## FY14 Financial Results



Honda Motor Co., Ltd.

## Topics



- FY14 Financial Results
- FY15 Financial Forecasts
- Dividend


## Tetsuo Iwamura <br> Executive Vice President

## Results Summary

Operating income amounted to 750.2 billion yen, an increase of 37.7\% mainly due to increased automobile unit sales in Japan and North America and increased motorcycle unit sales in Asia, as well as continuing cost reduction efforts and favorable currency effects.


## FY14 Unit Sales Results

| Honda Group <br> Unit Sales <br> (Thousands) | FY13 |  |  |
| :--- | ---: | ---: | ---: |
|  | FY14 | Change |  |
| Motorcycles | 15,494 | $\mathbf{1 7 , 0 2 1}$ | $+9.9 \%$ |
| Automobiles | 4,014 | $\mathbf{4 , 3 2 3}$ | $+7.7 \%$ |
| Power Products | 6,071 | $\mathbf{6 , 0 3 6}$ | $\mathbf{- 0 . 6 \%}$ |



| Consolidated <br> Unit Sales <br> (Thousands) | FY13 | FY14 | Change |
| :--- | ---: | ---: | ---: |
|  | 9,510 | $\mathbf{1 0 , 3 4 3}$ | $+8.8 \%$ |
| Automobiles | 3,408 | $\mathbf{3 , 5 6 0}$ | $+4.5 \%$ |
| Power Products | 6,071 | $\mathbf{6 , 0 3 6}$ | $-0.6 \%$ |



## Honda Group Unit Sales

-Increase in motorcycle unit sales due to the positive impact of new model introductions in India and the introduction of models equipped with fuel injection in Indonesia
-Increase in automobile unit sales due to the positive impact of new model introductions as well as the launch of fully remodeled vehicles in China, Japan and North America

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## FY14 Financial Results (consolidated)

| Financial Results Yen (billion) | 12 Months |  |  |
| :---: | :---: | :---: | :---: |
|  | FY13 | FY14 | Change |
| Net sales | 9,877.9 | 11,842.4 | + 19.9\% |
| Operating Income | 544.8 | 750.2 | + 37.7\% |
| Operating Margin | 5.5\% | 6.3\% | - |
| Income before income taxes | 488.8 | 728.9 | + 49.1\% |
| Equity in income of affiliates | 82.7 | 132.4 | + 60.1\% |
| Net Income ${ }^{*}{ }_{1}$ | 367.1 | 574.1 | + 56.4\% |
| EPS (Yen) ${ }^{\text {2 }}$ | 203.71 | 318.54 | + 114.83 |

Average Rates (Yen)

| US Dollar | 84 | $\mathbf{1 0 0}$ | Yen down <br> by16 yen |
| :--- | ---: | ---: | ---: |
| Euro | 108 | $\mathbf{1 3 6}$ | Yen down <br> By28 yen |



## Financial Summary

-Revenue increased by 19.9\% mainly due to increased revenue from automobile and motorcycle business operations, as well as favorable foreign currency translation effects.
-Operating income increased by 37.7\% due primarily to an increase in sales volume and model mix and continuing cost reduction efforts as well as favorable foreign currency effect, despite increased SG\&A and R\&D expenses.

For *1 and *2, please refer to footnotes on page 36


## FY15 Financial Forecasts (Consolidated)

Yen (billion)

|  | FY14 <br> Results | FY15 <br> Forecasts | Change |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  | Amount | \% |
| Net Sales | 11,842.4 | 12,750.0 | + 907.5 | + 7.7\% |
| Operating Income | 750.2 | 760.0 | + 9.7 | + 1.3\% |
| Operating Margin | 6.3\% | 6.0\% | - | - |
| Income before Income taxes | 728.9 | 745.0 | + 16.0 | + 2.2\% |
| Equity in income of affiliates | 132.4 | 155.0 | + 22.5 | + 17.0\% |
| Net Income *1 | 574.1 | 595.0 | + 20.8 | + 3.6\% |
| EPS (Yen) *2 | 318.54 | 330.14 |  |  |

For *1 and *2, please refer to footnotes on page 36
Average Rates (Yen)

| US Dollar | 100 | 100 | - |
| :---: | :---: | :---: | :---: |
| Euro | 136 | 135 | Yen up by 1 yen |

