

Honda Environmental Annual Report 2001

This report has been compiled focusing
on the environmental conservation activities
Honda undertook in Japan in the fiscal 2000.

2001



Honda Environmental Information Disclosure

Honda publishes two types of brochures as its primary media for environmental information disclosure, namely, the Honda Environmental Annual Report and the Honda Ecology, and makes them available to the wider public on the Internet.

Honda Environmental Annual Report provides the latest activities made in each domain of product life cycle and the specific results obtained during the previous year. Honda Ecology describes in detail all of Honda's environmental activities, including Honda's basic stance concerning the environment, the environmental conservation activities advanced by each department, and future directions.

The reason for using different brochures to convey and disclose environmental information is to bring about with greater certainty the realization of the following two key concepts we uphold:

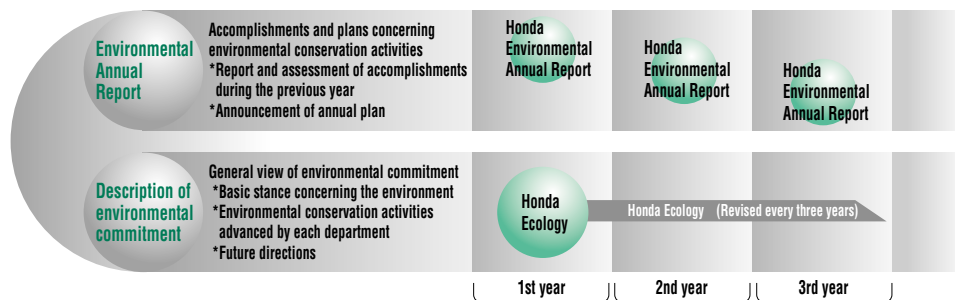
● It is of the importance to convey accurate information about the progress made in our environmental commitment during the previous year by clearly distinguishing between "the Annual Results" and "the Past Results and future Efforts."

- In Honda's perception, the role of the Honda Environmental Annual Report has to be seen as an integral part of Honda's PDCA (Plan, Do, Check, and Action) Process relating to the environmental commitment made over the entire report year.

● To have our results for the year assessed by the general public, it is of importance to convey a full picture of our environmental commitment, past, present and future. This can furnish the essential information by which we can be judged.

We trust that the public will understand this and make the best use of Honda Environmental Annual Report and Honda Ecology to make an informed assessment. Honda Environmental Annual Report is issued around the summer every year and Honda Ecology is revised every three years.

Honda's disclosure of environment-related information



Segments covered by the Report

1. Region covered

The Report covers mainly Japan and partly outside of Japan as well.

2. Organization covered

The Report covers mainly Honda Motor Co., Ltd., Honda R&D Co., Ltd., and Honda Engineering Co., Ltd., as well as some production companies and subsidiaries outside of Japan.

3. Period covered

The Report covers the period of the fiscal 2000, from April 1, 2000 to March 31, 2001.

This Report has been compiled on the basis of Honda's guidelines.

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Introduction



Michiyoshi Hagino
Director in charge of environment
Senior Managing and Representative Director

Hiroyuki Yoshino
President and Representative Director

The door to the 21st century has been opened and a host of technologies that have been futuristic dreams so far are now about to become reality. Developments such as fuel cell vehicles are attracting public attention as the key to our next generation's mobility are the most prominent examples in point. Already the development race among the companies in the field has become increasingly competitive. Surely, what the public demands most from the companies is that they should show the practical results they have achieved in their quest for opening up these vast future possibilities for the benefit of mankind.

Honda takes up these technical challenges of our new century with a full commitment to a range of environmental conservation activities that are and will be deployed in all domains, including our products, our production, distribution and sale. At the same time, the technical know-how acquired over the years and our commitment to the environment will be deployed horizontally to the worldwide Honda-affiliated companies.

The underlying concept of these activities is the principle of "Respect for the Individual" that has been our corporate leitmotif since Honda's foundation. In addition, our three basic action concepts give substance to our corporate activities: "Joy for the Next Generation", "Expanding the Joy" and "Creating New Values of Joy" expressing our vision for the 21st century which is the ambition of being "A company people, that is, customers from all over the world, can look up to." In this context, Honda announced the year before last its achievement targets in Japan for 2005 concerning the improvement of fuel efficiency of Honda products and the cleanliness of their exhaust gases. These goals have been set in a clear recognition of our obligation to make a substantial contribution to environmental conservation.

In line with this basic policy orientation, Honda will deploy its commitment to environmental conservation also in the future to cover the entire range of its corporate activities. To this end, we will offer our customers products benefiting from superior environmental technologies in the commitment to make our contribution to conserving the regional and global environment.

The specific areas of progress made in fiscal 2000 include the introduction of the DOHC i-VTEC engine which marks a further step in the evolution in fuel economy and clean exhaust gas performance in the product domain, and the achievement of zero landfill disposal in the production domain. At the same time, we have made significant headway in our future-oriented efforts to benefit the next generation with the commencement of fuel cell vehicle test runs on public roads.

This Report sums up our results for each fiscal year and is published each year to keep the public informed of our progress. This present FY2001 edition highlights our progress in achieving our specific target to be achieved by 2005. We have done our best to make further improvement in the presentation of the data by structuring this report in a form conveying our results in a more concise and comprehensible manner than before. We have also increased the range of items disclosed in our Report.

We would feel our efforts were fully rewarded if our readers were kind enough to let us have the benefit of their frank opinions and reactions in response to their perusal of this Report.

August 2001



Hiroyuki Yoshino
President and Representative Director



Michiyoshi Hagino
Director in charge of environment
Senior Managing and Representative Director

Honda Environment Statement

As a responsible member of society whose task lies in the preservation of the global environment, company will make every effort to contribute to human health and the preservation of the global environment in each phase of its corporate activity. Only in this way will we be able to count on a successful future not only for our company, but for the entire world.

We should pursue our daily business interest under the following principles:

1. We will make efforts to recycle materials and conserve resources and energy at every stage of our products' life cycle from research, design, production and sales, to services and disposal.
2. We will make every effort to minimize and find appropriate methods to dispose of waste and contaminants that are produced through the use of our products, and in every stage of life cycle of these products.
3. As both a member of the company and of society, each employee will focus on the importance of making efforts to preserve human health and the global environment, and will do his or her part to ensure that the company as a whole acts responsibly.
4. We will consider the influence that our corporate activities have on the regional environment and society, and endeavor to improve the social standing of the company.

Established and announced in June 1992

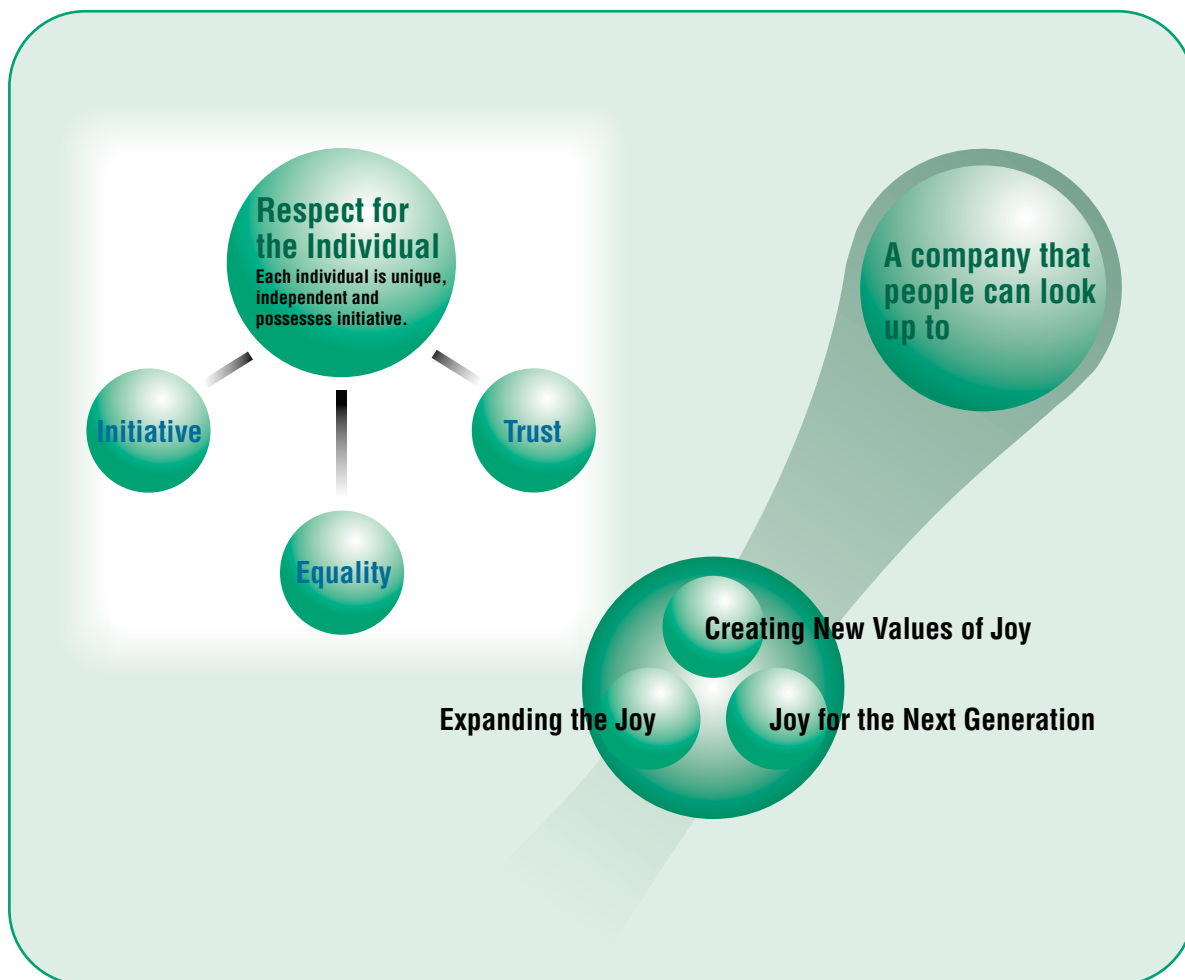


1 Fundamental Principle and Vision

The notion to which Honda has held steadfast since its foundation is the principle of "Respect for the Individuals" through and on the basis of our corporate activities. This principle has also been the starting point of our environmental conservation activities. Since the mid-1980s, a diverse range of environmental problems has manifested themselves on a global scale. Their far-reaching challenges have called for worldwide action. Honda for its part, had already focused its efforts on individual environmental issues from the perspective of the above corporate principle before these global environmental problems came to the fore, that is, at a time when problems were still at the "pollution" level. In 1992, Honda enunciated the environmental targets and directions of its commitment in a document titled Honda Environment Statement. Since then, the Statement has been the basis for the recognition that environmental conservation is one of the important themes of Honda's corporate activities. In conformity with this understanding, Honda is pursuing diverse activities.

To give more concrete expression to our commitment, we have established specific targets to be achieved in promoting activities aimed at the conservation of the environment in an endeavor to be "A company people, that is, customers from all over the world, can look up to" in the new century.

Based on this vision, Honda is in the process of deploying a diverse range of corporate activities. It can thus be taken for granted that in the development of new products we will take environmental considerations seriously into account in our products. And that is not all. Honda takes things a step further in a constant commitment to achieving a world-leading position in environmental performance as we offer our global customers products that provide fun and inspire dreams. This is the fundamental principle that is the basis of our environmental conservation activities at Honda.



2 Assessment of the Environmental Loads Concerning Our Corporate Activities and Our Policy

Honda is aware of its corporate responsibility for the environmental loads concerning its corporate activities in general and its products in use and embraces an uncompromising commitment to the mitigation thereof and to the conservation of the environment. In view of this, it will be essential to establish directions and set targets for action on specifically defined issues while recognizing the environmental loads concerning our corporate activities and the use of our products on the global environment.

On the basis of this recognition, our approach will be to define specific goals toward which we should work in an effort to resolve the various issues that have been identified by assessing and analyzing the discernible environmental impacts at the present stage on the basis of our life cycle assessment (LCA)* conception.

* [See page 17]

Environmental Commitment Policy in our Domains

Domain	Output	Environmental Impacts	Major Commitments
Products	CO ₂ Exhaust gas Noise	Global warming	<ul style="list-style-type: none"> ● Clean exhaust gas ● Improvement of fuel economy ● Noise reduction ● Improvement of recyclability
Purchasing and Production	CO ₂ Wastes Wastewater Exhaust gas Noise Chemical substances	Depletion of natural resources Air pollution	<ul style="list-style-type: none"> ● Promotion of Green Purchasing ● Promotion of Green Factory
Logistics	CO ₂ Packaging materials	Wastes	<ul style="list-style-type: none"> ● Promotion of Green Logistics
Sales and Services	Waste parts CFC12,HFC134a Wastes	Destruction of the ozone layer	<ul style="list-style-type: none"> ● Promotion of Green Dealer ● Promoting of Green Distributer
Disposal and Recycling	End-of-life products	Water pollution Soil pollution	<ul style="list-style-type: none"> ● Increasing the recovery, recycling, and reusing of parts ● Technical support for proper disposal and recycling of end-of-life products
Administration	CO ₂ Wastes	Noise	<ul style="list-style-type: none"> ● Promotion of Green Office

3 Specific Targets* to be Achieved and Results

*Honda has been making efforts to achieve targets in Japan.

To give further impetus to our environmental conservation activities and achieve clear results in a more effective manner, Honda has set itself voluntary targets and is working toward their attainment. The following data give our targets to be achieved and the level of attainment reached until the end of fiscal 2000. The progress in reaching our targets is presented in "Results of Environmental Conservation Activities during FY2000."

●Targets to be Achieved by 2005 with the Improvement of Exhaust Gas Cleanliness and of Fuel Economy (1999)

Automobiles	[Progress achieved] (End of FY 2000)
• Up to fiscal 2005 : To reduce the total exhaust emissions of HC and NOx by approximately 75% for new vehicles (compared with fiscal 1995)	[See page 18]
• Up to fiscal 2002 : To achieve clean performance that exceeds the 2000 exhaust emissions standards of Japan by 50% or more for all vehicles	[See page 18]
• Up to fiscal 2005 : To achieve the new fuel efficiency standards of Japan for fiscal 2010 for all weight categories	[See page 20]
• Up to fiscal 2005 : To improve average fuel economy by approximately 25% (compared with fiscal 1995)	[See page 20]
Motorcycles	
• Up to fiscal 2005 : To reduce the total exhaust emissions of HC to approximately 1/3 for new vehicles (compared with fiscal 1995)	[See page 24]
• Up to fiscal 2005 : To improve average fuel economy by approximately 30% (compared with fiscal 1995)	[See page 24]
Power Products	
• Up to fiscal 2005 : To reduce the average exhaust emissions of HC and NOx by approximately 30% for new products (compared with fiscal 1995)	[See page 26]
• Up to fiscal 2005 : To improve average fuel economy by approximately 30% (compared with fiscal 1995)	[See page 27]

●Recyclability rate for new models of automobiles and motorcycles

Automobiles	90% or more from 2000 onward	[Already attained]
Motorcycles	90% or more	[Already attained]

●Lead content in new models of automobiles and motorcycles

Automobiles	By the end of 2000 : 1/2 or less (compared with 1996)	[Already attained]
	By the end of 2003 : 1/3 or less (compared with 1996)	[See page 23]
Motorcycles	Equal to or below the lead content in 1996	[Already attained]

●Energy saving and reduction in wastes in the production domain

Up to fiscal 2001 : 15% reduction in energy intensity (compared with fiscal 1990)	[See page 31]
Up to fiscal 2001 : Achieving the ZERO landfill disposal	[Already attained in July 2000 (In Japan)]

Activities already brought to a successful conclusion

The following activities not featured in this report have already been brought to a successful conclusion.

		Time when completed
Automobiles	Abolition of CFC12 in favor of HFC134a	End of 1994
	Discontinuing the use of sodium azide *1 (Mass-produced vehicles sold in Japan)	End of 1998
	Reducing the lead content in the covering wire harnesses*2	End of 1998
Motorcycles	Reducing the lead content in the covering wire harnesses	End of 1998
Power Products	Reducing the lead content in the covering wire harnesses	End of 1998

*1 Sodium azide: Sodium azide's chemical symbol is NaN₃. It was the primary ingredient in the gas generator in an automotive air bag system. When an automobile is scrapped on a press, for example, and the air bag system that had not been activated is crushed, the sodium azide would be released into the atmosphere. Its potential hazard to workers' health is pointed out.

*2 Wire harness: An automobile has a massive number of wires (approximately 1000) that form wiring networks. Wire harnesses are used to systematically arrange terminals and connectors that connect these wires and facilitate their installation on vehicles.

Results of Fiscal 2000 and Targets for Fiscal 2001 / Environmental Accounting

① Results of Fiscal 2000 and Targets for Fiscal 2001

Our efforts of the previous year were also continued in fiscal 2000 with a commitment to the implementation of the high targets set for all domains in the life cycle of Honda's products. Some activities resulted in achieving the set targets while others failed to attain the goals due to various factors, including changes in conditions. The outcomes of all activities whether "on target" or not were analyzed and the findings were fed back into the targets and programs for fiscal 2001 in our commitment to the further reduction in the environmental loads of our products.

[Product Domain]

Major Commitments		Fiscal 2000 Targets	Fiscal 2000 Results	Fiscal 2001 Targets
Clean exhaust gas	Automobiles Expansion of LEV-spec vehicles	7 models	7 models	Successive extension in the future (Automobiles : extension of the "Excellent" and "Ultra" approved low emission vehicle by the Ministry of Land , Infrastructure and Transport of Japan)
	Motorcycles Shift to 4-stroke engines	8 models	8 models	
	Power products Commitment in anticipation	6 models	6 models	
Development of alternative energy vehicles	Sales expansion of natural gas vehicles	64 vehicles		
Improvement of fuel economy	Upgrading efficiency by employing new technologies	Automobiles : Improvement of average fuel economy by category	Improvement in 4 categories (within 6 subject categories targeted)	Further improvement of fuel economy
		Motorcycles : Improvement of fuel economy for new models	CREA SCOOPY, Dio: Constant speed fuel economy is 75km/L.	
		Power Products : Improvement of fuel economy for new models	30% increase : "BF9.9" 100% increase : "Komame"	
Improvement of recyclability	Enhancement of recyclability rate	Expanded use of olefin resins for automobiles	Use of olefin resins for injection-molded interior parts	Increase in recyclability rate
		Expansion of marking for resin parts	Power Products:Extended application of markings to as small parts as possible	

[Purchasing and Production Domain]

Major Commitments		Fiscal 2000 Targets	Fiscal 2000 Results	Fiscal 2001 Targets
Promotion of Green Purchasing	Implementation of environmental management system for the suppliers	The ISO14001 certification acquired by 17 companies*1	The ISO14001 certification acquired by 12 companies	The ISO14001 certification acquired by 15 companies
Promotion of Green Factory	Improvement of energy efficiency	Energy intensity : 13.49 kl/100 million yen	Energy intensity : 13.87 kl/100 million yen	Energy intensity : 22.9 CO ₂ -tons 100 million yen*2
		CO ₂ emission volume : 134,000 C-tons	CO ₂ emission volume : 137,900 C-tons	CO ₂ emission volume : 480,000 CO ₂ -tons*2
	Zero landfill disposal	Zero landfill disposal attained in all factories in Japan	Zero landfill disposal attained in all factories in Japan	_____
	Reducing the amount of wastes to be incinerated	_____	_____	43% reduction as compared with fiscal 1998

*1 A number of 26 companies mentioned in the last fiscal year's report was an error and 17 companies is the correct figure.

*2 We have used a different unit for our target values since fiscal 2001.

[Logistics Domain]

Major Commitments		Fiscal 2000 Targets	Fiscal 2000 Results	Fiscal 2001 Targets
Promotion of Green Logistics	Implementation of environmental management system for the distribution companies	The ISO14001 certification acquired by major 4 companies	The ISO 14001 certification acquired by 2 companies (Acquisition by three of the major 4 companies)	The ISO14001 certification acquired by major 4 companies
	Improvement of shipping efficiency	CO ₂ emission volume : 13,914 CO ₂ -tons (Transport of completed automobiles)	CO ₂ emission volume : 14,917 CO ₂ -tons (Transport of completed automobiles)	CO ₂ emission volume : 16,352 CO ₂ -tons (Transport of completed automobiles)

NOTE) While the fiscal 2001 target for Co₂ emission has increased as compared with the fiscal 2000 results, this increase is to allow for the planned growth in shipments. This target figure does, however, already include the (anticipated) reduction effect arising from the measures being taken to improve transport efficiency.

[Sales and Services Domain]

Major Commitments		Fiscal 2000Targets	Fiscal 2000 Results	Fiscal 2001 Targets
Promotion of Green Dealer / Green Distributer	Automobiles Implementation of environmental management system for the dealers	Expanded implementation of the Green Dealer Certification System	Start of the Green Dealer Certification System The first step certification acquired by 1,693 dealers	Start of the second step certification of the Green Dealer Certification System
	Promoting the proper disposal of end-of-life vehicles	Rate of Manifest issuance by all dealers : 100%	Rate of Manifest issuance by all dealers : 99.1%	Increase in HFC134a destruction rate
	Motorcycles Promoting the proper disposal of end-of-life motorcycles and waste parts	Nationwide deployment in Japan	Nationwide deployment in Japan	Establishment of a recycling system for end-of-life motorcycles
	Implementation of environmental management for the distributors and dealers	The ISO 14001 certification acquired by 2 model dealers	The ISO 14001 certification acquired by 2 model dealers	Launching of Green Distributor/ Dealer Certification System
Power Products	Promotion of environmental conservation activities for the dealers	Expansion of activities	Start of deployment of Green Dealer	Full-scale deployment of Green Dealer

[Disposal and Recycling Domain]

Major Commitments		Fiscal 2000 Targets	Fiscal 2000 Results	Fiscal 2001 Targets
Increasing the recovery, recycling, and reusing of parts	Expansion of the remanufacturing business	Release of 3 new items	Addition of 2 types (Deferment of releasing new items)	Release of 1 new item
Technical support for proper disposal and recycling of end-of-life vehicles	Technical development for proper disposal and recycling of end-of-life vehicles	Support for and execution of achieving the actual recycling rate of 85% or more	Verification of actual recycling rate Preparation of manual for evaluating the facility of vehicle dismantling	Support for and execution of achieving the actual recycling rate of 85% or more

[Administration Domain]

Major Commitments		Fiscal 2000 Targets	Fiscal 2000 Results	Fiscal 2001 Targets
Promotion of Green Office	Implementation of environmental management system for the office	The ISO14001 certification acquired by the 6 regional office buildings in Japan	The ISO14001 certification acquired by the 6 regional office buildings in Japan	Continuous improvement and consolidation of environmental management system in the office.
Leading activities	Use of Environmentally friendly vehicles as company-owned car fleet	Introduction of 12 vehicles of government-designated environmentally friendly vehicles*	Introduction of 6 vehicles of government-designated environmentally friendly vehicles	—————

(These tables presents the main results achieved in FY2000 and the targets for FY2001)

② Environmental Accounting

Based on the following objectives, Honda is in the process of introducing the Environmental Accounting.

- Environmental accounting is to provide a management tool in the environmental area.
- Environmental accounting offer indices for corporate evaluation and serve as a data source for the disclosure to the public.

The table below gives the costs and effects of the environmental conservation activities conducted in fiscal 2000.

In this fiscal year again, Honda will announce its environmental conservation costs, and as the effect of the costs, the reduced amounts of main environmental loads in the production domain. Consideration will be given to the expansion of Official Statement of Effect coupling with the introduction of LCA.

[Costs and effects of environmental conservation activities]

(Unit : million yen)

Category	Investment amount	Expense amount	
			Effects
Business areas costs	Pollution prevention costs	730	1,353
	Global environmental conservation costs	209	927
	Resource circulation costs	58	900
Upstream/downstream costs	4	640	CO ₂ emission: 137,900 C-tons 2,200 C-tons (1.6%) increase as compared with the previous fiscal year (4.4% reduction against an increase in total amounts due to production increase)
Management activity costs	0	1,026	
Research and development costs	6,130	91,260	
Social activity costs	0	451	Externally disposed wastes: 5 tons
Environmental damage costs	0	0	508 tons reduction as compared with the previous fiscal year
Other costs	0	4	

(Based on our own calculation guideline)

1) The scope of the present calculations is as follows:

- Companies included in the accounts
Honda Motor Co., Ltd. Honda R&D Co., Ltd. Honda Engineering Co., Ltd.
- Domains included in the accounts
All domains in the life cycle of Honda products

2) The published figures include some that have been estimated and also some given as aggregates because of the difficulty of determining differential amounts.

3) The following materials were consulted in the computations.

Developing an Environmental Accounting System (Year 2000 Report), published by the Environment Agency of Japan in March 2000

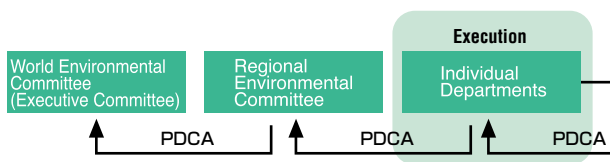
4) This Report publishes the specific results achieved in our efforts each fiscal year. Starting from this fiscal year, the aggregate total of our environmental conservation costs are quoted on a cash-flow basis in terms of the monetary amount less depreciation costs.

Environmental Management

To give concrete meaning to the Honda Environment Statement that specifies the general direction of Honda environmental conservation activities, Honda has made efforts to establish and expand its organization to deal with the environment. This step has been taken in recognition of the fact that fair management and return of benefits to the public as well as our efforts to reduce the environmental loads associated with our corporate activities are vital and essential to the maintenance of sustainable corporate activities in the future. On the basis of these concepts, Honda has established an environmental management system for the smooth deployment of environmental conservation activities.

1 General Policy of Environmental Management System

Honda's environmental action plans are established by the individual active departments on the basis of medium-term policies determined by the Executive Committee. These plans are then discussed and approved at the Environmental Committee. After this, the individual active departments concerned push ahead with the commitment in accordance with these plans. The results are scrutinized and evaluated at the Environmental Committee and fed back into the next targets and plans to complete the PDCA* cycle at the regional level.



Universal issues shared worldwide are reported to the World Environmental Committee and fed back into the Medium-Term Policy Statement.

Since fiscal 1999, a new system has come into effect under which the World Environmental Committee has acquired an equal standing to the Executive Committee. This allows management to make faster decisions in environmental sphere.

The hallmark of Honda's activities is that planning and execution are not left to specially appointed staffs but rather that the individual employees of all departments are themselves involved. This is what Honda means with its idea that "All members of the Honda organization are individually engaged in a positive commitment to the environmental issues as their own duties".

* PDCA is an acronymic abbreviation standing for Plan, Do, check, Action.

2 Organization

In December 1991, Honda created the Environmental Committee as an organization called upon to play a core role in dealing with environmental issues in Japan. After this, the organization framework was extended to the Americas, Europe, Asia and Oceania.

In March 1995, the World Environmental Committee was set up to frame and promote the world-spanning plans for our commitment.

