## HONDA

The Power of Dreams

## FY15 2nd Quarter Financial Results



## Topics



- FY15 2nd Quarter Financial Results
- FY15 Financial Forecast
- Dividend


## Tetsuo Iwamura Executive Vice President

## Results Summary

Operating income for the second quarter was 164.4 billion yen due mainly to

- Increased competitiveness in the North American and

Japanese automobile markets

- Positive impact of new automobile model introductions in Asia
- Continuous cost reduction efforts


| Honda Group <br> Unit Sales <br> (thousand) | FY14 | FY15 | Change |
| :--- | ---: | ---: | ---: |
|  | 4,216 | $\mathbf{4 , 5 8 1}$ | $+8.7 \%$ |
| Automobiles | 1,047 | $\mathbf{1 , 0 7 1}$ | $+2.3 \%$ |
| Power Products | 1,295 | $\mathbf{1 , 2 8 6}$ | $-0.7 \%$ |



| Consolidated <br> Unit Sales <br> (hhousand) | FY14 |  |  |
| :--- | ---: | ---: | ---: | FY15 | Change |
| :---: |
| Motorcycles |
| Automobiles |
| Power Products |

Consolidated Unit Sales


## Honda Group Unit Sales

- Increase in motorcycle unit sales mainly in India and 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 Asia as well as other markets

| Financial Results <br> Yen (billion) | 2Q Results (3 Months) |  |  |
| :--- | ---: | ---: | ---: |
|  | FY14 | FY15 | Change |
| Net Sales | $2,890.2$ | $\mathbf{3 , 0 1 4 . 7}$ | $+4.3 \%$ |
| Operating Income | 171.4 | $\mathbf{1 6 4 . 4}$ | $-4.1 \%$ |
| Operating Margin | $5.9 \%$ | $\mathbf{5 . 5 \%}$ | -0.4 pt |
| Income before income taxes | 165.5 | $\mathbf{1 7 9 . 8}$ | $+8.6 \%$ |
| Equity in income of affiliates | 31.6 | $\mathbf{2 2 . 7}$ | $-28.2 \%$ |
| Net Income $^{* 1}$ | 120.3 | $\mathbf{1 4 1 . 8}$ | $+17.9 \%$ |
| EPS (Yen) ${ }^{* 2}$ | 66.79 | $\mathbf{7 8 . 7 3}$ | +11.94 |

Average Rates (Yen)

| US Dollar | 99 | 104 | Yen down <br> by 5 yen |
| :--- | ---: | ---: | :---: |
| Euro | 131 | 138 | Yen down <br> by 7 yen |

For *1 and *2, please refer to footnotes on page 34


| Honda Group Unit Sales <br> (Consolidated Unit Sales) (thousand) | Six Month Results |  |  |
| :---: | :---: | :---: | :---: |
|  | FY14 | FY15 | Change |
| Motorcycles | $\begin{array}{r} 8,270 \\ (4,956) \end{array}$ | $\begin{array}{r} 8,718 \\ (5,200) \end{array}$ | $\begin{gathered} +5.4 \% \\ (+4.9 \%) \end{gathered}$ |
| Automobiles | $\begin{array}{r} 2,046 \\ (1,727) \end{array}$ | $\begin{array}{r} \hline 2,132 \\ (1,775) \end{array}$ | $\begin{gathered} +4.2 \% \\ (+2.8 \%) \end{gathered}$ |
| Power Products | $\begin{array}{r} \hline 2,884 \\ (2,884) \end{array}$ | $\begin{array}{r} \hline 2,796 \\ (2,796) \end{array}$ | $\begin{aligned} & \hline-3.1 \% \\ & (-3.1 \%) \end{aligned}$ |
| Financial Results | Six Month Results |  |  |
| Financial Resuits Yen (billion) | FY14 | FY15 | Change |
| Net sales | 5,724.3 | 6,003.0 | + 4.9\% |
| Operating income | 356.4 | 362.4 | + 1.7\% |
| Operating margin | 6.2\% | 6.0\% | - 0.2pt |
| Income before income taxes | 337.6 | 378.6 | + 12.2\% |
| Equity in income of affiliates | 63.4 | 61.3 | - 3.3\% |
| Net Income ${ }_{1}$ | 242.8 | 288.4 | + 18.8\% |
| EPS (Yen) *2 | 134.75 | 160.02 | + 25.27 |

