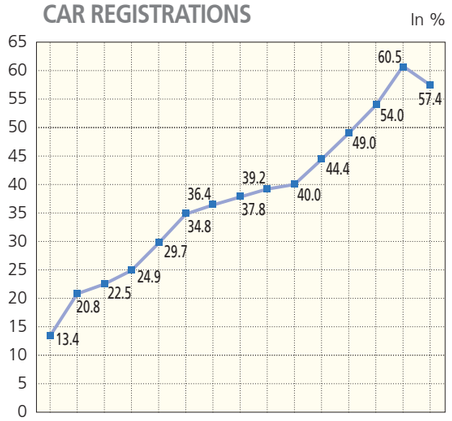
ALTERNATIVE-POWERTRAIN PASSENGER CAR NEW REGISTRATIONS, 2011-2025

In vehicle units

Year	Hybrid vehicles	Plug-in hybrid vehicles	Electric vehicles	Fuel cell vehicles	Clean diesel vehicles	Total
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
2024	2,008,912	43,113	59,717	663	141,541	2,253,946
2025	1,946,439	41,176	60,604	430	152,038	2,200,687

Source: Japan Automobile Manufacturers Association

TRENDS IN ALTERNATIVE-POWERTRAIN VEHICLE SHARE IN NEW PASSENGER CAR REGISTRATIONS

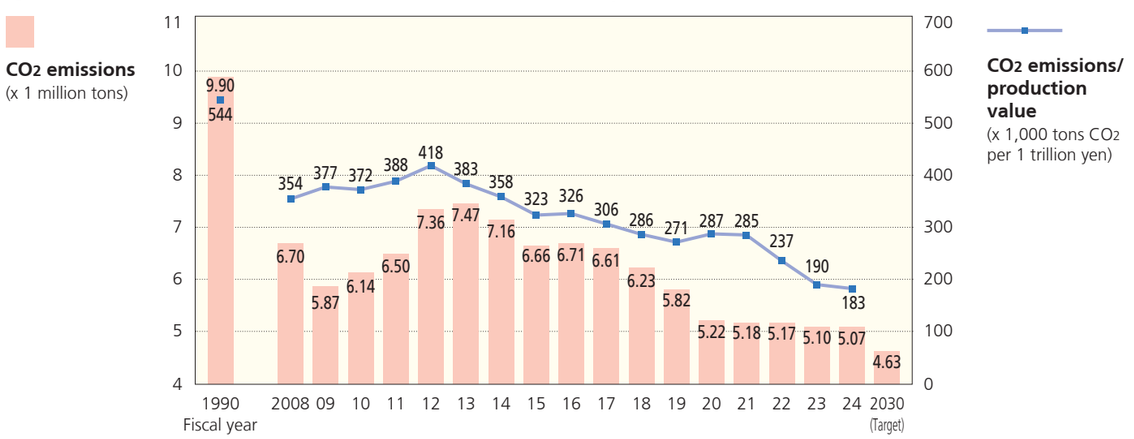


Source: Japan Automobile Manufacturers Association

CO_2 Reductions at Manufacturers' Facilities

Japan's automakers, together with the member companies of the Japan Auto-Body Industries Association (JABIA), have for years taken measures to reduce energy consumption and otherwise cut CO_2 emissions at their production plants. Having more recently expanded their voluntary CO_2 reduction activities to also include administrative and research facilities, their combined facility-emitted CO_2 in 2024 totalled 5.07 million tons (preliminary figure), down 30,000 tons from the previous year. With a revised target for 2030 of 4.63 million tons (down from the previous target of 6.16 million tons), JAMA and JABIA member companies will strive for further CO_2 reductions at their facilities.

FACILITY-GENERATED CO_2 EMISSION VOLUMES, 1990-2024



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 are in compliance.

A Voluntary Approach to Reducing Vehicle Cabin VOCs

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

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

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

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

Vehicle Recycling and Waste Reduction

Under Japan's End-of-Life Vehicle (ELV) Recycling Law which entered into force in January 2005, automobile manufacturers and importers are responsible for recovery, recycling and appropriate disposal with respect to fluorocarbons, airbags, and automobile shredder residue (ASR). Compliance with the law was anticipated to enable ASR to be recycled at a rate of 70% by 2015, resulting in an automobile recycling rate, by vehicle weight, of 95% (as compared with the 80% rate prevailing prior to the introduction of the law); those rates were in fact surpassed in 2008. Japan's vehicle recycling infrastructure as mandated by its ELV Recycling Law is the first in the world to administer the entire process of auto recycling—from ELV recovery to final disposal—on the basis of electronic "manifests" (or compliance checklists). In line with legislative provisions promoting the so-called 3R initiatives ("reduce, reuse, and recycle"), Japan's automakers are also striving to design vehicles using lightweight materials that are easy to dismantle and recycle, and to reduce and recycle waste generated in the manufacturing process. In 2023 the volume of auto plant-generated waste destined for landfill disposal totalled 600 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		ELV Recycling
"Reduce" initiatives	For designated products (1): - Weight reduction/ Downsizing - Longer product life - Reduced use of hazardous substances	For designated areas of activity: - Reduction/recycling of designated waste products generated in vehicle manufacturing operations: 1) Scrap metals 2) Casting sand residue	Distribution, Servicing and Use	Basic premise: - Environmentally responsible vehicle design on the part of automobile manufacturers
"Reuse" initiatives	For designated products (2): - Use of reusable/recyclable materials - Ease of dismantling - Ease of sorting - Non-hazardous recycling - Materials identification			
"Recycle" initiatives		- Total waste volume:* 1990 (baseline): 352,000 tons ↓ 2023: 600 tons JAMA target: 1,000 tons by fiscal 2025 *For landfill disposal, including scrap metals, casting sand residue, and other waste		- Recovery and recycling of: 1) Fluorocarbons 2) Airbags 3) ASR Note: Motorcycles are not covered by the ELV Recycling Law.

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

ELV RECOVERY IN NUMBERS

In vehicle units

Fiscal Year		2024 (Actual)	2025 (Preliminary)
No. of ELVs recovered		2,560,666	2,477,405
Appropriate recovery of three designated items	Fluorocarbons	2,227,866	2,143,882
	Airbags (1)	2,265,742	2,209,754
	ASR (2)	2,205,461	2,240,033

(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.

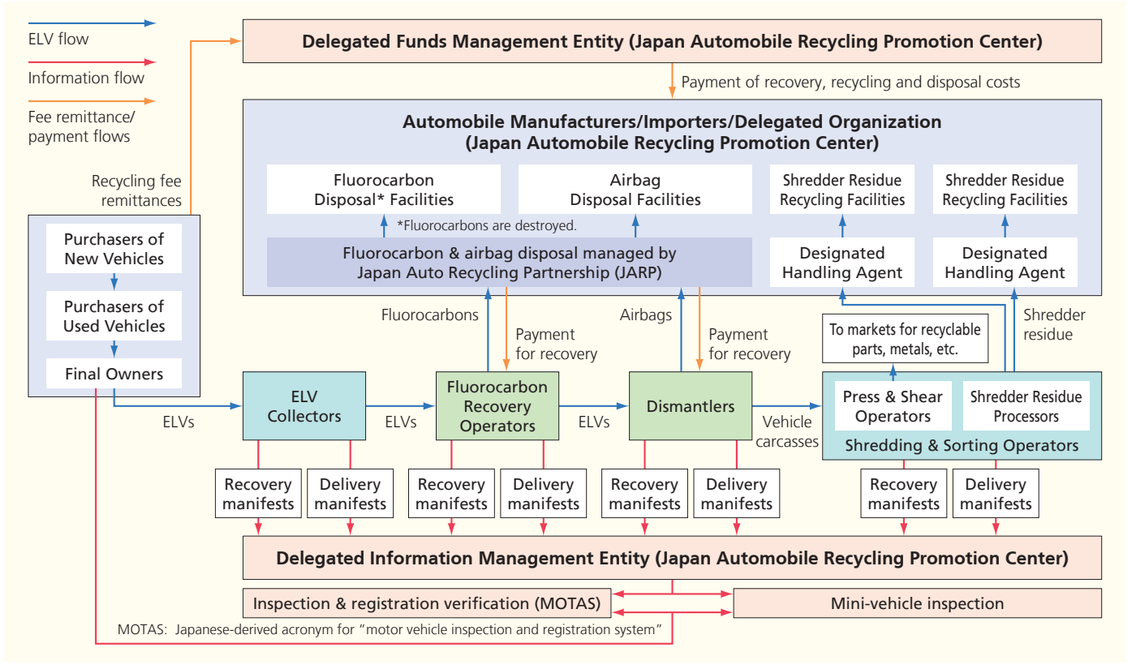
Sources: Japan Automobile Recycling Promotion Center; Japan Auto Recycling Partnership; Toyotsu Recycle Corporation; "ART" group of companies

RECYCLING RATES: TARGETED & ACHIEVED

Three Designated Items	Target	Achieved
Fluorocarbons	Destruction	2.23 million vehicle units (2024)
Airbags	85%	96-97% (2024)
ASR	2005: 30% 2010: 50% 2015: 70%	96.4-97.8% (2024)

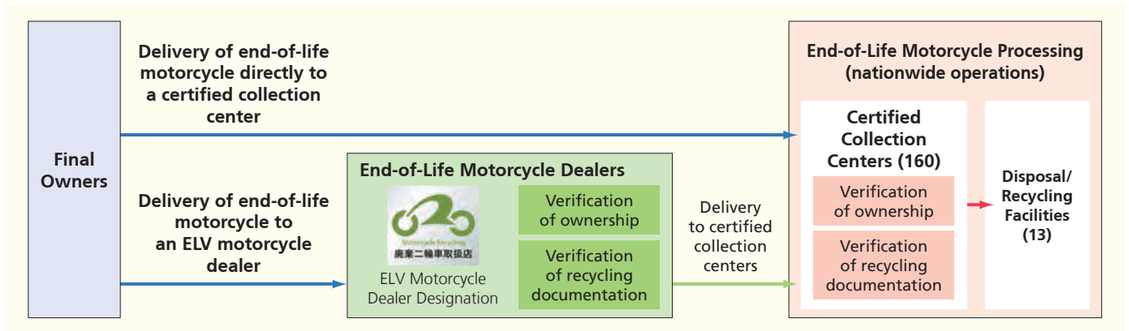
Sources: Government-affiliated entities

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.

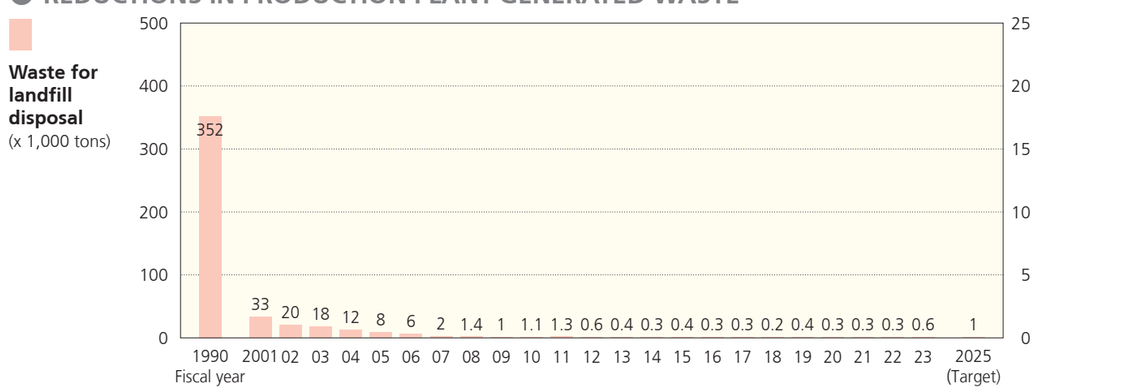
THE MOTORCYCLE RECYCLING FLOW



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) (1)	2018	CO	1.15
					NMHC	0.10
					NOx	0.05
					PM (2)	0.005
			WLTC (particles/km) (1)	2024	PN (2)	6.0×10^{11}
	Trucks and buses	Mini	WLTC (g/km) (1)	2019	CO	4.02
					NMHC	0.10
					NOx	0.05
					PM (2)	0.005
			WLTC (particles/km) (1)	2024	PN (2)	6.0×10^{11}
		Light-duty (GVW≤1.7t)	WLTC (g/km) (1)	2018	CO	1.15
					NMHC	0.10
					NOx	0.05
					PM (2)	0.005
			WLTC (particles/km) (1)	2024	PN (2)	6.0×10^{11}
		Medium-duty (1.7t<GVW≤3.5t)	WLTC (g/km) (1)	2019	CO	2.55
					NMHC	0.15
					NOx	0.07
					PM (2)	0.007
			WLTC (particles/km) (1)	2024	PN (2)	6.0×10^{11}
		Heavy-duty (GVW>3.5t)	JE05 (g/kWh)	2009	CO	16.0
					NMHC	0.23
					NOx	0.7
					PM (2)	0.010
			JE05 (particles/km)	2024	PN (2)	6.0×10^{11}
Diesel Vehicles	Passenger cars (3)		WLTC (g/km) (1)	2018	CO	0.63
					NMHC	0.024
					NOx	0.15
					PM	0.005
			WLTC (particles/km) (1)	2023	PN	6.0×10^{11}
	Trucks and buses	Light-duty (GVW≤1.7t)	WLTC (g/km) (1)	2018	CO	0.63
					NMHC	0.024
					NOx	0.15
					PM	0.005
			WLTC (particles/km) (1)	2023	PN	6.0×10^{11}
		Medium-duty (1.7t<GVW≤3.5t)	WLTC (g/km) (1)	2019	CO	0.63
					NMHC	0.024
					NOx	0.24
					PM	0.007
			WLTC (particles/km) (1)	2023	PN	6.0×10^{11}
		Heavy-duty (GVW>3.5t)	WHTC (g/kWh) (4)	2016	CO	2.22
					NMHC	0.17
					NOx	0.4
					PM	0.010
			WHTC (particles/km) (4)	2023	PN	6.0×10^{11}
			WHSC (particles/km) (5)	2023	PN	8.0×10^{11}
Motorcycles	Class I, Class II, and Class III motorcycles (6)		WMTC (g/km) (7)	2020	CO	1.00
					THC	0.10
					NMHC	0.068
					NOx	0.060
					PM (2)	0.0045

