

Honda's Philosophy

Honda has for many years been at the forefront of environmental awareness, taking seriously its responsibilities as a global vehicle manufacturer and strongly committed to minimising the impact of its products wherever possible.

To this end, Honda is promoting activities to improve the recyclability of automobiles to achieve "more effective use and recycling of resources".



Design for Recycling



We have developed technologies to:

1. Improve ease of dismantling and disassembling.
2. Improve material identification.
3. Improve ease of reuse.
4. Improve ease of recycling.

By implementing these technologies Honda made following improvements:

- Lead usage is reduced by a third compared with 1996 levels achieved by:
 - The elimination of lead from the fuel tank assembly which is normally used as a sealant.

- The adoption of an aluminium radiator, copper alloy battery cable connectors and copper heater core.
- Adoption of a lead-free PVC-coated wiring harness.
- The dashboard is made out of a mono-material easy to recycle plastic.
- PVC was phased out of several components (e.g. door linings, roof mouldings, etc.).
- The quantity of parts was reduced in order to increase the ease of dismantling.
- All plastic parts above 5 gr are labelled for easy recognition.
- Recycled plastics are used instead of virgin material in order to preserve natural resources.

The quantity of improvements applied is model dependent, but Honda takes up the challenge to continuously increase the efforts.

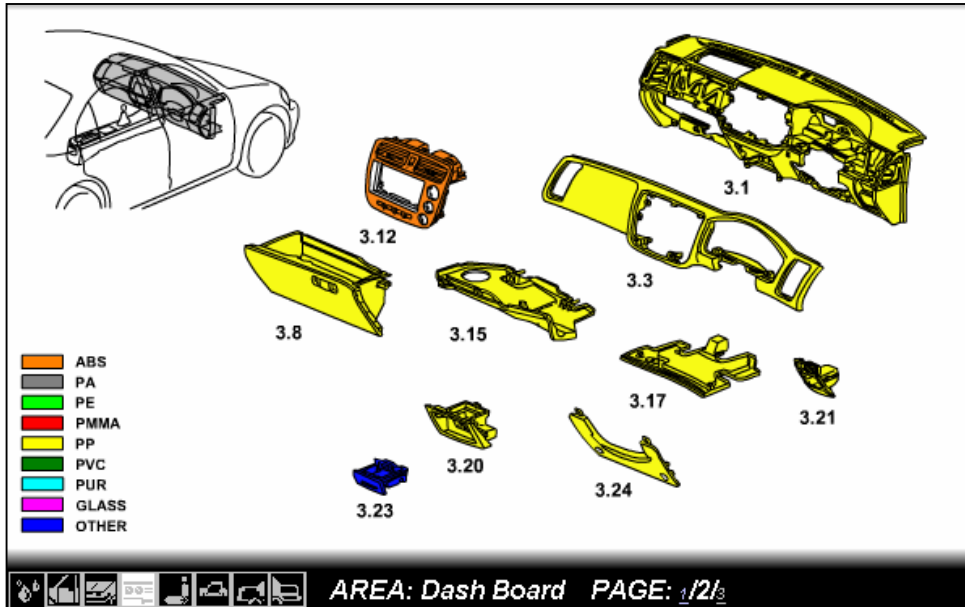
Environmental Sound Treatment



The current situation of vehicle dismantling and recovery is not homogenous across Europe. This reflects in different measures taken by Honda. This means we are striving for an economic feasible solution without compromising recycling and recovery achievements.

An Official ELV Collection Network already exists in Hungary. For cars reach the end of their useful lifecycle, some 150 officially approved vehicle dismantlers guarantee the environmental friendly disposal of the cars. Vehicles are to be deregistered at local registration offices by means of a Certificate of Dismantling issued by approved dismantlers.

A Practical Tool for Dismantling

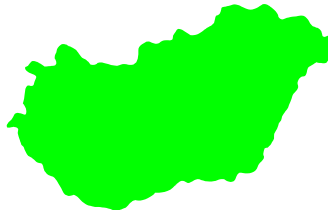


In order to meet the requirement of providing dismantling information for each type of new vehicle within six months after the vehicle is put on the market, Honda joined a consortium of more than 20 manufacturers which prepares dismantling information in an electronic format – the International Dismantling Information System (IDIS).

This information is regularly updated and distributed to the authorised Treatment Facilities all over Europe.

More information on the IDIS system can be found at <http://www.idis2.com>.

The collection network



Honda Hungary Ltd. contracted CAR-REC ELV-Treatment, a non-profit company, complying with the national legislation according to the directive 267/2004. (IX.23.). Honda customers are assured that they can hand over their End of Life Honda vehicle free of charge at any collection and dismantling point of the partners of CAR-REC all over the country. (The conditions of the “Free of Charge Return” are determined in the directive mentioned above.)