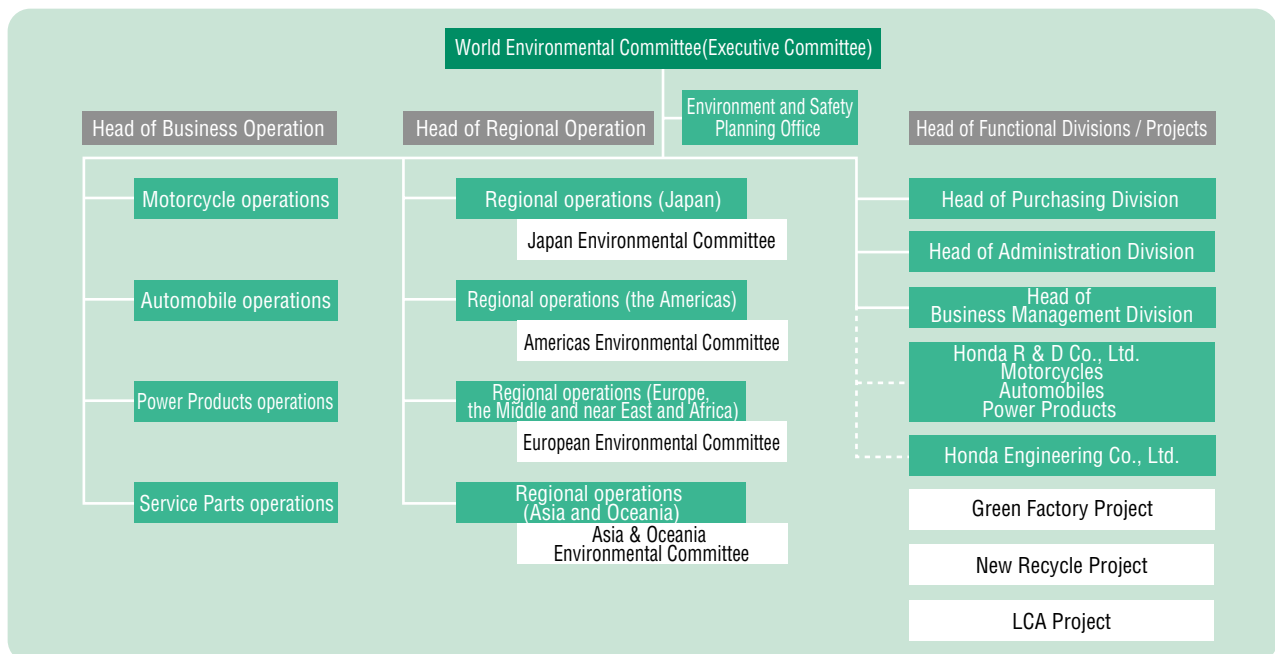
In addition, we have created a system for effectively promoting our efforts on organization-spanning themes. In

this context, we initiated the Green Factory Project*¹ and the New Recycle Project*² in 1997, and the LCA Project*³ in 2000.

*¹ The purpose of this project is to promote in the production domain the "Green Factory Plan" aimed at new factories befitting to the recycling-based society. In this project, measures for such issues as energy-saving and waste reduction are deployed to the factories throughout the world.

*² In this project, recycling activities, involving recycling design and recycling technology as well as recovery and disposal systems, are deployed over the products' whole life cycle in anticipation of the sustainable future use of resources.

*³ See page 17



③ Role

●World Environmental Committee

In the capacity equivalent to Executive Committee, the World Environmental Committee plays the role of a committee to deliberate the world-spanning plans for our commitments in accordance with Honda's management policy. This Committee decides environmental policies and conducts annual reviews of their execution and implementation.

●Japan Environmental Committee

The objective of the Japan Environmental Committee is to enhance the level of execution of the environmental conservation activities that are deployed in Japan. It determines its targets on the basis of the annual PDCA reviews of the individual active departments and by trying to achieve overall balance and compatibility. It also establishes new policies in accordance with situation analysis of the individual active departments. Through these activities, it tries to maintain and improve its endeavors covering the entire life cycle of Honda's products on an ongoing basis.

■Sales Domain

The mission of the Sales Domain, which mainly consists of motorcycles, automobiles, power products and parts, is to meet the current market issues in terms of the diffusion of environmentally friendlier products, the proper disposal of end-of-life products and parts recycling, etc.

●Factory and Office Operations Domain

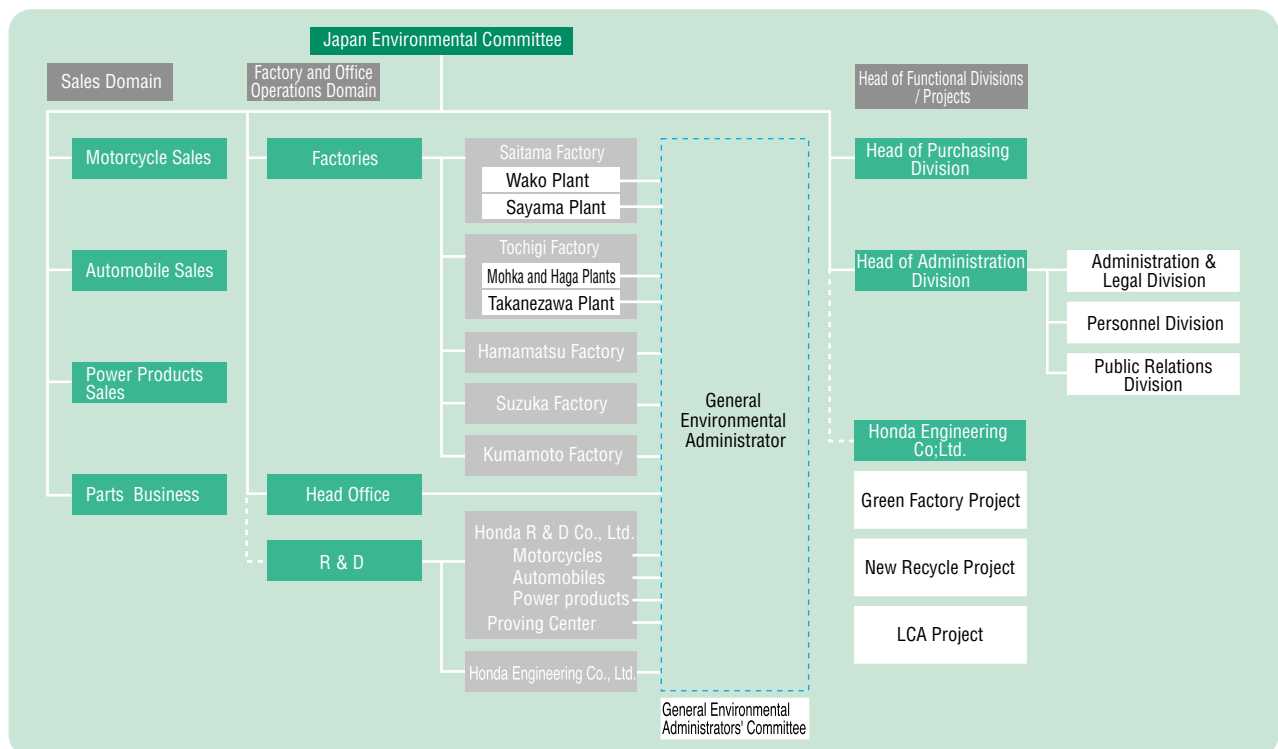
The factory and Office Operations Domain comprises the active departments organized within our factories and offices. This domain has the important role of dealing with the environmental issues at our factories and offices. The General Environmental Administrator* devises and carries out the policy measures for the Factory and Office Operations Domain through the General Environmental Administrators' Committee. Here, the promotion of the programs as a whole is managed by the Green Factory Project.

* The General Environmental Administrator is responsible for the environmental activities at his factory/office in general and for the running of their environmental organization. He has also administrative-managerial responsibility for the environmental management system of the factory/office and acts as the Chairman of the Preliminary Evaluation Committee under the provisions of the Recycling Law.

●Head of Functional Divisions/Project

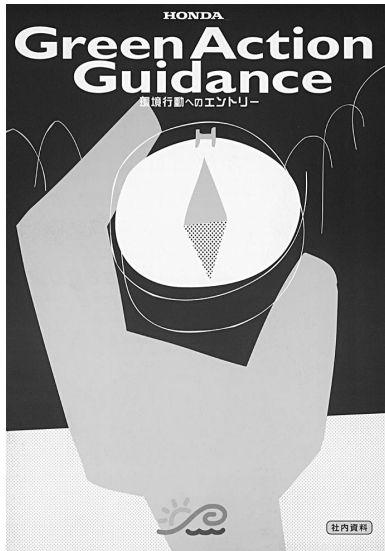
This domain has the role of handling the environmental issues for the entire range of PR, environmental training and social activities in general. It comprises the General Affairs Department, the Personnel Department, the PR Department, the Purchasing Department and two projects. The General Affairs Department promotes such measures as implementation of the "environmentally friendly vehicles" within the company. The Personnel Department plays the role of providing the employees with environmental training, and the PR Department disseminates information on the environment to society.

The Purchasing Department promotes the initiative of "Green Purchasing". Two projects promote the deployment of organization-spanning themes.



④ Environmental Training

1. Stratified Environmental Training Programs



Textbook for New Employee Training

Training programs are provided for company employees at the different levels so that all members of the company will have a full recognition of their own position and be able to make progress in the company's commitment to the environment as an integral part of their own work tasks. Environmental Training Programs are part of the company's training curriculum, including the initial training offered to new employees and the training programs conducted for the staff members newly appointed to managerial positions as a part of personnel development programs. The objective of the training programs for new employees is to "generate a proper understanding of Honda's commitment to the environmental issues and let them behave with a sense of environmental awareness within the context of their jobs after assignment to individual departments". For the staff members appointed to managerial positions, to "ensure the practical deployment of environmental efforts from the standpoint of management".

In addition to these programs, we have restructured our former basic training programs in fiscal 2000. These programs are designed for employees from their second to eighth year of service with the company and implemented as a way of conveying our corporate philosophy and as an opportunity for individual career development. The programs have been restructured to give fuller weight to environmental aspects. From next fiscal year, Honda staff training will take place with these programs.

In March 2001, we also revised our Green Action Guidance, Honda's textbook for new employee training.

2. Environmental Training Based on the Environmental Management System

Every factory and office develops plans for education and training programs conducted on the basis of the environmental management system and holds regular training events for general personnel, operators who are engaged in specially designated works, and internal environmental auditor.

⑤ Environmental Communication

As an integral part of our environmental management commitment, Honda engages in a wide range of communication activities to enhance mutual understanding with many persons involved in corporate activities such as our customers and the regional communities close to Honda's factories and offices. We also provide a range of environmental information to the general public through the media, events, and so on.

1. Establishment of a Liaison Section

Based on the environmental management system, Liaison Sections are set up for coordinating communication at the local level to deal with opinions and requests from the community residents. Every factory and office also organize "Environmental Exhibitions" (see page 42) as part of their symbiosis activities with the local communities in which they operate.

2. Dissemination of Environmental Information through the Media, Events, and so on.

「環境」への取り組み
Hondaは、すべての企業活動を通して、地球環境の保全に積極的に取り組んでいます。

VIEW POINT
Hondaの環境情報公開について

CONTENTS

TOPICS
Hondaの環境対応トピックス

Honda Ecology
Hondaの環境取り組みの全体像をご紹介

Honda環境年次レポート
Hondaの環境への取り組み実績をご紹介。
レポート更新時期：2000年9月25日

かんいち
季節ごとの取り組みに関する情報
・最新号（32号、2001年7月発行）
・バックナンバー

ふるさとの森づくり
ふるさとの森づくりを募めています。

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Honda Environment Home Page <http://www.honda.co.jp/environment/>



HELLO WOODS®

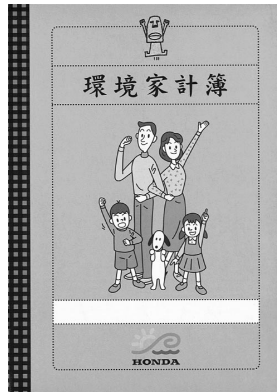
Honda discloses environmental information related to its corporate activities by means of the following.

Brochures	<ul style="list-style-type: none"> • Honda Environmental Annual Report (Environmental Annual Report) • Honda Ecology (Description of environmental commitment) • Publication of other booklets on environmental topics
Internet	<ul style="list-style-type: none"> • Honda Home Page (Japanese only) (Disclosure of a full range of environment-related information, including the above brochures.)
Facility	<ul style="list-style-type: none"> • FAN FUN LAB (Environment-related exhibition at the Twin Ring Motegi facility) • HELLO WOODS® (Field events letting the participants experience nature through play in which nature at the Twin Ring Motegi is a key element)
Event	<ul style="list-style-type: none"> • Cooperation with environmentally friendly vehicle fairs etc. (Positive participation in various events organized by central and local government authorities and by companies) • Holding environmental exhibitions • Presentation Events for the announcement of new vehicles and/or new technology
Advertising	<ul style="list-style-type: none"> • Corporate Advertising (e-TECH) • Product Advertising/ product catalogues

3. Enlightening Activities for Employees and Their Families



Environmental Handbook



Environmental Housekeeping Book

In fiscal 2000 we have continued to support the "Challenging Family" activities as we started in fiscal 1999. The Challenging Family program is part of our activities designed to enlighten our employees and their families. Its objective is to stimulate efforts toward reducing environmental loads in the home by making use of the "Environmental Handbook," a booklet with useful hints on how to be environmental friendly, and the "Environmental Housekeeping Book," a practical guide to keeping a record of CO₂ emissions from the household. In fiscal 2000, we started our "Challenging Families News" as a tool for sharing information among the challenging families.



Challenging Families News

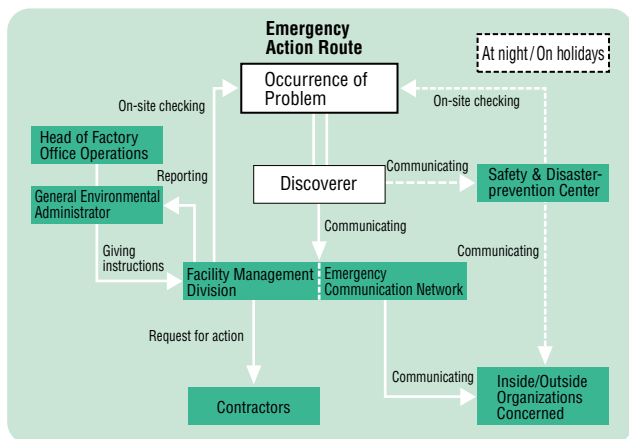


6 Environmental Risk Management

1. Product Recall Action

The company's policy on product recall action is in accordance with the statutes of Honda's Quality Committee. In the course of fiscal 2000, there were no environment-related product recall Action.

2. Compliance with Legal Acts and Regulations / Action in Emergencies

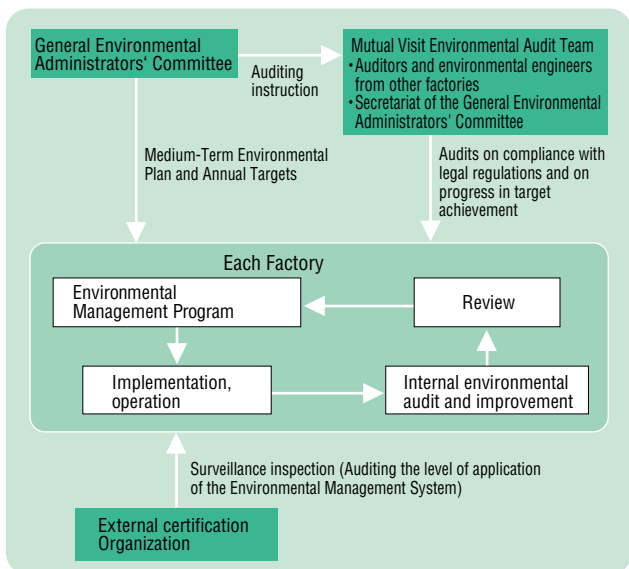


All factories have an ongoing commitment to environmental improvement activities in accordance with the Management System Standards of ISO14001. With respect to all environmental aspects, the company has established and strictly abides by its own voluntary standards that are more stringent than the national or regional regulation values. In accidents or emergencies liable to cause environmental pollution, individual factories and their each department have clearly defined procedures and priorities to prevent or mitigate pollution.

Daily activities include regular emergency drills and training events to acquire and improve competence in accident and emergency defense procedures.

- Fiscal 2000 was another year without any violation of the legal regulations and emergencies. The noteworthy incidents are as follows.
 - There were two complaints about noise of construction works during our plant stoppage (during the consecutive holidays). We took immediate actions to correct the problem and followed the matter up by again cautioning the internal staff and the constructors.
 - The following incident did not directly concern Honda but did elicit an active response on our part. The event was a shipwreck disaster that occurred in February 2001 when a cargo vessel freighting Honda cars ran aground off the coast of Genkai Island in Fukuoka Prefecture. Immediately after the accident, Honda together with the car freighter began to gather information on the oil treatment carried out by the ship owner in accordance with the instructions of the Japan Coast Guard and on any outflow of the oil spill to the open sea. The freight company has introduced an environmental management system and was therefore in a position to take the necessary actions and measures, including the ongoing monitoring of the oil leak from the shipwrecked vessel and the checking of the vessel to ensure that no oil was leaking out from it by the watch ship even after the Japan Coast Guard had checked the oil treatment operation. (It was decided to salvage the sunken ship in May 2001.)

7 Environmental Audits



The environmental conservation activities at the factories are carried out in accordance with the environmental management programs of every factory on the basis of the Medium-Term Environmental Plan and Annual Targets determined by the General Environmental Administrators' Committee. To confirm that the environmental management system is appropriately implemented to such activities and continuously improved, internal environmental audits and surveillance inspections of external certification organizations are carried out in our factories and offices. The internal environmental audits conducted in fiscal 2000 led to a total of 304 cases of minor recommendations and advices. The external inspections led to 20 comments and advices. Furthermore, the "Mutual Visit Environmental Audit" is carried out in factories to confirm the level of progress made by them in achieving their targets of environmental conservation activities. (The targets of factories are determined on the basis of the compliance with the legal regulations and company's policy.) The Mutual Visit Environmental Audit is conducted by engineers and auditors from other factories in accordance with instructions given by the General Environmental Administrators' Committee.

⑧ LCA* Promotion

Honda established the "LCA Investigation Committee" in 1997. This Committee has been busy examining the introduction of LCA as a tool for conducting objective and quantitative analyses of the environmental loads of Honda's products throughout their life cycle (from the mining of the raw materials to the disposal and recycling).

The LCA project was launched in June 2000 and we are making efforts in the quantitative assessment of our products' environmental loads throughout their life cycle to achieve environmental improvement and to give further impetus to our commitment in reducing the environmental loads of our products.

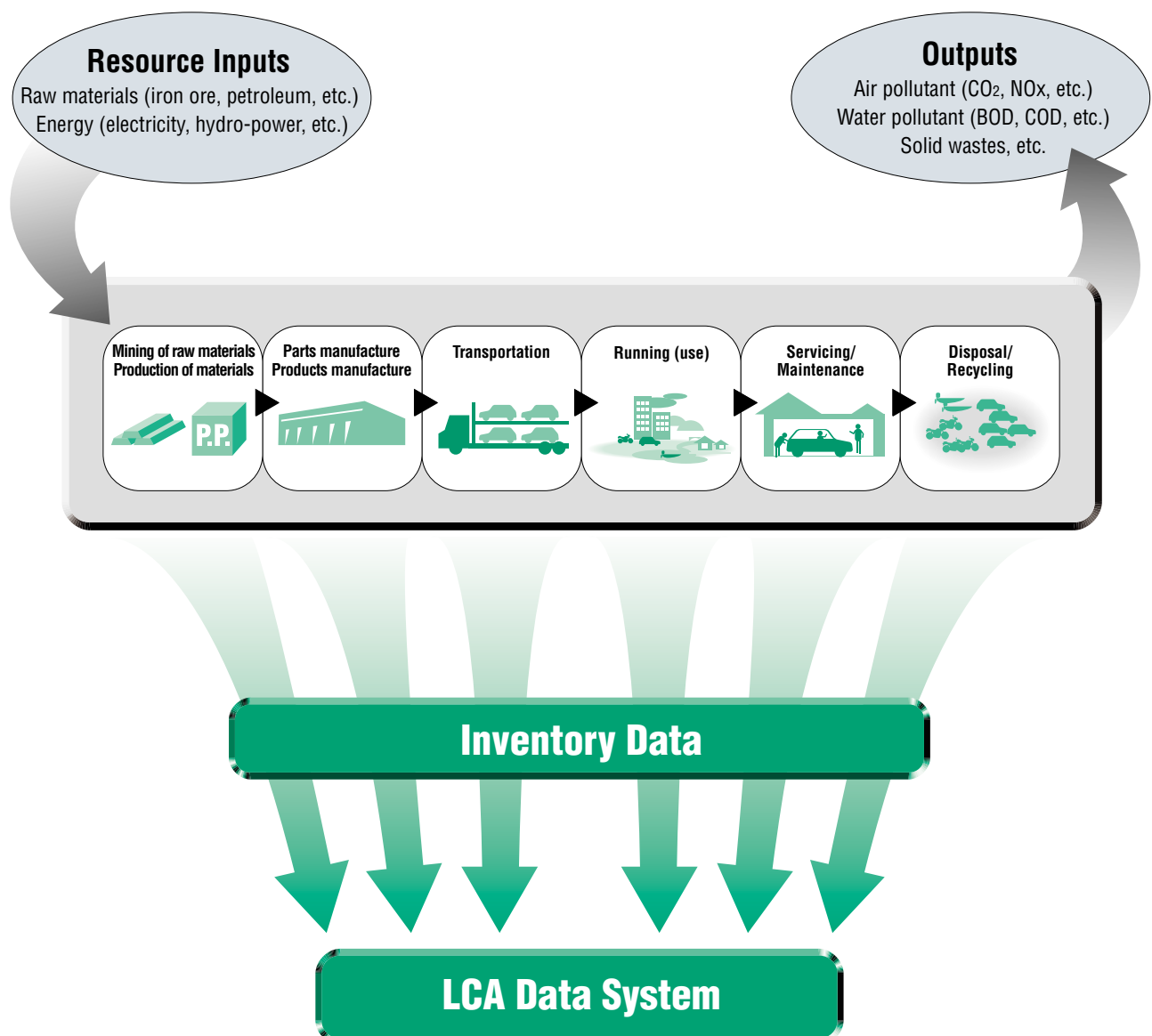
*Life Cycle Assessment (LCA): The technique of determining the total environmental loads of a product throughout its life cycle (mining of raw materials → manufacturing → distribution → use (consumption) → disposal) by taking into account the amount of resources and energy consumed and the amount of wastes disposed. Due to the wide acceptance of this concept, various segments of industry are taking active steps to reduce environmental impacts in all the stages of life cycles.

1. The Concept of LCA

In fiscal 2000, we have established a database by developing a system of defining our main management categories at all stages of our products' life cycle and calculating the inventory data* based on this categorization. In this context, we have deployed our Honda LCA technique at all stages of the manufacture of the parts used in our products. These commitments also

include the collection of inventory data in coordination with our principal suppliers.

* The inventory data refer to the data concerning the environmental loads of our products at all stages of their life cycle. Examples of the inventory data include energy amount used in the manufacture of products and parts and the waste quantities.



Results of Environmental Conservation Activities during Fiscal 2000

1

Products Domain

Honda accepts a firm commitment to environmental actions at those running(usage) stages in its products' life cycle in which the products produce the greatest environmental load. In 1999, Honda announced its "specific targets to be achieved by 2005 with the improvement of exhaust gas cleanliness and fuel economy " for its automobiles, motorcycles and power products respectively. Honda is now in the process of working toward the realization of these targets.

Automobiles

Besides achieving a higher level of exhaust gas cleanliness and an improved fuel economy for Honda automobiles, efforts are under way to improve the recyclability of the products themselves and to reduce the use of harmful substances such as lead in their production.

Main Targets for Fiscal 2000 in Japan

- Expansion of Honda LEV* production and improvement in average fuel economy by category
- Improving the recyclability

Main achievements in fiscal 2000 in Japan

- The Ministry of Land,Infrastructure and Transport
Additional approval for six models as "Excellent" low emission vehicles(Total: 15 models)
- Additional approval for one model as "Ultra" low emission vehicle(Total: 1 model)
- Average fuel economy by category: Improvement in 4 categories (among a total of 6 categories concerned)
- Recyclability of 90% or higher (all new models and fully changed models in fiscal 2000)

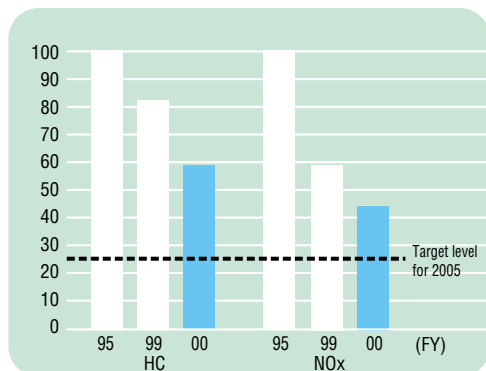
* We have endeavored to expand the scope of Honda LEV(Honda Low Emission Vehicles) with the low emission engines based on our own Honda standards.However, following the introduction of the "Low Emission Vehicles' Approval System" of Japan by the Ministry of Land, Infrastructure and Transport of Japan(formerly the Ministry of Transport) we have changed to adopt an extended approval acquisition for vehicles qualifying as "Excellent" low emission vehicles or better.

1 Achieving Cleaner Exhaust Gas

Honda has given high priority to cleaner exhaust gas in gasoline-powered vehicles which are the most popular vehicles on the road. We have worked to reduce such emissions as the carbon monoxide (CO), hydrocarbons (HC) and nitrogen oxides (NOx) contained in the exhaust gas.

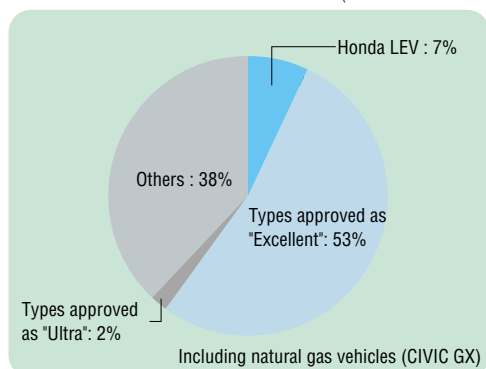
1. Progress in the Targets to be Achieved by 2005 with the Improvement of Exhaust Gas Cleanliness

Transition in total HC and NOx emissions in Japan (FY1995: 100)



Share of types with a performance capability 50% or more below the exhaust emission standards for 2000 in the total number of types (61 types) sold.

(As of the end of FY 2000)



Targets

- ★Up to fiscal 2005 : To reduce the total exhaust emissions of HC and NOx by approximately 75% for new vehicles (compared with fiscal 1995)*1
- ★Up to fiscal 2002 : To achieve clean performance that exceeds the 2000 exhaust emissions standards of Japan by 50% or more for all vehicles

* 1 Target applicable to Japan

Progress

- ★As a result of to our efforts described later in " 3. Improvement in Emission Performance of Honda's Main Models", we were able to achieve the following progress in fiscal 2000.
- ★Total HC emission level: Reduced by approx. 41% (as compared with 1995)*2
- ★Total NOx emission level: Reduced by approx. 56% (as compared with 1995)*2
- ★Types with a performance capability of achieving emissions of 50% or more below the 2000 exhaust emissions standards of Japan 62% of all types sold. (the Honda LEV and "Excellent" or "Ultra" low emission vehicles under "the Low Emission Vehicles' Approval System of Japan" *3 of the Ministry of Land, Infrastructure and Transport)

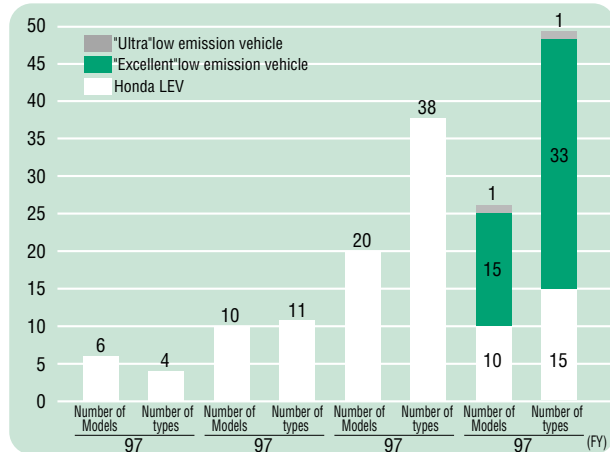
* 2 Total emission level in Japan

* 3 In order to give greater impetus to the use of low emission vehicles, the Ministry of Land, Infrastructure and Transport of Japan has instituted this approval system. The low emission vehicles with HC and NOx emission levels below the 2000 exhaust emissions standards are classed into 3 categories for approval.

The level of 25% reduction on the standards: "Good"
The level of 50% reduction on the standards: "Excellent"
The level of 75% reduction on the standards: "Ultra"

2. Models/Types and Sales Results for Honda LEV and Vehicles Approved as Low Emission Vehicles by the Ministry of Land, Infrastructure and Transport of Japan

Transition in the numbers of models and types



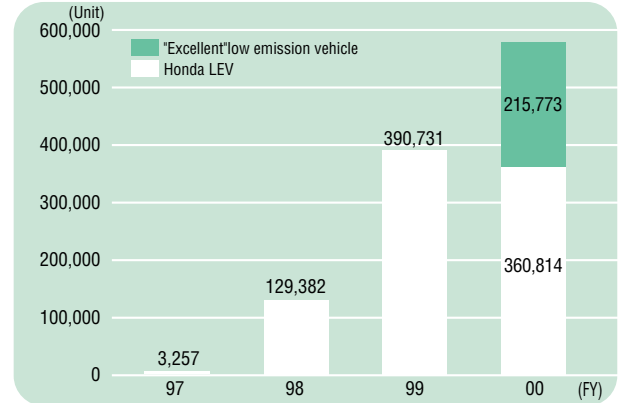
Note 1) Figures quoted for the years prior to the establishment of the "Low Emission Vehicles" Approval System of Japan* (FY 1987 - 1999) refer to the Honda LEV conforming vehicles.