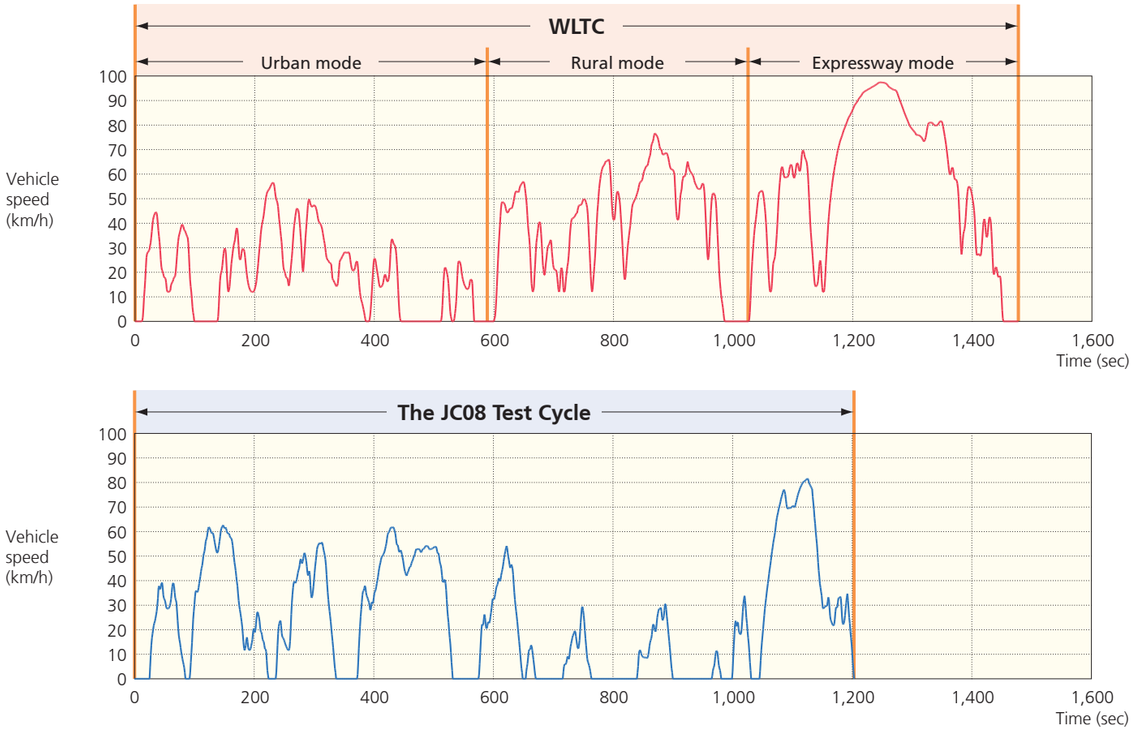
(1) WLTC: Worldwide Harmonized Light Vehicles Test Cycle, on the basis of values measured in cold-start state.
(2) The PM and PN values for gasoline and LPG vehicles and the PM value for motorcycles apply only to lean burn direct-injection vehicles.
(3) Small-sized diesel passenger cars have an equivalent 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 is promoting the international harmonization of test cycles for measuring motor vehicle fuel consumption and emissions. For passenger vehicles and similar categories, Japan's JC08 test cycle was replaced in 2017 by the Worldwide Harmonized Light Vehicles Test Cycle (WLTC) established by the United Nations. WLTC incorporates three driving cycles: the "urban, rural and expressway modes," as they are called in Japanese. The indication wherever necessary of fuel consumption rates measured in the three driving "modes" as well as their certified mean (i.e., average) rate has been required since October 2018.

COMPARISON OF WLTC AND THE JC08 TEST CYCLE FOR LIGHT VEHICLES



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

Measured on the basis of WLTC

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

WLTCモード (2)
20.4 km/L

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

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

Measured on the basis of the JC08 test cycle

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

JC08モード
21.4 km/L

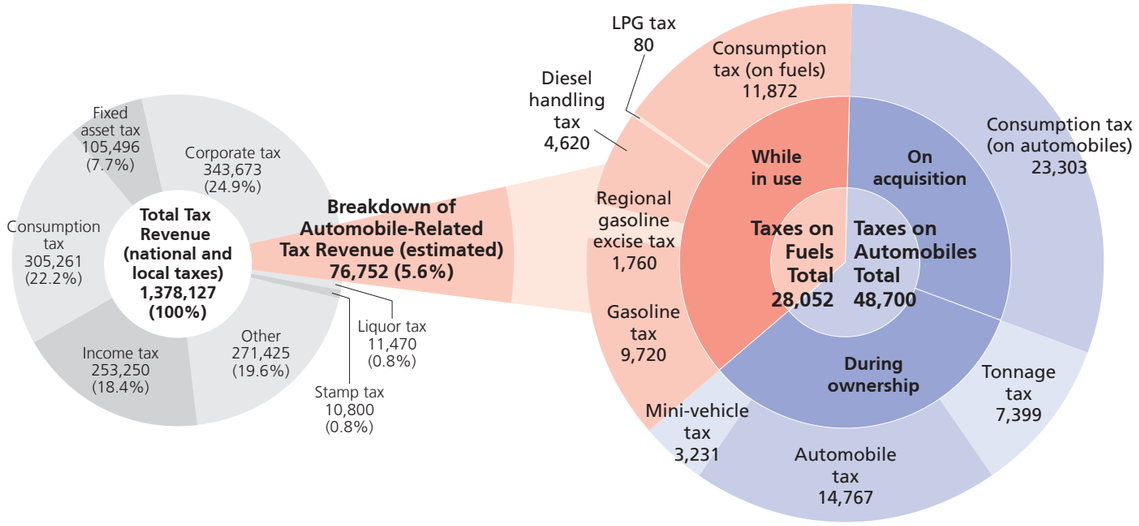
(1) Fuel consumption rates are obtained on the basis of designated test conditions. In real-world on-road driving, rates will vary as a result of multiple factors (weather and traffic conditions, driving behavior, use of air conditioner, etc.).

Nearly 8 Trillion Yen in Annual Automobile-Related Tax Revenue

The Japanese government's fiscal 2025 tax reform measures marked progress towards simplifying and reducing automobile-related taxes through the abolition of not only the environmental performance-based levy on automobiles, including commercial vehicles and mini-vehicles, but also the provisional tax rates applied to the gasoline tax, the regional gasoline excise tax, and the diesel handling tax. Nevertheless, motor vehicles are still subject to as many as eight different taxes and their owners thus continue to bear an onerous automobile-related tax burden. Under the government's initial budget for fiscal 2026, the total tax burden on automobile users is estimated at 7.7 trillion yen, equivalent to 5.6% of Japan's projected total tax revenue of approximately 138 trillion yen.

TAX REVENUE (Estimated) BY SOURCE IN FISCAL 2026 (as per Japan's fiscal 2026 budget)

x 100 million yen



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

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

JAPAN'S ESTIMATED AUTOMOBILE-RELATED TAX REVENUE IN FISCAL 2026

			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	Consumption tax (on automobiles)	23,303	10%		
	During ownership	Tonnage tax	7,399	¥2,500/0.5t/year (passenger cars for private use)	¥4,100/0.5t/year (passenger cars for private use)	1.64
		Automobile tax	14,767	Based on engine capacity (e.g., for 1,001≤1,500cc passenger cars for private use, ¥30,500/year; see below)		
		Mini-vehicle tax	3,231	¥10,800/year (passenger cars for private use)		
		Total	48,700			
Taxes on Fuels	While in use	Gasoline tax	9,720	¥24.3/L		—
		Regional gasoline excise tax	1,760	¥4.4/L		—
		Diesel handling tax	4,620	¥15.0/L		—
		LPG tax	80	¥17.5/kg		—
		Consumption tax (on fuels)	11,872	10%		
		Total	28,052			
Grand Total			76,752			

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, 2026.

TAX RATES IN EFFECT (Examples), 1954-2026, 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				13.0 11.0 14.8	2.0 3.5	6.0 8.0	
1958-60	Second	1959				19.2		10.4	
1961-63	Third	1961	(Commercial and mini-vehicles excluded)		(In the case of a passenger car for private use)	22.1	4.0	12.5	
1964-66	Fourth	1964 1966				24.3	4.4	15.0	
1967-69	Fifth	1967 1968	3%						5 10
1970-72	Sixth	1970 1971			2,500				17.5
1973-77	Seventh	1974 1976	5%		5,000 6,300	29.2 36.5	5.3 6.6	19.5	
1978-82	Eighth	1979				45.6	8.2	24.3	
1983-87	Ninth								
1988-92	Tenth								
1993-97	Eleventh	1993				48.6	5.2	32.1	
1998-2002	Twelfth	1998							
2003-07	As per the national priority infrastructure development plan								
2008-	As per the national medium-term road infrastructure plan			(Commercial and mini-vehicles excluded)	6,300 5,000 4,100 (2,500[2])				
		2010 2012 2014 2019	3% Abolished	0 to 3% Abolished					
		2026				24.3	4.4	15.0	
Comparison with base tax rate (multiplier value)					1.64[1]	—	—	—	—

Base tax rate [1]The provisional tax rate remains in effect only for the tonnage tax. [2]The base tonnage tax rate (¥2,500/0.5t/year as of May 1, 2026) is applied only to eco-friendly private-use passenger cars.

Source: Japan Automobile Manufacturers Association

AUTOMOBILE-RELATED TAXES IN JAPAN (as of May 1, 2026)

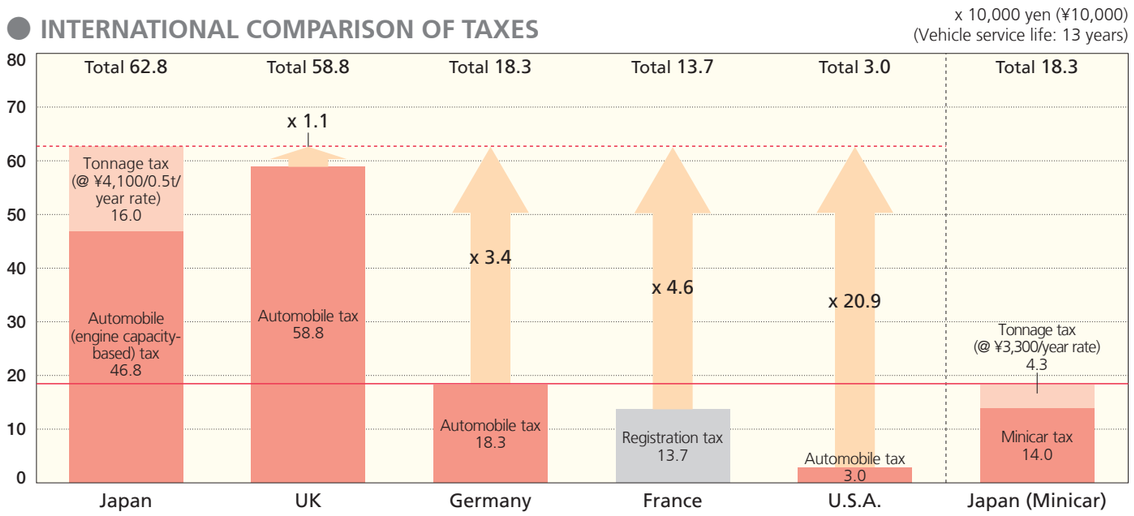
Tax Category	On Acquisition	During Ownership			While in Use				
	Consumption Tax	Tonnage Tax	Automobile Tax	Mini-Vehicle Tax	Gasoline Tax	Regional Gasoline Excise Tax	Diesel Handling Tax	LPG Tax	Consumption Tax
How Assessed	Assessed on the purchase price of the automobile	Assessed according to vehicle weight at each mandatory vehicle inspection	Fixed amount assessed on the owner each year as of April 1	Fixed amount assessed on the owner each year as of April 1	Assessed on gasoline Included in the fuel price		Assessed on light oil	Assessed on LPG	Assessed on the purchase price of fuels
National/Local Tax	National and local tax	National tax	Prefectural tax	Municipal tax	National tax		Prefectural tax	National tax	National and local tax
Tax Rate/ Amount	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 21).	¥24.3/L	¥4.4/L	¥15.0 /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

Automobile-Related Taxes Are Onerous

Consider the case of a passenger car costing 3.18 million yen when purchased new and providing 13 years of service to the original owner for private use. During that period, five 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 1.5 million yen. In addition to these various taxes, the user will also be required to pay onerous expressway tolls, automobile insurance premiums (mandatory and optional), a recycling fee, periodic inspection fees, and maintenance costs.