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FY14 Financial Results
and FY15 Financial Forecasts (Unconsolidated)

|  | FY13 <br> Results | FY14 <br> Results |  | Increase I <br> Decrease from <br> FY13 | FY15 <br> Forecasts |
| :---: | ---: | ---: | ---: | ---: | :---: |
| Net Sales | $3,244.0$ | $3,488.3$ | $+7.5 \%$ | $3,640.0$ | $+4.3 \%$ |
| Increase I <br> Decrease from <br> FY14 |  |  |  |  |  |
| Operating <br> Income | 103.9 | 125.6 | $+20.9 \%$ | 140.0 | $+11.5 \%$ |
| Operating <br> Margin | $3.2 \%$ | $3.6 \%$ | - | $3.8 \%$ | - |
| Ordinary <br> Income | 193.8 | 345.9 | $+78.5 \%$ | 355.0 | $+2.6 \%$ |
| Net Income | 154.7 | 262.9 | $+69.9 \%$ | 280.0 | $+6.5 \%$ |

Average Rates (Yen)

| Us Dollar | 84 | 100 | Yen down by <br> 16 yen | 100 円 | - |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Euro | 108 | 136 | Yen down by <br> 28 yen | 135 円 | Yen up by <br> 1 yen |

(Yen)

| Dividend per Share | FY13 | $\begin{gathered} \text { FY14 } \\ \text { Results } \\ \text { (Projection) } \end{gathered}$ | Increase I Decrease from FY13 | $\begin{gathered} \text { FY15 } \\ \text { (Expectation ) } \end{gathered}$ | Increase I <br> Decrease from <br> FY14 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $1{ }^{\text {st }}$ Quarter End | 19 | 20 | + 1 | ( 22 ) | $(+2)$ |
| $2^{\text {nd }}$ Quarter End | 19 | 20 | + 1 | ( 22 ) | $(+2)$ |
| $3^{\text {rd }}$ Quarter End | 19 | 20 | + 1 | ( 22 ) | $(+2)$ |
| $4^{\text {th }}$ Quarter End | 19 | ( 22 ) | $(+3)$ | ( 22 ) | $(+0)$ |
| Fiscal Year | 76 | ( 82 ) | $(+6)$ | ( 88 ) | $(+6)$ |

## Topics



## - FY14 Financial Results

- $4^{\text {th }}$ Quarter Financial Results
- Net Sales and Other Operating Revenue
- Change in Income before Income Taxes
- Business \& Geographical Segment Information
- Equity in Income of Affiliates
- Capital Expenditure
- FY15 Financial Forecasts


## Kohei Takeuchi <br> Operating Officer and Director Chief Financial Officer

## Results Summary

Operating income amounted to 165.2 billion yen, an increase of 21.5\% mainly due to increased automobile unit sales in Japan, increased motorcycle unit sales in Asia, and continuing cost reduction efforts, as well as favorable foreign currency effects.

4th Quarter Results FY13 and FY14



| Honda Group <br> Unit Sales <br> (Thousands) | FY13 Results (3 Months) |  |  |
| :--- | ---: | ---: | ---: |
|  | FY14 | Change |  |
| Motorcycles | 3,962 | $\mathbf{4 , 5 0 0}$ | $+13.6 \%$ |
| Automobiles | 1,033 | $\mathbf{1 , 1 9 5}$ | $+15.7 \%$ |
| Power Products | $\mathbf{1 , 9 6 3}$ | $\mathbf{1 , 9 9 0}$ | $+1.4 \%$ |



## Honda Group Unit Sales

- Increase in motorcycle unit sales due to new model introductions in India and models equipped with fuel injection in Indonesia. -Increase in automobile unit sales due to the positive impact of new model introductions as well as the launch of fully
remodeled vehicles in China and Japan, despite a decline in North America due to a cold wave.