Note 2) Refers to the numbers of models and types sold in the respective fiscal years.

Following models released in Fiscal 2000 were approved as Low Emission Vehicles by the Ministry of Land, Infrastructure and Transport of Japan.

"Excellent" low emission		"Ultra" low emission
Accord	CIVIC FERIO	CIVIC GX
TORNEO	Stream	
CIVIC	LIFE Dunk	

Transition in the sales results in Japan

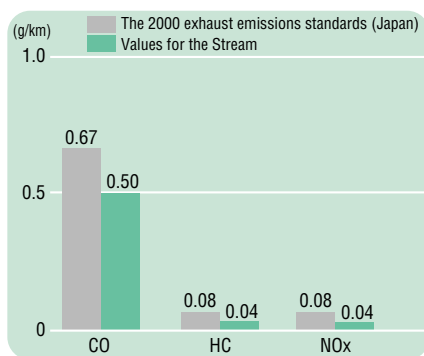


Honda has endeavored to expand the number of models approved under the "Low Emission Vehicles Approval System" by the Ministry of Land, Infrastructure and Transport of Japan since the introduction of the system in April 2000. The models sold in fiscal 2000 include six models approved as "Excellent" and one type (CIVIC GX) approved as an "Ultra".

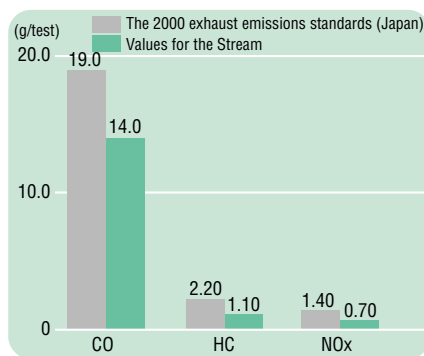
A total of 576,587 of Honda LEV and of vehicles approved as Excellent low emission vehicles were sold in fiscal 2000, accounting for approximately 73% of Honda's total sales in Japan.

3. Improvement in Emission Performance of Honda's Main Models

Clean emission levels achieved with the Stream (2-Liter/FF)



10 · 15 mode



11 mode



Stream

The "Stream" is released in October 2000. As the exhaust emission levels of all types of this model are substantially below the 2000 exhaust emissions standards of Japan, this model was approved as an "Excellent" low emission vehicle by the Ministry of Land, Infrastructure and Transport of Japan. To achieve this improvement in the emission performance of the Stream, the following technologies given on the right have been used.



LIFE Dunk

The "LIFE Dunk" released in December 2000 is the first vehicle equipped with a turbo-engine which was approved as "Excellent" low emission vehicle by the Ministry of Land, Infrastructure and Transport of Japan.

2-Liter Stream

- Equipped with DOHC i-VTEC engine *1
- Rear dual exhaust system
- Lean burn*2 NOx-adsorbing catalyzer

1.7-Liter Stream

- Low heat-mass exhaust system
- High-density 900 cells catalyzer

*1 DOHC i-VTEC - See page 28.

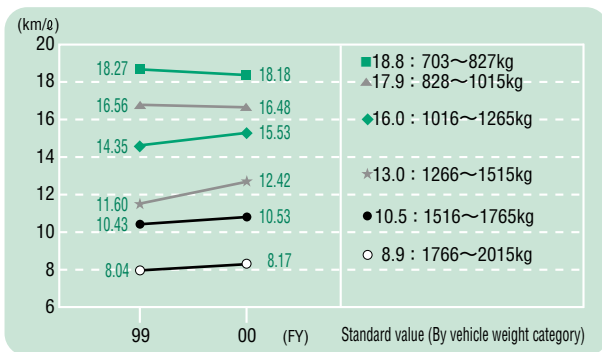
*2 Lean-burn refers to combustion of lean mixture. This technology is to burn the fuel in a mixture of air-fuel ratio higher than theoretical ratio to operate the engine.

② Improvement in Fuel Economy

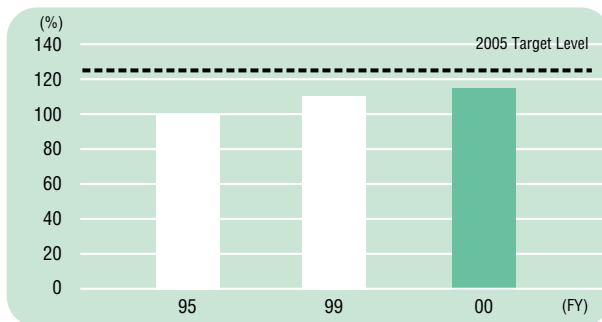
Honda has introduced a various technologies for improving fuel economy as a way of reducing CO₂ emission that is responsible for global warming. In fiscal 2000, the CIVIC FERIO, a 1.5-Liter lean-burn engine model, achieved the highest fuel economy in its class a 20.0km/l (iE: 10・15 mode). Similarly, the Stream with its 2-Liter DOHC i-VTEC engine topped its class with a fuel economy of 14.2km/l (FF of iL, L and G: 10・15 mode).

1. Progress in the Targets to be Achieved by 2005 with the Improvement of Fuel Economy

Transition in average fuel economy by category in accordance with the 2010 Fuel Economy Standards of Japan



Transition in average fuel economy (FY1995: 100)



Targets

- ★ Up to fiscal 2005 : To achieve the new fuel efficiency standards of Japan for fiscal 2010 for all weight categories
- ★ Up to fiscal 2005 : To improve average fuel economy by approximately 25% (compared with fiscal 1995)*¹

*¹ Targets for Japan

Progress

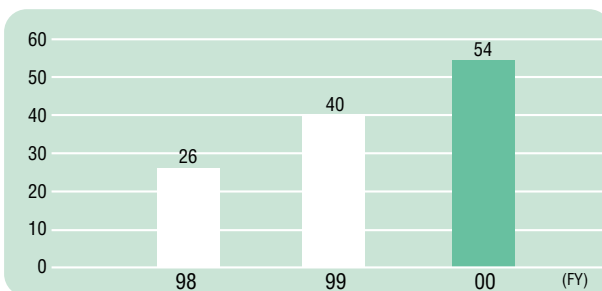
As a result of the efforts made to improve fuel economy described later, we were able to achieve the following progress in fiscal 2000:

- ★ Categories for which the 2010 Fuel Economy Standards of Japan were reached:
... Attained one out of the six vehicle weight categories concerned.
- ★ Average fuel economy ... improved by approximately 16% (as compared with 1995)*²

*² Average fuel economy in Japan

2. Types/Sales Results Conforming to 2010 Fuel Economy Standards of Japan

Transition in the number of conforming types (cumulative)

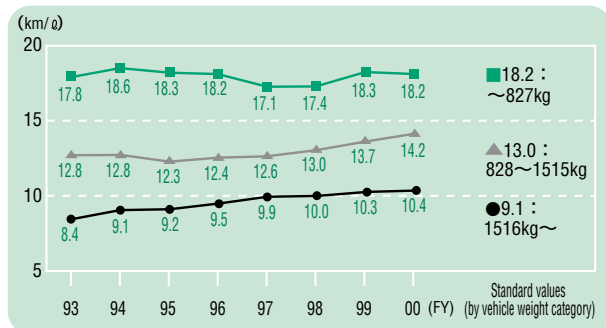


Note) The figures made public last fiscal year were wrong. We have therefore corrected the data of the past in this report.

In accordance with the April 1999 amendment of the Energy Saving Law of Japan, the 2010 fuel economy standards were made public. Honda, for its part, is in the process of expanding its model range capable of exceeding these 2010 fuel economy standards of Japan. The sales figure for the vehicles conforming these standards was 283,821 in fiscal 2000, approximately 36% of all vehicles sold in Japan.

3. Transition in Average Fuel Economy by Category

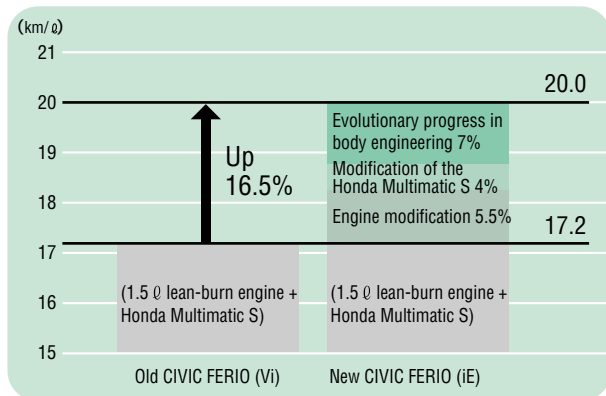
Transition in average fuel economy by category based on the 2000 Fuel Economy Standards



The overview on the left shows the average fuel economy of Honda vehicles by weight category for fiscal 2000. Honda will make further efforts in upgrading fuel economy through our own technologies, which include evolutionary progress in its engine technology with the development of the DOHC i-VTEC engine, modified automatic transmission, expanded line up of CVT application, improved aerodynamic performance of bodies and more lightweight construction.

4. Fuel Economy for Main Models

Improvement in fuel economy for the CIVIC FERIO (iE) (10 · 15 mode)



CIVIC



CIVIC FERIO

The new "CIVIC" series that were released September 2000 reached new highs in fuel economy: The "CIVIC FERIO" iE attains a fuel economy of 20.0km/l (10·15 mode) and the CIVIC iE can do 19.4km/l (10·15 mode), making them top of their class*1. These improvement of the CIVIC's and CIVIC FERIO's fuel efficiency were the result of the use of the new technologies given on the left.

Engine modification

- Improvement in 1.5 l VTEC lean-burn engine performance

Modification of the Honda Multimatic S *2

- High-precision, optimized hydraulic control

Evolutionary progress in body engineering

- EPS (Electric power steering)
- Use of low rolling resistance tires

The Stream that was released in October 2000 also benefited from new fuel economy-improving technology, including the DOHC i-VTEC engine and the newly developed direct-control 5-speed automatic transmission. The FF type iL, L, and G topped their class*3 with a fuel economy of 14.2km/l (10 · 15 mode).

*1: 1.5-Liter class

*2: Continuously variable automatic transmission

*3: Small-sized vehicle, 3-row seating, 2.0-Liter class

Green Tax System in Japan and Progress in its Application

The new vehicle tax system in Japan that came into force in April 2001 has introduced a "green element by offering tax reduction" on the automobile tax and automobile acquisition tax for the purchase of vehicles with a low environmental impact*1. (The tax reduction is available for a limited period of time only*2.) There are 18 types of 9 Honda models qualifying for the tax reduction under the green tax system as of the end of fiscal 2000.

*1: Scope of Green Tax System

- Scope of Vehicle Tax reduction (Honda Models on Sale)

Compressed natural gas vehicles and vehicles meeting the 2010 fuel economy standards and approved as Low Emission Vehicles by the Ministry of Land, Infrastructure and Transport

- Scope of Vehicle Acquisition Tax reduction (Honda Models on Sale)

(1) Vehicles qualifying under the "Special Treatment for Low-Pollution Vehicles" ... Compressed natural gas vehicles and hybrid vehicles (passenger cars)

(2) Vehicles qualifying under the "Special Treatment for High Fuel Economy Vehicles" ... Vehicles meeting the 2010 fuel economy standards and approved as low emission vehicles by the Ministry of Land, Infrastructure and Transport of Japan

*2 Period of Availability of the Green Tax System

- Automobile Tax: For vehicles newly registered in the period from April 1, 2001 to March 31, 2003, a tax reduction will be granted for 2 years effective from the year following purchase.

- Automobile Acquisition Tax

(1) "Special Treatment for Low-Pollution Vehicles" - Tax reduction on vehicles newly registered in the period from April 1, 2001 to March 31, 2003

(2) "Special Treatment for High Fuel Economy Vehicles" - Tax reduction on vehicles newly registered in the period from April 1, 2001 to March 31, 2002

Vehicles under the Green Tax System

(9 out of 29 models as of the end of fiscal 2000)

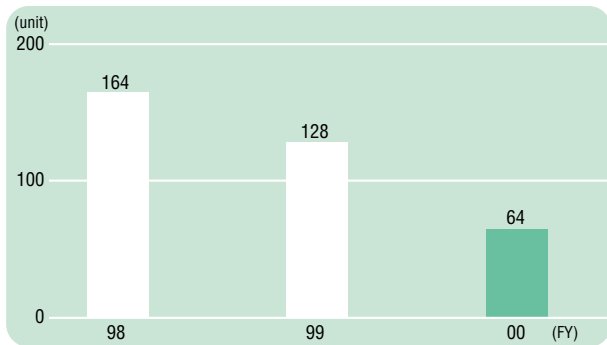
Avancier
Accord
Insight
ODYSSEY
CIVIC
CIVIC GX
CIVIC FERIO
Stream
TORNEO

3 Alternative Energies

As a part of Honda's measures against depletion of natural resources and CO₂ emission reduction, Honda is promoting intensive research and development activities on alternative energy vehicles such as the natural gas vehicles and the electric vehicles.

1. Natural Gas Vehicle (NGV)

Transition in sales of the CIVIC GX*1 in Japan



*1 Data for old CIVIC GX (released in 1998)



CIVIC GX

The "CIVIC GX" was at the cutting edge of clean exhaust gas performance by world standards, with substances of air pollution contained in its emission gas substantially down to a near-zero level. This model was released in March 2001 after a full model change with major improvements, including the high-precision feedback system with two O₂ sensors. The new CIVIC GX has earned itself the following approvals and met the standards in Japan and the United States.

Japan

- Approved as a "ultra" low emission vehicle by the Ministry of Land, Infrastructure and Transport of Japan
- Technical Guidelines of Japan for Exhaust Gas of Compressed Natural Gas Vehicles (2000)

United States

- SULEV Standards of the State of California*2
- CARB*3 "Advanced Technology P-ZEV"*4 (First in the US)

As a result of improvements in aerodynamic performance and the use of the advanced Honda Multimatic Transmission, fuel economy is up 12% to reach a travel distance of 376km*5 on a single fill.

*2 Super Ultra Low Emission Vehicle Standards (California State)

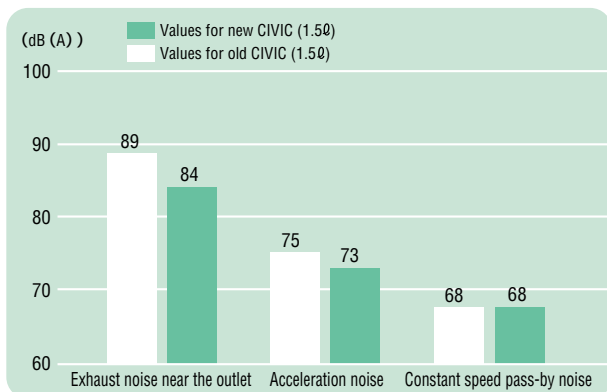
*3 California Air Resource Board

*4 Approval is granted to vehicles with OBD (Onboard diagnostics system) passing the SULEV Standards for exhaust emissions, Zero evaporative emission, and the 150,000-mile or 15-year durability certification Standards of exhaust emissions.

*5 Calculated value for driving in the 10·15 mode

4 Noise Reduction

Improved quietness performance of the new model CIVIC



Honda also focuses on the development of technology to reduce exterior noise. Such noise sources as the intake noise, exhaust noise and engine noise are responsible for most of the exterior noise. The new model CIVIC that was released in September 2000 has benefited from the following technologies to achieve a major reduction in exterior noise. (An example of the 1.50 SOHC engine model)

Reduction in engine noise

- Improved bending rigidity of crankshaft
- Optimized shape of combustion chamber
- Improved rigidity of cylinder block walls

Reduction in noise radiated from the air intake/exhaust system

- Use of large-capacity exhaust pre-chamber
- Reduction in noise radiated from exhaust system
- Integrated structure of air intake system

5 Recyclability

Parts made of olefin resins	
Bumper (front and rear)	Rear undercover
Front splash shield	Lining (door, roof, rear side, and tailgate)
Side sill garnish	Instrument panel
Pillar garnish (Front, center, and rear pillars)	Center panel
Cowl top garnish	Console (front and rear)

For the new models produced and released in Japan in fiscal 2000 marked a clear improvement in recyclability, with the use of olefin resins for exterior and interior plastic parts.

The CIVIC, CIVIC FERIO, Stream and LIFE Dunk use olefin resins for all injection molded interior parts to achieve a superior recyclability. All resin parts weighing 5g or more and large enough to affix a display are provided with a material mark. As a result of these efforts to upgrade recyclability, it has been possible to recycle 90% or more* of the parts and materials used also on the new models released in fiscal 2000.

* According to Honda's own standard

6 Reduction of Substances with Environmental Impacts

1. Reduction of Lead

Honda lead reduction targets

- By the end of 2000 : 1/2 or less (compared with 1996)
- By the end of 2003 : 1/3 or less (compared with 1996)

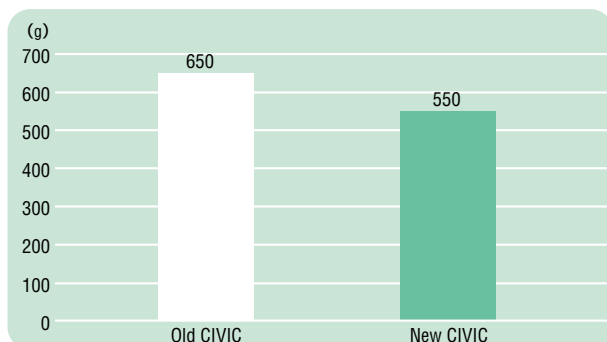
Honda is making progress in reducing lead use. The new models released in fiscal 2000 used 1/2 or less the amount of lead that had been used in 1996.

The cutback in lead use is the result of the following efforts:

- Stopping the use of lead on steel sheet fuel tanks
- Use of plastic fuel tanks
- Stopping the use of lead in ceramic print on glasses

2. Reduction of HFC134a

Reduction of HFC134a use on the new model CIVIC



Honda has developed an air conditioning system using approximately 10% less HFC134a as compared with 1995. The new system is already being mounted on some models. The new model CIVIC released in 2000 is also equipped with an air-conditioner system using approximately 15% less HFC 134a as refrigerant than its predecessor. The new technologies that have made this reduction in HFC134a use include the following:

Improved heat exchanger and system efficiency

- Adoption of thinner evaporator
- Use of sub-cooling condenser*, etc.

Reduction in thermal load on body

- Expanded use of super heat absorbing glass, etc.

*A type of air-conditioner refrigerant condenser (This makes it possible to reduce the total refrigerant volume and the refrigerant receiver tank capacity by over-cooling the refrigerant after condensation.)

1 | Products Domain Motorcycles

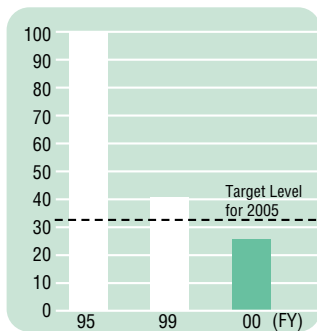
In the motorcycle area, we have made further progress in expanding the use of four-stroke engines for cleaner exhaust emissions. We have also made efforts to introduce new technologies to upgrade fuel economy. Our environmental commitment has also focused on the reduced use of harmful substances such as lead.

- Main targets for fiscal 2000 in Japan
 - Expanded use of four-stroke engines
 - Improved fuel economy for new models
- Main achievements in fiscal 2000 in Japan
 - The share of four-stroke engine motorcycles is up to 53.5%. (A 9.4 point increase as compared with fiscal 1999.)
 - Fuel economy of the new model Dio has been improved (to 75km/l on constant speed fuel economy at 30km/h).

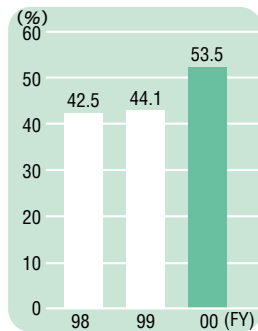
1 Achieving Cleaner Exhaust Gas

1. Progress in the Targets to be Achieved by 2005 with the Improvement of Exhaust Gas Cleanliness

Transition in total HC emission (FY1995: 100)



Share of models with 4-stroke engine(in Japan)



Targets

★Up to fiscal 2005 : To reduce the total exhaust emissions of HC to approximately 1/3 for new vehicles (compared with fiscal 1995)

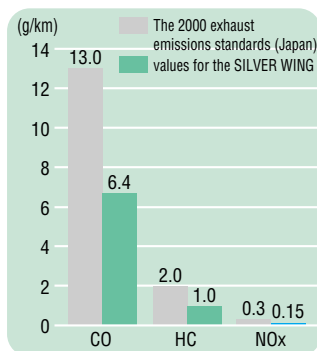
* Total for Japan, US, EU, and Thailand

Progress

In 2000, eight types equipped with a four-stroke engine for cleaner exhaust gases were placed on the market in Japan, with the share in Japan of four-stroke engine motorcycles raised to 53.5%. As a result, total HC emission from new motorcycles is down to approximately 26% compared with 1995. In Japan, this value is down to approximately 21%.

2.Improvement in Emission Performance of Honda's Main Models

Clean emission levels achieved with the SILVER WING



SILVER WING

The "SILVER WING" that received type approval in March 2001 reached a clean emission level equal to half the exhaust emissions standards of Japan or even less for all the emission components: CO, HC and NOx. This is the result of the following new technologies being used.

- Use of newly designed PGM-FI (electronically controlled fuel injection system) *1
- Air injection system*2 (Secondary air induction system)
- Use of oxidation catalyzer

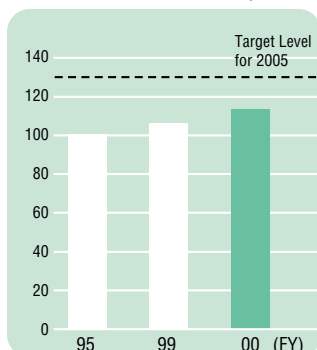
*1 See page 29.

*2 Air injection system: To enhance the exhaust gas cleaning performance of motorcycles, this system adds external air to the exhaust gas from the engine's combustion chamber so as to combust the unburned gases and thereby reduce the residual levels of carbon monoxide (CO) and hydrocarbons (HC).

2 Improvement in Fuel Economy

1. Progress in the Targets to be Achieved by 2005 with the Improvement of Fuel Economy

Transition in average fuel economy (FY1995: 100)



Targets

★Up to fiscal 2005 : To improve average fuel economy by approximately 30% (compared with fiscal 1995)*

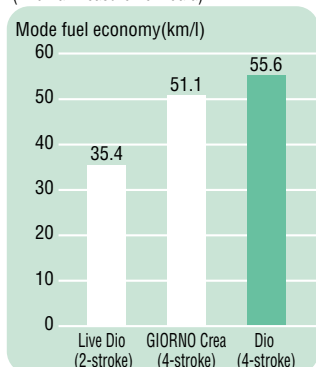
* Total average for Japan, US, EU, and Thailand

Progress

In fiscal 2000, eight motorcycle models equipped with a four-stroke engine for better fuel economy were placed on the market in Japan, with the share of 4-stroke motorcycles significantly increased. As a result, we have been successful in achieving approximately 12% improvement in average fuel economy as compared with 1995.

2. Fuel Economy for Main Models

Mode Fuel Economy Comparison
(Internal measurement data)



Dio

The "Dio" and "Dio Deluxe" released in March 2001 are both equipped with a 4-stroke engine for high fuel economy at 75.0km/l on constant speed fuel economy *1 (30km/h). Fuel economy *2 during mode driving was measured as 55.6km/l. Compared with the 2-stroke engine "Live Dio", the new models mark more than 50% improvement. This improvement in fuel economy can be attributed to the following technologies.

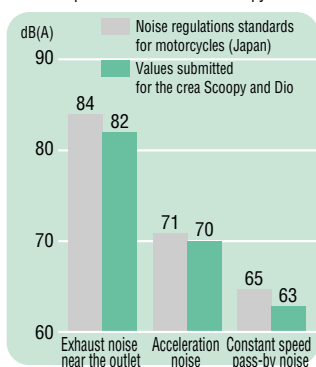
- Use of water-cooled 4-stroke 50cc engine
- Significant progress in lightweight design compared with the GIORNO Crea (released in 1999), with an engine weight reduction of 4kg and a total chassis weight reduction of 6kg.
- Reduced friction, etc.

*1 Values submitted to the Ministry of Land, Infrastructure and Transport of Japan.

*2 Internal measurement data in the running mode for exhaust gas measurement (ECE R40)

3 Noise Reduction

Quietness performance for Crea Scoopy and Dio

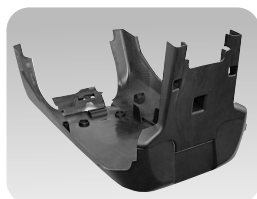


Crea Scoopy

In fiscal 2000, we were successful in expanding the use of the following noise reduction technologies.

- Increasing the number of models using the water-cooled 4-stroke 50cc engine (low driving noise with a reduced noise level in the high-pitch range).
 - Two models (Crea Scoopy and Dio)
- Increasing the number of models using an ACG (alternating current generator) starter (with a substantial reduction in starting noise)
 - Two models (Crea Scoopy and Dio)
- Further increase in the number of models using the idle stop system (achieving low noise performance by eliminating noise while stopping).
 - Three models (FORZA S, Crea Scoopy, Dio Deluxe)

4 Recycling and Reduction



Parts using recycled materials
(Under cover for Crea Scoopy and Dio)

In January 2001 we launched the Crea Scoopy and in March of the same year, the Dio (4-stroke engine). In the footsteps of the GIORNO Crea marketed in June 1999, these models use an aluminum die cast frame with high recyclability. Particular efforts have also concentrated on achieving a more lightweight aluminum die cast frame, with a total body weight reduction of 6kg (approx. 7%). Our efforts have led to a significant reduction in material use.

Attention has also been focused on the expanded use of recycled materials for plastic parts.

The Crea Scoopy and Dio use recycled plastic parts for the following parts.

In addition, Honda applies material identification markings even for small resin parts. As a result of these efforts, approximately 90% or more* of the parts and materials used are made recyclable.

*According to Honda's own standard

Resin parts using recycled materials (Crea Scoopy and Dio)

Under cover	Rear fender
Air cleaner box	Rear fender inner
Air cleaner cover	

5 Reduction in Materials with Environmental Impacts

Honda is successively stopping the use of lead for brake hose on its motorcycles since April 2000. Moves are also underway to eliminate the use of lead as a paint component for motorcycle coating.

1 | Products Domain Power Products

For the Power Products in the products domain, our environmental commitment is made in anticipation of the regulations to come in focusing on better exhaust gas cleanliness and an improved fuel economy in all product areas.

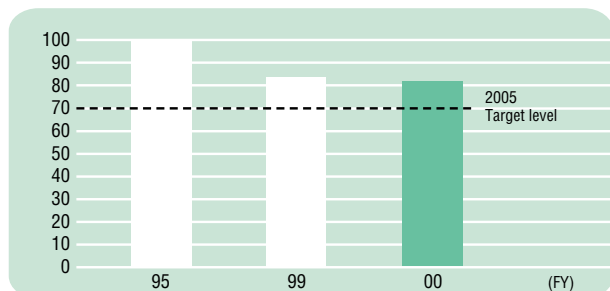
- Main targets for fiscal 2000 in Japan
 - Anticipating the regulations to come.
 - Improving the fuel economy for new models of product
- Main achievements in fiscal 2000 in Japan
 - Product types anticipating the regulations to come - 6 types
 - Rate of improvement in fuel economy for new products - A30% improvement:"BF9.9" / A100% improvement:"Komame"

1 Achieving Cleaner Exhaust Gas

Honda embraces a significant commitment to an improvement in the emission performance of all of its multipurpose engines that is substantially ahead of the time schedule for the coming into force of the world's toughest exhaust emissions regulations, namely, the Phase 2 Regulations of the US Environmental Protection Agency (EPA). Although the final year by which these regulations must be met is 2007 for class 1 (100 - 225cm³) and 2005 for class 2 (225cm³ and above), Honda aims at full compliance by the end of 2001.