INTERNATIONAL COMPARISON OF TAXES

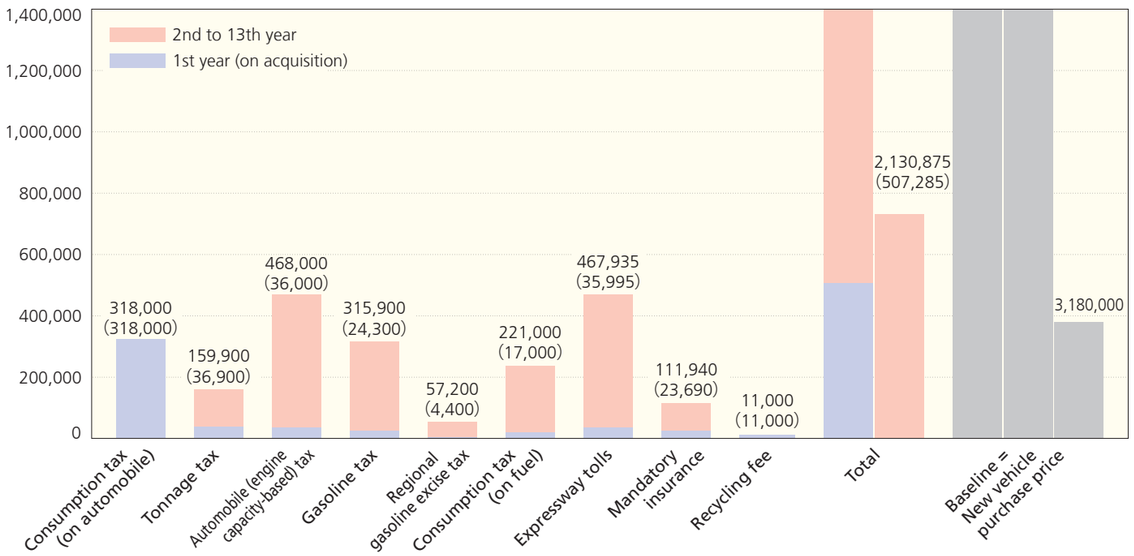


Assumptions: 1) Engine capacity: 2000cc. 2) GVW≤1.5t. 3) Purchase price: ¥3.18 million (¥1.62 million for a minicar). 4) Fuel consumption (WLTC-based): 20.2km/L (CO_2 emissions: 115g/km). 5) France = Paris; U.S.A. = New York City. 6) Service life: 13 years. 7) Currency exchange rates (April 2025-March 2026 averages): EUR 1 = JPY 176, GBP 1 = JPY 206, USD 1 = JPY 152.

Notes: 1. Figures here are based on tax rates in effect as of April 2026. 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: ¥318,000; UK: ¥636,000; Germany: ¥604,000; France: ¥616,000; U.S.A.: ¥282,000; Japan (minicar): ¥162,000.

Source: Japan Automobile Manufacturers Association

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



Assumptions: 1) A passenger car with 2000cc engine capacity and purchase price of ¥3.18 million (retail price, excluding consumption tax). 2) GVW≤1.5t. 3) Annual fuel consumption: 1,000 liters. 4) Tonnage tax imposed yearly, but collected only at time of mandatory vehicle inspection. 5) Tax amounts reflect rates in effect at April 1, 2026. 6) Consumption tax = 10% of retail price. 7) The recycling fee indicated is the average rate for a 2000cc passenger car.

Notes: 1. Estimated expressway tolls, mandatory insurance premium payments and recycling fee are included here because they can be considered similar to taxes. (Mandatory insurance premium values indicated in effect at April 1, 2026.) 2. Value of expressway tolls was estimated by JAMA based on expressway toll revenue in 2024.

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. Revisions to the tonnage tax incentive scheme for eco-friendly and other designated vehicles are currently in effect through April 30, 2028 (for most vehicle types). Because of those revisions, tonnage tax-related fuel efficiency and emissions performance requirements for incentives eligibility are stricter than the requirements they replaced effective from 2026 (with specific effective start dates varying according to vehicle type) and, in the case of one eligibility requirement for passenger cars, effective from May 1, 2027.

INCENTIVES & ELIGIBILITY REQUIREMENTS

TONNAGE TAX REDUCTIONS/EXEMPTIONS

1. Passenger Cars

(1) Period in effect: May 1, 2026 through April 30, 2027.

Requirements		When Imposed	Reductions/Exemptions				
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (complying with 2018 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)				
	Fuel efficiency / Emissions level		2030 Fuel Efficiency Standards (2)				
			80%	95%	Compliant	105%	125%
Gasoline vehicles/ LPG vehicles (including hybrids)	Down by 50% from 2018 standards	@ Initial & first vehicle inspections	25% reduction	50% reduction	75% reduction	Exempt	Exempt (3)
Clean diesel vehicles (including hybrids)	Compliant with 2018 emission standards						

(2) Period in effect: May 1, 2027 through April 30, 2028.

Requirements		When Imposed	Reductions/Exemptions					
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (complying with 2018 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)					
	Fuel efficiency / Emissions level		2030 Fuel Efficiency Standards (2)					
			80%	85%	95%	Compliant	105%	125%
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	75% reduction	Exempt	Exempt (3)
Clean diesel vehicles (including hybrids)	Compliant with 2018 emission standards							

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

Period in effect: May 1, 2026 through April 30, 2028.

Requirements		When Imposed	Reductions/Exemptions	
• **Electric vehicles** • **Fuel cell vehicles** • **Natural gas vehicles** (with NOx emissions down by 10% from 2009 emission standards) • **Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)	
	Fuel efficiency / Emissions level		2025 Fuel Efficiency Standards	
			Compliant	105%
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: May 1, 2026 through April 30, 2028.

Requirements		When Imposed	Reductions/Exemptions		
・Electric vehicles ・Fuel cell vehicles ・Natural gas vehicles (complying with 2018 emission standards) **・Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)		
	Fuel efficiency / Emissions level		2030 Fuel Efficiency Standards		
			65%	70%	75%
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

4. Mid-Sized Trucks (2.5t<GVW≤3.5t)

Period in effect: May 1, 2026 through April 30, 2028.

Requirements		When Imposed	Reductions/Exemptions		
・Electric vehicles ・Fuel cell vehicles ・Natural gas vehicles (complying with 2018 emission standards) **・Plug-in hybrid vehicles**		@ Initial & first vehicle inspections	Exempt (1)		
	Fuel efficiency / Emissions level		2022 Fuel Efficiency Standards		
			95%	Compliant	105%
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	This category eliminated	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: May 1, 2026 through April 30, 2028.

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 / Emissions level		2022 Fuel Efficiency Standards			
			Compliant	105%	110%	115%
	Down by 50% from 2018 standards	@ Initial & first vehicle inspections	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.
(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.

TONNAGE TAX REDUCTIONS for Vehicles Equipped with Eligible Advanced Safety Feature (ASV) Systems

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

Period in effect: May 1, 2026 through August 31, 2028.

Eligible ASV system	Vehicle Type	Reduction
Automatic emergency braking system (AEBS) with pedestrian collision avoidance function	・Trucks (GVW>3.5t) ・Tractors (GVW>3.5t) ・Buses	25% reduction

TONNAGE TAX EXEMPTIONS for Public-Use Assisted-Mobility Vehicles (AMVs)

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

Period in effect: April 1, 2026 through March 31, 2029.

Vehicle Type & Requirements		Tonnage Tax
Low-floor (“non-step”) buses (1)		Exempt
Buses with ≥30-person occupancy equipped with an electric lift (1)	Airport shuttle buses	
	Other	
Buses with <30-person occupancy equipped with an electric lift (1)		
Universal design-based taxis (2)		

(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, 2026 through March 31, 2028.

Requirements		Reduction (1)
Passenger Cars (2) **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, 2026 through March 31, 2028.

Requirements		Reduction (1)
Minicars (2) **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.

81.51 Million People Hold Driver's Licenses

At the end of 2025 there were 81.51 million people, or 43.92 million men and 37.59 million women, holding valid driver's licenses in Japan. The number of driver's licenses held totalled 124.14 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 1.66 million people, or 1.58 million men and 80,000 women, and Class 1 licenses by 122.48 million people, or 77.66 million men and 44.82 million women.

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

Number of persons

Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Men	45,255,994	45,133,771	44,994,702	44,778,696	44,596,553	44,459,560	44,330,965	44,242,057	44,102,357	43,917,259
Women	36,949,917	37,121,424	37,320,222	37,379,732	37,393,334	37,435,999	37,509,584	37,620,671	37,639,946	37,593,110
Total	82,205,911	82,255,195	82,314,924	82,158,428	81,989,887	81,895,559	81,840,549	81,862,728	81,742,303	81,510,369

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

Number of licenses held

Year		2019	2020	2021	2022	2023	2024	2025
Class 2 Licenses	Large motor vehicle	871,492	847,769	824,732	802,143	782,694	765,936	749,150
	Middle-category motor vehicle	944,325	893,513	844,567	795,254	749,929	706,561	664,156
	Ordinary motor vehicle	45,103	56,943	67,611	80,082	102,714	136,453	169,395
	Large special-purpose vehicle	40,913	40,313	39,852	39,331	38,820	38,363	37,765
	Traction vehicle	45,614	44,844	44,231	43,537	42,888	42,241	41,469
	Subtotal	1,947,447	1,883,382	1,820,993	1,760,347	1,717,045	1,689,554	1,661,935
Class 1 Licenses	Large motor vehicle	4,959,169	4,894,263	4,834,110	4,768,441	4,702,508	4,631,151	4,555,515
	Middle-category motor vehicle	65,855,860	64,726,907	63,607,787	62,549,043	61,579,786	60,494,065	59,329,498
	Quasi-middle-category motor vehicle	11,686,402	11,676,958	11,668,068	11,671,635	11,677,526	11,677,865	11,675,872
	Ordinary motor vehicle	3,207,204	4,337,710	5,528,416	6,651,593	7,730,484	8,782,219	9,821,317
	Large special-purpose vehicle	2,453,392	2,481,852	2,506,325	2,512,938	2,512,679	2,506,018	2,496,390
	Traction vehicle	1,195,020	1,200,999	1,208,338	1,211,565	1,213,225	1,212,721	1,210,468
	Large two-wheeler	8,764,619	8,451,156	8,170,421	7,898,087	7,642,584	7,378,625	7,111,482
	Ordinary two-wheeler	10,242,096	10,378,351	10,545,288	10,710,385	10,852,625	10,985,148	11,095,856
	Small special-purpose vehicle	314,838	292,244	272,106	253,431	238,008	222,856	207,842
	Motorized bicycle	15,950,023	15,754,030	15,575,693	15,420,927	15,293,560	15,149,784	14,979,033
	Subtotal	124,628,623	124,194,470	123,916,552	123,648,045	123,442,985	123,040,452	122,483,273
Total		126,576,070	126,077,852	125,737,545	125,408,392	125,160,030	124,730,006	124,145,208

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

CLASS 1 LICENSES AND THE VEHICLE CATEGORIES THEY COVER

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

Notes: 1. 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. 2. Effective April 1, 2025, motorcycles with engine capacities of 51cc to 125cc and with a maximum output of 4.0kW may be driven with a motorized bicycle license.

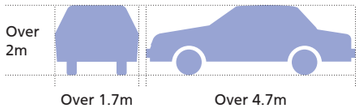
Source for all statistical data on this page: *National Police Agency*

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

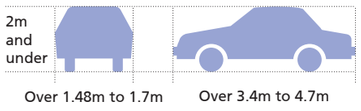
Japan classifies motor vehicles according to the provisions of two basic laws: the Road Vehicles Act and the Road Traffic Act. Road Vehicles Act classifications are used for registration statistics, vehicle inspection, and related maintenance and repair, while Road Traffic Act classifications determine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

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

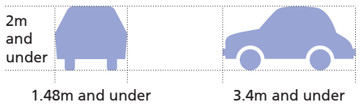
Standard — Over 2,000cc in engine capacity, excluding diesel engines



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



Mini — 660cc and under in engine capacity



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

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

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

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

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

CLASSIFICATION OF MOTORCYCLES

Road Vehicles Act

Category	Engine Capacity / Maximum Output	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	4.0kW 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	—	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	51cc to 125cc (with a maximum output of 4.0kW) 50cc and under	0.6kW and under

Specified small motorized bicycle	Size	Structure
	Length: 1.9m and under Width: 0.6m and under	• Rated output: 0.6kW and under. • The motorcycle shall be operated under the following conditions,with a maximum speed not exceeding 20km/h: - The maximum speed cannot be adjusted while driving. - An automatic transmission mechanism shall be used. - The maximum speed indicator light shall comply with Article 66-17 Safety Regulations of the Road Vehicles Act. Note: Settings are non-adjustable.