For *1 and *2, please refer to footnotes on page 34
Average Rates (Yen)

| US Dollar | 99 | 103 | Yen down by <br> 4 yen |
| :--- | :---: | :---: | :---: |
| Euro | 130 | $\mathbf{1 3 9}$ | Yendown by <br> 9 yen |

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|  | $\begin{aligned} & \text { FY14 } \\ & \text { Results } \end{aligned}$ | FY15 <br> Forecast | Change |  | Change from previous forecast |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | amount | \% |  |
| Net Sales | 11,842.4 | 12,750.0 | +907.5 | + 7.7\% | - 50.0 |
| Operating Income | 750.2 | 770.0 | + 19.7 | + 2.6\% | 0.0 |
| Operating Margin | 6.3\% | 6.0\% |  | - 0.3pt | - |
| Income before Income taxes | 728.9 | 765.0 | + 36.0 | + 4.9\% | + 10.0 |
| Equity in income of affiliates | 132.4 | 120.0 | - 12.4 | - 9.4\% | -35.0 |
| Net Income ${ }^{* 1}$ | 574.1 | 565.0 | -9.1 | - 1.6\% | -35.0 |
| EPS (Yen) *2 | 318.54 | 313.49 |  |  |  |

For *1 and *2, please refer to footnotes on page 34
Average Rates (Yen)

| US Dollar | 100 | 104 <br> $(1 \mathrm{H} 103 / 2 \mathrm{H} 105)$ | Yen down by 4 yen |
| :---: | :---: | :---: | :---: |
| Euro | 136 | 137 <br> $(1 \mathrm{H} 139 / 2 \mathrm{H} 135)$ | Yen down by 1 yen |
| Yen down by <br> 3 yen |  |  |  |
| Yen down by <br> 1 yen |  |  |  |

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|  | FY14 <br> Results | FY15 <br> Forecast |  | Change |  |
| :--- | ---: | ---: | ---: | :---: | :---: |
| Net sales |  | $3,500.0$ | +11.6 | $+0.3 \%$ |  |
| Operating income | 125.6 | 120.0 | -5.6 | $-4.5 \%$ |  |
| Operating Margin | $3.6 \%$ | $3.4 \%$ |  | -0.2 pt |  |
| Ordinary income | 345.9 | 355.0 | +9.0 | $+2.6 \%$ |  |
| Net income | 262.9 | $\mathbf{2 8 5 . 0}$ | +22.0 | $+8.4 \%$ |  |


| Change from <br> previous <br> forecast |
| ---: |
| -140.0 |
| -20.0 |
| -0.4 pt |
| 0.0 |
| +5.0 |

## Average Rates (Yen)

| US Dollar | 100 | 104 <br> $(1 \mathrm{H} 103 / 2 \mathrm{H} 105)$ | Yen down by 4 yen |
| :--- | :---: | :---: | :---: |
| Euro | 136 | 137 <br> $(1 \mathrm{H} 139 / 2 \mathrm{H} 135)$ | Yen down by 1 yen |
| Yewn by <br> 3 yen |  |  |  |
| Yen down by <br> 1 yen |  |  |  |

## Dividend

(Yen)

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

## Topics



- FY15 2nd Quarter and Six Months 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 Forecast