| Financial Results <br> Yen (billion) | 4Q Results (3 Months ) |  |  |
| :--- | ---: | ---: | :---: |
|  | FY13 | FY14 | Change |
| Net Sales | $2,744.9$ | $3,097.2$ | $+12.8 \%$ |
| Operating Income | 135.9 | $\mathbf{1 6 5 . 2}$ | $+21.5 \%$ |
| Operating margine | $5.0 \%$ | $5.3 \%$ | - |
| Income before Income Taxes | 98.0 | $\mathbf{1 7 4 . 7}$ | $+78.1 \%$ |
| Equity in Income of Affiliates | 13.0 | $\mathbf{3 7 . 3}$ | $+185.8 \%$ |
| Net Income *1 | 75.7 | $\mathbf{1 7 0 . 5}$ | $+125.1 \%$ |
| EPS (Yen) *2 | 42.03 | $\mathbf{9 4 . 6 1}$ | +52.58 |

## Financial Summary

- Net sales and other operating revenue increased by $12.8 \%$ mainly due to a rise in automobile and motorcycle net sales as well as the positive impact of foreign exchange effects
- Operating income increased by $21.5 \%$ mostly due to a rise in income associated with changes in sales volume and model mix, cost down effects as well as the positive impact of a weaker yen, despite increased SG\&A and R\&D expenses as well as higher depreciation costs.
Average Rates (Yen)

| US Dollar | 93 | $\mathbf{1 0 3}$ | Yen down by <br> 10 yen |
| :--- | ---: | ---: | :---: |
| Euro | 122 | $\mathbf{1 4 1}$ | Yen down by <br> 19 yen |

For *1 and *2, please refer to footnotes on page 36






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Motorcycle - Honda Group Unit Sales
(Motorcycles + All-Terrain Vehicles, etc.)

<ASIA>

- India: Positive impact of Dream Neo as well as increased sales of Activa and CB Shine
- Indonesia: Increased sales of BeAT FI and Vario Techno 125
<Other Regions>
- Brazil: Increased sales of CG125 FAN and BIZ125

$$
\begin{gathered}
\text { Dream Nec } \\
\text { (India) }
\end{gathered}
$$




| Japan | 59 | 57 | 51 | 50 | 54 | 63 | 52 | 57 |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| North <br> America | 59 | 60 | 62 | 69 | 62 | 68 | 63 | 83 |
| Europe | 60 | 38 | 29 | 52 | 52 | 38 | 27 | 49 |
| Asia | 3,285 | 3,162 | 3,225 | 3,363 | 3,479 | 3,536 | 3,678 | 3,843 |
| Other <br> Region | 448 | 489 | 448 | 428 | 407 | 511 | 431 | 468 |
| Total | 3,911 | 3,806 | 3,815 | 3,962 | 4,054 | 4,216 | 4,251 | $\mathbf{4 , 5 0 0}$ |

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Motorcycle Business Net Sales/Operating Income (Margin)


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## Automobiles - Honda Group Unit Sales



|  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1Q | 2Q | 3Q | 4Q | 1Q | 2Q | 3Q | 4Q |
| Honda Group Unit Sales (Consolidated Unit | $\begin{gathered} 999 \\ (849) \end{gathered}$ | $\begin{gathered} 996 \\ (816) \\ \hline \end{gathered}$ | $\begin{gathered} 986 \\ (841) \end{gathered}$ | $\begin{gathered} 1,033 \\ (902) \end{gathered}$ | $\begin{gathered} 999 \\ (858) \end{gathered}$ | $\begin{gathered} 1,047 \\ (869) \end{gathered}$ | $\begin{aligned} & 1,082 \\ & (900) \end{aligned}$ | $\begin{gathered} 1,195 \\ (933) \end{gathered}$ |
| Net Sales | 1,894.7 | 1,769.7 | 1,918.4 | 2,140.6 | 2,200.9 | 2,233.1 | 2,377.7 | 2,383.0 |
| $\underset{\text { (billion) }}{\text { Yen }}$ 【 Operating Income |  |  |  |  | + 242.4 (Currency effect + 156.6) |  | 6) |  |




| Japan | 82 | 88 | 63 | 81 | 63 | 93 | 63 | 95 |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| North <br> America | 758 | 436 | 426 | 984 | 828 | 504 | 427 | 959 |
| Europe | 236 | 150 | 206 | 412 | 237 | 156 | 198 | 441 |
| Asia | 421 | 462 | 341 | 348 | 364 | 426 | 338 | 372 |
| Other <br> Region | 128 | 152 | 159 | 138 | 97 | 116 | 136 | 123 |
| Total | 1,625 | 1,288 | 1,195 | 1,963 | 1,589 | 1,295 | 1,162 | $\mathbf{1 , 9 9 0}$ |