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

SIGNIFICANCE OF VEHICLE REGISTRATION DATA & NUMBER PLATE TYPES

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

Usage Designations	
Ordinary and large motor vehicles	
Private use	さすせそたちつてとなにぬねのはひふほまみむめもやゆらりるろ
Commercial business use	あいうえかきくけこを
Rental vehicle	われ
Foreign military vehicle	EHKMTYよ
Mini-vehicles	
Private use	あいうえかきくけこさすせそたちつてとなにぬねのはひふほまみむめもやゆよらりるろを
Commercial business use	りれ
Rental vehicle	わ
Foreign military vehicle	AB

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

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

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

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

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

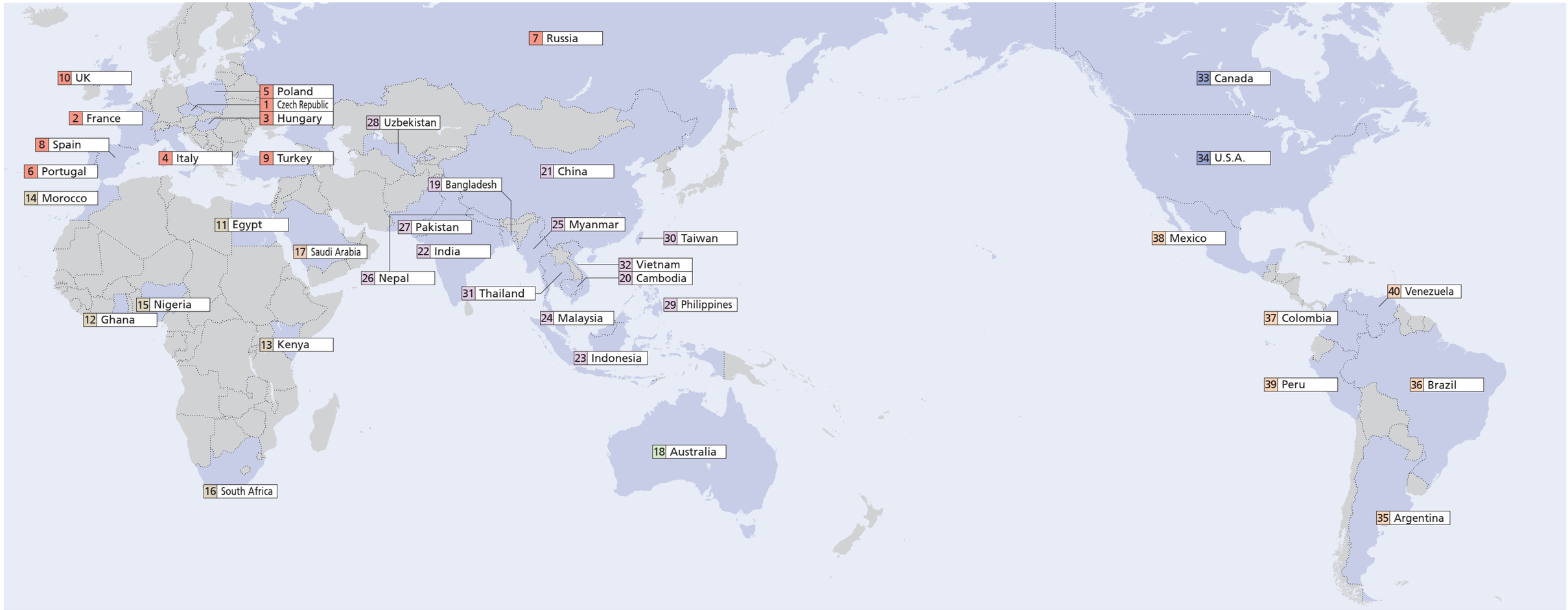
Source: Ministry of Land, Infrastructure, Transport and Tourism

Global Manufacturing Operations Expand Their Range

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

GEOGRAPHICAL DISTRIBUTION OF JAPANESE AUTOMAKERS' OVERSEAS PRODUCTION BASES

As of March 31, 2026



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	3	-	-	-
UK	10	2	-	-	1
Europe Total		12	2	-	7

Country/Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor-cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
Africa					
Egypt	11	5	-	-	-
Ghana	12	3	-	-	-
Kenya	13	4	1	-	-
Morocco	14	1	-	-	-
Nigeria	15	1	2	-	-
South Africa	16	5	-	-	-
Africa Total		19	3	-	-
Middle East					
Saudi Arabia	17	3	-	-	-
Middle East Total		3	-	-	-
Oceania					
Australia	18	-	-	-	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	19	1	3	-	-
Cambodia	20	1	1	-	-
China	21	21	8	-	19
India	22	9	7	-	2
Indonesia	23	13	8	1	14
Malaysia	24	10	3	-	4
Myanmar	25	2	-	-	-
Nepal	26	-	2	-	-
Pakistan	27	3	2	1	2
Uzbekistan	28	1	-	-	-
Philippines	29	4	4	-	4
Taiwan	30	4	2	-	3
Thailand	31	11	3	-	12
Vietnam	32	8	4	-	3
Asia Total		88	47	2	63

Country/Territory	Country No. (see map)	Motor Vehicles (incl. parts)	Motor-cycles (incl. parts)	Motor Vehicles & Motorcycles (incl. parts)	Parts Only
North America					
Canada	33	5	-	-	1
U.S.A.	34	14	2	-	12
North America Total		19	2	-	13
Latin America					
Argentina	35	1	3	-	-
Brazil	36	5	5	-	4
Colombia	37	1	2	-	-
Mexico	38	7	2	-	3
Peru	39	-	1	-	-
Venezuela	40	1	-	-	-
Latin America Total		15	13	-	7
World Total		156	67	2	91

Source: Japan Automobile Manufacturers Association

Japanese Automakers' Overseas Production Finishes at 16.36 Million Automobiles and 28.67 Million Motorcycles

The global operations of Japanese automobile manufacturers continue to grow, focusing on on-site manufacturing to meet local needs. Whether as independent operations, joint ventures or technical tie-ups, local manufacturing activities are conducted in numerous countries around the world (see page 23). Japanese automakers' overseas production in 2025 totalled 16.36 million automobiles and 28.67 million motorcycles.

OVERSEAS PRODUCTION BY JAPANESE AUTOMOBILE MANUFACTURERS

In vehicle units

Year	Asia	Middle East	Europe	EU	North America	U.S.A.	Latin America	Africa	Oceania	Total
1986	282,912	—	75,163	73,903	426,087	425,644	87,115	119,000	133,109	1,123,386
1987	355,758	—	102,943	100,794	608,446	592,761	104,925	134,000	127,003	1,433,075
1988	456,489	—	132,129	130,326	723,396	672,766	125,531	145,000	152,334	1,734,879
1989	597,402	—	205,005	203,215	1,040,868	932,242	144,811	184,500	166,541	2,339,127
1990	952,390	—	226,613	223,164	1,570,114	1,298,878	160,654	186,000	169,169	3,264,940
1991	1,035,715	—	285,994	282,278	1,684,964	1,378,907	169,001	172,000	134,051	3,481,725
1992	1,120,430	—	358,601	351,296	1,853,097	1,547,361	195,161	167,500	109,276	3,804,065
1993	1,315,346	—	496,574	472,744	2,030,478	1,691,239	211,802	179,000	106,754	4,339,954
1994	1,553,585	—	502,332	477,728	2,346,619	1,982,209	197,325	168,000	128,213	4,896,074
1995	1,882,850	—	641,573	575,852	2,595,436	2,215,657	110,660	226,000	102,961	5,559,480
1996	1,950,621	—	738,378	650,990	2,641,451	2,275,525	140,031	195,674	118,097	5,784,252
1997	2,003,286	—	814,689	714,699	2,664,588	2,290,685	190,596	182,218	136,107	5,991,484
1998	1,215,202	5,688	920,985	814,847	2,674,299	2,270,516	260,131	144,181	150,685	5,371,171
1999	1,547,671	3,493	929,303	835,582	2,797,175	2,311,163	246,710	130,216	125,575	5,780,143
2000	1,673,740	4,258	953,170	837,679	2,991,924	2,480,691	387,732	146,435	130,933	6,288,192
2001	1,872,521	5,660	1,032,004	939,034	3,061,612	2,451,496	407,887	162,825	137,084	6,679,593
2002	2,380,621	6,000	1,153,059	1,015,748	3,375,453	2,720,449	445,862	155,973	135,498	7,652,466
2003	3,007,348	5,820	1,338,476	1,245,469	3,487,012	2,821,723	457,467	162,969	148,471	8,607,563
2004	3,638,978	10,800	1,454,903	1,296,516	3,840,744	3,143,603	534,863	191,537	125,726	9,797,551
2005	3,964,209	10,500	1,545,355	1,369,556	4,080,713	3,383,277	645,074	225,725	134,581	10,606,157
2006	4,129,856	11,400	1,702,836	1,509,402	4,001,639	3,281,073	745,827	259,050	121,635	10,972,243
2007	4,523,751	3,342	1,976,407	1,789,875	4,049,068	3,324,326	895,099	252,384	159,710	11,859,761
2008	4,877,074	0	1,876,109	1,693,151	3,576,246	2,893,466	920,738	257,646	143,741	11,651,554
2009	5,145,418	0	1,228,294	1,136,145	2,687,527	2,108,161	790,794	168,651	96,836	10,117,520
2010	7,127,042	0	1,356,126	1,250,226	3,390,095	2,653,231	982,342	206,476	119,473	13,181,554
2011	7,547,127	0	1,410,628	1,302,277	3,068,979	2,422,152	1,029,511	233,709	93,675	13,383,629
2012	8,500,825	0	1,484,110	1,383,583	4,253,869	3,324,703	1,234,584	248,711	101,381	15,823,480
2013	9,056,388	0	1,537,025	1,379,733	4,540,685	3,627,226	1,284,187	232,191	106,278	16,756,754
2014	9,112,629	596	1,654,208	1,382,052	4,785,769	3,813,351	1,591,099	241,841	90,125	17,476,267
2015	9,472,178	437	1,668,878	1,401,521	4,823,222	3,847,517	1,820,525	218,020	91,616	18,094,876
2016	10,091,593	89	1,757,776	1,487,994	4,989,360	3,976,482	1,859,685	190,724	90,240	18,979,467
2017	10,870,888	0	1,940,778	1,511,800	4,767,063	3,765,364	1,903,466	198,625	60,942	19,741,762
2018	11,391,185	0	1,856,511	1,415,747	4,606,948	3,676,823	1,894,346	216,969	0	19,965,959
2019	10,847,347	0	1,638,200	619,704	4,407,151	3,531,395	1,745,597	211,761	0	18,850,056
2020	9,168,992	0	1,236,877	434,895	3,498,540	2,715,707	1,318,780	153,392	0	15,376,581
2021	10,051,014	0	1,232,226	462,664	3,442,966	2,723,564	1,532,664	203,901	0	16,462,771
2022	10,543,308	0	1,212,478	625,570	3,497,648	2,822,916	1,478,481	229,991	0	16,961,906
2023	10,007,184	0	1,288,530	624,085	4,172,764	3,271,197	1,811,333	231,050	0	17,510,861
2024	8,963,845	0	1,227,095	616,306	4,235,693	3,280,356	1,877,279	176,628	0	16,480,540
2025	8,856,411	0	1,195,563	613,963	4,216,457	3,277,425	1,874,497	214,107	0	16,357,035

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

Source: Japan Automobile Manufacturers Association

OVERSEAS PRODUCTION BY JAPANESE MOTORCYCLE MANUFACTURERS

In vehicle units

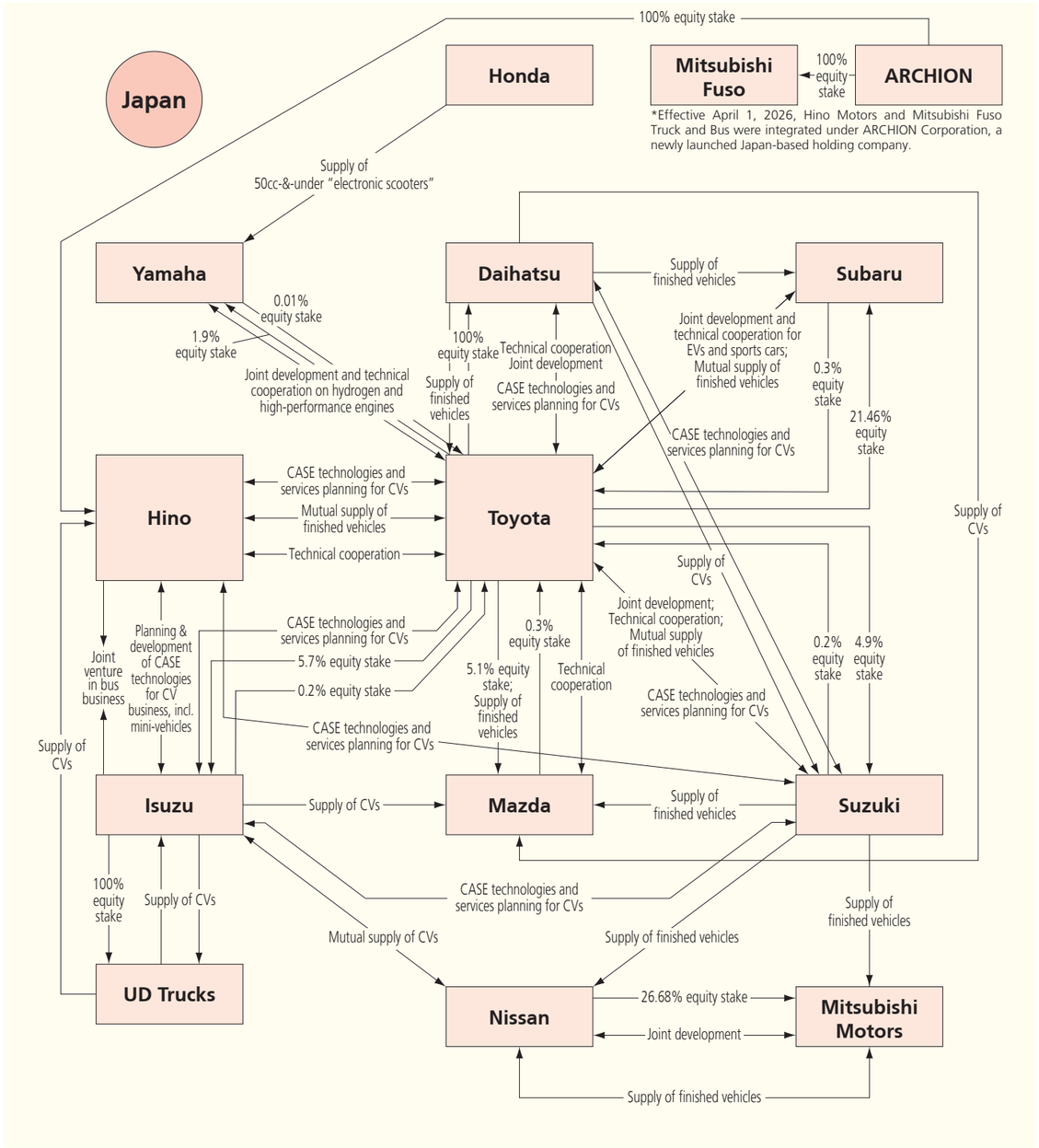
Year	Total
2020	20,161,917
2021	23,750,278
2022	25,360,754
2023	25,188,557
2024	27,138,079
2025	28,673,069

Source: Japan Automobile Manufacturers Association

Japanese Automakers Forge Extensive International Alliances

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

At March 31, 2026



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

Source: Japan Automobile Manufacturers Association

At March 31, 2026

Japan — U.S.A.