1. Progress in the Targets to be Achieved by 2005 with the Improvement of Exhaust Gas Cleanliness

Transition in average HC + NOx emissions (FY1995: 100)



Targets

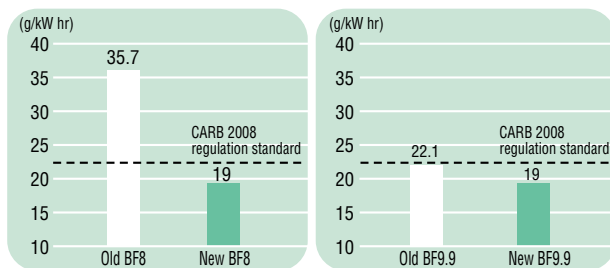
- ★ Up to fiscal 2005 : To reduce the average exhaust emissions* of HC and NOx by approximately 30% for new products (compared with fiscal 1995)
- *Average emission level worldwide

Progress

- ★ As a result of our efforts to clean exhaust gas described below, we were able to achieve approximately 19% reduction in average HC + NOx emission levels as of the end of fiscal 2000.

2. Improvement in Emission Performance of Honda's Main Models

Clean emission levels achieved with the BF8/BF9.9



BF9.9



GX100

The improvements in exhaust emission performance for the new main types launched in fiscal 2000 and the technologies that account for these achievements are as follows.

Outboard engines "BF8" and "BF9.9" EPA marine

Regulations for the year 2006 and CARB marine regulations for the year 2008 have been cleared by a substantial margin.

- Use of cross-flow combustion chamber
- Use of optimum ignition timing using digital ignition advance control

Mini tiller "Komame" Meets EPA Phase 2 regulations

- Equipped with specially-designed OHV engine

Multipurpose engine "GX100" Meets EPA Phase 2 regulations

- Equipped with side-cam OHC layout

Inverter generator (EU16i) Meets EPA Phase 2 regulations

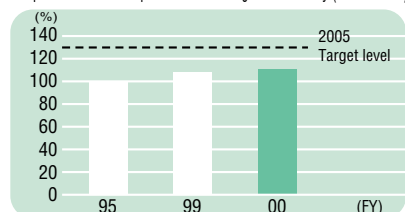
- Use of GX100 engine

2 Improvement in Fuel Economy

As part of our corporate efforts to reduce CO₂ emission and promote the efficient utilization of natural resources, we are working toward achieving our goal of approximately 30% improvement in average fuel economy (as compared with 1995) by 2005.

1. Progress in the Targets to be Achieved by 2005 with the Improvement of Exhaust Gas Cleanliness

Comparison of rate of improvement in average fuel economy (FY1995: 100)



Target

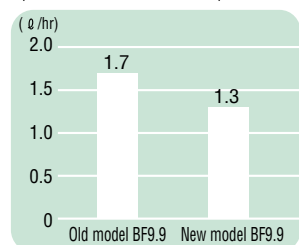
★Up to fiscal 2005 : To improve average fuel economy by approximately 30% (compared with fiscal 1995)

Progress

★We were able to improve average fuel economy by approximately 16% as of the end of fiscal 2000 as a result of the use of the environmental technologies described later.

2. Fuel Efficiency for Main Models

Improvement in the rate of fuel consumption for BF9.9



EU16i

The improvements in fuel economy for the main types launched in fiscal 2000 and the technologies that account for these achievements are as follows.

Komame Achieving a fuel consumption per hour of 225cc (100% improvement when compared with previous types)

- Specially-designed four-stroke OHV engine

BF8/BF9.9 Achieving a top-of-the-class high-fuel economy level (A 30% improvement as compared with the former BF9.9)

- Carburetor with acceleration pump to permit lean-burn combustion
- PGM-IG (Microcomputer-controlled ignition system)
- Hemispherical combustion chamber
- Cross-flow center plug, etc.

GX100 Achieving the world's highest level of fuel economy

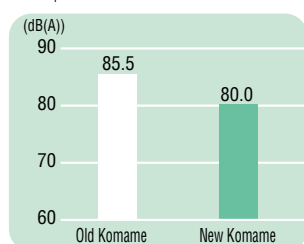
- Use of compact combustion chamber with a high thermal efficiency

EU16i Achieving a 20% improvement in fuel economy as compared with the former model with the same output

- Use of the GX100 engine with a high fuel economy
- High-efficiency inverter
- Eco-throttle, etc.

3 Noise Reduction

Data Comparison between the Old and New models of Komame



Komame

We have embraced a wide range of efforts to reduce engine noise.

Komame Achieving top-of-the-class low-noise performance at 80dB(A)

- Large silent muffler/Air cleaner
- Use of engine cover of noise-proof construction, etc.

BF8/BF9.9 Achieving a top-of-the-class low-noise level of only 87dB(A) • Carburetor with acceleration pump to permit lean-burn combustion

- Large air silencer
- Use of large idle chamber, etc.

GX100

- Use of OHC layout
- Built-in timing belt
- Large muffler used as standard, etc.

EU16i

- Double noise-proof construction
- Built-in eco-throttle to achieve a major reduction in noise to 59dB(A) (for operation under rated load)

4 Recyclability

Honda's goal is to make 95% of all parts and materials used in product manufacture recyclable by 2004. With a view to achieving this goal, efforts are being made to improve the recyclability of our products. To make it easier to identify the materials, we are marking all plastic parts, down to the smallest possible ones.

5 Reduction of Substances with Environmental Impacts

Honda initiated studies and investigations, in February 2001, to stop the use of lead contained in paints.

1 | Products Domain

Research and Development in the Next-Generation Environmental Technologies

Honda is constantly engaged in research and development of advanced environmental technologies that let us share the joy of environmental conservation with our customers.

This chapter shows technologies that were used for the products and are in the process of conducting research continuously in fiscal 2000.

1 Next-generation 2-Liter, 4-Cylinder Gasoline Engine (DOHC i-VTEC)



DOHC i-VTEC Engine

Honda announced its new high-performance, lightweight compact 2-liter gasoline engine DOHC i-VTEC in October 2000. It combines high fuel economy with clean exhaust emission performance and was mounted on the Stream that was also released for sale in the same month. This engine uses a high-intelligence valve timing and lift mechanism; a combination of Honda's unique Variable Valve Timing and Lift Electric Control System (VTEC) that selects the valve timing and lift in accordance with the engine's rpm range and the Continuously Variable Valve Timing Control Mechanism (VTC) that continuously controls the phase of air intake valve timing in accordance with engine load. This system made it possible to achieve both a high fuel economy and a high level of exhaust gas cleanliness at an "Excellent" level.

2 Fuel Cell Vehicle (FCX-V3)



Honda FCX-V3

Honda enlisted in the fuel cell vehicle public road test project ("California Fuel Cell Partnership Program - CaFCP") in November 2000 using its fuel cell vehicle "FCX-V3". In February 2001 then began its test runs using the "FCX-V3 with the Honda FC Stack*¹". Both the FCX-V3 and FCX-V3 with the Honda FC Stack use a novel type ultra-capacitor.

This combination of a fuel cell provided with a superior continuous power generating performance and an ultra-capacitor*² provided with a better instantaneous electric discharge capability has substantially improved the vehicle's start and acceleration performance, boosted fuel economy as a result of superior energy regeneration and low loss in charge/discharge, and helped achieve highly efficient energy management.

Fully endorsing the future goals and commitments of the CaFCP, Honda has continued with the test run program since its start in November 2000 mainly in Sacramento, California, and is in the steady process of conducting the market compatibility tests on its fuel cell vehicle.



Fuel Cell Stack

*¹ Stack: Is an in-series connected array of individual fuel cells.

*² Ultra-capacitor: Is a capacitor of a large capacity.

It stores energy regenerated during deceleration to make extra power available during vehicle start and acceleration.

③ Perovskite 3-way Catalytic Converter System for Automobiles

Honda won itself the distinction of being the world's first company to develop a new-generation exhaust gas cleaning system, the "Perovskite 3-way Catalytic Converter System for Automobiles" in March 2001. Not only does the new technology permit a significant 50 - 70% reduction in the use of noble metals such as palladium, a precious element with limited reserves, it also offers an exhaust gas cleaning performance on a par with or even better than that of the "Excellent" low emission vehicle designated by the Ministry of Land, Infrastructure and Transport of Japan.

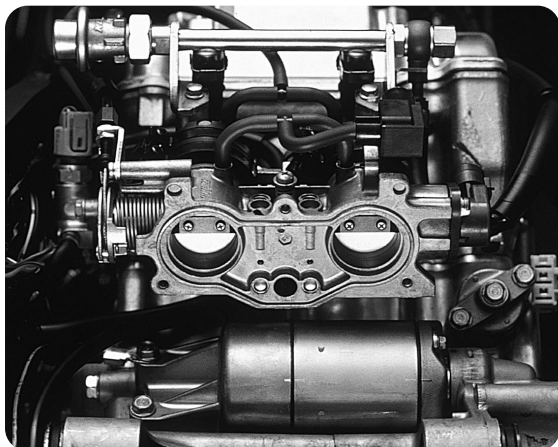
This system has been developed in collaboration with Catalytic Solutions, Inc. of California, US. It therefore has

reduction-oxidation characteristics associated with a Perovskite structure* to achieve a high level of NO_x, HC, and CO removal.

The new system was first used on the new "STEP WGN" that went on sale in April 2001. After this initial adoption on a domestic (Japan) model, this system will see further expansion on a worldwide scale, especially North America.

* Perovskite Structure: This special structure consists of two types of metal and oxide crystals. Its crystalline structure has a certain built-in instability as oxygen is missing in certain parts of the crystal. Research is underway to make use of the unique characteristics of this structure that include its catalytic action and superconductivity at normal temperatures.

④ Motorcycle Electronically Controlled Fuel Injection System Newly Used on 600cc Engine



The PGM-FI System used on the SILVER WING

Honda announced in 1999 that it would extend the use of its electronically controlled fuel injection system (PGM-FI: Programmed Fuel Injection) not only to some of the large types but also to the 50cc engines that present considerable technical difficulty for the application of this technology, which is highly effective in achieving higher fuel economy and cleaner exhaust gas emission. In fiscal 2000, Honda made the pioneering step to use PGM-FI for the 600cc engine. After this, the PGM-FI was used on the CBR600F4i, a model first marketed in March 2001, and on the SILVER WING which was approved in March. The 600cc engine using the PGM-FI technology achieves optimum combustion under various conditions through precise fuel control with the latest electronic control unit (ECU). Its benefit is a substantial reduction in the level of pollutants present in the exhaust gas and a significant decrease in fuel consumption.

⑤ Research and Development in the Local Transport System (ICVS)



IntelliShare

Honda is engaged in research and development with a view to achieving a practicable vehicle sharing system, the Intelligent Community Vehicle System or ICVS for short. The new local transport system is designed to lessen the environmental impacts of our motorized society on the principle of sharing the use of low-emission vehicles and motorcycles, for example, among club members for an effective use of alternative transport means according to purpose and use.

In March 1999, a joint experiment (IntelliShare Project) was launched with US research organizations (in Riverside, California) and has been continued until the present. In this multi-port experiment system, 15 "EV-Plus" are made available at three port locations for free hire and return by the 350 club members at any of the ports.

The vehicles have been used at an average rate of about 100 times a day and the system is attracting great attention throughout the area. In the course of fiscal 2001, the scale of the system will be extended to 5 ports and 25 vehicles to continue this experiment further.

Research and development were also initiated in Singapore in April 2001 in order to launch a similar ICVS system there.

2 Purchasing and Production Domain

In the Purchasing and Production Domain, Honda is making progress in its Green Purchasing and Green Factory endeavors in the quest for reduced energy and resource consumption and for zero emission. By organizing the Honda Green Conference, Honda is trying to spread and share its environmental efforts and know-how on a wider basis.

- Main targets for fiscal 2000 in Japan
 - CO₂ emission volume 134,000 C-tons
 - Zero landfill disposal attained in all factories
- Main achievements in fiscal 2000 in Japan
 - CO₂ emission volume 137,900 C-tons
 - Zero landfill disposal attained in all factories

1 Promotion of Green Purchasing

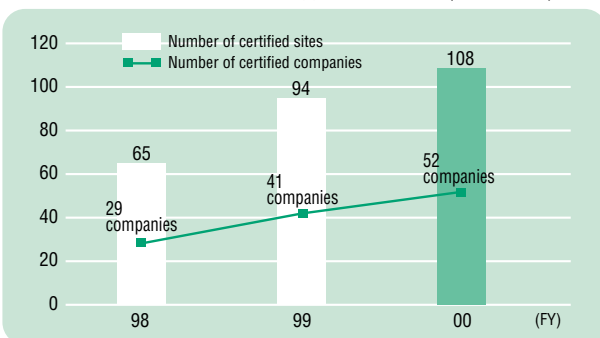
Supplier Sites Acquiring the ISO14001 Certification in Fiscal 2000

Name of suppliers	Name of sites	Day of acquisition
AIOI SEISAKUSHO CO., LTD.	————	2000.5.16
AKABANE KINZOKU SEISAKUSYO CO., LTD.	Head Office / First Head Division	2000.12.22
KANETA KOGYO CO.,LTD	Head Office Plant / Inasa Plant	2001.1.25
KYUSHU T-S CO., LTD.	Head Factory	2000.9.25
KOBAYASHI CORPORATION	Sayama Factory	2000.12.14
SAITO CO.,LTD.	Fukushima Factory	2000.12.22
KOKUBUN PRESS INDUSTRY CO.,LTD.	Satte Plant	2001.1.15
KAKUTA IRON WORKS CO., LTD.	————	2001.2.21
TOYO DENSO CO., LTD.	Technical Center / Delivery Center	2001.2.2
YAMASHITA RUBBER CO., LTD.	Saitama Plant	2000.12.8
	Mie Plant	2000.12.8
YAMADA SEISAKUSHO CO., LTD.	Kumamoto Division	2000.6.9
	Head Plant	2000.10.18
MSD CO., LTD.	Head Plant	2001.2.28

[Promoting the acquisition of the ISO14001 certification by Honda's suppliers]

In fiscal 2000, Honda worked towards a target of 17 suppliers (22 sites) acquiring the ISO14001 certification. This has resulted in acquisition of the certification by 12 companies (14 sites).

Transition in ISO14001-Certified Suppliers and Sites (Cumulative)

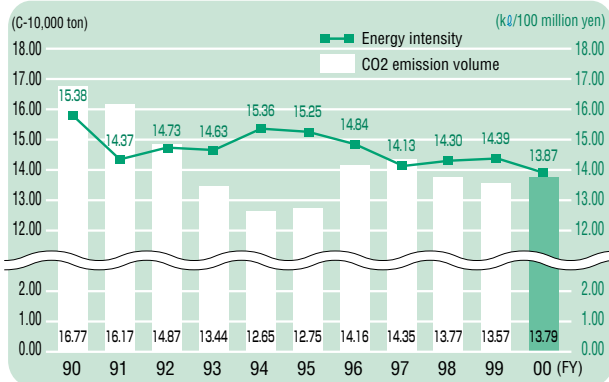


2 Promotion of Green Factory

1. Energy and Resources

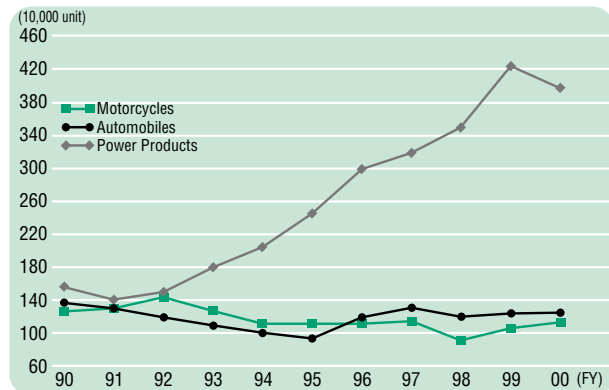
1) Energy

CO₂ emission volume and energy intensity in Japanese factories



Note) CO₂ conversion formula: CO₂-ton = C-ton x 3.67

Transition in production output in Japan



Note 1) CO₂ emission volume and water consumption are affected by changes in production output.

Note 2) Taking effect from fiscal 1999, the BUGGY that used to be classed as a Power Product has been re-classed as a Motorcycle.

Carbon dioxide emission at the factories in fiscal 2000 was recorded as 13.79 C-10,000tons the target of 13.40 C-10,000tons (a 1.6% increase against FY1999 and a approximately 18% decrease against FY1990). Unit energy consumption was recorded as 13.87 kJ/100 million yen as compared with the target of 13.49 kJ/100 million yen.

Although the increase in production output as compared with the production plans did have an effect, unit energy consumption was approximately 4% down on fiscal 1999. The following energy saving efforts were sustained also in fiscal 2000.

- Introduction of inverter control for pumps and motors
- Reduction in air supply pressure
- Expansion in the efficient utilization of waste heat
- Reducing inefficiencies in the production processes

On the paint coating line newly commissioned at the Suzuka Factory in fiscal 2000, it was possible to achieve a substantial improvement in energy efficiency as a result of the efforts described below.

Energy Saving Efforts at the Paint Coating Line at the Suzuka Factory

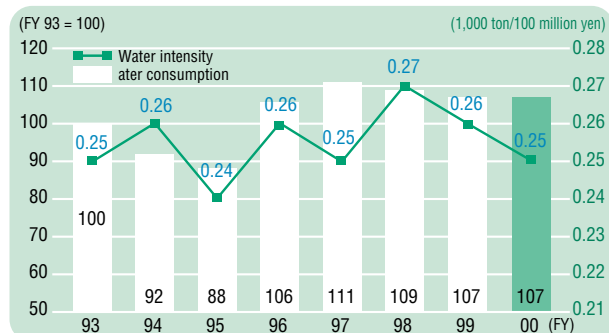
- Creating a more compact process as a whole
- Reducing the number of robots by the use of self-propelled, multi-axis robots, etc.

The engine production lines for the "Accord" and "LEGEND" were transferred from the Wako Plant to the Sayama Plant in an attempt to improve productivity and reduce energy consumption.

Further efforts will be made to save energy in all processes by using the LCA technique.

2) Resources (Water Consumption)

Water consumption and water intensity in Japanese factories



Note : Water consumption is affected by changes in the production output.

Water consumption per unit production value at the factories in fiscal 2000 showed a slight decrease in term of the index figure which was 106.7, a 0.3% reduction as compared with the previous year. The practice of recycling water has been established for a long time in the production processes in order to minimize effluent discharge through repeated recirculation. In addition, new measures to save and conserve water in a more consistent manner have been taken. In addition, there has also been an increase in the use of rainwater.

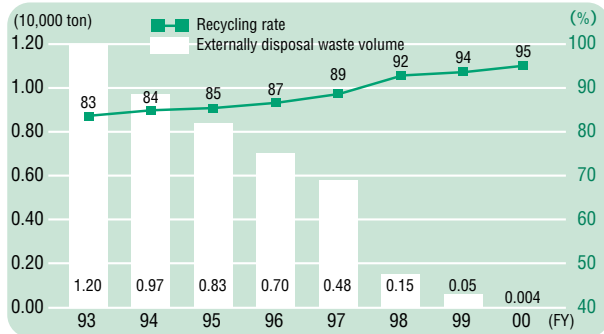
Water Saving Measures

- Reuse of washing water in the paint coating process
- Recirculation of cooling water
- Extended secondary use of treated water and use of more sophisticated water treatment

2. Zero Emission

1) Reduction of Wastes

Externally disposal waste volume and recycling rate



Breakdown of wastes associated with production activities (Unit : 1,000 ton)

Type	FY 1990	FY 2000
• General wastes	3.1	0.001
• Sludge	4.8	0
• Plastic & rubber wastes	2.5	0
• Paint residues	1.4	0
• Casting wastes	4.5	0.004
• Incineration ash	1.8	0
Total amount of landfill disposal	18.1	0.005
• Intermediate external disposal	8.2	0.03
• Internal disposal	17.0	8.68
• Recycling	139.6	182.02
Intermediate disposal/Recycling-Total	164.8	190.73
Total amount of wastes	182.9	190.74

Last fiscal year's efforts toward zero landfill disposal were continued also in fiscal 2000.

This commitment bore fruit in achieving the zero landfill target at the Tochigi and Kumamoto Factories in July 2000. As a result, we have been able to reach the goal of zeroing landfill wastes at all of our seven Factories in Japan in fiscal 2000, one year ahead of the original plan (end of fiscal 2001).

Our efforts did not stop short with the achievement of the zero landfill target but went much further in reducing the amount of wastes and decreasing the waste quantities disposed of by incineration, as described below. As a result, we were able to achieve a 95% recycling rate and attaining a roughly 20% reduction in the amount of internal incineration. This amount had been approximately 11,000t in 1999.

Our commitment to reducing not only the waste generation through the introduction of waste prevention measures in the processes but also the waste incineration through the complete sorting of wastes will be continued.

Efforts to reduce wastes

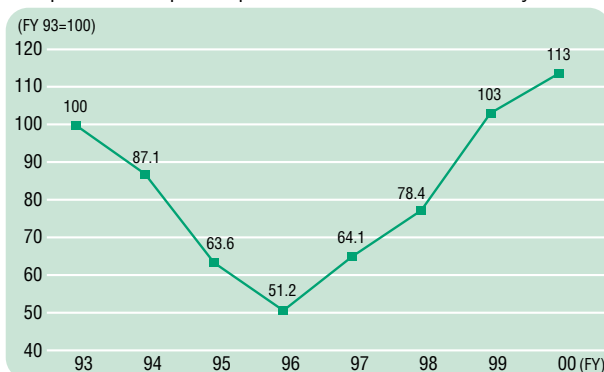
- 1. Waste reduction at source by increasing the material yield**
(Improvement of the adhesion efficiency in the painting process, achieving a longer service life for lubricating oils and cutting fluids, reduction of the rejected products in the process and the amount of sludge in the wastewater treatment, etc.)
- 2. Recycling and reuse in the process**
(Waste oils, waste cutting fluids, waste casting sand, waste thinners, plastic waste pieces, etc.)
(Sorting of composite plastic waste pieces and use as raw materials)
- 3. Recycling**
Rigorous sorting and recovery of wastes, and consistent efforts to use as raw materials
(Reuse of iron, aluminum and copper scrap as raw materials.)
(Use of waste tires, sludge, incineration ash, casting slag as raw materials for cement production)
(Reuse of grinding sludge as a raw material)
(Use of casting sand as a roadbed material, melting of incineration ash and use as roadbed material)
(Reuse of used paper, cardboard, glass, fluorescent lamps, dry cells as raw materials)

2) Prevention of Air and Water Pollution

Efforts to reduce VOC discharge levels from the new coating line at the Suzuka Factory

- Use of water-based paint instead of solvent-based paint
- Use of paint spray guns with improved spray pattern to help reduce

COD pollutant load per one produced vehicle in Suzuka factory



Air and water quality control are achieved by rigorous monitoring in accordance with voluntary standards that are more stringent than the legal regulations on gas emissions from combustion systems and on factory effluents. (For measurement results, see Factory Data on pages 50 - 53.)

Reduction in VOC

As a result of the efforts embraced at our new coating line in the Suzuka Factory, we have been able to control VOC emission levels to 20mg/m² or less. In fiscal 2000, the Suzuka and Saitama Factories with their automobile paint coating lines registered a combined VOC emission total of 51g/m². The technical know-how acquired at these new paint coating lines will be extended on a wider scale in an effort to reduce VOC emissions.

COD Pollutant Load

The COD pollutant load index increased in fiscal 2000 as shown in the graph (left) in comparison with fiscal 1999. The values shown have been converted to the equivalent per vehicle unit manufactured at the Suzuka Factory. The total amount was as high as approximately 34 tons, approximately 17% increase as compared with fiscal 1999.

This increase in contaminant carryover into the effluent is due to the change in the type of paint used on the new paint coating line. In the past the paint had been a solvent type and on the new line this is a water-based paint. Although this value is still below the emission standard for COD, further efforts are made to reduce the COD load by using more sophisticated technology for water treatment.

Chemicals Emission

The table below gives the statistical results for fiscal 2000 for the substances falling within the scope of the PRTR Law ^{*1}. The treated amount was approximately 9,600 tons, and the emission levels discharged into the air/hydrosphere amounted to approximately 2,800 tons (approximately 29% of the treated quantity).

Results of FY 2000 survey in Japan by Honda^{*1}

[Unit: kg (In case of dioxins: mg/TEQ)]

*2 Substance No.	CAS No.	Name of substance	Quantity handled	Release			To sewage	External disposal waste	Recycling ^{*3}	Total transfer amount	Quantity removed	Consumption (shipped amount)
				into the air	into the hydrosphere (rivers)	total						
1	—	Water-soluble zinc compounds	24,663	0	102	102	0	4,856	0	4,856	90	19,615
11	75-07-0	Acetaldehyde	1,937	1,438	0	1,438	0	0	0	0	499	0
16	141-43-5	2-Amino ethanol	22,287	0	47	47	0	0	43	43	22,197	0
30	25068-38-6	Bisphenol A-type epoxy resin	73,834	0	0	0	0	339	0	339	1,199	72,296
40	100-41-4	Ethyl benzene	689,138	252,427	87	252,514	0	0	291,230	291,230	49,174	96,220
43	107-21-1	Ethylene glycol	3,157,280	0	0	0	0	0	0	0	0	3,157,280
44	110-80-5	Ethylene glycol monoethyl ether	6,018	706	0	706	0	265	0	265	5,046	0
63	1330-20-7	Xylene	2,957,061	1,356,786	231	1,357,017	0	0	774,010	774,010	524,222	301,813
176	—	Organic tin compounds	17,403	0	0	0	6	341	115	462	0	16,941
198	100-97-0	Hexamethylen tetramine	100,240	0	0	0	0	0	0	0	100,240	0
217	75-69-4	Trichlorofluoromethane (CFC-11)	550	550	0	550	0	0	0	0	0	0
224	108-67-8	1,3,5-trimethylbenzene	99,180	44,264	20	44,284	0	0	30,828	30,828	24,068	0
227	108-88-3	Toluene	2,264,853	1,083,221	201	1,083,422	0	0	40,730	40,730	286,635	854,066
230	—	Lead or its compounds	39,312	0	0	0	7	894	399	1,300	0	38,012
232	—	Nickel compounds	13,876	0	142	142	1,402	2,278	4,438	8,118	0	5,616
243	—	Barium and its water-soluble compounds	3,683	0	1,096	1,096	0	99	1,304	1,403	0	1,185
253	302-01-2	Hydrazine	4,629	0	0	0	0	0	0	0	4,629	0
266	108-95-2	Phenol	10,430	0	0	0	0	0	0	0	10,430	0
272	117-81-7	Bis Phthalate(2-ethyl-hexyl)	25,643	25,505	0	25,505	0	0	0	0	138	0
283	—	Hydrogen fluoride or its water-soluble salts	2,217	0	0	0	0	55	0	55	1,985	177
299	71-43-2	Benzene	48,102	495	0	495	0	0	0	0	3,597	44,010
304	—	Boron and its compounds	3,887	0	1,385	1,385	0	1,137	447	1,584	118	800
307	—	Poly(oxyethylene)-alkylether	7,975	1,742	595	2,337	0	52	217	269	5,369	0
309	9016-45-9	Poly(oxyethylene)-nonyl-phenyl ether	7,270	29	6,045	6,074	0	52	675	727	385	84
310	50-00-0	Formaldehyde	43,753	17,342	4	17,346	0	0	3,011	3,011	23,397	0
311	—	Manganese and its compounds	17,806	0	398	398	812	3,379	1,913	6,104	2,205	9,100
354	126-73-8	Tri-n-butyl phosphate	1,932	0	0	0	0	0	0	0	1,824	108
		Total(Unit:kg)	9,644,959	2,784,504	10,353	2,794,857	2,227	13,747	1,149,359	1,165,333	1,067,446	4,617,322
179		Dioxins(Unit:mg/TEQ)	109.6	3.9	0.8	4.6	0.0	0.0	105.0	105.0	0.0	0.0

*1 Study conducted on 354 types of primary specified chemical substances falling within the scope of the Law concerning reporting, etc. of releases to the environment of specified chemical substances and for promoting improvement in their management (Law for Promoting Chemical Substances Management). Substances treated on a scale of 500kg or more.

*2 Numbers of primary specified chemical substances falling within the scope of the Law for Promoting Chemical Substances Management.

*3 Including also the parts sold to external recycling firms.