The Honda official ELV collection and dismantling network can be found at the website of CAR-REC (<http://www.carrec.hu>).

Optimizing recycling



Collecting and re-using spare parts

Honda is involved in the remanufacturing business which entails collecting useful spare parts rebuilding them and selling them as guaranteed rebuilt parts.

In Europe, Honda has begun the rebuilt parts program with two electrical parts, the starter and alternator; but strives to gradually increase the parts variety (e.g. drive shafts, radiators, steering boxes etc.) to reach the level of Japan and the US within the next years to come.

Recycling of parts

Honda has set up a bumper collection network in Germany and the UK. These bumpers are crushed, washed and pelletised. The pellets can then be used to produce new vehicle parts as for example the fairing in the new Civic and CR-V models. To be able to provide enough pellets to produce all fairing for both models produced in Swindon UK, 60 tons or 15.000 old bumpers are collected annually.

This European program is planned to be extended for other parts (e.g. splash shields, inner fender, battery boxes etc.) As Honda is a global automobile producer, similar programs were set up in production facilities in Japan and the US. For example; in Japan “Bumper to Bumper Recycling” started. Pellets are used as core material for new bumpers, the famous “sandwich technology”.

Besides the plastic recycling programmes Honda set up an Upgrade-recycling program for aluminium, recycling aluminium engines into frame parts.

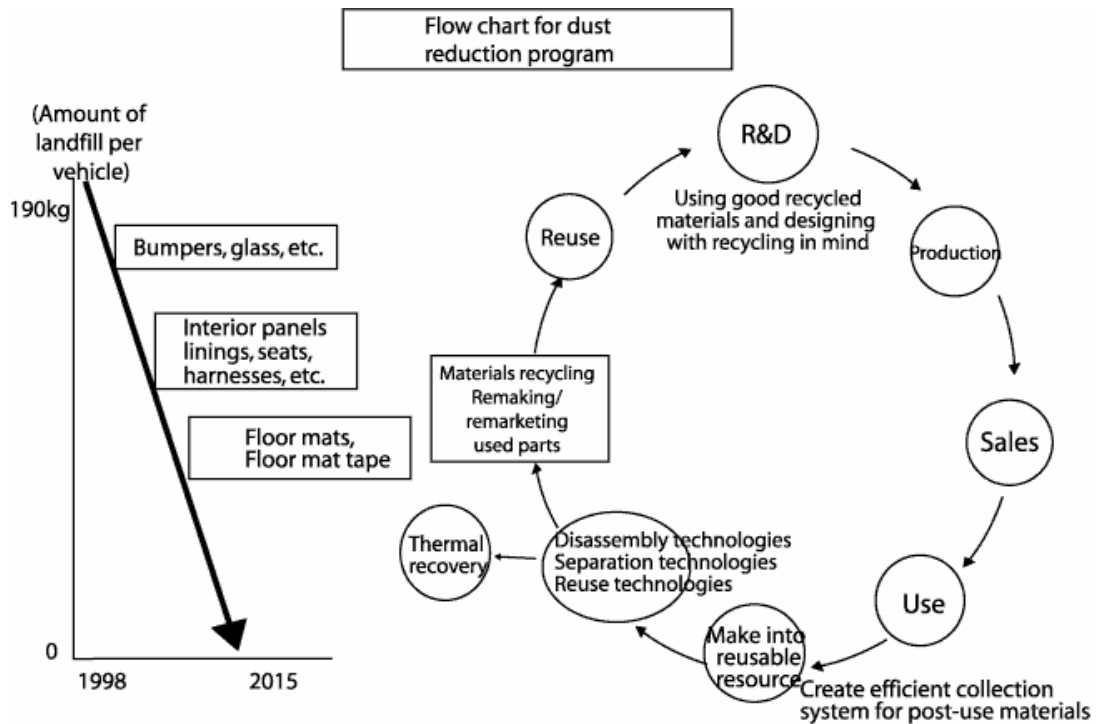
Recovery of materials

In order to promote recovery Honda reduced the PVC content of the car to reduce the risk of generating dioxin during incineration of the shredder waste.

Achievements

Results are not yet available in this country. Statistic information will be published as from the moment it becomes available. In that way the gradual increase of the achievements can be followed.

As of 01 January 2006, dismantlers provide information on the actual recycling rate to their assigned Environment Authority. Statistic results are published from second half of 2006, so the gradual increase of achievements can be followed.



Future Planning

The following chart clarifies the efforts Honda is making to reach the final goal:

Zero Level of Landfill!!!