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

At March 31, 2026

Japan — Europe

- Toyota → Collaboration on environmental technologies for sports cars → BMW
- Stellantis N.V. → Supply of finished vehicles in Europe → Toyota
- Stellantis N.V. — 70% equity stake → PCMA Rus
- Mitsubishi Motors — 30% equity stake → PCMA Rus
- Nissan — 15.26% equity stake → Renault
- Renault — 17.1% equity stake → Nissan
- Isuzu ↔ Strategic tie-up in the field of CVs ↔ Volvo

At March 31, 2026

Japan — China

Japanese Automobile Manufacturer: Isuzu

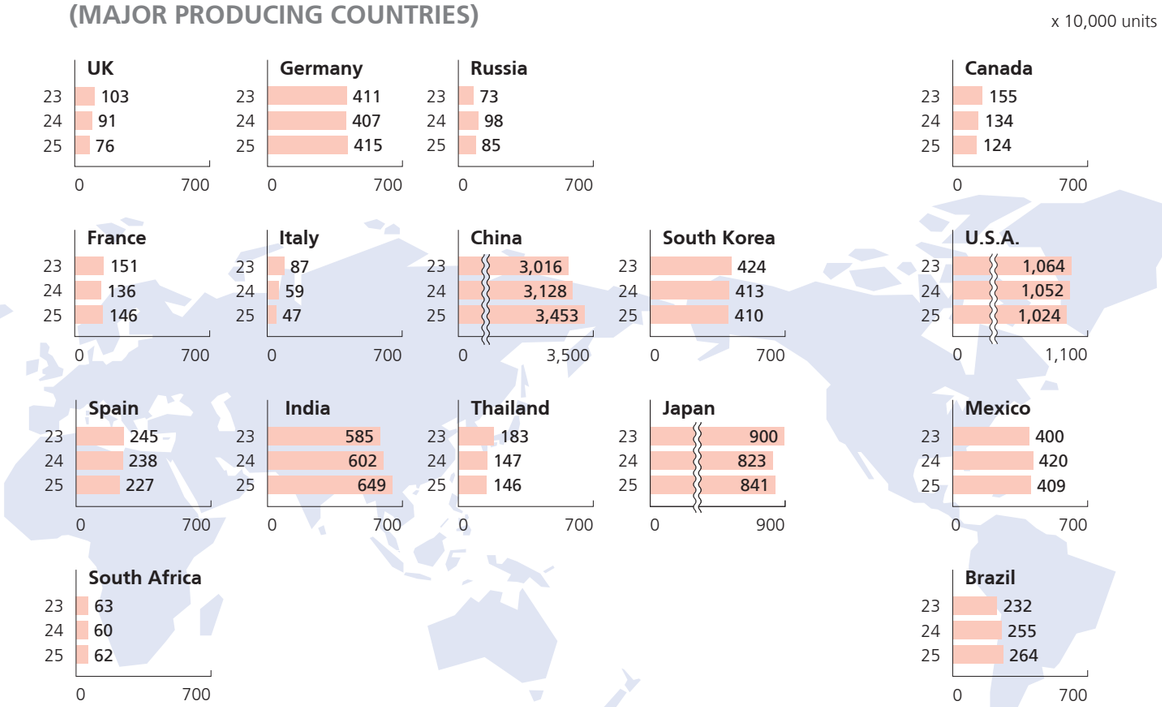
Joint Venture Company | Chinese Automobile Manufacturer

- Isuzu — 20% equity stake; Production of *Elf, Forward, Giga* LCV (RG) → Qingling Motors Co., Ltd.
- Qingling Motors Co., Ltd. ← 50.1% equity stake — Qingling Motors Group Co., Ltd.
- Isuzu — 50% equity stake; Production of *D-MAX, MU-X,* LCVs → Jiangxi Isuzu Motors Co., Ltd.
- Jiangxi Isuzu Motors Co., Ltd. ← 50% equity stake — Jiangling Motors Group Co., Ltd.
- BYD TOYOTA EV TECHNOLOGY Co., Ltd. ← 50% equity stake — BYD Company Limited
- GAC Toyota Motor Co., Ltd. ← 50% equity stake — Guangzhou Automobile Group Co., Ltd.
- FAW Toyota Motor Co., Ltd. ← 50% equity stake — FAW Car Co., Ltd.
- Toyota — 50% equity stake; Development of BEVs → GAC Toyota Motor Co., Ltd.
- Toyota — 50% equity stake; Production of *Camry* (incl. HEVs), *Levin* (incl. HEVs), *Highlander* HEVs, *bz4X*, *Wildlander* (incl. HEVs), *Sienna* (HEVs), *Frontlander* (HEVs), *bZ3X* (BEVs), *bZ7* (BEVs) → FAW Toyota Motor Co., Ltd.
- Toyota — 50% equity stake; Production of *Corolla* (incl. HEVs), *Corolla Cross* (incl. HEVs), *bz3* (BEVs), *Crown Kluger* (incl. HEVs), *Granvia* (incl. HEVs), *bZ5* (BEVs) → FAW Toyota Motor Co., Ltd.
- FAW Toyota Motor Co., Ltd. — 100% equity stake; Production of *Coaster, Avalon* (incl. HEVs), *RAV4* (incl. HEVs), *Prado* (HEVs) → FAW Toyota Motor (Chengdu) Co., Ltd.
- FAW Toyota Motor Co., Ltd. — 50% equity stake → China FAW Group Co., Ltd.
- FAW Toyota Motor Co., Ltd. — 5% equity stake → FAW Car Co., Ltd.
- Toyota — 65% equity stake; Production & sales of fuel cell systems for CVs → Toyota Sinohytec Fuel Cell Co., Ltd.
- China FAW Group Co., Ltd. — 5% equity stake → Beijing SinoHytec Co., Ltd.
- Beijing SinoHytec Co., Ltd. — 35% equity stake → Toyota Sinohytec Fuel Cell Co., Ltd.
- Toyota — 65% equity stake; Joint development of fuel cell systems for CVs → United Fuel Cell System R&D (Beijing) Co., Ltd.
- Beijing Automotive Group Co., Ltd. — 15% equity stake → United Fuel Cell System R&D (Beijing) Co., Ltd.
- Guangzhou Automobile Group Co., Ltd. — 5% equity stake → United Fuel Cell System R&D (Beijing) Co., Ltd.
- Dongfeng Motor Corporation — 5% equity stake → United Fuel Cell System R&D (Beijing) Co., Ltd.
- Toyota — 50% equity stake → Shudao Toyota Hydrogen Energy Technology Co., Ltd.
- Toyota — 17% equity stake → Hunan Cloud Energy Storage Sweep New Energy Technology Co., Ltd.
- Dongfeng Motor Corporation — 100% equity stake → Dongfeng Motor Group Co., Ltd.
- Hunan Cloud Energy Storage Sweep New Energy Technology Co., Ltd. ← 51% equity stake — Dongfeng Motor Group Co., Ltd.
- Hunan Cloud Energy Storage Sweep New Energy Technology Co., Ltd. ← 50% equity stake — Guangzhou Automobile Group Co., Ltd.
- Hunan Cloud Energy Storage Recycling New Energy Technology Co., Ltd. ← 15% equity stake — Dongfeng Motor Group Co., Ltd.
- Minmetals New Energy Materials (Hunan) Co., Ltd. ← 50% equity stake — Dongfeng Motor Group Co., Ltd.
- Two group companies under China Minmetals Corporation
- Hunan Cloud Energy Storage Sweep New Energy Technology Co., Ltd. ← 17% equity stake — Dongfeng Motor Group Co., Ltd.
- Nissan — 50% equity stake; Production of *Navara*, etc. → Zhengzhou Nissan Automobile Co., Ltd.
- Nissan — 50% equity stake → Dongfeng Motor Co., Ltd.
- Dongfeng Motor Co., Ltd. ← 50% equity stake — Dongfeng Motor Group Co., Ltd.
- Honda — 40% equity stake; Production of *CR-V* and *Civic* → Dongfeng Honda Automobile Co., Ltd.
- Dongfeng Honda Automobile Co., Ltd. — 10% equity stake → Honda Motor (China) Investment Co., Ltd.
- Honda Motor (China) Investment Co., Ltd. — 10% equity stake → GAC Honda Automobile Co., Ltd.
- Honda — 40% equity stake; Production of *Accord, Odyssey, Vezel, Fit* → GAC Honda Automobile Co., Ltd.
- GAC Honda Automobile Co., Ltd. ← 50% equity stake — Guangzhou Automobile Group Co., Ltd.
- Mazda — 47.5% equity stake; Production of *Mazda3, CX-5, CX-30, CX-50, EZ-6, EZ-60* → Changan Mazda Automobile Co., Ltd.
- Changan Mazda Automobile Co., Ltd. ← 5% equity stake — Guangzhou Automobile Group Co., Ltd.
- Changan Mazda Automobile Co., Ltd. ← 47.5% equity stake — Chongqing Changan Automobile Co., Ltd.
- Mazda — 50% equity stake → Changan Mazda Engine Co., Ltd.
- Changan Mazda Engine Co., Ltd. ← 50% equity stake — Chongqing Changan Automobile Co., Ltd.
- Hino — 4.83% equity stake → GAC Lingcheng New Energy Commercial Vehicle Co., Ltd.
- GAC Lingcheng New Energy Commercial Vehicle Co., Ltd. ← 89.72% equity stake — Chongqing Changan Automobile Co., Ltd.
- Hino — Strategic business alliance agreement focusing on the development of commercial BEVs → BYD Auto Industry Co., Ltd.
- Production outsourcing of *Mazda6* and *CX-4*

Motor Vehicle Production Worldwide Rises to 96.38 Million Units

In 2025 worldwide motor vehicle production (excluding motorcycles) grew 3.9% from the previous year to a total of 96.38 million units.

MOTOR VEHICLE PRODUCTION EXCLUDING MOTORCYCLES (MAJOR PRODUCING COUNTRIES)



MOTORCYCLE PRODUCTION (MAJOR PRODUCING COUNTRIES)

In vehicle units

Country/Territory	2021	2022	2023	2024	2025
Czech Republic	1,035	1,624	755	909	692
Italy	346,850	390,560	411,050	370,390	—
Brazil	1,195,149	1,413,222	1,573,221	1,748,317	1,980,538
China	25,372,421	19,011,088	17,419,601	17,423,431	19,310,533
India	17,821,111	19,459,009	21,468,527	23,883,857	26,691,916
Japan	646,954	694,968	682,828	639,383	683,091
Malaysia	496,136	685,828	549,481	566,175	572,846
Pakistan	1,893,686	1,514,956	1,099,795	1,304,763	1,744,793
Philippines	867,453	1,003,510	1,285,578	1,344,958	—
Taiwan	1,163,921	1,070,231	1,089,207	1,012,093	932,354
Thailand	1,780,654	2,015,940	2,120,738	1,887,208	1,965,951
Vietnam	2,977,000	3,323,400	3,145,200	3,115,100	3,423,500