3. Honda Green Conference

Overview of Speakers at the Honda Green Conference

Speakers (Departments)
YUTAKA GIKEN Co., Ltd. / Yutaka Factory
KEIHIN CORPORATION / Kakuda Plant 1
TS TECH Co., Ltd. / Saitama Plant
NISSIN KOGYO Co., Ltd. / No. 4 Factory
YANAGAWA SEIKI Co., Ltd. / Sayama Factory
Honda VERNO Aichi Co., Ltd.
Automobile Service Division / Hamamatsu Service Center
Parts Operations / Parts Sales Division
Production Planning & Logistics Division / Logistics Operation Division
Kumamoto Factory / Vehicle Assembly Plant
Suzuka Factory / Paint & Plastics Plant
Suzuka Factory / Engine Plant
Hamamatsu Factory / Motorcycle Plant
Saitama Factory / Wako Plant
Saitama Factory / Sayama Plant (two themes)
Tochigi Factory / Mohka Plant
Honda Engineering Co., Ltd. / Equipment Production Division
Honda R&D Co., Ltd. / Tochigi R&D Center

Similar to the fiscal 1999, the Second Honda Green Conference was held at the Sayama Plant in Saitama Factory in fiscal 2000. Efforts were made to expand the range of participants from the factories and offices including the Honda R&D Co., Ltd. and Honda Engineering Co., Ltd. to the Divisions of Sales, Service and Logistics and suppliers. The factories selected their themes beforehand, with a total of 19 themes being finally presented at the Conference. In the future, the scope of the supplier companies is to be extended to include also the non-production areas.



Honda Green Conference

3 Logistics Domain

The main thrust of our efforts in the Logistics Domain has been directed toward our Green Logistics target including the introduction of environmental management systems and the reduction of CO2 emission through the improvement of the transport efficiency. Efforts are also made to reduce the use of packaging materials as a step forward to the Recycling-based Society.

- Main targets for fiscal 2000 in Japan
 - Acquisition of the ISO14001 certification for 4 major affiliated distribution companies
 - CO2 emission: 13,914 tons (completed automobile logistics)
- Main achievements in fiscal 2000 in Japan
 - The ISO14001 certification acquired by 2 affiliated distribution companies (total of 3 out of 4 companies)
 - CO2 emission on completed automobile logistics: 14,917 tons

1 Promotion of Green Logistics

1. Implementing the Environmental Management System for the Distribution Companies

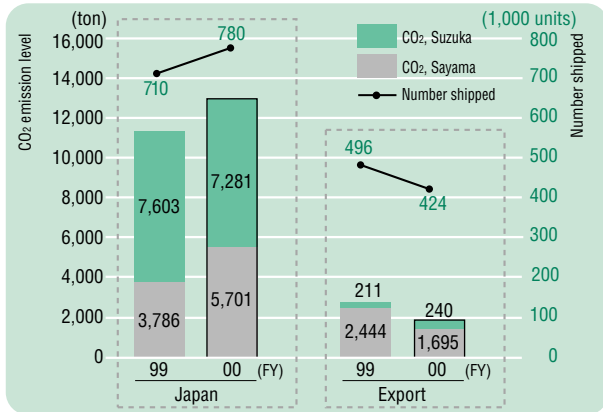
Affiliated distribution companies that acquired the ISO14001 certification in fiscal 2000

HONDA LOGISTIC SERVICE Co., LTD. - December 26, 2000
 KOMYO Co., LTD. - February 21, 2001
 (HONDA EXPRESS Co., LTD. had already acquired the certification in March 1999.)

In the Logistics Domain, our efforts have concentrated on the acquisition of the ISO14001 certification by the 4 major affiliated distribution companies that have large share of the transportation volume, in an attempt to establish our Environmental Management System. As a result, two of our distribution companies were successful in acquiring the certification. This brings to total of our distribution companies with the ISO14001 certification up to three (out of four).

2. Improvement of Shipping Efficiency

CO2 emission level from completed automobile shipping in Japan (FY 2000)



Activities designed to upgrade the efficiency of shipping have been carried out in the same manner as the preceding fiscal year and spearheaded in the completed automobile transport area.

Although the CO2 emission target had been 13,914 tons for fiscal 2000, it reached 14,917 tons (an increase of 7.2% as compared with the previous fiscal year 1999). This overrun was due to approximately 10% increase in the domestic shipment quantity as compared with the previous fiscal year. Details of our efforts in fiscal 2000 are presented below.

CO2 reduction effect due to measures to improve transport efficiency

Item	Scope	Time Started	Reduction effect (ton)
Use of direct shipping from the plant	Sayama Factory's products	April 2000	97.1
Export shipments from a limited number of ports	Sayama Factory's products (Exports)	October 2000	42.0
Total reduction effect			139.1

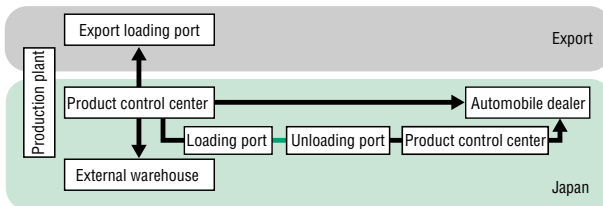
Direct shipping of products from the factories

- Promotion of direct product shipment from the Sayama Factory (completed in the course of fiscal 2000)

Use of a limited number of export shipping ports

- Shimizu Port, Shizuoka Prefecture (Shipments bound for Europe)
 - Sugita Wharf, Yokohama City (Shipments bound for Asia, etc.)
- Centralized shipment at the Daikoku Wharf, Yokohama City

Scope of CO2 emission calculation



We will continue to examine our efforts toward the problems of exhaust gas emissions in the transport area.

Of the transport modes, Construction of an optimum way of transport is being studied in an effort to expand the use of ship freighting. The plan for the "implementation of cargo train haulage" featured in our report of last year has been frozen in view of the difficulties to resolve the economical efficiency and delivery lead-time problems.

Calculation formula: No. of vehicles transported x Product weight x Transport distance x Coefficient

Coefficient of CO2 emission per ton-kilometer	
Truck,	48g
Ship,	10g
Cargo train,	6g

Source: Future Action against the Global Warming in the Transport Sector (September 1997, Japanese Police Agency, Ministry of International Trade and Industry, Ministry of Transport, and Ministry of Construction)

2 Reduction of Packaging Materials

1. Repair Parts

The result of our fiscal 2000 activities have paid off in a 386.5 ton reduction effect of packaging materials. In order to obtain a more precise picture of our use of packaging materials, we have introduced a statistical totaling data system. Total use of packaging materials in fiscal 2000 was recorded as 14,492 tons.

Example of change to simpler packaging



Before improvement (Individual packaging box) After improvement (Reinforced air cap)

Reduction of packaging materials

- Reduction in use of cardboard ... Change to simpler packaging and improved packaging pads
- Elimination of labels by printing directly on the vinyl bags

Implementation of returnable containers (for fender panels and bumper face)

- Bumper face ... The scope of items was expanded to 11 items by adding 5 items.

2. Knock-down (KD) parts *

* Knock-down parts refers to the parts for Knock-down shipment (unassembled sets of parts for delivery overseas with assembly made at the overseas destination).

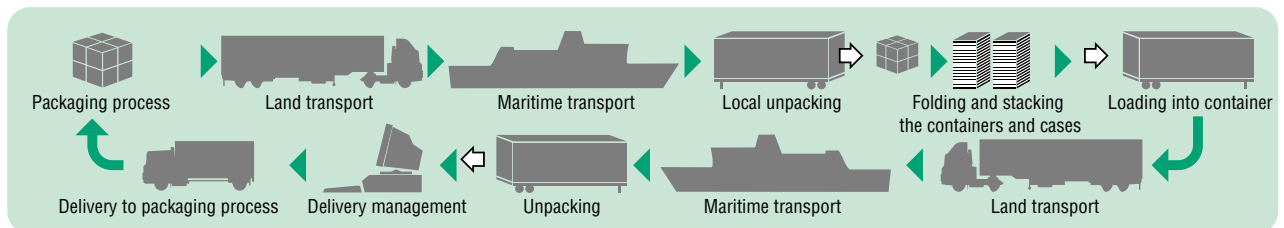
1) Development of Returnable Internal containers*² and its expanded use

The use of returnable internal containers for shipments to the United Kingdom since fiscal 1999 has led to an 8-ton reduction in cardboard use for the UK in fiscal 2000 as compared with fiscal 1999.

In the future, a new container will be developed to permit this container to be used on a larger scale.

*² The returnable internal container is a box container designed to accommodate the parts, etc. neatly positioned inside the outer case of the box and to be used repeatedly.

Shipment using the returnable container

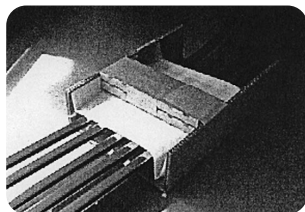


2) Expanded Use of Returnable External Cases*³

Although it was not possible to expand the scope of countries for which the returnable external cases were to be used in fiscal 2000, the application rate of returnable external cases in the countries for which they are already used reached 56%, a 6 point increase as compared with fiscal 1999 (50%).

*³ The returnable external case is a case designed to be stacked neatly in the shipping containers and to be used repeatedly.

3) Promotion of the Reuse and Recycling of Packaging Materials at the Factories in the KD Parts Importing Country

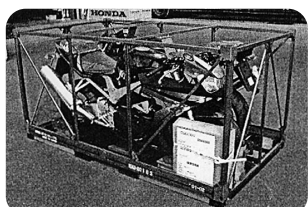


Easy-to-recycle design for packaging materials (Foamed protectors are separable from the cardboard.)

We made the following efforts in fiscal 2000.

- Implementation of packaging systems with reduced use of packaging materials that cannot be made returnable in the importing country.
- Reuse in the importing country: Use of recyclable packaging materials (Total phasing out of foamed plastic shock absorbing material in favor of polystyrene.)
- Change in packaging material design to facilitate recycling
- Promoting reuse and recycling activities in the importing country
- Promoting efforts to totally abolish all packaging materials currently presenting difficulties in recycling

3. Export of Completed Motorcycles



Returnable case for a completed motorcycle

The use of returnable cases for exporting completed motorcycles to Europe was started in February 2001*.

* See page 57.

4

Sales and Services Domain

In the Sales and Services Domain, we are in the process of introducing Honda's own Environmental Management System at the Honda automobile dealers and are undertaking efforts to ensure the appropriate disposal of end-of-life products and substances such as CFC12 or HFC134a. We are also extending similar activities to the Motorcycles and Power Products Domains.

- Main Targets for Fiscal 2000 in Japan
 - 100% manifest issuing rate for automobile dealers
 - Acquisition of the ISO14001 certification by two overseas motorcycle manufacturing subsidiaries
- Main Achievements in Fiscal 2000 in Japan
 - 99.1% manifest issuing rate for automobile dealers
 - Acquisition of the ISO14001 certification by two overseas motorcycle manufacturing subsidiaries

1 Promotion of Green Dealer (Automobiles)

Honda is committed to its Green Dealer effort in an endeavor to consolidate and upgrade environmental conservation activities. The vision and goal are to have "advanced dealers contributing to environmental conservation for the benefit of their customers and local communities through an effort to resolve environmental problems at the forefront of the sales and servicing areas."

1. Introduction and Operation of the Environmental Management System

Progress in implementing the Environmental Management System for the automobile dealers in fiscal 2000

Green Dealer Certification System

- First step: Good Green Dealer Certification - 1,693 dealers
- First phase: 800 dealers (September 2000)
- Second phase: 893 dealers (March 2001)

Acquisition of the ISO14001 Certification

- Honda Primo Toriko Co., Ltd. - December 2000 - 2 premises
- Honda Clio Kansai Co., Ltd. - December 2000 - 9 premises
- Honda Clio Kinki Co., Ltd. - March 2001 - 14 premises

In our effort to implement our Environmental Management System for the Honda automobile dealers, we put into effect the Good Green Dealer Certification phase as the first step of our Green Dealer Certification System*. The second step of this system will be the launch of the Best Green Dealer Certification phase.

In fiscal 2000, the ISO14001 certification was obtained by the three dealers stated on the left.

* This proprietary Environmental Management System has been established by Honda on the basis of the know-how obtained through the acquisition of the ISO14001 certification. The Honda Green Dealer Certification System is implemented in two steps: Good Green Dealer Certification is awarded on the criteria of compliance with the legal regulations and beneficence of the environment whereas the higher level of Best Green Dealer Certification on the criterion of improvement in environmental efficiency.

2. Proper Disposal of End-of-Life Vehicles

1) Promoting the Issuing of Manifests

Manifest Issuing Rate and Activities Deployed

Manifest issuing rate for all dealers: **99.1%**

Activities Deployed

- Collecting records of manifests issued by all dealers (fiscal 1999: consolidated dealers)
- Guidance concentrating on the dealers not making progress in the issuing of manifests
- Extracting the problems by region and responding to them

In fiscal 2000, the efforts to promote manifest* issuing, a practice formerly focused on the consolidated dealers, were extended to the entire spectrum of dealers.

* Manifest: This is an accounting statement of industrial wastes. The issuing of a manifest for checking and recording the flow of the disposal process stage by stage is compulsory and its purpose is to clarify the supervisory responsibilities on the part of the wastes producer with regard to such industrial wastes as end-of-life vehicles.

2) Proper Disposal of Air Bag Inflators

Activities Deployed

- Study sessions on air bag inflating system
- Commencement of recovery by the dealers by using the System of the Japan Automobile Manufacturers Association(JAMA)

The activities stated on the left were implemented in fiscal 2000 for proper disposal of air bag inflators that use sodium azide.

3) Proper Disposal of CFC12 and HFC134a

Activities Deployed

CFC12

- Guidance instructing dealers to ensure proper recovery
- Checking the provision of recovery equipment
 - Checking on participation in the JAMA's Recovery and Destruction System (Checking where the destruction is actually conducted)
 - Checking the current state of recovery by means of the manifests
- Precise assessment of the completion with the use of CFC12 recovery and reuse equipment and the level to which CFC12 is recovered and destroyed at the dealers certified as Green Dealers.

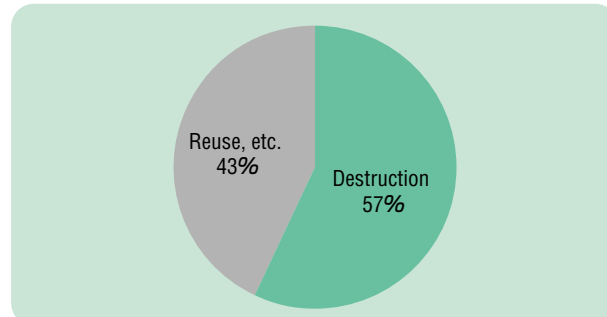
HFC134a

- Promoting the use of recovery and reuse equipment - Rate of use: 28.5%

The activities stated above were undertaken in order to promote the recovery and destruction of the automotive air-conditioning CFC12 and of the HFC134a which is responsible for global warming.

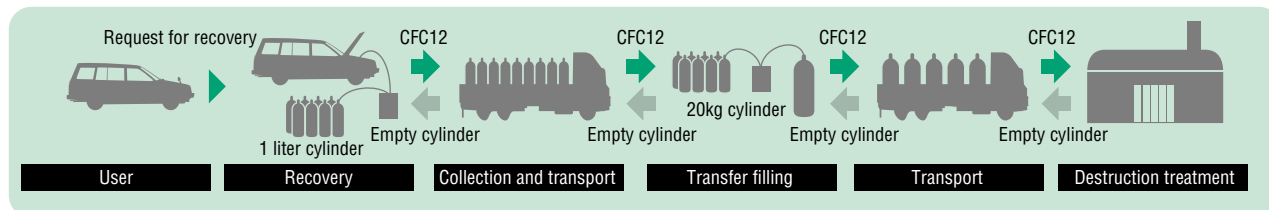
For the future, efforts will be made to establish a recovery and destruction system through an assessment of

Automotive air-conditioning CFC12 recovery and destruction data for the dealers with Green Dealer Certification



the CFC12 and HFC134a recovery and destruction records of all dealers, the activities to increase the rate of CFC12 destruction, the promotion of the introduction of HFC134a recovery equipment, and the promotion of registration with the JAMA's recovery and destruction system.

Flow of CFC12 Recovery and Destruction Process

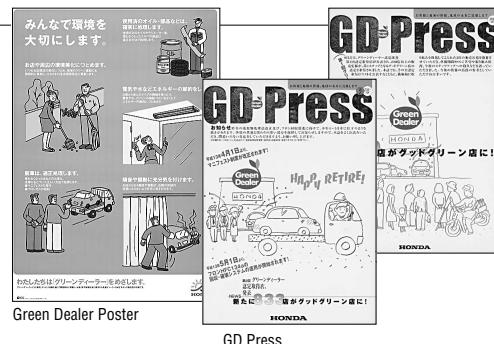


3. Other Activities

Activities Deployed

- Distribution of Green Dealer posters to dealers throughout Japan (April 2000)
- Release of promotion brochure for the spread of the Green Dealer System (GD Press)
- Preparation of Environmental Housekeeping Book Software for dealers (March 2001)

Under the Environmental Management System, the activities described above were deployed in an effort to promote and encourage environmental improvement activities at the dealers.



2 Expansion of the Environmental Commitment to the Motorcycle and Power Products Areas

1) Motorcycles (Deployment to Green Distributors)

Activities Deployed

- Acquisition of the ISO14001 Certification by Local Subsidiaries
 - 2 Companies, 2 premises:
 - Honda Motorcycle East Japan Co., Ltd. - Kanagawa Branch
 - Honda Motorcycle West Japan Co., Ltd. - Head Office/Osaka Branch
- Establishment of Honda's own Environmental Management System based on the know-how obtained in connection with the ISO4001 certification acquisition process
- Implementation of Manifest Control System for Dealers (Promotion of proper disposal of end-of-life motorcycles and waste parts, oil, batteries and other wastes)

We carried out the activities stated above in fiscal 2000 by making use of the know-how obtained in the course of our motorcycle industry-first acquisition of the ISO14001 certification.

2) Power Products (Deployment to Green Dealers)

Activities Deployed

- Assessment of the actual progress in manifest issuing
- Assessment of the actual progress in the proper disposal of waste oil, batteries and machines and other wastes
- Assessment of the actual progress in the proper disposal of packaging materials (cardboard, iron frames, etc.)

We carried out the activities stated above from January 2001 by initiating the deployment to our Green Dealers based on the same ideas as for automobiles.

5 Disposal and Recycling Domain

In the Disposal and Recycling Domain, Honda is engaged in research to develop technologies for the dismantling of end-of-life products and material recycling technology. Our efforts also concentrate on increasing the recovery of parts, including end-of-life bumpers, on the expansion of their recycling and reuse, and on improvements in actual recycling rate.

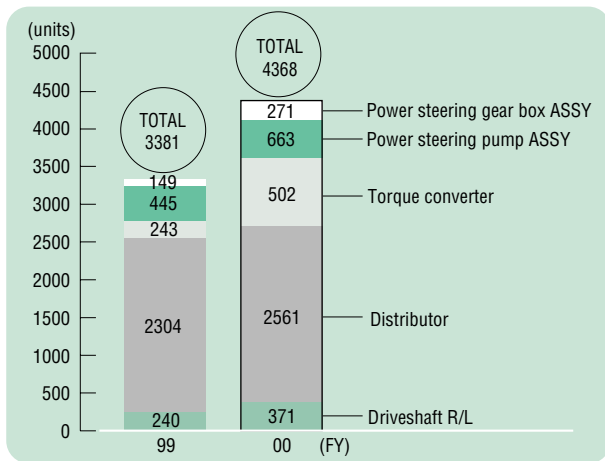
- **Main targets for fiscal 2000 in Japan**
 - Promoting sales of the newly marketed 3 items in the remanufacturing business area
 - Support for, and execution of, achieving the actual recycling rate of 85% or more.
- **Main achievements in fiscal 2000 in Japan**
 - Remanufacturing business
 - ... Addition of 2 new types to the items that are already subject to remanufacturing
 - Verification of success toward achieving an actual recycling rate of 85% or more
 - ... Confirmed that an 85% or more actual recycling rate has been achieved

1 Increasing the Recovery, Recycling, and Reusing of Parts

1. Remanufacturing Business*

* This means recycling and sales business of usable parts. Usable parts that have been collected from repairs and replacements carried out since 1998 are recovered and recycled for sale with a performance warranty.

Transition in sales of rebuilt parts in Japan

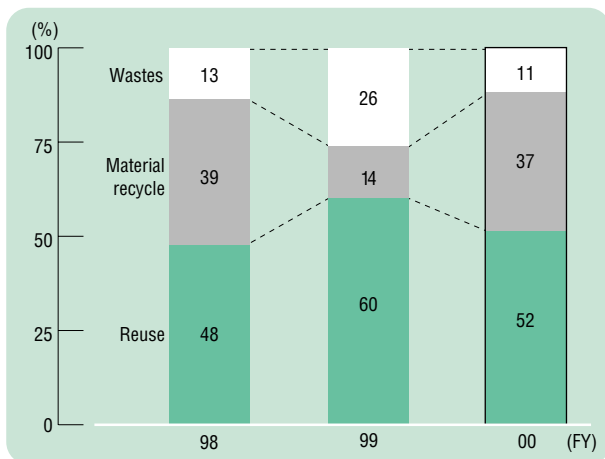


We have made further efforts in fiscal 2000 to extend the item range qualifying for our remanufacturing business. Our objective had been the sale of three new items but had to abandon our plan of launching new items in fiscal 2000.

This decision was the result of a close technical scrutiny of the recycling process and a thorough examination of the performance and functional characteristics of the products. We did, however, add two new product types to remanufactured power steering gearbox assemblies that are already part of the item range on sale. The product lineup now on sale comprises 47 types of five items.

The current state of progress in terms of the sales figures for the remanufactured products and of the reuse of recycled parts can be seen in the overview on the left. We are committed to further efforts to extend the range of models qualifying for the use of recycled parts and to develop new recycled products.

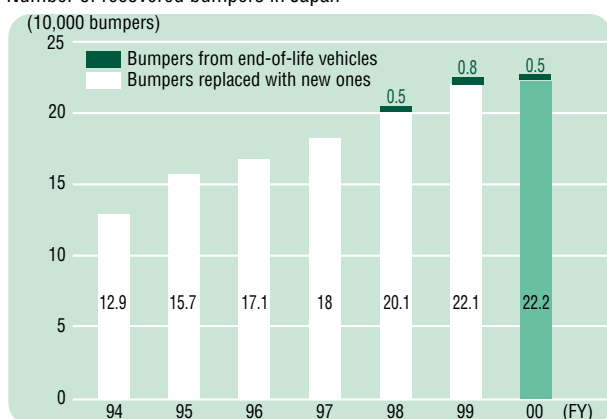
Rate of reuse of recovered parts in Japan



Note) There has been a drop in the rate of reuse for parts because of the high incidence of defects and/or damages in the parts recovered from the newly applied types. Nevertheless, the total reuse rate has increased as a result of the use of defective parts for material recycling.

2. Recovery and Recycling of Bumpers

Number of recovered bumpers in Japan



July 2000 marked the start of a total bumper recovery effort with the extension of the scope of recovery from the Honda automobile dealers to include also the general servicing and repair companies.

- Total number of bumpers recovered in fiscal 2000 and plastic weight: 226,316 units - 905 tons

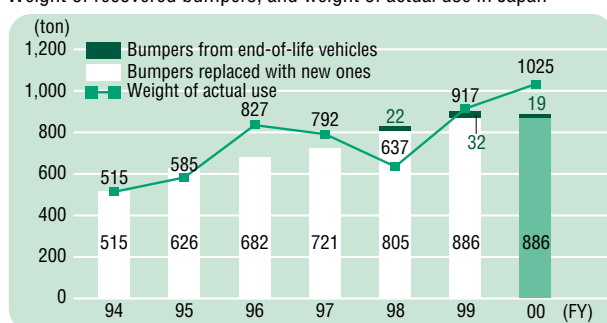
Replaced bumpers221,566 units - 886 tons
 End-of-life vehicle bumpers.....4,750 units - 19 tons

- The number of types of bumpers fit for repair was increased by 8, making a total of 10 types. (from December 2000)

Products made of resin recycled from recovered bumpers

- Splash shield
- Splash guard
- Bumpers for repair, etc.

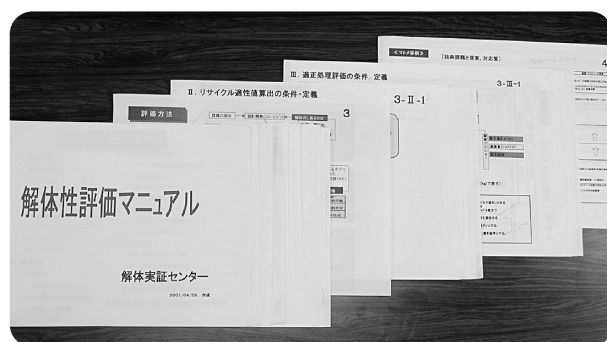
Weight of recovered bumpers, and weight of actual use in Japan



NOTE) Recovered bumper weight has been calculated on the assumption that a single bumper weighs 4kg.

2 Support Technology for Dismantling End-of-Life Vehicles

1. Activity Results of the Dismantling Verification Center



Manual for Evaluating the Ease of Vehicle Dismantling

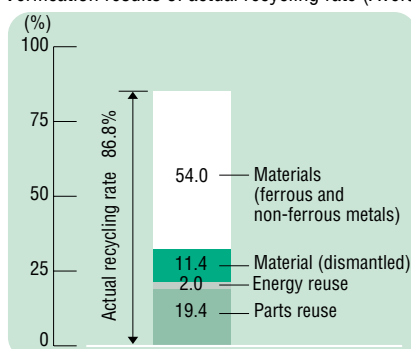
The Dismantling Verification Center (established in December 1999) conducted end-of-life vehicle dismantling experiments to prepare a "Manual for Evaluating the Ease of Vehicle Dismantling."

These efforts have made it possible to evaluate the ease of dismantling a variety of new and old models (recyclability and evaluation of proper disposal of fluids, etc.).

In the future, the evaluation results will be utilized for product development, servicing, and so on.

2. Verification of Actual Recycling Rate

Verification results of actual recycling rate (Average for three factories)



We have conducted studies to verify the actual recycling rate again in fiscal 2000. These studies were first implemented in fiscal 1998 toward achieving an actual recycling rate of 85% or more from 2002 onward in Japan (the End-of-Life Vehicles Recycling Initiative). These verification studies have provided a precise picture of the actual progress achieved in Honda vehicles. The results have demonstrated that the recycling rate was again of 85% or more as it had been in fiscal 1999.

6 Administration Domain

In the Administration Domain, we have maintained a commitment to the promotion of our Green Office concept based on the implementation of the Environmental Management System, and the promotion of Green Purchasing for general office supplies and the use of environmentally friendly vehicles as company-owned car fleet.

- **Main targets for fiscal 2000 in Japan**
 - Acquisition of the ISO14001 certification for regional office buildings
 - Use of 12 vehicles of 4 models selected from designated environmentally friendly vehicles.
- **Main achievements in fiscal 2000 in Japan**
 - Acquisition of the ISO14001 certification for six regional Honda office buildings in Japan
 - Use of 6 vehicles of 3 models selected from designated environmentally friendly vehicles

1 Promotion of Green Office

Regional Honda office buildings succeeding in acquiring the ISO14001 certification in fiscal 2000.

- | | |
|--------------------------------|------------------------|
| Honda Sapporo Building | Honda Sendai Building |
| Honda Sakurashinmachi Building | Honda Nagoya Building |
| Honda Osaka Building | Honda Fukuoka Building |

All of the six regional Honda office buildings in Japan sought the ISO14001 certification and were successful in acquiring the certification. These buildings accommodate the District Auto Sales Divisions of the Automobile Sales Operations and will be the object of an ongoing effort to consolidate and improve the Honda Environmental Management System for offices.

2 Promotion of Green Purchasing

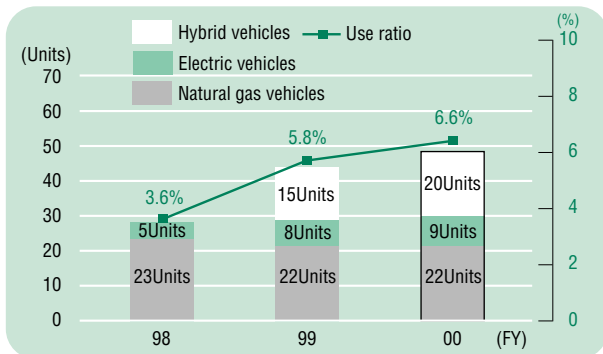


Switch to environmentally friendly products in fiscal 2000

Following the efforts of the previous fiscal year, further endeavors were made in fiscal 2000 to expand the scope of items qualifying for Green Purchasing at the Aoyama Head Office Building. In fiscal 2000, 11 general office stationery items were changed to environmentally friendly ones. As a result, as many as 151 out of the total of 233 office items are of the environmentally aligned type. (The remaining 82 items are not available in an environment-friendly version.)