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






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

- India: Increased sales of Activa series - Indonesia: Increased sales of BeAT-FI, Vario Series - Vietnam: Increase in sales of Wave Series <Other Regions>
- Brazil: Decrease in sales of CG150FAN


| Japan | 54 | 63 | 52 | 57 | 48 | 50 |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: |
| North <br> America | 62 | 68 | 63 | 83 | 62 | 69 |
| Europe | 52 | 38 | 27 | 49 | 60 | 47 |
| Asia | 3,479 | 3,536 | 3,678 | 3,843 | 3,593 | 3,998 |
| Other <br> Regions | 407 | 511 | 431 | 468 | 374 | $\mathbf{4 1 7}$ |
| Total | 4,054 | 4,216 | 4,251 | 4,500 | 4,137 | $\mathbf{4 , 5 8 1}$ |

Motorcycle Business Net Sales/Operating Income (Margin)

| Unit (thousand) |  | FY14 |  | 4Q | FY15 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Yen (billion) | 1Q | 2Q | 3Q |  | 1Q | 2Q |
| $\begin{array}{\|c\|} \hline \text { Honda Group } \\ \text { Unit Sales } \\ \text { (Consolidated Unit Sales) } \end{array}$ | $\begin{aligned} & 4,054 \\ & (2,371) \end{aligned}$ | $\begin{aligned} & 4,216 \\ & (2,585) \end{aligned}$ | $\begin{aligned} & 4,251 \\ & (2,657) \end{aligned}$ | $\begin{aligned} & 4,500 \\ & (2,730) \end{aligned}$ | $\begin{aligned} & 4,137 \\ & (2,457) \end{aligned}$ | $\begin{aligned} & 4,581 \\ & (2,743) \end{aligned}$ |
| Net Sales | 396.8 | 418.0 | 400.1 | 448.5 | 407.7 | 438.3 |
| Yen  <br> (billion) Operating Income <br> Operating Margin  |  | $\begin{aligned} & \text { + } 20.2 \text { (Currency Effect }+9.7) \end{aligned}$ |  |  |  |  |
|  |  |  |  |  |



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## Automobiles - Honda Group Unit Sales




- Positive impact of Honda MOBILIO introduction in Indonesia
- Positive impact of Honda MOBILIO and CITY introductions in India
- Decrease in sales volume in Thailand, United States and Japan


| Japan | 140 | 180 | 216 | 282 | 202 | 176 |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: |
| North <br> America | 459 | 447 | 465 | 386 | 445 | 434 |
| Europe | 40 | 40 | 38 | 51 | 40 | 45 |
| Asia | 285 | 309 | 71 | 76 | 71 | 316 |
| Other <br> Regions | 75 | 705 | 58 | 350 |  |  |
| Total | 999 | 1,047 | 1,082 | 1,195 | 1,061 | 66 |


| Unit (thousand) Yen (billion) | FY14 |  |  |  | FY15 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1Q | 2Q | 3Q | 4Q | 1Q | 2Q |
| Honda Group Unit Sales (Consolidated Unit Sales) | $\begin{gathered} 999 \\ (858) \end{gathered}$ | $\begin{gathered} 1,047 \\ (869) \end{gathered}$ | $\begin{gathered} 1,082 \\ (900) \end{gathered}$ | $\begin{gathered} 1,195 \\ (933) \end{gathered}$ | $\begin{aligned} & 1,061 \\ & (895) \end{aligned}$ | $\begin{gathered} 1,071 \\ (880) \end{gathered}$ |
| Net Sales | 2,200.9 | 2,233.1 | 2,377.7 | 2,383.0 | 2,323.7 | 2,316.4 |


$\underset{\text { (billion) }}{\text { Yen }} \quad$| Operating Income |
| :--- |
| Operating Margin |

$$
\text { + } 83.3 \text { (Currency Effect + 70.9) }
$$



## Power Products - Honda Group Unit Sales



| Japan | 63 | 93 | 63 | 95 | 68 | 85 |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: |
| North <br> America | 828 | 504 | 427 | 959 | 773 | 497 |
| Europe | 237 | 156 | 198 | 441 | 240 | 191 |
| Asia | 364 | 426 | 338 | 372 | 336 | 410 |
| Other <br> Regions | 97 | 116 | 136 | 123 | 93 | 103 |
| Total | 1,589 | 1,295 | 1,162 | 1,990 | 1,510 | 1,286 |