Note: 1. "—" means data was not available at the end of March 2026. 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	2023			2024			2025		
	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total	Passenger Cars	Trucks & Buses	Total
Austria	102,291	11,900	114,191	71,785	0	71,785	70,900	0	70,900
Belgium	285,159	46,944	332,103	201,561	38,805	240,366	211,536	41,882	253,418
Finland	30,191	0	30,191	22,384	0	22,384	26,794	0	26,794
France	1,026,693	478,386	1,505,079	910,243	447,458	1,357,701	1,061,720	402,271	1,463,991
Germany	4,109,371	0	4,109,371	4,069,222	0	4,069,222	4,148,836	0	4,148,836
Italy	541,953	331,489	873,442	309,758	281,309	591,067	237,849	236,195	474,044
Netherlands	123,379	0	123,379	7,403	0	7,403	0	0	0
Portugal	243,205	75,030	318,235	260,930	71,616	332,546	269,468	71,893	341,361
Spain	1,907,072	544,171	2,451,243	1,918,831	458,260	2,377,091	1,810,331	463,695	2,274,026
Sweden	276,750	0	276,750	268,487	0	268,487	251,659	0	251,659
Czech Republic	1,397,816	6,685	1,404,501	1,452,881	6,011	1,458,892	1,445,776	7,000	1,452,776
Hungary	507,225	0	507,225	437,045	0	437,045	411,776	0	411,776
Poland	299,300	313,582	612,882	315,300	339,146	654,446	291,900	336,376	628,276
Romania	513,050	0	513,050	560,102	0	560,102	545,510	0	545,510
Slovakia	1,080,000	0	1,080,000	993,000	0	993,000	1,070,000	0	1,070,000
Slovenia	60,881	0	60,881	63,177	0	63,177	61,431	0	61,431
European Union (EU27)	12,504,336	1,808,187	14,312,523	11,862,109	1,642,605	13,504,714	11,915,486	1,559,312	13,474,798
UK	905,117	120,873	1,025,990	779,584	125,649	905,233	717,371	47,344	764,715
Turkey	952,667	515,726	1,468,393	904,513	460,783	1,365,296	872,538	546,926	1,419,464
Serbia	0	200	200	0	235	235	51,253	164	51,417
Russia	526,439	203,241	729,680	750,062	229,221	979,283	701,920	151,977	853,897
Azerbaijan	3,869	799	4,668	5,998	697	6,695	4,036	273	4,309
Belarus	—	0	0	—	0	0	—	0	0
Kazakhstan	134,054	12,935	146,989	133,978	10,647	144,625	158,944	11,638	170,582
Ukraine	1,993	0	—	—	0	—	—	0	—
Uzbekistan	421,493	4,482	425,975	429,234	4,385	433,619	457,883	4,460	462,343
Europe	15,447,975	2,665,508	18,113,483	14,865,478	2,473,356	17,338,834	14,879,431	2,322,094	17,201,525
Canada	376,588	1,177,170	1,553,758	217,297	1,121,991	1,339,288	240,355	996,720	1,237,075
U.S.A.	1,741,083	8,898,057	10,639,140	1,425,038	9,097,356	10,522,394	1,279,247	8,964,597	10,243,844
North America	2,117,671	10,075,227	12,192,898	1,642,335	10,219,347	11,861,682	1,519,602	9,961,317	11,480,919
Mexico	903,753	3,098,211	4,001,964	947,726	3,254,998	4,202,724	901,331	3,191,117	4,092,448
Argentina	304,773	305,942	610,715	241,620	264,951	506,571	202,589	288,287	490,876
Brazil	1,782,079	542,759	2,324,838	1,899,015	654,854	2,553,869	1,990,031	654,023	2,644,054
Colombia	34,700	0	34,700	23,778	0	23,778	34,546	0	34,546
Latin America	3,025,305	3,946,912	6,972,217	3,112,139	4,174,803	7,286,942	3,128,497	4,133,427	7,261,924
North and Latin America	5,142,976	14,022,139	19,165,115	4,754,474	14,394,150	19,148,624	4,648,099	14,094,744	18,742,843
Australia	0	7,141	7,141	0	7,238	7,238	0	6,127	6,127
China	26,123,757	4,037,209	30,160,966	27,476,886	3,804,706	31,281,592	30,269,903	4,260,835	34,530,738
India	4,783,628	1,068,515	5,852,143	4,991,413	1,025,351	6,016,764	5,379,099	1,111,711	6,490,810
Indonesia	1,180,355	215,362	1,395,717	1,026,976	169,688	1,196,664	983,474	164,126	1,147,600
Iran	—	—	—	—	—	—	—	—	—
Japan	7,767,058	1,231,480	8,998,538	7,139,188	1,095,457	8,234,645	7,207,025	1,203,207	8,410,232
Malaysia	724,891	49,709	774,600	739,628	50,720	790,348	704,603	43,177	747,780
Myanmar	—	—	—	—	—	—	—	—	—
Pakistan	61,392	25,592	86,984	96,795	30,907	127,702	140,530	49,552	190,082
Philippines	—	—	—	—	—	—	—	—	—
South Korea	3,908,747	334,850	4,243,597	3,849,326	278,916	4,128,242	3,844,338	257,862	4,102,200
Taiwan	—	—	—	—	—	—	—	—	—
Thailand	637,164	1,197,822	1,834,986	549,752	919,245	1,468,997	539,807	915,762	1,455,569
Vietnam	—	—	—	—	—	—	—	—	—
Asia-Oceania	46,624,829	8,429,893	55,054,721	47,351,125	7,651,581	55,002,706	50,897,246	8,313,004	59,210,250
Algeria	2,260	196	2,456	18,000	12,108	30,108	19,420	23,632	43,052
Egypt	28,900	8,100	37,000	43,190	12,110	55,300	65,160	24,410	89,570
Morocco	471,950	63,875	535,825	524,467	35,178	559,645	493,004	8,961	501,965
South Africa	336,012	296,350	632,362	350,384	249,787	600,171	329,600	288,477	618,077
Africa	839,122	368,325	1,207,447	936,041	297,075	1,233,116	907,184	321,848	1,229,032
Grand Totals	68,054,902	25,485,865	93,540,766	67,907,118	24,816,162	92,723,280	71,331,960	25,051,690	96,383,650

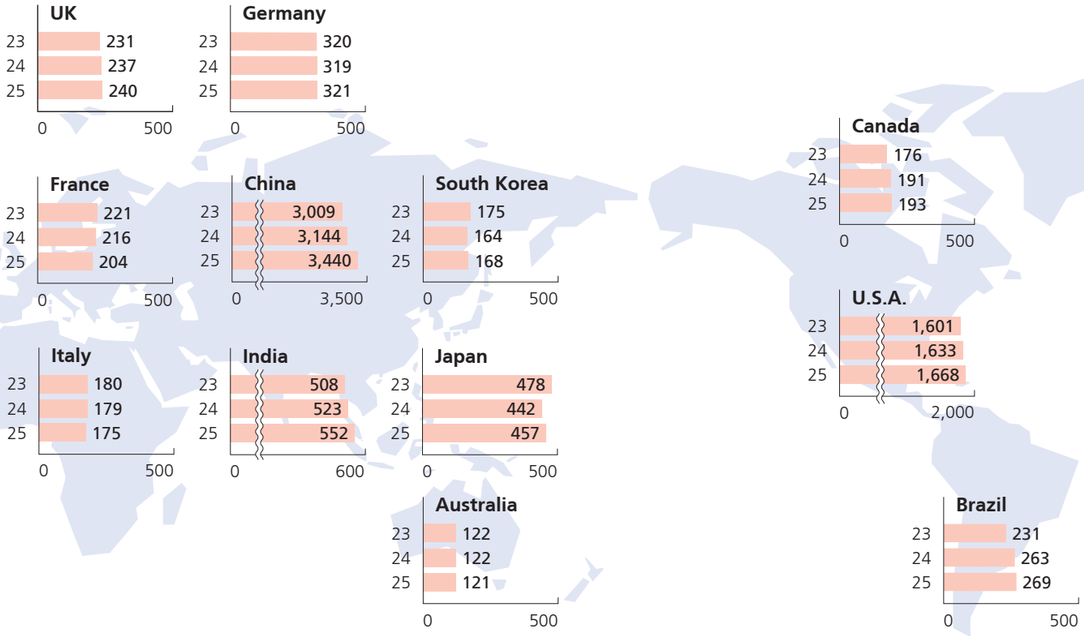
Notes: 1. Includes preliminary figures. 2. Grand totals are the totals of publicly available data.
Sources: International Organization of Motor Vehicle Manufacturers (OICA); for Japan, *Japan Automobile Manufacturers Association*

A Total of 99.80 Million New Motor Vehicles Sold Globally

In 2025 new motor vehicle registrations (excluding motorcycles) increased 4.7% from the previous year to a global total of 99.80 million units. Motor vehicle sales surged in Egypt (up 69.1% to 164,000 units), Argentina (up 48.2% to 601,000 units), and Norway (up 32.1% to 215,000 units).

NEW REGISTRATIONS OF MOTOR VEHICLES EXCLUDING MOTORCYCLES (SELECTED COUNTRIES)

x 10,000 units



MOTORCYCLE SALES (SELECTED COUNTRIES)

In vehicle units

Country/Territory	2021	2022	2023	2024	2025
UK	114,371	116,534	113,589	116,399	93,922
Germany	221,561	227,423	229,816	261,660	174,456
France	307,884	286,629	282,157	280,302	227,751
Italy	288,921	291,688	337,777	373,344	345,287
Spain	182,865	191,304	213,821	235,568	243,848
U.S.A.	550,000	537,200	551,300	526,300	486,500
Brazil	1,156,776	1,361,941	1,582,032	1,876,427	2,197,851
China	25,363,718	19,131,619	16,984,767	17,371,678	19,164,393
India	13,570,008	15,862,087	17,974,365	19,607,332	21,705,974
Japan	378,720	362,082	376,720	319,700	338,083
Indonesia	5,057,516	5,221,470	6,236,992	6,333,310	6,412,769
Pakistan	1,891,416	1,511,365	1,093,929	1,304,746	1,743,863
Philippines	1,435,677	1,564,827	1,556,488	1,681,482	1,871,036
Thailand	1,606,481	1,792,016	1,856,814	1,683,239	1,711,846
Australia	2,492,372	3,003,160	2,516,212	2,653,607	2,615,057
Vietnam	123,530	99,030	95,980	94,224	92,967

Note: 1. "—" means data was not available at the end of March 2026. 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	2023			2024			2025		
	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total
Austria	239,150	39,874	279,024	253,789	42,076	295,865	284,978	41,404	326,382
Belgium	476,674	78,339	555,013	448,277	75,903	524,180	414,770	81,285	496,055
Czech Republic	221,419	34,223	255,642	231,600	32,264	263,864	248,719	30,262	278,981
Denmark	172,745	31,107	203,852	172,990	33,430	206,420	184,601	31,214	215,815
Finland	87,509	15,212	102,721	74,070	13,730	87,800	71,881	13,783	85,664
France	1,774,723	433,778	2,208,501	1,718,416	436,644	2,155,060	1,632,152	410,636	2,042,788
Germany	2,844,609	359,689	3,204,298	2,817,331	374,700	3,192,031	2,857,591	350,122	3,207,713
Hungary	107,720	27,928	135,648	121,611	30,480	152,091	129,440	29,989	159,429
Italy	1,567,151	230,826	1,797,977	1,558,086	233,287	1,791,373	1,524,668	221,646	1,746,314
Netherlands	369,631	85,823	455,454	381,463	149,777	531,240	387,625	32,995	420,620
Poland	475,032	101,825	576,857	551,567	97,227	648,794	597,435	102,785	700,220
Portugal	199,623	36,422	236,045	209,715	39,554	249,269	225,039	39,782	264,821
Romania	143,080	26,332	169,412	148,900	30,485	179,385	155,855	26,663	182,518
Slovakia	88,003	13,839	101,842	93,409	12,725	106,134	93,103	11,710	104,813
Spain	949,362	178,511	1,127,873	1,016,963	202,313	1,219,276	1,148,650	220,445	1,369,095
Sweden	289,820	52,015	341,835	269,582	44,903	314,485	272,998	41,428	314,426
Norway	126,953	37,082	164,035	128,837	34,099	162,936	179,632	35,533	215,165
Russia	1,049,968	267,470	1,317,438	1,550,249	283,603	1,833,852	1,306,299	179,372	1,485,671
Switzerland	252,214	35,728	287,942	239,535	36,301	275,836	233,737	34,193	267,930
Turkey	967,341	316,705	1,284,046	980,341	305,448	1,285,789	1,084,496	329,405	1,413,901
UK	1,903,054	404,384	2,307,438	1,952,778	415,534	2,368,312	2,020,523	379,583	2,400,106
Canada	255,642	1,506,596	1,762,238	254,195	1,652,671	1,906,866	236,941	1,697,081	1,934,022
U.S.A.	3,116,647	12,892,621	16,009,268	2,977,381	13,356,091	16,333,472	2,729,101	13,946,387	16,675,488
Mexico	598,215	818,214	1,416,429	634,320	928,320	1,562,640	622,048	942,423	1,564,471
Argentina	266,541	140,399	406,940	261,100	144,219	405,319	410,132	190,405	600,537
Brazil	1,721,400	587,289	2,308,689	1,948,681	686,223	2,634,904	1,997,264	692,370	2,689,634
China	26,062,824	4,030,874	30,093,698	27,562,989	3,873,204	31,436,193	30,103,140	4,296,481	34,399,621
India	4,101,600	978,761	5,080,361	4,274,793	954,051	5,228,844	4,489,717	1,027,877	5,517,594
Indonesia	779,326	226,476	1,005,802	672,986	192,737	865,723	613,000	190,687	803,687
Japan	3,992,727	786,359	4,779,086	3,725,200	696,294	4,421,494	3,836,380	729,397	4,565,777
Malaysia	719,145	80,676	799,821	748,929	69,567	818,496	759,098	61,654	820,752
South Korea	1,489,363	260,366	1,749,729	1,430,765	204,755	1,635,520	1,490,208	191,403	1,681,611
Thailand	406,992	368,788	775,780	340,056	232,619	572,675	414,024	207,142	621,166
Australia	890,823	327,627	1,218,450	898,950	323,835	1,222,785	891,315	318,490	1,209,805
Egypt	69,175	16,869	86,044	81,475	15,387	96,862	133,973	29,784	163,757
South Africa	347,377	184,180	531,557	351,551	164,425	515,976	422,463	174,875	597,338
Other	6,289,185	1,424,085	7,713,270	6,403,991	1,424,898	7,828,889	6,771,662	1,483,057	8,254,719
Grand Totals	65,412,763	27,437,292	92,850,055	67,486,871	27,843,779	95,330,650	70,974,658	28,823,748	99,798,406

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

Motor Vehicles in Use Expanding Worldwide

In 2024 motor vehicles (excluding motorcycles) in use totalled 344.13 million units in China, 78.74 million units in Japan, and 53.60 million units in Germany. Motorcycle density in recent years has been particularly high in Taiwan, with one motorcycle in use for every 1.6 persons, and in Indonesia, with one in use for every two persons. In Japan, one motorcycle is in use for every 12 persons.