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Power Product \& Other Businesses Net Sales/Operating Income (Margin)

| Unit (thousand) |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Yen (billion) | 1Q | 2Q | 3Q | 4Q | 1Q | 2Q | 3Q | 4Q |
| Honda Group Unit Sales (Consolidated Unit Sales) | $\begin{aligned} & 1,625 \\ & (1,625) \end{aligned}$ | $\begin{aligned} & 1,288 \\ & (1,288) \end{aligned}$ | $\begin{aligned} & 1,195 \\ & (1,195) \end{aligned}$ | $\begin{aligned} & 1,963 \\ & (1,963) \\ & \hline \end{aligned}$ | $\begin{aligned} & 1,589 \\ & (1,589) \end{aligned}$ | $\begin{gathered} 1,295 \\ (1,295) \end{gathered}$ | $\begin{aligned} & 1,162 \\ & (1,162) \end{aligned}$ | $\begin{aligned} & 1,990 \\ & (1,990) \end{aligned}$ |
| Net Sales | 69.9 | 67.2 | 71.3 | 83.1 | 77.9 | 75.9 | 78.6 | 85.6 |
| Yen(billion)Operating Income <br> Operating Margin |  |  |  |  | " |  |  | --...- |

Total Assets/Net Sales/Operating Income (Margin)


## Honda Group Unit Sales <Twelve Months>

Motorcycles

| Unit (thousand) Yen (billion) | Motorcycle Business |  | Automobile Business |  | Power Product and Other Businesses |  | Financial Services Business |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Twelve Months |  | Twelve Months |  | Twelve Months |  | Twelve Months |  |
|  | FY13 | FY14 | FY13 | FY14 | FY13 | FY14 | FY13 | FY14 |
| Honda Group Unit Sales (Consolidated Unit Sales) | 15,494 $(9,510)$ | $\begin{aligned} & 17,021 \\ & (10,343) \end{aligned}$ | 4,014 $(3,408)$ | 4,323 $(3,560)$ | 6,071 $(6,071)$ | $\begin{aligned} & 6,036 \\ & (6,036) \end{aligned}$ | - $(-)$ | - $(-)$ |
| Net Sales | 1,339.5 | 1,663.6 | 7,723.5 | 9,194.9 | 291.6 | 318.1 | 560.2 | 708.5 |



| Yen (billion) | Japan |  | North America |  | Europe |  | Asia |  | Other Regions |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 4 Q |  | 4Q |  | 4Q |  | 4Q |  | 4Q |  |
|  | FY13 | FY14 | FY13 | FY14 | FY13 | FY14 | FY13 | FY14 | FY13 | FY14 |
| Net Sales | 1,059.3 | 1,109.1 | 1,341.7 | 1,405.3 | 206.8 | 244.0 | 665.9 | 748.2 | 223.9 | 260.3 |



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## Topics



- FY14 Financial Results
- $4^{\text {th }}$ Quarter Financial Results
- Net Sales and Other Operating Revenue
- Change in Income before Income Taxes
- Business \& Geographical Segment Information
- Equity in Income of Affiliates
- Capital Expenditure
- FY15 Financial Forecasts

Motorcycles


Automobiles


| FY14 <br> Results | FY15 <br> Forecasts | Change |
| ---: | ---: | ---: |
| 818 | 990 | $\mathbf{+ 1 7 2}$ |
| 1,757 | 1,810 | $\mathbf{+ 5 3}$ |
| 169 | 170 | $\mathbf{+ 1}$ |
| 1,286 | 1,590 | $\mathbf{+ 3 0 4}$ |
| 293 | 270 | $\mathbf{- 2 3}$ |
| 4,323 | 4,830 | $\mathbf{+ 5 0 7}$ |