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Financial Services Business
Total Assets/Net Sales/Operating Income (Margin)

| Unit (thousand) Yen (billion) | FY14 |  |  |  | FY15 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1Q | 2Q | 3Q | 4Q | 1Q | 2Q |
| Total Assets of Finance Subsidiaries | 7,206.8 | 7,404.6 | 8,082.7 | 7,980.9 | 8,009.0 | 8,659.0 |
| Net Sales | 167.9 | 172.5 | 177.6 | 190.4 | 189.3 | 195.6 |
| $\begin{aligned} & \text { Yen } \\ & \text { (billion) } \end{aligned}$ | $\square \begin{aligned} & \text { Operating } \\ & \text { Operating } \end{aligned}$ |  | + 2 | 13.4 \% ).. <br> rency Effe |  |  |



| Unit (thousand) Yen (billion) | Motorcycle Business |  | Automobile Business |  | Power Product and Other Businesses |  | Financial Services Business |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Six Months |  | Six Months |  | Six Months |  | Six Months |  |
|  | FY14 | FY15 | FY14 | FY15 | FY14 | FY15 | FY14 | FY15 |
| Honda Group Unit Sales (Consolidated Unit Sales) | $\begin{array}{r} 8,270 \\ (4,956) \\ \hline \end{array}$ | $\begin{array}{r} 8,718 \\ (5,200) \\ \hline \end{array}$ | $\begin{array}{r} 2,046 \\ (1,727) \\ \hline \end{array}$ | $\begin{array}{r} 2,132 \\ (1,775) \\ \hline \end{array}$ | $\begin{array}{r} 2,884 \\ (2,884) \\ \hline \end{array}$ | $\begin{array}{r} 2,796 \\ (2,796) \\ \hline \end{array}$ | - $(-)$ | - <br> $(-)$ |
| Net Sales | 814.9 | 846.1 | 4,434.1 | 4,640.2 | 153.9 | 152.4 | 340.5 | 384.9 |



|  | Japan |  | North America |  | Europe |  | Asia |  | Other Regions |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2Q |  | 2Q |  | 2Q |  | 2Q |  | 2Q |  |
|  | FY14 | FY15 | FY14 | FY15 | FY14 | FY15 | FY14 | FY15 | FY14 | FY15 |
| Net Sales | 1,014.4 | 975.5 | 1,471.9 | 1,512.2 | 174.4 | 184.8 | 693.8 | 789.0 | 280.4 | 247.0 |

Operating Income: Yen (billion)


|  | Japan |  | North America |  | Europe |  | Asia |  | Other Regions |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Six Months |  | Six Months |  | Six Months |  | Six Months |  | Six Months |  |
|  | FY14 | FY15 | FY14 | FY15 | FY14 | FY15 | FY14 | FY15 | FY14 | FY15 |
| Net Sales | 1,990.3 | 1,963.4 | 2,973.2 | 3,057.8 | 350.4 | 379.4 | 1,400.6 | 1,522.4 | 521.1 | 455.2 |

Operating Income : Yen (billion)


## Change in Equity in Income of Affiliates



 Yen (billion)




- FY15 2nd Quarter and Six Months 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 Forecast


Motorcycles


Automobiles


Power (Thousand)
Products
$\mathbf{6 , 3 3 5} \mathbf{6 , 1 8 5}$


| FY15 <br> Previous <br> Forecast | FY15 <br> Revised <br> Forecast | Change |
| ---: | ---: | ---: |
| 325 | 335 | $\mathbf{+ 1 0}$ |
| 2,850 | 2,815 | $\mathbf{- 3 5}$ |
| 1,070 | 1,075 | $\mathbf{+ 5}$ |
| 1,595 | 1,480 | $\mathbf{- 1 1 5}$ |
| 495 | 480 | $\mathbf{- 1 5}$ |
| 6,335 | 6,185 | $\mathbf{- 1 5 0}$ |