MOTOR VEHICLE DENSITY: INTERNATIONAL COMPARISONS (at end of 2024)

In vehicle units | x 1 person

Country	No. of Motor Vehicles per 1,000 Inhabitants (Total Motor Vehicles / Passenger Cars)	No. of Persons per Motor Vehicle (No. of Persons per Passenger Car)
Australia	777 / 602	1.3 (1.7)
Italy	802 / 704	1.2 (1.4)
Spain	659 / 557	1.5 (1.8)
France	701 / 593	1.4 (1.7)
Austria	648 / 581	1.5 (1.7)
Germany	644 / 592	1.6 (1.7)
Switzerland	610 / 549	1.6 (1.8)
UK	617 / 532	1.6 (1.9)
Belgium	612 / 514	1.6 (1.9)
Japan	642 / 508	1.6 (1.9)

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

MOTOR VEHICLES IN USE WORLDWIDE (at end of 2024)

In vehicle units

Country	Passenger Cars	Commercial Vehicles	Total
Germany	49,339,166	4,270,523	53,609,689
Italy	41,340,516	5,732,300	47,072,816
France	38,465,866	7,053,736	45,519,602
UK	36,165,401	5,798,867	41,964,268
Spain	26,469,462	4,832,419	31,301,881
Netherlands	9,621,272	1,354,742	10,976,014
Belgium	6,008,569	1,153,541	7,162,110
Austria	5,231,893	602,636	5,834,529
Sweden	4,977,791	717,486	5,695,277
Poland	20,497,643	3,341,100	23,838,743
Switzerland	4,882,569	549,572	5,432,141
Argentina	—	—	18,064,236
Brazil	40,301,005	8,404,526	48,705,531
Japan	62,321,025	16,422,085	78,743,110
China	310,139,100	33,992,800	344,131,900
South Korea	21,771,120	4,526,799	26,297,919
Thailand	19,769,087	1,382,054	21,151,141
Indonesia	20,444,507	6,571,394	27,015,901
Australia	16,080,036	4,667,238	20,747,274

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

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

x 1 person

2024	Taiwan	1.6
2024	Indonesia	2.0
2024	Greece	5.6
2024	Czech Republic	7.8
2024	Netherlands	8.5
2024	Japan	11.9
2024	Germany	17.2
2024	Belgium	14.2
2024	Norway	18.1
2022	China	17.7
2024	Sweden	25.3
2023	U.S.A.	38.9

Note: Data for Japan is as at March 31.

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

MOTORCYCLES IN USE WORLDWIDE

In vehicle units

Year	Country/Territory	Total
2024	Taiwan	14,656,084
2024	Indonesia	139,450,013
2024	Greece	1,851,620
2024	Czech Republic	1,340,677
2024	Netherlands	2,092,909
2024	Japan	10,276,304
2024	Germany	4,833,611
2024	Belgium	822,845
2024	Norway	304,085
2022	China	80,720,000
2024	Sweden	423,732
2023	U.S.A.	8,790,480

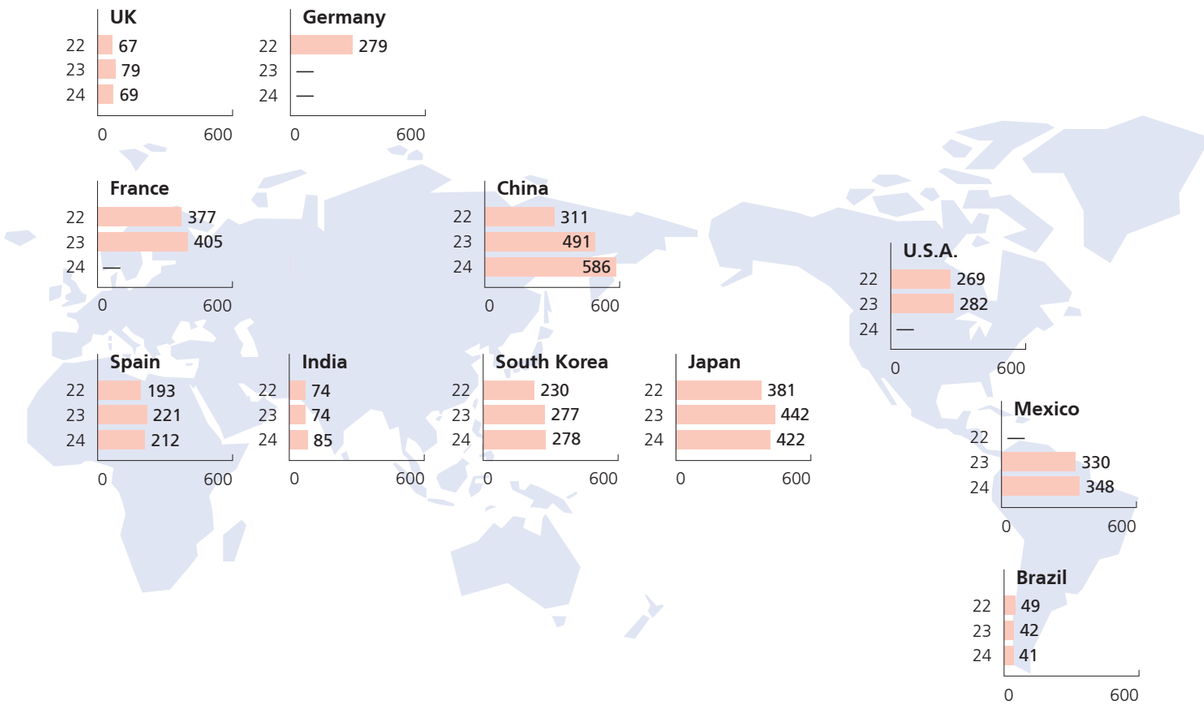
Sources: Ministry of Land, Infrastructure, Transport and Tourism; Ministry of Internal Affairs and Communications; Federation of Asian Motorcycle Industries (FAMI); European Association of Motorcycle Manufacturers (ACEM), etc.

A Rise in Motor Vehicle Exports in Some Countries

In 2024, although motor vehicle exports (excluding motorcycles) declined from the previous year in more than half of the major exporting countries, they saw an increase in some countries, notably in China (up 19.3% to 5.86 million units), India (up 15.4% to 851,000 units), and Mexico (up 5.4% to 3.48 million units).

MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

x 10,000 units



MOTOR VEHICLE EXPORTS (MAJOR EXPORTING COUNTRIES)

In vehicle units

Country	2022			2023			2024		
	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total	Passenger Cars	Commercial Vehicles	Total
Germany	2,647,622	138,882	2,786,504	3,110,791	—	—	3,183,411	—	—
UK	606,838	61,191	668,029	713,870	76,953	790,823	603,565	82,097	685,662
France	3,009,561	761,119	3,770,680	3,153,976	896,651	4,050,627	—	—	—
Spain	1,583,558	349,071	1,932,629	1,702,678	508,789	2,211,467	1,708,283	415,301	2,123,584
U.S.A.	—	—	2,690,728	—	—	2,822,287	—	—	—
Mexico	—	—	—	610,216	2,690,660	3,300,876	687,243	2,791,843	3,479,086
Brazil	386,422	104,968	491,390	308,228	110,232	418,460	295,666	114,303	409,969
Japan	3,321,385	491,854	3,813,239	3,978,141	444,541	4,422,682	3,819,813	397,231	4,217,044
South Korea	2,217,753	82,580	2,300,333	2,672,220	94,051	2,766,271	2,692,381	90,231	2,782,612
China	2,528,571	582,012	3,110,583	4,140,322	769,675	4,909,997	4,955,134	904,346	5,859,480
India	662,891	78,645	741,536	672,105	65,816	737,923	770,364	80,986	851,350

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	2020	2021	2022	2023	2024
Italy	381,539	543,608	590,800	485,346	475,404
Japan	311,998	437,042	486,813	520,110	484,263
China	7,090,588	9,107,290	7,218,131	8,276,917	10,501,451
Taiwan	355,586	385,735	394,372	275,638	295,059
Indonesia	700,392	803,931	743,551	570,004	572,506
India	3,282,786	4,443,131	3,652,122	3,458,416	4,198,403

Note: From 2022 onwards, the figures for China exclude 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. In contrast, many other countries continue to impose tariffs on imported vehicles. Aiming for the elimination of customs tariffs and the liberalization and facilitation of 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) Agreement, the ASEAN-Japan Comprehensive Economic Partnership (AJCEP) Agreement, and the Japan-European Union EPA, thereby significantly expanding the scope of its international trade agreements.

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

At June 30, 2026

	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%

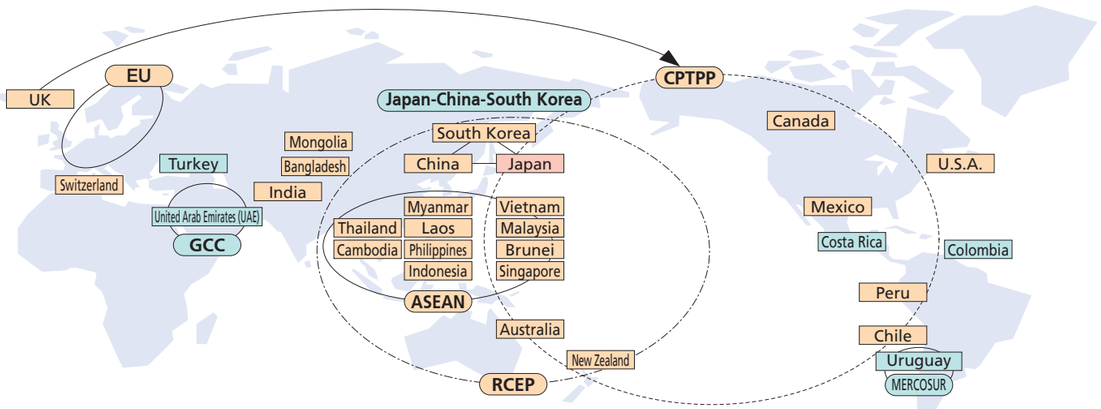
Note: The tariff rates shown for the U.S.A. are the basic tariffs applied, excluding any additional tariffs.

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 June 2026



Notes: 1. Japan-UAE EPA negotiations concluded March 2026. 2. Costa Rica: CPTPP accession talks concluded May 2026. 3. Uruguay: CPTPP accession process underway. 4. Bilateral Japan-Colombia EPA: Negotiations suspended. 5. Japan-South Korea EPA and Japan-Canada EPA negotiations: 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 from Feb. 2019)		[10%] Abolished in 2026.	Gasoline trucks≥2800cc, Diesel trucks≥2500cc: [22%] Gasoline trucks<2800cc, Diesel trucks<2500cc: [10%] Abolished in 2026.	Gasoline buses≥2800cc, Diesel buses≥2500cc: [16%] Gasoline buses<2800cc, Diesel buses<2500cc: [10%] To be abolished within 13 years.	[3-4.5%] Immediately abolished for more than 90% (in value terms).
CPTPP (in effect from Dec. 2018)	Example: Canada	[6.1%] Abolished in 2023.	[6.1%] Large-sized gasoline trucks: To be abolished within 6 years. Other trucks: To be abolished within 11 years.	[6.1%] To be abolished within 11 years.	[6.0%] Immediately abolished for 87.5% (in value terms).
	Example: Vietnam	[77%] Over 3000cc: To be abolished within 10 years. 3000cc or under: To be abolished within 13 years.	[20-70%] To be abolished within 12-13 years.	[5%] To be abolished within 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 abolition.

Source: Japan Automobile Manufacturers Association

Memo

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

The Tokyo Motor Show was launched as the First All-Japan Motor Show on April 20, 1954 at Hibiya Park in central Tokyo. At a time when Japan was rebuilding after the Second World War, the automobile industry joined forces to launch a full-scale motor show, in the belief that such a show was essential to revitalize Japan's automobile industry. With the ambition of developing it into an international show, the organizers adopted the English name "Tokyo Motor Show" from the event's inception. Exhibits at the time consisted primarily of commercial vehicles of various sizes, three-wheeled vehicles, and motorcycles, with only 17 passenger cars displayed at the inaugural show. The first four editions of the Tokyo Motor Show were held at Hibiya Park and the fifth at Korakuen Velodrome, as the show became a regular autumn event.

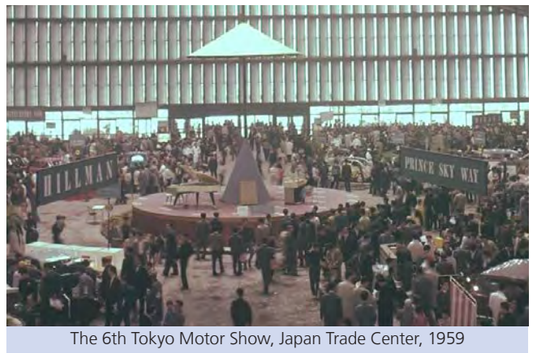
For 28 years, from 1959 to 1987, the show was held in Tokyo's Harumi area. As the show grew in step with the development of motorization in Japan, it also achieved international stature. Visitor numbers eventually surpassed 1.5 million and the exhibition booth area expanded to 38,662 square meters, earning the show widespread recognition as being on a par with leading international motor shows in Europe and the United States.

In 1989, coinciding with Japan's transition from the Showa era to the Heisei era, the venue was relocated to Makuhari Messe in Chiba Prefecture. Situated roughly halfway between central Tokyo and Narita Airport, Makuhari Messe was ideally located for the increasingly international Tokyo Motor Show. Its impressive scale was another major attraction, with a 516 meter-long main exhibition hall as well as multipurpose halls and various conference facilities. With excellent access via JR and other rail services, the 28th show—the venue's inaugural event—attracted a then-record 1,924,200 visitors, firmly establishing the Tokyo Motor Show's reputation as a top-level international motor show.