Power (Thousand) Products


FY14 FY15

| FY14 <br> Results | FY15 <br> Forecasts | Change |
| ---: | ---: | ---: |
| 314 | 305 | $\mathbf{- 9}$ |
| 2,718 | 2,845 | $\mathbf{+ 1 2 7}$ |
| 1,032 | 1,030 | $\mathbf{- 2}$ |
| 1,500 | 1,655 | $\mathbf{+ 1 5 5}$ |
| 472 | 510 | $\mathbf{+ 3 8}$ |
| 6,036 | 6,345 | $\mathbf{+ 3 0 9}$ |

Motorcycles


Automobiles


| FY14 <br> Results | FY15 <br> Forecasts | Change |
| ---: | ---: | ---: |
| 812 | 980 | $\mathbf{+ 1 6 8}$ |
| 1,757 | 1,810 | $\mathbf{+ 5 3}$ |
| 169 | 170 | $\mathbf{+ 1}$ |
| 529 | 640 | $\mathbf{+ 1 1 1}$ |
| 293 | 270 | $\mathbf{- 2 3}$ |
| 3,560 | 3,870 | $\mathbf{+ 3 1 0}$ |

Power $\begin{gathered}\text { Unit } \\ \text { (Thousand) }\end{gathered}$ Products


| FY14 | FY15 |  |
| ---: | ---: | ---: |
| FY14 <br> Results FY15 <br> Forecasts Change <br> 314 305 $\mathbf{- 9}$ <br> 2,718 2,845 $\mathbf{+ 1 2 7}$ <br> 1,032 1,030 $\mathbf{- 2}$ <br> 1,500 1,655 $\mathbf{+ 1 5 5}$ <br> 472 510 $\mathbf{+ 3 8}$ <br> 6,036 6,345 $\mathbf{+ 3 0 9}$ |  |  |

## FY15 Financial Forecasts (Consolidated)

Yen (billion)

|  | FY14 <br> Results | FY15 <br> Forecasts | Change |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  | Amount | \% |
| Net Sales | 11,842.4 | 12,750.0 | + 907.5 | + 7.7\% |
| Operating Income | 750.2 | 760.0 | + 9.7 | + 1.3\% |
| Operating Margin | 6.3\% | 6.0\% | - | - |
| Income before Income taxes | 728.9 | 745.0 | + 16.0 | + 2.2\% |
| Equity in income of affiliates | 132.4 | 155.0 | + 22.5 | + 17.0\% |
| Net Income *1 | 574.1 | 595.0 | + 20.8 | + 3.6\% |
| EPS (Yen) *2 | 318.54 | 330.14 |  |  |

For *1 and *2, please refer to footnotes on page 36
Average Rates (Yen)

| US Dollar | 100 | 100 | - |
| :---: | :---: | :---: | :---: |
| Euro | 136 | 135 | Yen up by 1 yen |

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Forecast: Change in Income before Income Taxes


|  | FY14 <br> Results | FY15 <br> Forecasts | Change |
| :--- | ---: | ---: | ---: |
| Capital <br> expenditures * | 726.1 | 650.0 | -76.1 |
| Depreciation and <br> amortization * | 375.8 | 415.0 | +39.2 |
| R\&D expenses | 634.1 | 645.0 | +10.9 |

* Capital expenditures and Depreciation and amortization in results and forecast aforementioned exclude investment in operating leases, capital leases and intangible assets


## Caution with Respect to Forward-Looking Statements:

This slide contains forward-looking statements about the performance of Honda, which are based on management's assumptions and beliefs taking into account information currently available to it. Therefore, please be advised that Honda's actual results could differ materially from those described in these forward-looking statements as a result of numerous factors, including general economic conditions in Honda's principal markets and foreign exchange rates between the Japanese yen and the U.S. dollar, the Euro and other major currencies, as well as other factors detailed from time to time.

## Accounting standards:

Our consolidated financial standards are prepared in conformity with U.S. generally accepted accounting principles.