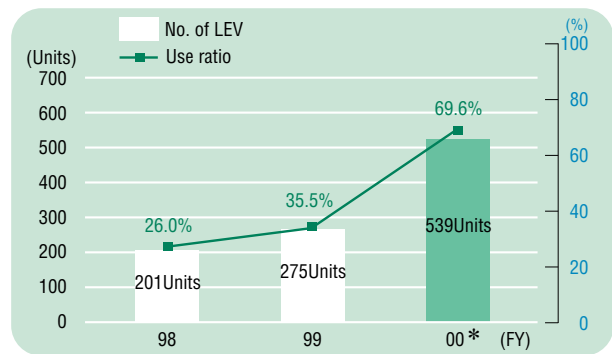
3 Use of Environmentally Friendly Vehicles as Company-Owned Car Fleet

Proportion of the use of government-designated environmentally friendly vehicles



Vehicles designated by the government as environmentally friendly ones such as the natural gas vehicle, the electric vehicle, and the hybrid vehicle as well as the Honda LEV with a significantly reduced level of CO,HC,NOx emissions in the exhaust gas emissions are introduced into the company-owned car fleet in an endeavor to mitigate the environmental impacts. As a result, the share of government-designated environmentally friendly vehicles in the total fleet of

Proportion of the use of Honda LEV



* Includes the number of "LEV-spec Vehicles" approved by the Ministry of Land, Infrastructure and Transport (see page 18 *3).

Note) With regard to this activity, the number of environmentally friendly company-owned vehicles is numerically managed based upon the number (774) as of the end of March, 1997.

company-owned cars and the share of Honda LEVs have reached the high level shown in the graph above.

Although Honda's plan in the use of environmentally friendly vehicles in its car fleet comes to an end in fiscal 2000, the effort to progressive use of environmentally friendly vehicles and to change over to the use of vehicles approved as low emission vehicles by the Ministry of Land, Infrastructure and Transport of Japan will be maintained.

Social Activities

In the area of Social Activities, we have maintained a commitment toward nature conservation activities from a global vision based on the idea of the "Green Renaissance Office" and engaged in activities designed to achieve a creative interaction between our offices and the local communities. We also seek positive cooperation in environment-related events such as the holding of low-pollution vehicle fair.

1 Green Renaissance Activities

The "Green Renaissance Office" deploys a wide range of activities: Its afforestation program carried out both in Japan and abroad is a practical example of its nature conservation activities and the "Eco-Wagon" event provides a forum for experiencing and studying nature.

● Plans for the Reforestation of Deserts in China - the "Joyful Forest" Project

The "Green Renaissance Office" supports the "Desert Afforestation Volunteers' Association" which carries out a model afforestation and agricultural project that contributes to the prevention of desertification through the sand arrest afforestation in the Horchin Desert in the Autonomous Region of Mongolia in the People's Republic of China. The Office started its "Joyful Forest Project" as a joint project with the Desert Afforestation Volunteers' Association and the local communities. The first volunteer afforestation activities took place from September 16 to 23, 2000.

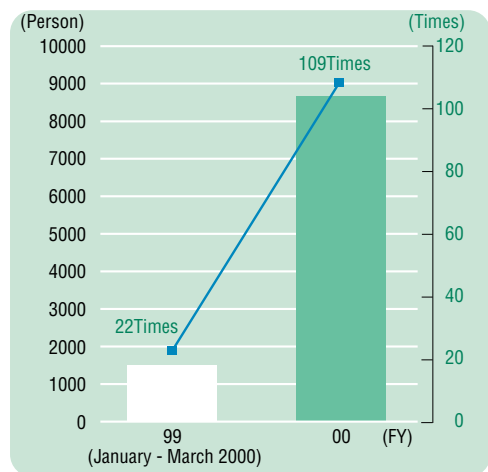
In fiscal 2000, a total of 30,495 trees were planted, including poplars, pine, acacia, and elms. (This number includes the trees planted by the Desert Afforestation Volunteers' Association with the cooperation of the local communities.)

● Support Reforestation Activities in Japan

Honda supported, and participated in, the reforestation activities "Riverhead Forest (Tone River) Revitalization Project by volunteers" and planted together with the general volunteers 2,500 beech and oak trees. This event for the conservation and Revitalization of nature through afforestation is held every year by the CCC Creative Conservation Club at the source of the Tone River and in the upper reaches of the Minakami-Naramata Dam. (October 29, 2000)

● Eco Wagon

Transition in the Number of Eco Wagon participants and results of the event



The Eco Wagon event is an annually held program mainly intended for children to experience and study nature and organized with the cooperation of NPOs. In fiscal 2000, more than 8,700 people took part in the program. The reactions of both the event organizers and the children who had taken part showed how great the need for such experience-based environmental study programs was. They also demonstrated that the "Eco Wagon" was a concept and program fully capable of meeting the needs for such comprehensive nature studies in the future.



Scene of Eco Wagon held indoors

2 Support to NGOs and Environment-Related Foundations

In fiscal 2000, Philanthropy office gave support to and cooperation with the following environment-related social activities.

Support and cooperation for social activities

Organizations supported/sponsored	Support Program/Event	Days held	Region held
The National Land Afforestation Promotion Organization	Green Fund Raising at the Third Honda Environment Forum	2000.4.13	Aoyama Head Office
Foundation of Global Peace and Environment	Presentation of the study text on the global environment titled	2000.5	Vietnam
	"The Earth's Secrets" to Vietnam Global Environment Rice Forum in Fukagawa	2000. 5. 28. etc.	Fukagawa City in Hokkaido, etc.
Tokyo Sea School	Recruiting participants in Tokyo Sea School Staff monitor	2000.5~12	Tokyo Bay
Nature Conservation Society of Japan	Nationwide Nature Study 2000 "Our Rivers"	2000.7~9	Japan
Earthwatch Japan	Support grants to employees for the costs of participating in project held in Japan	Year-round	Every place in Japan
World Wide Fund For Nature Japan	Donation of the prize won in the 9th Global Environment Grand Prix (Director General of the Science and Technology Agency Award)	2000.11.21	WWF Japan Secretariat

③ Symbiosis Activities with Local Communities

Every Honda factory is in the process of implementing environmental exhibitions and cleaning operations and taking part in local environmental events in an general commitment toward symbiosis with the local communities. In fiscal 2000, various activities were conducted that are designed to realize "long-lasting cooperative creation with the local communities" and "further enhancement of the environmental morale of the staff members." The Environmental Exhibitions attracted an increasing number of exhibitors and participants from the local communities through programs in which the

individual factories were able to demonstrate their own ways of commitment to the symbiosis with their local communities. The programs included exhibition events such as the "Eco Wagon" as an experience-based nature study program and presentation of Honda's most advanced environmental commitments using boards.

We are now considering further programs that will be richer in content for the future. These will also include the opening of our environmental facilities to give the public an opportunity to see and understand the many environmental activities being made by our Honda factories.

Main Symbiosis Activities with Local Communities

Name of factory and office	Name of activities	No. of participants	Sponsored by		Days held
			Honda	Region	
Saitama Factory/ Honda Engineering Co., Ltd.	Flea market	7,000*	Environment Promotion Committee, Environment and Safety Block		2000.6.4
	Cleaning operation(Cleaning the route to and from work up to the station)	30	Environment Promotion Committee, Environment and Safety Block		2000.6.4
	Iruma River Clean Operation	30		Sayama City	2000.6.10
	Environmental Lecture Event	180*	Environment Promotion Committee, Environment and Safety Block		2000.6.14
	Full of Flowers Movement	13		Autonomy Committee of Shin-Sayama 1 chome	2000.6.3,12.3
Tochigi Factory	Cleanup	300*		Haga Industrial Complex Management Association	2000.5.10
	Environmental Exhibition / Round-the-clock Ekiden Festival	8,000*	Round-the clock Ekiden Executive Committee		2000.7.8
	Autumn Festival / Environmental Exhibition	7,000*	Yomei-kai		2000.9.9
	Flower Road	32		Takanezawa Town Lifelong Learning Section	2000.6.23
Hamamatsu Factory	Cleaning Operation of the Hamana Lake	720*		Cleaning the Hamana Lake Society	2000.6.4
Suzuka Factory	'00 Honda Summer Festival (Environmental Exhibition)	15,300*	Hamayu-kai		2000.7.20~22
	Oin Suzuka Industry Festa "Suzuka Company Exhibition"	38,000*		Oin Suzuka Industrial Festa Executive Committee	2000.4.1~2
	Lets all have an Environmental Fair in Mie	50,000*		Lets all have an Environmental Fair in Mie Executive Committee	2000.4.22~23
	Sofu Festival / Environmental Exhibition	3,500*	Sofu-kai / Environment Promotion Committee		2000.10.29
Kumamoto Factory	Suzuka Environmental School	64*	General Affairs Department / Facilities Control Department		2000.10.27
	Environmental Fair of the Kumamoto Prefecture Citizens	25,000*	Environment Promotion Committee	Environmen Promotion Committee	2001.2.2~4
Aoyama Head Office	Honda Environmental Forum in Aoyama Third "Nature of Japan, Its Splendor and Now"	380*	Philanthropy Office	CCC Creative Conservation Club	2000.4.13
	Aoyama Spruce Up	35		Aoyama Shop Owners' Federation / Aoyama Environmental Beautification Committee	2000.4.28,11.21
	Aoyama Environmental Exhibition	9,000*	Honda Motor Co., Ltd. / Honda Sogo Tatemono Co., Ltd.		2001.3.6~12
Wako R&D Center / Wako Research Center	Cleaning the walking route to and from work	30	Facility Maintenance Department		2000.6.8
	Environmental Exhibition	700*	Facility Maintenance Department		2000.10.29~30
Asaka R&D Center / Asakahigashi R&D Center	Cleaning activity	40	Environment Promotion Committee/ Safety and Health Committee		2000.6.20,11.9
	Thanks Festa 2001 / Environmental Exhibition	6,000*	Thanks Festa Executive Committee / Environment Promotion Committee		2001.3.31
Tochigi R&D Center/ Tochigi Proving Center	Cleaning operation of surrounding roads	50	Tochigi R&D Center / Tochigi Proving Center	Haga Industrial Park Liaison Association	2000.6.8,8.28, 11.7
	Autumn festival / Environmental Exhibition	1,000*	Environment Promotion Committee		2000.9.4~14
Honda Engineering Co., Ltd.	Cleaning operation	70		Haga Industrial Park Liaison Association	2000.6.2,8.31, 2001.1.18
Tochigi Technical Center	FY2000 Environmental Exhibition	180*	Honda Engineering Co., Ltd. / Tochigi Technical Center		2001.2.26~3.2

*Including the number of participants from the local communities

4 Cooperation with the Environmentally Friendly Vehicle Fairs, etc.

Honda have cooperated with the exhibition of our environmentally friendly vehicles and the organizing of lectures at environment-related events held mainly by the government and local governments in all parts of Japan. Examples of these cooperation activities in fiscal 2000 are given below.

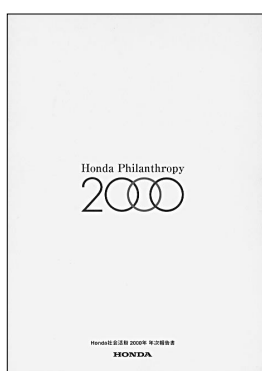
Examples of cooperation with the environmentally friendly vehicle fairs, etc.

Name	Sponsored by	Days held	Region held
IPEC-Tokyo 2000	The Institute of Electrical Engineers of Japan	2000.4.3~7	Tokyo
International Environmental Fair	Tokyo International Trade Fair Commission	2000.4.13~16	Tokyo
Earth Day 2000 Tokyo	Earth Day 2000 Planning & Operation Committee	2000.4.22~23	Tokyo
Human & Vehicle Technology Fair 2000	Society of Automotive Engineers of Japan, Inc.	2000.5.24~26	Yokohama
Setagaya Environmental Festival 2000	Setagaya Environmental Fair Executive Committee/ Setagaya Ward	2000.6.3~4	Tokyo
Chiba Environmental Fair	Chiba Prefecture	2000.6.10~11	Chiba
Eco-car World 2000	Environment Agency of Japan, Pollution-related health damage compensation and prevention Association, Tokyo Metropolis	2000.6.10~11	Tokyo
Clean Energy Vehicle Test Ride and Exhibition Event	Kyushu Bureau of International Trade and Industry/ New Energy and Industrial Technology Development Organization	2000.6.15	Fukuoka
Clean Energy Vehicle Challenge 2000	Kinki Bureau of International Trade and Industry/ New Energy and Industrial Technology Development Organization	2000.6.23~24	Osaka
General Energy Fair ... New Energy / Energy Saving JUST21	Okinawa Development Agency, Okinawa General Bureau/ New Energy and Industrial Technology Development Organization	2000.7.7~9	Okinawa
Eco-Drive Festival 2000	Eco-Drive Festival 2000 Executive Committee	2000.7.29~30	Shiga
Eco-Action Sapporo 2000	Eco-Action Sapporo Executive Committee	2000.8.5~6	Hokkaido
Clean Energy Vehicle Exhibition	New Energy and Industrial Technology Development Organization, etc.	2000.9.1~30	Tokyo
Environmental Festa Gifu	Environmental Festa Gifu Executive Committee	2000.9.2~3	Gifu
Clean Energy Festa in Nagoya	Chubu Bureau of International Trade and Industry/ New Energy and Industrial Technology Development Organization	2000.9.2~3	Nagoya
'00 Kyushu Eco Motor Show	Kyushu Eco Motor Show Executive Committee, Pollution-related health damage compensation and prevention Association	2000.9.3~5	Fukuoka
Clean Energy Vehicle Fair 2000	Tohoku Bureau of International Trade and Industry/ New Energy and Industrial Technology Development Organization	2000.9.22	Sendai
Eco-car World 2000 in Osaka	Osaka City/ Pollution-related health damage compensation and prevention Association	2000.9.22~23	Osaka
Clean Energy Vehicle Test Ride Event	New Energy and Industrial Technology Development Organization	2000.9.27	Hiroshima
Eco-car World 2000 in Nagoya	Eco-car World Nagoya Executive Committee/ Pollution-related health damage compensation and prevention Association	2000.9.30~10.1	Nagoya
17th International Electric Vehicle Symposium EVS-17	Electric Vehicle Association of the Americas	2000.10.13~18	Canada
Clean Energy Vehicle Test Ride Event in Takamatsu	Shikoku Bureau of International Trade and Industry/ New Energy and Industrial Technology Development Organization	2000.10.14~15	Takamatsu
NGV 2000 Exhibition	The Japan Gas Association	2000.10.17~19	Yokohama
Eco Energy Osaka	Environmental Festival 21 Organizing Committee	2000.10.28~29	Osaka
2001 Hokkaido Technology Business Exchange Meeting	New Energy and Industrial Technology Development Organization	2001.1.19~20	Sapporo
Seminar in Toyobashi on New Energy Use	Chubu Bureau of Economy, Trade and Industry/ New Energy and Industrial Technology Development Organization	2001.1.23	Toyohashi
Clean Energy Festa in Yokohama	Kanto Bureau of Economy, Trade and Industry/ New Energy and Industrial Technology Development Organization	2001.1.27~28	Yokohama
Environmental Fair of the Kumamoto Prefecture Citizens	Executive Committee of the Environmental Fair of the Kumamoto Prefecture Citizens	2001.2.2~4	Kumamoto
2nd Dynamic Local Government Fair	The Japan Industrial Journal	2001.2.6~8	Osaka
ENEX 2001 Tokyo Site	The Energy Conservation Center, Japan/ New Energy and Industrial Technology Development Organization	2001.2.7~11	Tokyo
Clean Energy Festa in Hiroshima	Chugoku Bureau of Economy, Trade and Industry, New Energy and Industrial Technology Development Organization	2001.2.10~11	Hiroshima
ENEX 2001 Kyushu Site	The Energy Conservation Center, Japan/ New Energy and Industrial Technology Development Organization	2001.2.22~24	Kyusyu

Examples of cooperation with Environmental Fairs by organizing lectures (Examples of lecture events also attended by members of the general public)

Name	Sponsored by	Days held	Region held
Global Environment Summit in Okinawa	The Tokyo Chamber of Commerce and Industry	2000.6.13	Okinawa
Saitama Symposium of Preventing Global Warming	Saitama Prefectural Office	2000.12.21	Saitama
Environmental Fair of the Kumamoto Prefecture Citizens	Executive Committee of the Environmental Fair of the Kumamoto Prefecture Citizens	2001.2.2~4	Kumamoto

5 Issue of "Honda Philanthropy 2000"



Philanthropy Office has summed up its main efforts and activities and their results for the last three years. The findings are presented in the annual activity report titled "Honda Philanthropy 2000", published on April 3, 2001.

This report is to be published on a regular basis also in the future.

Honda Philanthropy 2000

Prizes Won for Environmental Endeavors

Prizes Won for Environmental Endeavors

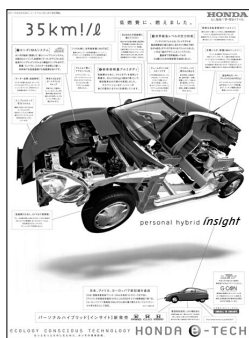
Honda was awarded the following prizes in fiscal 2000 in the environmental area.

Results of Environment-Related Prizes and Awards Won by Honda

Name of Prize	Sponsored by	Prize winner	Date of award
50th Society of Automotive Engineers of Japan Award "Technological Development Award" (Development of ultra-low fuel consumption hybrid power train)	Society of Automotive Engineers of Japan, Inc.	Honda R & D Co., Ltd.	2000.4
Mie Prefecture Prize of Merit for the Environment	Mie Prefecture	Honda Motor Co., Ltd. Suzuka Factory	2000.4
Year 2000 Prize of Technological Development Award of the Japan Institute of Metals <Technological Development Awards> The development of galvanized steel sheet for lead-free fuel tanks with reduced environmental impacts	The Japan Institute of Metals	Honda R & D Co., Ltd.	2000.6
Workplace Environment* Prize of the Head of the Saitama Labor Standards Inspection Bureau. (Prize for Effort)	Ministry of Labour Japan, Saitama Labour Standards Bureau	Honda Engineering Co., Ltd.Sayama Office	2000.9
Fiscal 2000 Commendation for Outstanding Examples of Energy Saving ... Energy Conservation Center Chairman's Award (Stop of fresh air introduction for canteen air-conditioning)	The Energy Conservation Center, Japan	Honda Motor Co., Ltd. Suzuka Factory	2001.2
Fiscal 2000 Distinction for "21st Century Type Energy-Conservation Equipment and Systems" (Energy Conservation Award) ... Energy Resource Bureau Director's Award	The Energy Conservation Center, Japan	Honda Motor Co., Ltd.	2001.2
Fiscal 2000 Prize of Excellence for Factory Energy Management ... Prize of the Head of the Kanto Bureau of Economy, Trade and Industry	Kanto Region Electric Rationalization Committee	Honda Motor Co., Ltd. Tochigi Factory ... Haga Plant	2001.3

Results of Environment-Related Advertising Prize and Awards Won by Honda

Name of Prize	Sponsored by	Prize winner	Date of award
16th Yomiuri Advertising Award - Award for Excellence of the Social Environment Category [INSIGHT]	The Yomiuri Shimbun	Honda Motor Co., Ltd.	2000.4
Nikkan Kogyo Shimbun Advertising Prize (Japanese Industry Advertising Prize) Newspaper Division ... Third Place of Lifestyle and Industry Advertising Prize [e-TECH(CREA)]	The Nikkan Kogyo Shimbun, Ltd.	Honda Motor Co., Ltd.	2000.9
49th Nikkei Advertising Prize, Division Prize of Transportation Machinery \$ Industrial Machinery Category [e-TECH (Clean Powered by HONDA)]	Nihon Keizai Shimbun, Inc.	Honda Motor Co., Ltd.	2000.12
Fiscal 2000 Asahi Advertising Prize, Environmental Advertising Prize [Safety(G-CON) and Environment(e-TECH)]	Asahi Shimbun Publishing Co.	Honda Motor Co., Ltd.	2001.2



[Insight]



[e-TECH(Crea)]



[e-TECH(Clean Powered by HONDA)]

Environment-Related Prize and Awards Overseas

Name of Prize	Sponsored by	Prize winner	Date of award
Best Fuel Economy [Insight]	Engine Technology International	Honda Motor Europe Ltd.	2000.6
2000 Global Climate Preservation Award [Insight]	Environmental Protection Agency	American Honda Motor Co.,Inc.	2000.10
2001 Clean Air Awards [Accord SULEV]	South Coast Air Quality Management District	American Honda Motor Co.,Inc.	2000.10
Best New Green Vehicle [Insight]	AJAC(Automobile Journalist Association of Canada)	Honda Canada Inc.	2000.12

Related Data

The following data refer to the environmental characteristics of products announced by Honda in fiscal 2000 and to our factories.

Honda Products released in fiscal 2000

Automobiles

CIVIC



CIVIC FERIO



Stream



LIFE Dunk



CIVIC GX



Motorcycles

FORZA S



FTR



Shadow Slasher 750



Crea Scoopy



Ape



Dio



CBR600F4i



CBR1100XX



SILVER WING



Power Products

BF8



BF9.9



Komame



Lucky Boy



GX100



EU16i



① Environmental Data by Products Sold in Japan

[Automobiles] Environmental data for new models and model changed automobiles sold in Japan in Fiscal 2000

Model name		CIVIC					CIVIC FERIO							
Marketing date		2000.9.13					2000.9.13							
Type		LA-EU1	LA-EU2	LA-EU3	LA-EU4	LA-ES1			LA-ES2		LA-ES3			
Engine type		D15B			D17A		D15B			D15B		D17A		
Total engine displacement (cm³)		1,493			1,668		1,493			1,493		1,668		
Running gear	Type of drive line	FF		4WD	FF	4WD	FF			4WD		FF		
	Transmission	Electronically controlled 4-speed AT (With lock-up function)	Honda Multitmatic S (Continuously variable automatic transmission)	Electronically controlled 4-speed AT (With lock-up function)	Honda Multitmatic S (Continuously variable automatic transmission)	Electronically controlled 4-speed AT (With lock-up function)	5-Speed MT	Electronically controlled 4-speed AT (With lock-up function)	Honda Multitmatic S (Continuously variable automatic transmission)	5-Speed MT	Electronically controlled 4-speed AT (With lock-up function)	5-Speed MT	Honda Multitmatic S (Continuously variable automatic transmission)	
Vehicle weight (kg)		1,140(B) 1,150(G) 1,170*1	1,170 1,190*1	1,210 1,230*1	1,190 1,210*1	1,250 1,270*1	1,050	1,070	1,100 1,120*1	1,140(B) 1,150(L4) 1,170(L4*1)	1,150(B) 1,160(L4) 1,180(L4*1)	1,110 1,130*1	1,140 1,160*1	
Fuel economy	Fuel Consumption in 10·15 mode (km/ℓ)	16.0(B) 17.4(G)	19.4	16.2	17.2	15.2 14.2*1	17.8	16.2	20.0	16.4(B4) 17.6(L4)	15.2(B4) 16.4(L4)	17.8	17.4	
	CO ₂ emission (g/km)	147(B) 136(G)	122	146	137	155 166*1	133	146	118	144(B4) 134(L4)	155(B4) 144(L4)	133	136	
	Compliant with 2010 Fuel Economy Standard	○	○	○	○	○ (X4 Sunroof model)	○	○	○	○	○ (except for B4)	○	○	
Emission gas concentration	Complying level: Fiscal 2000 Exhaust emissions regulations	○	○	○	○	○	○	○	○	○	○	○	○	
	Complying level Technical Guidelines of Exhaust Gas for Compressed Natural Gas Vehicle (2000)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	
	Compliance with Approval Standard for Excellent Low Emission	○	○	○	○	○	○	○	○	○	○	○	○	
	Compliance with Approval standard for Ultra Low Emission	—	—	—	—	—	—	—	—	—	—	—	—	
	CO	10·15mode (g/km)	0.50 (B) 0.60 (G)	0.50	0.50	0.60	0.50	0.60	0.60	0.50	0.50	0.50	0.60	0.60
		11mode (g/test)	11.0	9.0	11.0	11.0	11.0	10.0	10.0	9.0	11.0	11.0	11.0	11.0
	HC	10·15mode (g/km)	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
		11mode (g/test)	1.00	1.00	1.00	0.90	1.00	0.90	0.90	1.00	1.00	1.00	0.90	0.90
	NOx	10·15mode (g/km)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
		11mode (g/test)	0.60	0.60	0.60	0.60	0.60	0.50	0.50	0.60	0.60	0.60	0.60	0.60
NMHC	10·15mode (g/km)	—	—	—	—	—	—	—	—	—	—	—	—	
	11mode (g/test)	—	—	—	—	—	—	—	—	—	—	—	—	
Compliance with Green Purchasing Act		○	○	○	○	○	○	○	○	○	○	○	○	
Designation status of "Local government-designated low-emission vehicle"	7prefectures/cities including Tokyo	○	○	○	○	○	○	○	○	○	○	○	○	
	6 prefectures/cities in the Keihanshin (Kyoto-Osaka-Kobe)	○	○	○	○	○	○	○	○	○	○	○	○	
	Sapporo city	○	○	○	○	○	○	○	○	○	○	○	○	
Noise level (Values examined by MOT)	Exhaust noise near the outlet dB(A)/ Engine rpm	83(4,350) (B) 86(4,875) (G)	83(4,350)	86(4,875)	88(4,725)	88(4,725)	84(4,350)	84(4,350)	81(4,350)	81(4,350) (B4) 86(4,875) (L4)	81(4,350) (B4) 86(4,875) (L4)	88(4,725)	88(4,725)	
	Acceleration noise dB (A)	73	71	73	72	74	72	73	72	73	74	73	74	
	Constant speed pass-by noise dB(A),50km/h	68	68	68	68	68	68	68	68	68	68	68	68	
Air-conditioner	Refrigerant	HFC134a					HFC134a							
	Consumption (g)	550					550							
Lead use	JAMA's 2000 target met (1/2 of 1996)	○	○	○	○	○	○	○	○	○	○	○	○	

*1 Sunroof Fitted model

Major general spec. values are those described in the Application for Type Approval conforming to the Road Vehicles Act.

	Stream				LIFE Dunk		CIVIC GX
	2000.10.26				2000.12.20		2001.3.20
	LA-RN1	LA-RN2	LA-RN3	LA-RN4	LA-JB3	LA-JB4	UN-EN2
	D17A		K20A		E07Z		D17A
	1,668		1,998		656		1,668
	FF	4WD	FF	4WD	FF	4WD	FF
	electronically controlled 4-speed AT	electronically controlled 4-speed AT	electronically controlled 5-speed AT (S-matic)	electronically controlled 5-speed AT (S-matic)	3-speed AT	3-speed AT	Honda Multimatic S (Continuously variable automatic transmission)
	1,310(G) 1,330(L) 1,350(L* ¹)	1,370(G) 1,390(L) 1,410(L* ¹)	1,410(iL) 1,430(iL* ¹) 1,420(iS) 1,440(iS* ¹)	1,460 1,480* ¹	860 870* ²	920 930* ²	1,170
	14.2	13.6	14.2(iL) 13.6(iS)	13.0	17.0	16.0	18.8km/Nm ³ (Naturalgas13A use)
	166	173	166(iL) 173(iS)	181	139	147	—
	○	○	○	○	—	—	(Not applicable)
	○	○	○	○	○	○	○
	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	(Not subject to guideline)	○
	○	○	○	○	○	○	—
	—	—	—	—	—	—	○
	0.60	0.50	0.50	0.40	0.60	0.60	0.06
	11.0	11.0	14.0	14.0	9.0	9.0	0.3
	0.03	0.03	0.04	0.03	0.03	0.03	—
	0.90	1.00	1.10	1.00	1.10	1.10	—
	0.04	0.04	0.04	0.04	0.04	0.04	0.01
	0.60	0.60	0.70	0.70	0.70	0.70	0.10
	—	—	—	—	—	—	0.01
	—	—	—	—	—	—	0.10
	○	○	○	○	—	—	○
	○	○	○	○	○	○	○
	○	○	○	○	○	○	(Not applicable)
	○	○	○	○	○	○	(Not applicable)
	86(4,725)	86(4,725)	86(4,875)	86(4,875)	78(4,500)	78(4,500)	82(4,575)
	74	74	74	74	74	74	72
	69	69	69	69	68	68	68
	HFC134a				HFC134a		HFC134a
	550 (Rear Cooler Fitted model: 750)				500		550
	○	○	○	○	○	○	○

*2 TS Tailgate Spoiler Fitted model

Automobile exhaust emissions standards of Japan

Item	2000 exhaust emissions standards	
	10·15 mode (g/km)	11 mode (g/test)
CO (Carbon monoxide)	0.67	19.0
HC (Hydrocarbons)	0.08	2.20
NOx (Nitrogen oxides)	0.08	1.40

Ministry of Land, Infrastructure and Transport in Japan : Low Emission Vehicle Approval Standard

Item	25% emission reduction level against the FY 2000 standards (Good Low Emission Vehicle)		50% emission reduction level against the FY 2000 standards (Excellent Low Emission Vehicle)		75% emission reduction level against the FY 2000 standards (Ultra Low Emission Vehicle)	
	10·15 mode (g/km)	11 mode (g/test)	10·15 mode (g/km)	11 mode (g/test)	10·15 mode (g/km)	11 mode (g/test)
CO (carbon monoxide)	0.67	19.0	0.67	19.0	0.67	19.0
HC (hydrocarbons)	0.06	1.65	0.04	1.10	0.02	0.55
NMHC (No-methane hydrocarbons)* ¹	0.05	1.32	0.03	0.88	0.02	0.44
Nox (nitrogen oxides)	0.06	1.05	0.04	0.70	0.02	0.35

*1 This can be applied instead of HC standard values only for natural gas vehicles.