In 2011 the show moved to the Tokyo Big Sight venue. Amid significant shifts taking place in the automobile industry, it embarked on a new chapter, incorporating diverse ideas and technologies from beyond the traditional boundaries of the industry under the vision of "expanding the value of mobility." Furthermore, to commemorate the event's 60 years of history in 2014, the "Tokyo Motor Show 60th Anniversary Parade" was held in Hibiya—the show's birthplace—during the week before the show opened, featuring cars and motorcycles representative of successive eras from the 1950s onwards.

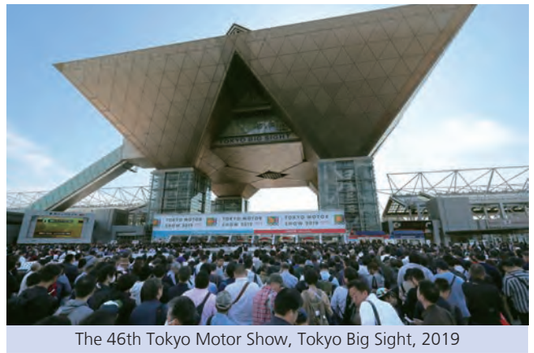
By cherishing the spirit passed down throughout its history while offering opportunities to experience future mobility and encounter a wide range of technologies, the Tokyo Motor Show continued to evolve as an event contributing to the advancement of the automobile industry, not only in Japan but around the world.

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

Tokyo Motor Show Historical Data

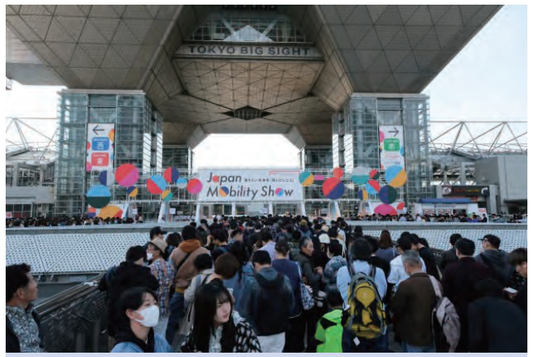
No.	Year	When Held			Duration (days)	Venue	Admission Fee (in yen, incl. tax)	Site Area (m^2)	Exhibits Area (m^2)	Number of Exhibitors	Number of Vehicles Exhibited	Number of Visitors
		Japanese era	Year	Dates held (month/day)								
1	1954	Showa	29	Apr. 20-29	10	Hibiya	Free of charge	14,999	4,389	254	267	547,000
2	1955	"	30	May 7-18	12	"	Free of charge	14,999	4,689	232	191	784,800
3	1956	"	31	Apr. 20-29	10	"	Apr. 20-22 = 20 yen, thereafter free of charge	14,999	5,405	267	247	598,300
4	1957	"	32	May 9-19	11	"	20	14,999	6,049	278	268	527,200
5	1958	"	33	Oct. 10-20	11	Korakuen	30	28,050	6,094	302	256	519,400
6	1959	"	34	Oct. 24-Nov. 4	12	Harumi	50	44,653	8,996	303	317	653,000
7	1960	"	35	Oct. 25-Nov. 7	14	"	50	44,653	11,025	294	358	812,400
8	1961	"	36	Oct. 25-Nov. 7	14	"	100	79,236	13,470	303	375	952,100
9	1962	"	37	Oct. 25-Nov. 7	14	"	100	107,710	21,209	284	410	1,049,100
10	1963	"	38	Oct. 26-Nov. 10	16	"	100 (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

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

See https://www.japan-mobility-show.com/en/history/ for details.

Japan Mobility Show

Amid the once-in-a-century transformation taking place in the automobile industry worldwide, the Japan Mobility Show was launched in 2023 as the successor to the 70-year-old Tokyo Motor Show to spotlight the industry's shift to a much broader scope.
The show breaks new ground by serving as a co-creation platform that brings together companies across industries so that they can work jointly, as partners, in pursuing innovative visions for the future and the creation of a buoyant mobility-based society. The inaugural Japan Mobility Show 2023 brought together 475 companies and organizations from a range of industries and attracted 1,112,000 visitors. The following year, the first dedicated business event was held at Makuhari Messe under the name "Japan Mobility Show Bizweek." A total of 145 startups and 58 established companies and other organizations exhibited, resulting in 848 business matches.
The Japan Mobility Show is now held in alternating formats over a two-year cycle featuring, in one format, a showcase event that enables a large general public audience to experience the future of mobility and, in the other, a business event (hence, "Bizweek") that promotes business collaboration and the building of partnerships to create the future.
Japan Mobility Show Bizweek 2026 will be held in October under the slogan "Your move moves the world," with the aim of spurring a wide range of initiatives and ambitious endeavors that move society forward.



Japan Mobility Show 2023, Tokyo Big Sight

Japan Mobility Show Bizweek 2024, Makuhari Messe

Japan Mobility Show 2025, Tokyo Big Sight

Japan Mobility Show 2025, Tokyo Big Sight

Japan Mobility Show Historical Data

No.	Year	When Held			Duration (days)	Venue	Admission Fee (in yen, incl. tax)	Site Area (m^2)	Exhibits Area (m^2)	Number of Exhibitors	Number of Vehicles Exhibited	Number of Visitors
		Japanese era	Year	Dates held (month/day)								
—	2023	Reiwa	5	Oct. 26-Nov. 5	11	Tokyo Big Sight	3,000	118,540	40,676	475	361	1,112,000
—	2024	"	6	Oct. 15-Oct. 18	4	Makuhari	Free of charge (pre-registration required)	8,437	1,793	203	—	—
—	2025	"	7	Oct. 30-Nov. 9	11	Tokyo Big Sight	3,000	92,850		522	315	1,010,000

Notes: 1. "Number of Exhibitors" in 2023 and 2025 includes the companies and organizations that participated in the Tokyo Future Tour.
2. No official announcement was made in regard to the number of visitors to Japan Mobility Show Bizweek 2024.

Japan Mobility Show
https://www.japan-mobility-show.com/en/

See https://www.japan-mobility-show.com/en/history/ for details.

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Tokyo 103-0023

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https://www.hino-global.com

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https://global.honda/en/

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Tel: (045) 299-9111

https://www.isuzu-global.com/en/index.html

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https://www.global-kawasaki-motors.com/en/

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Tokyo Head Office:
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Tokyo 106-0041
Tel: (082) 282-1111

https://www.mazda.com/en/

MITSUBISHI MOTORS CORPORATION

Head Office:
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Tel: (03) 3456-1111

https://www.mitsubishi-motors.com/en/

Mitsubishi Fuso Truck and Bus Corporation

Head Office:
10 Ohkura-cho, Nakahara-ku, Kawasaki, Kanagawa 211-8522
Tel: (044) 330-7700

https://www.mitsubishi-fuso.com/en/

Note: Manufacturers are listed in alphabetical order.

Nissan Motor Co., Ltd.

Global Headquarters:
1-1 Takashima 1-chome, Nishi-ku, Yokohama-shi, Kanagawa 220-8686
Tel: (045) 523-5523

https://www.nissan-global.com/EN/

Subaru Corporation

Head Office:
Ebisu Subaru Bldg., 20-8 Ebisu 1-chome, Shibuya-ku, Tokyo 150-8554
Tel: (03) 6447-8000

https://www.subaru.co.jp/en/

Suzuki Motor Corporation

Head Office:
300 Takatsuka-cho, Chuo-ku, Hamamatsu, Shizuoka 432-8611
Tel: (0570) 000-225
Tokyo Branch Office:
Suzuki Bldg., 2-8 Higashi-Shimbashi 2-chome,
Minato-ku, Tokyo 105-0021
Tel: (03) 5425-2158

https://www.globalsuzuki.com/

TOYOTA MOTOR CORPORATION

Head Office:
1 Toyota-cho, Toyota, Aichi 471-8571 Tel: (0565) 28-2121
Tokyo Head Office:
4-18 Koraku 1-chome, Bunkyo-ku, Tokyo 112-8701 Tel: (03) 3817-7111
Nagoya Office:
7-1 Meieki 4-chome, Nakamura-ku, Nagoya, Aichi 450-8711
Tel: (052) 552-2111

https://global.toyota/en/

UD Trucks Corporation

Head Office:
1-1 Ageo, Saitama 362-8523
Tel: (0120) 67-2301

https://www.udtrucks.com/

YAMAHA MOTOR CO., Ltd.

Head Office:
2500 Shingai, Iwata, Shizuoka 438-8501 Tel: (0570) 053-800
Tokyo Office:
Marunouchi My Plaza 15F, 1-1 Marunouchi 2-chome, Chiyoda-ku, Tokyo 100-0005
Tel: (03) 5220-7200

https://global.yamaha-motor.com/

Former Member & Friend of JAMA:

General Motors Japan Ltd.

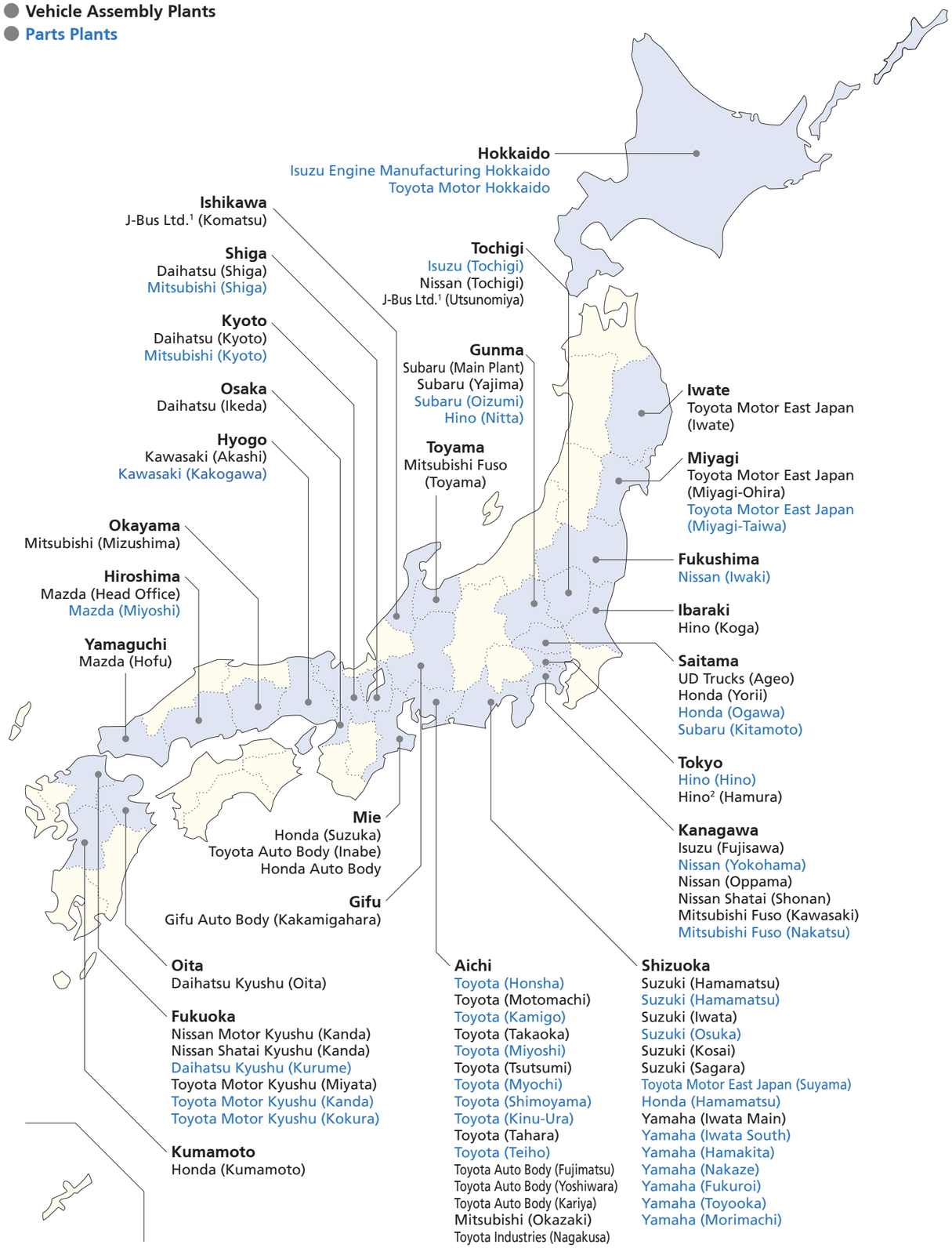
Head Office:
12-8 Higashi-Shinagawa 4-chome, Shinagawa-ku, Tokyo 140-0002
Tel: (03) 6711-5600

https://www.gmjapan.co.jp/

Locations of Auto Manufacturing Plants

As of March 31, 2026

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



[1]A Hino-Isuzu joint venture
[2]Ownership transferred to Toyota Motor Hamura Co., Ltd. on April 1, 2026

Related Automotive Associations

At July 31, 2026

- 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 105-0001 (0120) 028-222
- Japan Automobile Recycling Promotion Center (JARC)
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5733-8300
- Japan Auto Recycling Partnership (JARP)
  1-30, Shiba-Daimon 1-chome, Minato-ku, Tokyo 105-0012 (03) 5405-6150
- 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)
  5-2, Higashi-Gotanda 4-chome, Shinagawa-ku, Tokyo 141-0022 (03) 6277-4015
- 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)
  3-17, Higashi-Shimbashi 2-chome, Minato-ku, Tokyo 105-0021 (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
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