## Notice on the Factors for Increases and Decreases in Income:

With respect to the discussion above of the change in operating income, management has identified the factors set forth below and used what it believes to be a reasonable method to analyze the respective changes in such factors. Each of these factors is explained below. Management has analyzed changes in these factors at the levels of the Company and its material consolidated subsidiaries.
(1) "Foreign currency effects" consist of translation adjustments, which come from the translation of the currency of foreign subsidiaries' financial statements into Japanese Yen, and foreign currency adjustments, which result from foreign-currency-denominated sales, which, at the levels of the Company and those consolidated subsidiaries which have been analyzed, primarily relate to the following currencies: U.S. dollar, Canada dollar, Euro, GBP, BRL and Japanese Yen.
(2) With respect to "cost reduction and effects of raw material cost fluctuations", management has analyzed cost reduction and effects of raw material cost fluctuations at the levels of the Company and its material foreign manufacturing subsidiaries in North America, Europe and other regions.
(3) With respect to "changes in net sales and model mix", management has analyzed changes in sales volume and in the mix of product models sold in major markets which have resulted in increases/decreases in profit, as well as certain other reasons for increases/decreases in net sales and cost of sales.
(4) With respect to "selling, general and administrative expenses", management has analyzed reasons for an increase/decrease in selling, general and administrative expenses from the previous fiscal year net of currency translation effects.
*1 Net income attributable to Honda Motor Co., Ltd.
*2 Basic net income attributable to Honda Motor Co., Ltd.
Basic net income attributable to Honda Motor Co., Ltd., is calculated based on weighted average number of shares outstanding as shown below:

- Fiscal Year Results FY13: 1,802,298,000 (approx), FY14: 1,802,294,000 (approx) (page 5, 6, 33)
- 4th Quarter Results FY13: 1,802,298,000 (approx), FY14: 1,802,291,000 (approx) (page 12)
- Fiscal Year Forecast

FY15: 1,802,291,000 (approx) (pages 6 and 33)

|  | $\begin{gathered} \text { FY14 } \\ \text { 4Q } \end{gathered}$ | Average Rates (Yen) |  |  | Yen (billion) |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |
|  |  |  |  |  | Twelve |
|  |  | $\begin{gathered} \hline \mathrm{FY} 13 \\ 4 \mathrm{Q} \\ \hline \end{gathered}$ | $\begin{gathered} \text { FY14 } \\ 4 \mathrm{Q} \\ \hline \end{gathered}$ | Change | Months |
| JPY / USD | + 24.8 | 93 | 103 | Yen down by 10 yen | + 107.6 |
| JPY / Euro | $+2.1$ | 122 | 141 | Yen down by 19 yen | +10.0 |
| JPY / Others | -18.0 | - | - | - | $+4.5$ |
| Transactions between other currencies | - 3.3 | - | - | - | - 7.5 |
| Difference of average rates (Impact on Operating income) | + 5.6 | *1: Impact of YoY difference of FOREX to be used for booking revenue of foreign currency transactions |  |  | + 114.6 |
| Difference between transaction *2 rates and average sales rates (Impact on Other income \& expenses) | + 31.3 | *2: Impact of YoY difference between average FOREX and hedge rates during the period |  |  | - 23.1 |
| Currency effect associated with sales transaction | $+36.9$ |  |  |  | +91.5 |
| Currency effect from translation of foreign financial statements (impact on operating income) | + 23.2 | *3: Effect due to the difference of the rate used for translating Honda's overseas subsidiaries' financial statements denominated in foreign currencies into Japanese yen with the corresponding period of the fiscal year |  |  | +174.0 |
| Total | $+60.1$ |  |  |  | + 265.5 |


|  | 4Q |  |  |
| :---: | ---: | ---: | ---: |
|  | FY13 | FY14 | Change |
| Foreign <br> currency <br> Forward | -0.3 | +11.4 | $+\mathbf{1 1 . 8}$ |
| Interest rate <br> swap / <br> Currency swap | -4.7 | +3.2 | +8.0 |
| Others | +0.0 | -0.0 | $-\mathbf{0 . 0}$ |
| Total | -5.0 | +14.7 | $+\mathbf{1 9 . 8}$ |


| Twelve Months |  |  |
| ---: | ---: | ---: |
| FY13 | FY14 | Change |
| -28.8 | +49.6 | +78.5 |
| -6.1 | -10.2 | -4.0 |
| +0.0 | -0.0 | $-\mathbf{0 . 0}$ |
| -35.0 | +39.3 | $+\mathbf{7 4 . 4}$ |

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