Low Emission Vehicle Approval Standard of Local Governments

Item	Seven Prefectures including Tokyo Metropolis & Cities		Six Prefectures & Cities in the Kyoto-Osaka-Kobe Conurbation	
	10·15 mode (g/km)	11 mode (g/test)	10·15 mode (g/km)	11 mode (g/test)
HC (hydrocarbons)	0.06(TLEV)* ² 0.04(LEV) 0.02(ULEV)	1.65(TLEV)* ² 1.10(LEV) 0.55(ULEV)	0.06(TLEV)* ² 0.04(LEV) 0.02(ULEV)	1.65(TLEV)* ² 1.10(LEV) 0.55(ULEV)
Nox (nitrogen oxides)	0.06(TLEV)* ² 0.04(LEV) 0.02(ULEV)	1.05(TLEV)* ² 0.70(LEV) 0.35(ULEV)	0.06(TLEV)* ² 0.04(LEV) 0.02(ULEV)	1.05(TLEV)* ² 0.70(LEV) 0.35(ULEV)
Fuel consumption	Gasoline-powered passenger vehicle* ³ Vehicle weight (kg)	Fuel consumption 10·15 mode (km/l)	—	
	578	19.0		
	703	18.2		
	828	13.0		
	1,016	12.1		
	1,516	9.1		
	2,016	5.8		
	2,515	5.8		

*2 Passenger vehicles (including mini-sized passenger vehicles), light vehicles (Gross vehicle weight 1.7t or less)
*3 The value for the fuel consumption in case of intermediate vehicle weight is determined by interpolation and the detail is shown separately.

Item	Sapporo City (for commercially sold gasoline-powered vehicles)
	10·15 mode (g/km)
HC (hydrocarbons)	—
Nox (nitrogen oxides)	0.04 or less
Fuel consumption	CO ₂ emission shall exceed the 2010 Fuel Economy Standards. (See below)

TLEV = Low Emission Gas Level in Transition phase (Level 25% lower than the 2000 exhaust emissions standards)
LEV = Low Emission Gas Level (Level 50% lower than the 2000 exhaust emissions standards)
ULEV = Ultra Low Emission Gas Level (Level 75% lower than the 2000 exhaust emissions standards)
Regulation standard of either NOx or fuel consumption must be satisfied.

2010 Fuel Economy Standards of Japan (Gasoline-powered passenger vehicle)

Vehicle weight / Taxable weight (kg)	~702	703~827	828~1,015	1,016~1,265	1,266~1,515	1,516~1,765	1,766~2,015	2,016~2,265	2,266~
10·15 mode fuel consumption (km/l)	21.2	18.8	17.9	16.0	13.0	10.5	8.9	7.8	6.4

Noise Regulation Values of Japan

Exhaust noise near the outlet - standard value	dB(A)	96
Acceleration noise - standard value	dB(A)	76
Constant speed pass-by noise - standard value	dB(A)	72

[Motorcycles] Environmental data for new models and model changed motorcycles sold in Japan in fiscal 2000

Model name	FORZA S	FTR	Shadow Slasher 750	Crea Scoopy /Crea Scoopy i [☆]	Ape	Dio/Dio • DELUXE [☆]	CBR600F4i	CBR1100XX	SILVER WING	
Marketing date	2000.8.1	2000.9.8	2000.9.30	2001.1.23 2001.1.26 [☆]	2001.2.15	2001.3.10 2001.3.24 [☆]	2001.3.16	2001.3.28	2001.3.16 (Type authorization date of acquisition)	
Type	BA-MF06	BA-MC34	BA-RC48	BA-AF55	BA-AC16	BA-AF56 BA-AF57 [☆]	BC-PC35	BC-SC35	BC-PF01	
Engine type	MF04E Water-cooled 4-stroke	MD33E Water-cooled 4-stroke	RC44E Water-cooled 4-stroke	AF55E Water-cooled 4-stroke	AC16E Water-cooled 4-stroke	AF55E Water-cooled 4-stroke	PC35E Water-cooled 4-stroke	SC42E Water-cooled 4-stroke	PF01E Water-cooled 4-stroke	
Total engine displacement (cm ³)	249	223	745	49	49	49	599	1,137	582	
Transmission	Constant-mesh	—	5-speed.return	5-speed.return	—	5-speed.return	—	6-speed.return	6-speed.return	
	Continuously variable	○	—	—	○(V-matic)	—	○(V-matic)	—	—	○(V-matic)
Vehicle weight(kg)	177	126	236	77	80	76(77 [☆])	196	256	236	
Emission gas concentration (Values examined by MOT)	CO(g/km)	10.50	10.50	10.50	7.20	10.50	7.20	10.50	10.50	6.40
	HC(g/km)	1.60	1.40	1.60	1.10	1.60	1.10	1.60	1.60	1.00
	NOx(g/km)	0.24	0.24	0.24	0.26	0.24	0.26	0.24	0.24	0.15
Fuel consumption rate (km/ℓ)	60km/h constant speed test value	41.0	42.0	37.0	—	—	—	31.6	21.0	25.0
	30km/h constant speed test value	—	—	—	75.0	90.0	75.0	—	—	—
Noise level (Values examined by MOT)	Constant speed pass-by noise dB(A)	85(3500rpm)	84(3500rpm)	90(2750rpm)	82(4000rpm)	79(3500rpm)	82(4000rpm)	88(5250rpm)	89(4250rpm)	89(3500rpm)
	Exhaust noise near the outlet dB(A)	72	72	73	70	69	70	73	73	73
	Acceleration noise dB(A)	69(40km/h)	67(40km/h)	65(35km/h)	63(20km/h)	63(25km/h)	63(15km/h)	66(35km/h)	65(35km/h)	71(35km/h)

Main data are values submitted in the type certification application form in accordance with the Road Vehicle Act

Motorcycle exhaust emissions standards of Japan

Item	Regulation values		Enforcement date of regulations	New model	Currently produced motorcycles	Imported motorcycles
	4-stroke	2-stroke				
CO (Carbon monoxide)g/km	13.0	8.00	Class-1 motorbike, 50cc or less	October 1, 1998	September 1, 1999	April 1, 2000
HC (Hydrocarbons)g/km	2.00	3.00	Class-2 motorbike, Over 50cc to 125cc or less	October 1, 1999	September 1, 2000	April 1, 2001
NOx (Nitrogen oxides)g/km	0.30	0.10	Mini vehicle, Over 125cc to 250cc or less	October 1, 1998	September 1, 1999	April 1, 2000
			Small-sized vehicle, Over 250cc	October 1, 1999	September 1, 2000	April 1, 2001

Noise regulation values of Japan (Effective on and after October 1,1998)

Item	Class A motorcycle 50cc or less	Class B motorcycle Over 50cc to 125cc or less	Light vehicle Over 125cc to 250cc or less	Small vehicle Over 250cc
Constant speed pass-by noise Standard value dB(A)	65	68	71	74
Exhaust noise near the outlet, Standard value dB(A)	84	90	94	99
Acceleration noise, Standard value dB(A)	71	71	73	75

[Power Products] Environmental data for new models and model changed products sold in Japan in fiscal 2000

Category	Outboard engines		Small tiller	Rotary tiller	Multipurpose engine	Generator
Marketing date	2000.10.7		2001.1.24	2001.2.9	2001.2.16	2001.3.5
Type name	BF8	BF9.9	Komame	Lucky Boy	GX100	EU16i
Type	BF8D	BF9.9D	F220J/FH220J/ F220BA/F220QA	FU400/FUH400	GX100	EU16i
Engine type	4-stroke 2-cylinder OHC	4-stroke 2-cylinder OHC	GXV57 Air-cooled 4-stroke Single cylinder OHV Vertical	GX120K1 Air-cooled 4-stroke Single cylinder OHV Horizontal	4-stroke Single-cylinder OHC	GX100 4-stroke Single-cylinder OHC
Total engine displacement (cm ³)	222	222	57	118	98	98
Weight (kg)	Dry weight: 40.5(SHJ)	Dry weight: 40.5(SHJ)	21~27	70	Equipped weight: 11.6 Dry weight: 10.6	Dry weight:21
Emission gas	EPA Phase 1 Compliance with multipurpose engine emission standards	(Excluded from scope)	(Excluded from scope)	○	○	○
	EPA Phase 2 Compliance with multipurpose engine emission standards	(Excluded from scope)	(Excluded from scope)	○	—	○
	EPA Phase 1 Compliance with multipurpose engine emission standards	(Excluded from scope)	(Excluded from scope)	○	○	○
	EPA Phase 2 Compliance with multipurpose engine emission standards	(Excluded from scope)	(Excluded from scope)	○	—	○
	Compliance with the Voluntary Standards of the Japan Land Engine Manufacturers Association	(Excluded from scope)	(Excluded from scope)	○	○	○
	EPA 2006 Compliance with Marine Engine Emission Standards	○	○	(Excluded from scope)	(Excluded from scope)	(Excluded from scope)
	CARB 2008 Compliance with Marine Engine Emission Standards	○	○	(Excluded from scope)	(Excluded from scope)	(Excluded from scope)
	Compliance with Europe Bodensee Regulations Stage 1	○	○	(Excluded from scope)	(Excluded from scope)	(Excluded from scope)
	Compliance with the 2006 voluntary standards of the Japan Boating Industry Association	○	○	(Excluded from scope)	(Excluded from scope)	(Excluded from scope)
	CO (g/kWh)	190 (142)	140 (104)	299.5 (223.3) *1	383.5 (286.0)	445 (332) *1
HC (g/kWh)	12 (8.9)	10 (7.5)	—	—	11.5 (8.57) *1	8.31 (6.20) *1
NOx (g/kWh)	9.8 (7.3)	11 (8.2)	—	—	1.80 (1.34) *1	3.03 (2.26) *1
HC + NOx (g/kWh)	17.9 (13.3)	17.9 (13.3)	16.9 (12.6) *1	13.3 (9.91)	13.3 (9.91) *1	11.3 (8.46) *1
Fuel Consumption	Continuous operation time capability (hr)	—	—	—	—	Approx. 10.0 (At quarter-load) - 4.0 (at rated load)
	Emission gas concentration(l/h)	1.2	1.3	0.225	0.57~0.92	—
	Fuel consumption rate (g/PSh) (at continuous rated output)	—	—	—	—	327 (240)
	EU Noise level	—	—	—	—	91.9
Noise level	Actual noise level	86.5	86.5	80.0	82.2	—

*1 Including deterioration aging *2 At quarter load

Multipurpose Engine Exhaust Emissions Standards of Japan (Standard values applicable to models released and changed in FY2000 and the fiscal years when relevant regulations become effective are shown.)

Item	stationary below 225cc		Item	stationary below 225cc		Item	Unmobile equipment engine				
	Applicable models	FU400		Applicable models	FU400		Applicable models	below 66cc	66~100cc	100~225cc	
1997 EPA Regulations (Phase-1)(gr/kW·h)	CO	519	1995 EPA Regulations (Phase-1)(gr/kW·h)	CO	350	The Voluntary Standards of the Japan Land Engine Manufacturers Association (gr/kW-hr)	2003 primary standards (New engine regulation)	CO	519	519	519
	HC	16.1		HC	12			HC	50	40	16.1
	NOx	—		NOx	—			NOx	—	—	—
Item	stationary below 66cc	stationary 66~ 100cc	Item	65cc以下	stationary 66~ 100cc	2008 secondary standards (In-use engine regulation*2)	CO	610	610	610	
	Applicable models	F220		GX100 EU16i	Applicable models		F220	GX100 EU16i	HC	50	40
2001 EPA Regulations (Phase-2)*1(gr/kW·h)	CO	610	610	2000 CARB Regulations (Phase-2)*1(gr/kW·h)	CO		400	410	NOx	50	40
	HC	50	40		HC	54	12				
	NOx	—	—		NOx	—	—				

*1 Values for Phase 2, Tier 2 include aging deterioration. *2 Standard value that has to be met within the specified cumulative operating hours.

Marine engine Exhaust Emissions Standards of Japan

Item	Applicable models	BF8	BF9.9
Power(kW)		6.0	7.4
2006 EPA Regulations(gr/kW·h)	HC+NOx	71.5	66.7
2006 Voluntary Standards of the Japan Boating Industry Association	HC+NOx	71.5	66.7
2008 CARB Regulations (gr/BHP·h)	HC+NOx	25.7	24.0
Compliance with Europe Bodensee Regulations Stage 1 (gr/kW-hr)	CO	250	220
	HC	17	16
	NOx	15	15

Related Data

(Supplementary explanation to the details listed)

Tables have been prepared from the measurement data for the period from April 2000 through March 2001.

- Water Quality**
- Items given are those for which measurements are compulsory under the Water Pollution Control Law and the Bylaws of the Local Government Authorities
 - The listed data have been obtained by statistically processing the monthly data. For other substances that are not listed, measurements are carried out on an ongoing basis to check that they are equal to or below the regulation values.
- Air Quality**
- Items given are those for which measurements are compulsory under the Air Pollution Control Law and the Bylaws of the Local Government Authorities
 - The equipment concerned includes boilers, drying ovens, incinerators, etc.

Factory Data

■ **Saitama Factory Wako Plant** Address: Wako City, Saitama Prefecture
Main Products : Automobiles
Number of employees : 1,176

Water Quality

Item	Regulation Values (Incl. agreed values)	Measurement values	
		Maximum (minimum)	Average
Hydrogen ion concentration (pH)	5~9	7.9(6.3)	7.4
Biochemical oxygen demand (BOD)	600	290	138
Suspended solids (SS)	600	150	51
Oil content	5	1.3	7.4
Cyanides	1	Below detection limit	Below detection limit

Unit : mg/l (except for pH)
Discharged into the public sewage system

Air Quality

Item	Regulation Values	Measurement values	
		Maximum	Average
Particulate	0.1	Below detection limit	Below detection limit
	0.2	0.016	0.016
Nitrogen oxides	130	96	91
	180	30	30

Particulate : g/Nm³, Nitrogen oxides : ppm
Note) Hydrogen chloride, sulfur oxides and dioxins are not applicable since incinerators have been abolished.

■ **Saitama Factory Sayama Plant** Address: Sayama City, Saitama Prefecture
Main Products : Automobiles
Number of employees : 4,510

Water Quality

Item	Regulation Values (Incl. agreed values)	Measurement values	
		Maximum (minimum)	Average
Hydrogen ion concentration (pH)	5~9	7.7(6.2)	6.7
Biochemical oxygen demand (BOD)	600	350	207
Chemical oxygen demand (COD)	—	200	158
Suspended solids (SS)	600	32	18
Oil content	30	16	9.2
Copper content	3	Below detection limit	Below detection limit
Zinc content	5	0.6	0.2
Soluble iron content	10	Below detection limit	Below detection limit
Soluble manganese content	10	1.7	1.1
Chromium content	2	0.06	0.005
Cadmium and its compounds	1	Below detection limit	Below detection limit
Lead and its compounds	0.1	0.02	0.01
Chromium (VI) compounds	0.5	Below detection limit	Below detection limit
Fluorine content	15	6.9	1.7
Nitrogen content	240	25	25
Phosphorus content	32	15	6.8
Cyanides	1	Below detection limit	Below detection limit

Unit : mg/l (except for pH)
Discharged into the public sewage system

Air Quality

Item	Regulation Values	Measurement values	
		Maximum	Average
Particulate	0.1	0.003	0.0022
	0.2	0.004	0.0023
	0.25	0.006	0.006
Nitrogen oxides	130	73	73
	150	74	58.5
	180	31	31
	230	100	55.4
250	129	129	
Hydrogen chloride	500	38	38
Sulfur oxides	9.2	0.038	0.038
Dioxins	80	0.00011	—

Particulate : g/Nm³, Nitrogen oxides : ppm, Hydrogen chloride : mg/Nm³,
Sulfur oxides : Nm³/h, Dioxins : ng-TEQ/Nm³

■ Tochigi Factory Takanezawa Plant Address:Takanezawa Town, Shioya Gun, Tochigi Prefecture
 Main Products:Automobiles
 Number of employees:451

Water Quality

Item	Regulation Values (Incl. agreed values)	Measurement values	
		Maximum (minimum)	Average
Hydrogen ion concentration (pH)	5.8~8.6	8	7.5
Biochemical oxygen demand (BOD)	20	7.1	2.5
Chemical oxygen demand (COD)	20	14.1	7.7
Suspended solids (SS)	40	4	2.3
Oil content	5	3.5	1.2
Zinc content	Not detected	Not detected	Not detected
Colon bacillus colony count	3000	132	11.7
Nitrogen content	20	30	12.6
Phosphorus content	2	1.4	0.2

Unit : mg/l(except for pH), Colon bacillus colony count:No./cm³
 Discharged into the industrial park sewage system

Air Quality

Item	Regulation Values	Measurement values	
		Maximum	Average
Particulate	0.15	Below detection limit	Below detection limit
	0.3	Below detection limit	Below detection limit
Nitrogen oxides	150	110	98.5
	180	57	43.3
	230	28	21.3

Particulate : g/Nm³, Nitrogen oxides : ppm
 Note) As this plant has no incinerator,hydrogen chloride and dioxins are not applicable

■ Tochigi Factory Haga Plant Address:Haga Town, Haga Gun, Tochigi Prefecture
 Main Products:Parts for Automobiles
 Number of employees:104

Water Quality

Item	Regulation Values (Incl. agreed values)	Measurement values	
		Maximum (minimum)	Average
Hydrogen ion concentration (pH)	5.8~8.6	7.7(6.9)	7.4
Biochemical oxygen demand (BOD)	20	1	0.6
Suspended solids (SS)	40	3.2	1.0
Oil content	5	0.4	0.3
Colon bacillus colony count	3000	1	0.1

Unit : mg/l(except for pH), Colon bacillus colony count:No./cm³
 Discharged into the industrial park sewage system

Air Quality

Item	Regulation Values	Measurement values	
		Maximum	Average
Particulate	0.3	<0.005	—
Nitrogen oxides	180	65	—
Sulfur oxides	7	<0.2	—

Particulate : g/Nm³, Nitrogen oxides : ppm
 Note1) As this plant has no incinerator,hydrogen chloride and dioxins are not applicable
 Note2) This plant is regulated by K-value,so sulfur oxides displayed by it.

■ Tochigi Factory Mohka Plant Address:Mohka City, Tochigi Prefecture
 Main Products:Parts for Automobiles
 Number of employees:898

Water Quality

Item	Regulation Values (Incl. agreed values)	Measurement values	
		Maximum (minimum)	Average
Hydrogen ion concentration (pH)	5.8~8.6	8(7)	7.5
Biochemical oxygen demand (BOD)	20	26	4.2
Suspended solids (SS)	40	11.2	3.3
Oil content	5	1.1	0.4
Zinc content	5	0.79	0.2
Soluble iron content	3	0.3	0.1
Colon bacillus colony count	3000	260	20.8
Cyanides	1	less than 0.1	—

Colon bacillus colony count : No./cm³ others : mg/l(except for pH)
 Discharged into the river

Air Quality

Item	Regulation Values	Measurement values	
		Maximum	Average
Particulate	0.3	0.008	less than 0.005
		180	91
Nitrogen oxides	150	85	73.5
		8	<0.39

Particulate : g/Nm³, Nitrogen oxides : ppm, Hydrogen chloride : mg/Nm³
 Note1) As this plant has no incinerator,hydrogen chloride and dioxins are not applicable
 Note2) This plant is regulated by K-value,so sulfur oxides displayed by it.

Related Data

■ **Hamamatsu Factory** Address: Hamamatsu City, Shizuoka Prefecture
Main Products : Motorcycles, Power Products, Parts for Automobiles
Number of employees : 3,750

Water Quality

Item	Regulation Values (Incl. agreed values)	Measurement values	
		Maximum (minimum)	Average
Hydrogen ion concentration (pH)	5~9	7.6	7.3
Biochemical oxygen demand (BOD)	600	173	61.1
Chemical oxygen demand (COD)	—	207	105.9
Suspended solids (SS)	600	101	35.3
Oil content	35	2.6	0.3
Zinc content	5	0.17	0.1
Chromium content	2	Below detection limit	Below detection limit
Lead and its compounds	0.1	0.04	0.008
Cyanides	1	Below detection limit	Below detection limit
1.1.1. Trichloroethane	3	Below detection limit	Below detection limit
Trichloroethylene	0.3	Below detection limit	Below detection limit
Tetrachloroethylene	0.1	Below detection limit	Below detection limit

Unit : mg/l (except for pH)
Discharged into the public sewage system

Air Quality

Item	Regulation values	Measurement values	
		Maximum	Average
Particulate	0.1	Below detection limit	Below detection limit
	0.2	Below detection limit	Below detection limit
	0.3	Below detection limit	Below detection limit
	0.5	Below detection limit	Below detection limit
Nitrogen oxides	150	55	55
	180	83	45.8
	250	120	120
Hydrogen chloride	700	220	220
Sulfur oxides	2.53	0.3	0.3
Dioxins	80	0.036	—

Particulate : g/Nm³, Nitrogen oxides : ppm, Hydrogen chloride : mg/Nm³,
Sulfur oxides : Nm³/h, Dioxins : ng-TEQ/Nm³

■ **Suzuka Factory** Address: Suzuka City, Mie Prefecture
Main Products : Automobiles
Number of employees : 8,028

Water Quality

Item	Regulation Values (Incl. agreed values)	Measurement values	
		Maximum (minimum)	Average
Hydrogen ion concentration (pH)	5.8~8.6	7.9(6.3)	7.2
Biochemical oxygen demand (BOD)	50	17	6.8
COD pollutant load	200.1	121	94
Suspended solids (SS)	70	22	11.2
Oil content	1	0.5	—
Copper content	1	less than 0.2	—
Zinc content	5	0.23	0.11
Soluble iron content	10	3.74	1.18
Soluble manganese content	10	2.12	0.98
Chromium content	2	less than 0.2	—
Cadmium and its compounds	0.1	less than 0.001	—
Lead and its compounds	0.1	less than 0.01	—
Fluorine content	15	2.6	0.5
Colon bacillus colony count	3000	600	less than 10
Nitrogen content	120	14.5	8.9
Phosphorus content	16	1.47	0.94
Cyanides	1	less than 0.05	—

COD pollutant load (regulation of total emission) : kg/day
Colon bacillus colony count : No./cm³
others : mg/l (except for pH)
Discharged into the river

Air Quality

Item	Regulation Values	Measurement values	
		Maximum	Average
Particulate	0.1	Below detection limit	Below detection limit
	0.2	0.0063	(0.02) *
	0.25	Below detection limit	Below detection limit
	0.4	0.113	0.113
Nitrogen oxides	0.5	Below detection limit	Below detection limit
	70	14.9	14.9
	120	25.9	25.9
	150	62.4	43.6
	180	55	20.6
	230	19.4	12.4
	250	71.5	71.5
Hydrogen chloride	700	0.7	0.7
Sulfur oxides	14.5	Below detection limit	Below detection limit
Dioxins	80	0.0868	—

Particulate : g/Nm³, Nitrogen oxides : ppm, Hydrogen chloride : mg/Nm³,
Dioxins : ng-TEQ/Nm³
Note) This plant is regulated by K-value, so sulfur oxides is displayed by it.

■ **Kumamoto Factory** Address: Ohts Town, Kikuchi Gun, Kumamoto Prefecture
 Main Products : Motorcycles, Power Products, Parts for Automobiles
 Number of employees : 2,764

Water Quality

Item	Regulation Values (Incl. agreed values)	Measurement values	
		Maximum (minimum)	Average
Hydrogen ion concentration (pH)	5.8~8.6	8	7.7
Biochemical oxygen demand (BOD)	7	4.7	1.8
Chemical oxygen demand (COD)	—	32	14.9
Suspended solids (SS)	10	7	2.6
Oil content	1	0.7	0.6
Copper content	0.3	Below detection limit	Below detection limit
Zinc content	1.5	0.09	0.06
Soluble iron content	3	0.5	0.12
Soluble manganese content	Not detected	Below detection limit	Below detection limit
Chromium content	0.1	Below detection limit	Below detection limit
Cadmium and its compounds	Not detected	Below detection limit	Below detection limit
Lead and its compounds	Not detected	Below detection limit	Below detection limit
Chromium (VI) compounds	0.05	Below detection limit	Below detection limit

Unit : mg/l(except for pH)
 Discharged into the river

Air Quality

Item	Regulation Values	Measurement values	
		Maximum	Average
Particulate	0.05	0.01	less than 0.01
	0.1	less than 0.01	less than 0.01
Nitrogen oxides	150	79	72.8
	180	105	93
	230	51	51
	250	52	52
Hydrogen chloride	700	40	40
Sulfur oxides	6.42	0.26	0.26
Dioxins	80	0.087	—

Particulate : g/Nm³, Nitrogen oxides : ppm, Hydrogen chloride : mg/Nm³,
 Sulfur oxides : Nm³/h, Dioxins : ng-TEQ/Nm³

③ Other Related Data

Number of Qualified Pollution Prevention Managers etc. in Japan

Type of qualification		Newly qualified staff in FY 2000	Total number of qualification holders	
Pollution prevention managers	Supervising managers	—	1	
	Air	Type 1	—	21
		Type 2	—	5
		Type 3	1	7
		Type 4	2	8
	Water	Type 1	—	28
		Type 2	—	49
		Type 3	—	5
		Type 4	1	5
	Noise	1	69	
	Vibration	2	39	
Energy Manager	Heat manager	3	29	
	Electricity manager	8	34	
Environment Accountant	—	3		
Working environment surveyor	1	10		
Industrial wastes technology manager	3	22		
Registered investigators of Investigator Evaluation and Registration Center for Environmental management system	Supervising investigator	—	—	
	Investigator	1	5	
	Assistant investigator	4	19	

As of the end of March 2001

Environmental Data and Examples of Environmental Activities in Major Factories Outside of Japan

Honda believes that its mission is to "offer to its customers throughout the world products that they will like and enjoy." On this principle we have established an organization that relies on the local workforce to develop, produce and sell products, which are tailored to the needs of the particular regions such as the Americas, Europe, Asia-Oceania and Japan. Similarly, our principle on environmental conservation, a common issue shared by people all over the world, is to harness the best capabilities that are locally available to deploy optimum activities in and for each region for the benefit of our global environment.

In this report, we will feature the relevant environmental data for fiscal 2000, and highlight some of the most salient efforts made in recent years to conserve the environment for major factories in each region.

1

The Americas

The main events in the Production Domain in the Americas include the commencement of construction work on the new automobile plant at Honda Manufacturing of Alabama in the United States in April 2000. This factory will start producing the "ODYSSEY" (Japanese name: "LAGREAT") in the latter half of 2001.