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|  | $\begin{aligned} & \text { FY14 } \\ & \text { Results } \end{aligned}$ | FY15 <br> Forecast | Change |  | Change from previous forecast |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | amount | \% |  |
| Net Sales | 11,842.4 | 12,750.0 | +907.5 | + 7.7\% | - 50.0 |
| Operating Income | 750.2 | 770.0 | + 19.7 | + 2.6\% | 0.0 |
| Operating Margin | 6.3\% | 6.0\% |  | - 0.3pt | - |
| Income before Income taxes | 728.9 | 765.0 | + 36.0 | + 4.9\% | + 10.0 |
| Equity in income of affiliates | 132.4 | 120.0 | - 12.4 | - 9.4\% | - 35.0 |
| Net Income *1 | 574.1 | 565.0 | -9.1 | - 1.6\% | - 35.0 |
| EPS (Yen) *2 | 318.54 | 313.49 |  |  |  |

For *1 and *2, please refer to footnotes on page 34
Average Rates (Yen)

| US Dollar | 100 | 104 <br> $(1 \mathrm{H} 103 / 2 \mathrm{H} 105)$ | Yen down by 4 yen |
| :---: | :---: | :---: | :---: |
| Euro | 136 | 137 <br> $(1 \mathrm{H} 139 / 2 \mathrm{H} 135)$ | Yen down by 1 yen |


| Yen down by <br> 3 yen |
| :---: |
| Yen down by <br> 1 yen |

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Forecast: Change in Income before Income Taxes


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Forecast: Change in Income before Income Taxes


|  | FY14 <br> Results | FY15 <br> Forecast | Change |
| :--- | ---: | ---: | :--- |
| Capital <br> expenditures * | 726.1 | $\mathbf{6 7 0 . 0}$ | -56.1 |
| Depreciation and <br> amortization * | 375.8 | $\mathbf{4 1 5 . 0}$ | +39.2 |
| R\&D expenses | 634.1 | $\mathbf{6 4 5 . 0}$ | +10.9 |


| change from <br> previous <br> forecast |
| ---: |
| +20.0 |
| 0.0 |
| 0.0 |

* 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.
(5) With respect to "research and development expenses", management has analyzed reasons for an increase/decrease in research and development 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. per share
Basic net income attributable to Honda Motor Co., Ltd., per share is calculated based on weighted average number of shares outstanding as shown below: - 2nd Quarter FY14: 1,802,295,000 (approx), FY15: 1,802,289,000 (approx) (page 5)

- Six Months
- Fiscal Year

FY14: 1,802,295,000 (approx), FY15: 1,802,290,000 (approx) (page 6)
FY14: 1,802,294,000 (approx), FY15: 1,802,289,000 (approx) (pages 7 and 30)

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Note: The respective currency effect figures in the "FY15 Six Months" column in the "Difference of average rates (Impact on Operating income)" section have been revised since the October 28, 2014 posting

Yen (billion)

|  | 2Q |  |  |
| :---: | ---: | ---: | ---: |
|  | FY14 | FY15 | Change |
| Foreign <br> currency <br> forward | +23.1 | +1.5 | -21.5 |
| Interest rate <br> swap / <br> Currency swap | -5.5 | +2.1 | +7.6 |
| Others | -0.0 | -0.1 | -0.0 |
| Total | +17.5 | +3.5 | -13.9 |


| Six Months |  |  |
| ---: | ---: | ---: |
| FY14 | FY15 | Change |
| +49.5 | -2.2 | -51.8 |
| -10.4 | +5.4 | +15.8 |
| +0.0 | -0.1 | -0.2 |
| +39.1 | +2.9 | -36.1 |