1 Factory Data

Item	Company Name	Honda of America Mfg., Inc. (HAM)			
		Marysville Auto Plant	Marysville Motorcycle Plant	East Liberty Auto Plant	Anna Engine Plant
		Nation	United States of America	United States of America	United States of America
	Main Products	Automobiles	Motorcycles, ATV	Automobiles	Engines
Energy	Electricity(kWh)	253,552,005	23,430,463	122,028,526	184,148,829
	Natural Gas(1000KCF)	1,326,407	170,430	806,355	518,003
Water	Waste Water(1000gal.)	161,265	19,962	79,564	63,592
	Water Usage(1000gal.)	243,864	29,842	127,896	109,721
Waste	Reuse / Recycle (ton)	76,092	1,276	17,547	58,004
	Off-site for treatment	4,958	432	1,728	8,961
	Total Waste(ton)	81,051	1,708	19,275	66,965
ISO14001 Aquisition Result		1998.12	1998.12	1998.9	1998.12

Item	Company Name	Honda Transmission Mfg. of America Inc.**1	Honda Power Equipment Mfg., Inc.**1	Honda of South Carolina Mfg.**1	Honda of Canada Mfg. (HCM)	Honda de Mexico S.A.de C.V.	
		Nation	United States of America	United States of America	United States of America	Canada	United Mexican States
		Main Products	Parts for Automobiles	Power Products	4-wheel ATV	Automobiles	Motorcycles, Automobiles Parts for Power Products
Energy	Electricity(kWh)	24,388,614	8,284,407	13,868,274	127,835,426	15,156,972	
	Natural Gas(1000KCF)	61,307	30,891	20,261	720,666	72,174	
Water	Waste Water(1000gal.)	1,684	3,669	2,214	96,019	20,560	
	Water Usage(1000gal.)	5,871	5,000	5,489	143,100	59,504	
Waste	Reuse / Recycle (ton)	1,375	1,123	105	46,145	61,926	
	Off-site for treatment	7,594	218	1,789	2,733	437,814	
	Total Waste(ton)	8,968	1,341	1,894	48,877	499,740	
ISO14001 Aquisition Result		1998.6	In progress	In progress	Plant1:1998.9/Plant2:1999.10	1999.12	

*1 Results covering the period from January to December 2000

Item	Company Name	Moto Honda da Amazonia LTDA.	
		Nation	Federative Republic of Brazil
		Main Products	Motorcycles
Energy	Electricity(kWh)	50,979,840	
	Crudeoil (ø)	3,033	
	Steam (GJ)	42,764	
	Water (m ³)	581,880	
Water	Waste Water(m ³)	294,400	
	Water Usage(m ³)	581,800	
Waste	Reuse / Recycle (ton)	12,344	
	Off-site for treatment	918	
	Totala Waste(ton)	14,909**2	

**2 Total amount of wastes includes the in-house treated amount.

■ The figures for wastes of Honda da Amazonia LTDA. quoted last fiscal year contained some errors which are hereby corrected in this Report.

FY1999		
Waste	Reuse / Recycle (ton)	8,543
	Off-site for treatment	1,194
	Totala Waste(ton)	11,371**2

Green Factory

1. Resource Management (U.S.A.)



Computer control office

Honda of America Mfg., Inc. (HAM) controls its production-related use of resources using a real-time management system. Marysville Motorcycle Plant (MMP), for example, shares its ground water use with the neighboring two automobile factories. At the Plant, the computer system determines the water consumption conditions at all times and makes the appropriate adjustments in the water consumption volumes for the plants when necessary, in order to prevent a fall in ground water level. A similar monitoring and control system is in operation also for natural gas (including the amounts used by the 33 suppliers) and electric power consumption, with data feedback to the factory site.

Energy-Saving Activities (U.S.A.)



Automatically stopping fans for assembly line workers and sensors for this purpose

Marysville Auto Plant (MAP) deploys the following activities in an effort to reduce energy consumption for production.

Energy-Saving Activities at MAP

- Use of fluorescent tubes that use less electricity
... 45% reduction in electric power consumption
- Installing sensors on the fans for the workers on the assembly lines (200 locations)
... The fans stop automatically when workers leave the work area.
- Use of resin instead of metal for all impact-wrench joints
... This eliminates air leaks and is effective in preventing physical damage to the products caused by the joint in the assembly process.



Resinous impact-wrench joints switched from metal ones

2 Europe

One of the most important steps in the Production Domain in Europe was the establishment, in October 2000, of a plan under which the three-door CIVIC model due to be manufactured at the British automobile plant Honda of the U.K. Manufacturing Ltd. is to be exported to Japan. This went hand in hand with another export decision envisaging the export to North America of the Compact SUV, the next-phase "CR-V" that are also scheduled to be manufactured at this British plant. This has been possible because of the much greater flexibility Honda now has in the production transfer of its models produced all over the world as a result of the constitutional renovation which is being implemented at its major production bases worldwide.

1 Factory Data

Item	Company Name	Honda of the U.K. Manufacturing Ltd.	Honda Europe N.V.	Honda Belgium N.V.	Honda Italia Industriale Atessa
	Nation	United Kingdom of Great Britain and Northern Ireland	Kingdom of Belgium	Kingdom of Belgium	Italian Republic
	Main Products	Automobiles, Engines	Logistics of Completed Automobiles and Parts	Parts for Automobiles	Motorcycles, Power Products
Energy	Electricity(kWh)	83,656,755	6,714,429	4,994,866	6,342,192
	Fuel oil (t)	—	82,350	—	—
	Natural Gas (1000KCF)	13,502,212	715.640	8,000.00	1,016.944
	Steam (GH)	—	—	12,154	—
	Water (m ³)	282,968	15,814	6,385	26,938
	Total Energy (kWh)	232,440,329	15,407,740	5,082,406	17,470,144
	CO ₂ (ton)	28,275	3,545	3,082	4,047
Water	Waste Water Production (m ³)	104,795	15,814	5,350	15,483
	Unit Water Consumption (m ³ /unit)	1.3592	—	0.0197	0.0323
Waste	Recycled Waste (ton)	5,964.28	1,365.10	483.00	853.20
	Waste to Landfill (ton)	1,491.03	278.67	275.60	642.80
	Total Waste (ton)	7,455.31	1,643.77	758.60	1,496.00
ISO14001 Aquisition Result		1998.3	1998.3(Logistics of automobiles) 1999.6(HE)	1997.3	1999.1

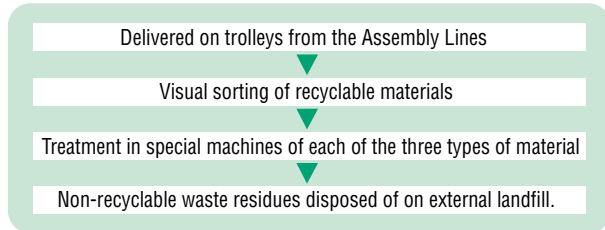
Item	Company Name	C. I. A. P. SPA	Montesa Honda Factory S.A.	Anadolu Honda Otomobilcilik A.S.	Honda Europe Power Equipment S.A.
	Nation	Italian Republic	Spain	Republic of Turkey	French Republic
	Main Products	Parts for Motorcycles	Motorcycles	Automobiles	Power Products
Energy	Electricity(kWh)	1,038,894	2,487,000	2,811,013	1,313,800
	Fuel oil (t)	—	—	—	—
	Natural Gas (1000KCF)	109.544	125,000	383,545*	261.739
	Steam (GH)	—	—	—	13,515
	Water (m ³)	3,191	24,400	70,220	4,177,885
	Total Energy (kWh)	2,237,584	3,854,818	109,359,814	20
	CO ₂ (ton)	288	328	1,473	889
Water	Waste Water Production (m ³)	52,693	19,466	23,547	6,933
	Unit Water Consumption (m ³ /unit)	0.0274	0.5184	2.6201	0.0323
Waste	Recycled Waste (ton)	223.50	321.00	1,629.42	629.30
	Waste to Landfill (ton)	24.60	259.00	54.07	129.02
	Total Waste (ton)	248.10	580.00	1,683.49	758.33
ISO14001 Aquisition Result		1999.6	1998.12	1999.12	1999.1

*LPG

2 Green Factory

1. Recycling Center Going into Operation (U.K.)

Flow schematic for recycling of packaging wastes at the Recycling Center



Honda of the U.K. Mfg., Ltd. (HUM), an automobile production base in Europe, commissioned its Recycling Center in February 2001. At the Center, the packaging wastes from the factory are sorted into three material categories (cardboard, foamed polystyrene, and polyethylene) for recycling to reduce the volume of wastes requiring to be disposed of on landfills.

As a result of the operation of this Center, HUM has been able to cut the waste disposal volume by 25% (2kg per vehicle).

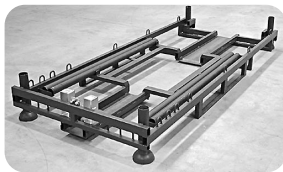
2. Reduction in Packaging Material Use by the Returnable Case (Belgium)

Effect of motorcycle delivery in returnable cases

- High-quality transportation achieved at each stage of the distribution process
- Shortening the delivery time to the customers and showrooms
- Less work process required for unpacking at the dealers
- Less work required for assembly and setup of products at the dealers



Returnable case in use

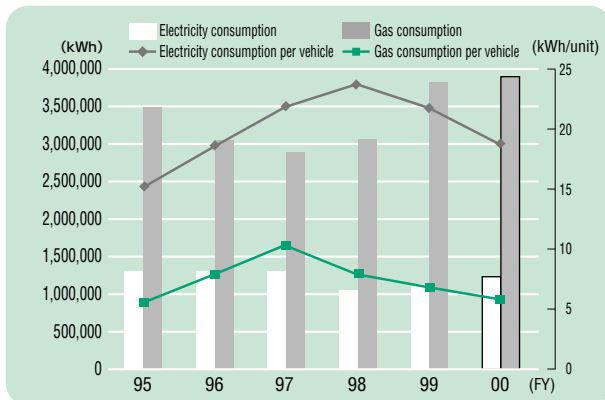


Returnable case after use

Honda Europe N.V. as the home base for products supplies in Europe is in control of the export and import of automobiles, motorcycles, power products and replacement parts. It is now in the process of reducing packaging wastes with the introduction of the returnable cases for motorcycle deliveries. The result of this effort is not only a reduction in packaging wastes. This also produces the effects shown on the left.

3. Energy Saving and Reduction in Environmental Pollutants through Improvements in Surface Treatment Process (France)

Electricity and gas consumption

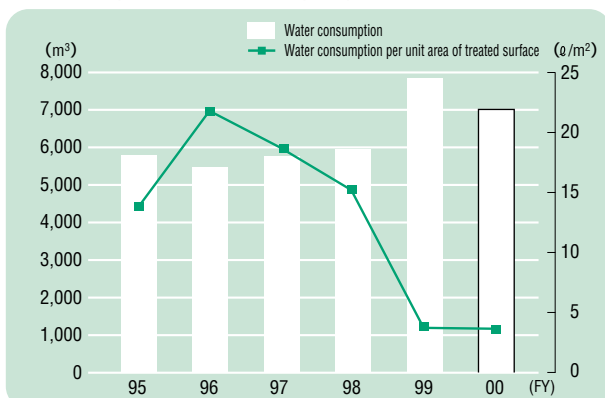


Honda Europe Power Equipment S.A., a company manufacturing power products, improved the surface treatment process for its products in August 2000 and achieved the following effects as a result.

Effects of Improving the Surface Treatment Process

- The wastewater requiring treatment after reducing the chromium content of the chemicals used for surface treatment and the sludge produced from this wastewater are made less harmful and the amount of sludge generated has been reduced (from 25 tons to 6 tons a year).
- Gas consumption has been reduced by 16.2% as a result of reduced steam boiling only for heating the phosphate treatment tank. (See graph for electricity and gas consumption on the left.)
- Water consumption has been reduced by 4.81% as a result of improving the cascade system* in the process. (See graph on the left for water consumption.)

Water consumption and water consumption per unit of finished surface area



* This system cleans the airflow by cascading the water. This is used for capturing the paint particles in the spray dispersed in the coating process.

3 Asia & Oceania

The main events in the Production Domain in Asia and Oceania in fiscal 2000 include the attainment of the cumulative motorcycle output of 300,000 units at Honda's Vietnamese plant and the horizontal deployment of the constitutional renovation currently being implemented at Honda production bases worldwide to Thailand.

1 Factory Data (Actual data covering the period from January through to December, 2000)

Item	Name	Honda Cars Mfg. (Thailand) Co., Ltd. (HCMT)	Thai Honda Mfg. Co., Ltd.	Asian Autoparts (Thailand) Co., Ltd.	Honda Cars Philippines Inc.	Honda Philippines Inc.	Honda Siel Cars India Ltd.
	Country	Kingdom of Thailand	Kingdom of Thailand	Kingdom of Thailand	Republic of the Philippines	Republic of the Philippines	India
	Main product(s)	Automobiles	Motorcycles Power Products	Parts for Motorcycles	Automobiles	Motorcycles Power Products	Automobiles
Energy	Electricity (kWh)	23,957,600	29,493,000	12,483,087	8,309,150	3,454,500	3,910,155
	Crude oil (t) *1	2,301,946	0	11,434,808	1,128,225	235,646	3,858
	LPG (kg) *2	1,805,452	3,328,114	268,240	1,188,073	1,067,130	1,117
CO ₂ (C-ton)		5,762	6,575	5,711	1,917	881	1,146
Wastes	Reuse/Recycling (ton)	7,975.33	4,177.20	575.10	1,783.60	342.09	1,125.46
	In-house disposal (ton)	86.10	1,029.10	22.70	0	5.12	166.58
	External disposal (ton)	337.05	420.90	445.47	318.80	3,677.65	0
	Total waste amount (ton)	8,312.38	5,627.20	1,043.27	2,102.40	4,024.86	1,292.04
ISO14001 Acquisition Result		1998.12	1998.12	In progress	1998.12	In progress	In progress

*1 Petroleum products converted to crude oil

*2 Gases converted to LPG

Item	Name	Hero Honda Motors Ltd.	P.T.Honda Prospect Motor	P.T.Astra Honda Motor Inc.	Honda Atlas Cars (Pakistan) Ltd.	Atlas Honda Ltd. *3	Honda Vietnam Co., Ltd.
	Country	India	Republic of Indonesia	Republic of Indonesia	Islamic Republic of Pakistan	Islamic Republic of Pakistan	Socialist Republic of Vietnam
	Main product(s)	Motorcycles	Automobiles	Motorcycles	Automobiles	Motorcycles	Motorcycles
Energy	Electricity (kWh)	28,893,470	4,905,000	17,832,299	4,036,720	4,543,139	9,471,300
	Crude oil (t) *1	37,515,012	2,724,548	5,749,598	1,029,804	1,131,765	292,058
	LPG (kg) *2	4,293,045	8,906	1,229,069	0	1,360,088	2,806,030
CO ₂ (C-ton)		19,934	1,782	5,608	975	1,424	1,962
Wastes	Reuse/Recycling (ton)	11,981.70	880.13	7,607.00	1,173.20	13,154.90	1,073.00
	In-house disposal (ton)	1,752.10	0	0	45.00	1,797.10	361.00
	External disposal (ton)	96.00	76.96	1,535.00	8.00	104.00	0
	Total waste amount (ton)	13,829.80	957.09	9,142.00	1,226.20	15,056.00	1,434.00
ISO14001 Acquisition Result		1999.6	In progress	2000.9	—	—	In progress

*1 Petroleum products converted to crude oil

*2 Gases converted to LPG

*3 The sheikhupura plant is included from the 2000FY.

Item	Name	Dongfeng Honda Automobile Parts Co., Ltd.	Guangzhou Honda Automobile Co., Ltd.	Honda Mindong Generator Co., Ltd.	Wuyang-Honda Motors(Guangzhou)Co., Ltd.	Jialing-Honda Motors Co., Ltd.
	Country	People's Republic of China	People's Republic of China	People's Republic of China	People's Republic of China	People's Republic of China
	Main product(s)	Parts for Automobiles	Automobiles	Power Products	Motorcycles	Motorcycles
Energy	Electricity (kWh)	6,138,865	33,151,080	795,000	12,100,140	5,783,646
	Crude oil (t) *1	63,954	7,945,505	105,824	1,630,403	1,169,268
	LPG (kg) *2	0	211,732	0	0	0
CO ₂ (C-ton)		1,619	10,915	237	3,606	1,825
Wastes	Reuse/Recycling (ton)	0	9,026.97	83.40	2,734.17	216.27
	In-house disposal (ton)	0	0	0	0	0
	External disposal (ton)	790.48	1,753.50	0	1,648.00	0
	Total waste amount (ton)	790.48	10,780.47	83.40	4,382.17	216.27
ISO14001 Acquisition Result		In progress	In progress	In progress	In progress	—

*1 Petroleum products converted to crude oil

*2 Gases converted to LPG

② Green Factory

1. Introduction of Carbonizing Equipment (The Philippines and Thailand)



Dry distillation equipment for wastes

Honda Cars Philippines Inc., Honda's automobile manufacturing plant, have now gone over to a dry distillation process (baking in a vessel) for gas/oil recovery from the internal wastes, as does Asian Autoparts Co., Ltd., a motorcycle parts manufacturing plant, from the wastes in its Service Domain that were formerly disposed of on landfill. The resulting gas or oil is reused as fuels along with ancillary ones for the dry distillation (carbonization) of wastes. This scheme has led to an 85% reduction in wastes and has also made possible the effective detoxification of wastes.

This system is to be expanded across the board to Indonesia.

2. Internal Installation of Controlled Type Landfill Facility (India)



Controlled type landfill facility installed on plant grounds

India has no controlled landfill facilities operated by the administrative authorities.

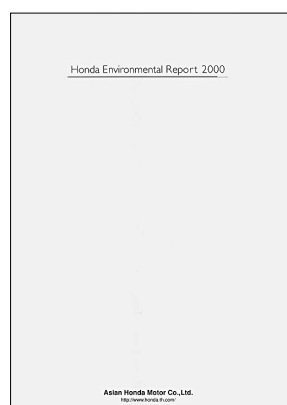
For this reason, Hero Honda Motors Ltd. (motorcycles) had disposed of their ash from the incineration of paint and electroplating sludge on a simple landfill site. More stringent consideration of the environment and safety aspects has led them to build a controlled type landfill facility on their factory grounds on a voluntary basis. In this manner, they are undertaking efforts to ensure the appropriate disposal of wastes.

3. Appropriate disposal of Wastes / Recycling and Reuse (Indonesia)

P.T. Honda Prospect Motor has begun to recycle and reuse the electroplating sludge as a resource and to export it for the proper waste treatment in Japan. The electroplating sludge had been considered difficult to treat properly and therefore disposed of on landfills in the past. This plant has improved the after-treatment process for removing phosphorus from the electroplating sludge. In this way, it has achieved an Asia-first success in creating such a system.

③ Communication

1. Issue of Environmental Report (Thailand)



Honda Environmental Report 2000 issued by ASH (Thailand)

In fiscal 2000, Asian Honda Motor Co., Ltd. (ASH) prepared its Honda Environmental Report 2000 and published it in May 2001.

The Report presents Honda's fundamental stance on environmental issues in Asia and especially in Thailand and features the environmental efforts made in each domain. The Report has been prepared as both an English and Thai versions.

Responsible Persons of Individual Commitments

Sales and Services Automobile sales : Joji Azuma
Eizo Amagasa
Motorcycle sales : Tatsuhiro Oyama
Power product sales : Toshimi Wakamatsu
Parts sales : Yukihiro Suzuki

Purchasing Automobile purchasing : Tetsuo Mizutani

Factory and Office operations

General Environmental Administrator
Saitama Factory : Morio Fukaya
Tochigi Factory : Yasuhiro Arai
Hamamatsu Factory : Yukihiro Takamura
Suzuka Factory : Katsumi Watanabe
Kumamoto Factory : Katsushige Hoshino
Head office : Nobutaka Okabe

Logistics Products and K.D. parts : Hiroshi Hasegawa

Administration Administration : Nobutaka Okabe
Personnel : Noboru Kamimura
Public Relations : Hiroshi Oshima

Secretariat Environment and Safety Planning Office :
Keiichi Mitobe

Note) As of June 2001

Company Profile

Company name	Honda Motor Co., Ltd.
Head Office	1-1, 2-chome Minami-Aoyama, Minato-ku, Tokyo, 107-8556, Japan
Established	September 1948
Representative	Hiroyuki Yoshino, President and Representative Director
Capital	86,067 million yen (as of March 2001)
Sales(Unconsolidated Base)	3,042,022 million yen (as of March 2001)
Number of employees	28,513 (as of March 2001)
Principal Lines of Business	Manufacture, sale, lease and repair of motorcycles, automobiles and power products.
Production output data (in Japan)	Automobiles 1,234,000 units Motorcycles 1,181,000 units Power products 3,991,000 units
Factories and offices (in Japan)	Production Divisions: Saitama Factory, Tochigi Factory, Hamamatsu Factory, Suzuka Factory, Kumamoto Factory Administration and Sales Divisions: Head office, Regional Sales Offices, Parts Department
Associated R & D companies	Honda R & D Co., Ltd. Honda Engineering Co., Ltd. Honda Access Corporation

As to External Verification

For the reasons given below, we have not obtained any external verification.

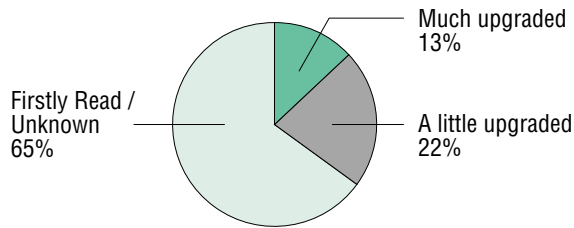
1. No guidelines have been established for external verification.
2. The qualification requirements of the verification organizations are not clear.

At present, Honda maintains an interest in the further progress of the above and is giving due consideration to the details of external verification and of the timing of its introduction.

The results presented in this Report have been summed up by the individual active departments concerned and endorsed within the system of the Japan Environmental Committee. Data relating to the factories have been checked by mutual visit environmental audits, and surveillance inspections of the ISO14001.

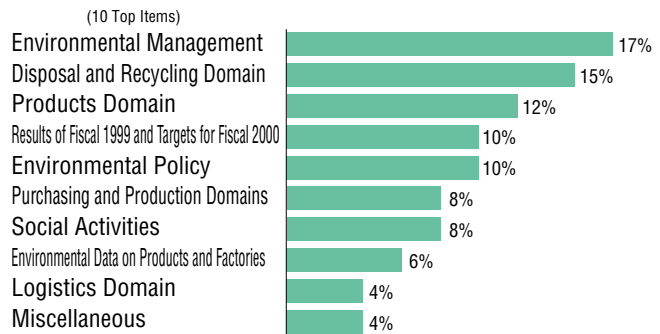
Results of the Questionnaire Inquiry "Honda Environmental Annual Report 2000"

Evaluation as compared with the previous fiscal year



I saw no difference 0%
Last fiscal years report was better 0%
No change 0%

Parts found most interesting



Results of the Questionnaire Inquiry "Honda Environmental Annual Report 2000" (Total of 23 answers from August 2000 to February 2001)

Main Opinions and Requests Presented by Our Readers and Honda's Answers

Environmental Management

"Would like you to specify your LCA evaluation criteria in clear-cut detail."

⇒At present, We are now in the process of establishing our evaluation criteria in our current LCA Project which was commenced in fiscal 2000. When we have defined the evaluation criteria and are able to make public our evaluation results based on these criteria we will present the results in this Report.

Products Domain

"Would like you to explain in full detail the technologies you have developed."

⇒In our Honda Environmental Annual Report, we make public primarily the annual report data and the specific results of our efforts. The technologies used in the course of the respective fiscal year and the technologies announced during the fiscal year are featured in the "Research and Development in the Next-Generation Environment Technology". Other technology explanations are presented in the separate brochure "Honda Ecology" and the readers are requested to refer to this publication. (See explanation at the back page of the front cover of this brochure.)

Environmental Data on Products and Factories

"Would like you to list the substances subject to PRTR in the air (xylene, etc.)."

⇒The 2001 version gives the investigation results for fiscal 2000 in the "Purchasing and Production Domain of the Activity Results" sections. This investigation covered 354 substances under the PRTR Act of Japan. In the future, we will examine the possibility of presenting PRTR data for each factory.

The opinions you have kindly presented to us are of immense value to use in our future environmental conservation activities and the publication of Environmental Information, including the Honda Environmental Annual Report. We sincerely thank you for your cooperation.

We hereby request all our readers to let us have the benefit of their opinions and ideas.

Our "Honda Annual Environmental Report 2001" presents a summary of the results of our environmental commitments in fiscal 2000 from the viewpoint of the life cycle of our products. Our goal is to give details of our commitments and activities in the most concise manner in concrete figures and data that measure up to objective evaluation.

We will strive to enrich the content of our Report by giving full consideration to your opinions, ideas and advice. To help us achieve this goal, we would be most grateful for your cooperation in completing the attached questionnaire and sending it back to us.


FAX 81-3-5412-1154

August 2001

Environment and Safety Planning Office, Honda Motor Co., Ltd.

For all inquiries concerning the contents of this report, please contact us at the following address:

**Environment and Safety Planning Office
Tel.81-3-5412-1155 Fax.81-3-5412-1154**

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HONDA

Honda Motor Co., Ltd.

1-1,2-chome Minami-Aoyama, Minato-ku, Tokyo

Published : September 2001

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printed in Japan

Questionnaire for Readers of the Honda Environmental Annual Report 2001



**We hereby request all our readers to let us
have the benefit of their opinions and ideas.**

Our "Honda Annual Environmental Report 2001" presents a summary of the results of our environmental commitments in fiscal 2000 from the viewpoint of the life cycle of our products.

We have tried to give specific data to the best possible extent so that everybody can form an objective opinion. Honda is willing to continue its practice of publishing environmental annual reports also in the years to come and to further enrich the content of this Report while obtaining our readers' valuable opinions and impressions.

We have prepared a questionnaire on the back of this leaf and would be grateful if you could make the appropriate entries and fax the questionnaire back to us at the Environment and Safety Planning Office.

Readers who have kindly cooperated in completing this questionnaire and who would like a copy of next fiscal year's Report are requested to circle (o) the item "WOULD LIKE A COPY" in the answer column of the questionnaire.

August 2001
Environment and Safety Planning Office, Honda Motor Co., Ltd.

FAX : 81-3-5412-1154

Environment and Safety Planning Office, Honda Motor Co., Ltd.

Questionnaire of the Honda Environmental Annual Report 2001

Your comments and impressions are invited.

Q1. This fiscal year, we have endeavored to increase the information disclosure contents as compared with the previous fiscal year and also to improve the presentation of the report to make it more concise and easier to understand. Please let us have your reaction to the present improved report as a whole.

What are your feelings about this Report? (You can only give one answer.)

1. Very much appreciated 2. Appreciated 3. Normal 4. Not appreciated 5. Not appreciated in the least

Please state why you feel this way.

What is your impression regarding the comprehensibility of this Report? (You can only give one answer.)

1. Easy to understand 2. Ordinary 3. Difficult to understand

What is your impression regarding the amount of data and information presented in this Report? (You can only give one answer.)

1. Too much 2. Just right 3. Not sufficient

[For those of our readers who read last fiscal year's Report]

How do you think this fiscal year's Report, compared with last fiscal year's? (You can only give one answer.)

1. Much upgraded 2. A little upgraded 3. No change 4. Last fiscal year's was better 5. I saw no difference

Q2. **What of the Report interested you most? (You may give more than one answer.)**

1. Environmental policy 2. Results of Fiscal 2000 and Targets for Fiscal 2001 3. Environmental Management
 4. Activity results - Products Domain 5. Activity results - Purchasing & Production Domain
 6. Activity results - Logistics Domain 7. Activity results - Sales & Services Domain
 8. Activity results - Disposal & Recycling Domain 9. Activity results - Administration Domain 10. Social Activities
 11. Environmental Data for Products and Factories
 12. Environmental Data and Examples of Environmental Activities in Major Factories outside of Japan
 13. Other (Please give details.)

Q3. **Please choose from the overview of items in Q2 and state specification which items you would like to be given fuller coverage in the future.**

No.	Specific contents	No.	Specific contents

Q4. **Please let us have your frank and candid opinion and idea about this Report.**

Q5. **What are your expectations of Honda's future activities for the environmental conservation? Please be specific.**

Thank you very much for your cooperation. Please give your personal information if you do not mind.

Name		Occupation/Company or Organization name	
Address:	Tel. No.		
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Environment and Safety Planning Office, Honda Motor Co., Ltd.