

Fiscal First Half Year Ended September 30, 2024 Financial Results

November 6, 2024

Thank you for your continuous support for Honda's business activities.

To start, I would like to explain the financial results for the fiscal first half year ended September 2024 and financial forecast for the fiscal year ending March 2025.

**Six Months Ended
September 30, 2024
(Apr. – Sep.)**

- **Operating Profit 742.6 bil. yen · Operating Margin 6.9%**

-Automobiles: Consolidated unit sales increased by 64 thousand units mainly due to strong sales of ICE / HEV^{*1} models and start of full-scale EV sales in North America from the same period of the previous year. Group unit sales decreased by 155 thousand units mainly due to the decrease in sales in China.

-Motorcycles: Achieved over 10 million unit sales^{*2} in six months mainly due to strong sales in global

- **Operating cash flows after R&D adjustment 1,285.1 bil. yen**

*1 Internal Combustion Engine / Hybrid Electric Vehicle
*2 Honda Group Unit Sales

**Financial Forecast for
FYE March 31, 2025**

- **Operating Profit 1,420.0 bil. yen · Profit for the year 950.0 bil. yen**

-Although operating profit has been affected by an increase in incentive for EV sales in North America, it remains unchanged from our previous forecast^{*3} mainly due to the recovery in motorcycle business.

-Profit for the year decreased by 50 bil. yen from our previous forecast mainly due to the decrease of share of profit of investments accounted for using the equity method. *3 Previous forecast: announced on August 7

**Returning profit
to shareholders**

- **The interim dividend were set at 34 yen. The annual dividend will be 68 yen. (unchanged from previous forecast)** *4 Forecast
- **The Board of Directors has approved acquisition of the Company's own shares of 100.0 bil. yen, in addition to the 300.0 bil. yen share buyback resolution made on May 10.**

First, let me highlight the key points from the financial results.

For the cumulative second quarter of the fiscal year ending March 2025, our operating profit was 742.6 billion yen, with an operating profit margin of 6.9%.

In automobile business operations, consolidated unit sales volume increased by 64,000 units compared to the same period last year, driven by strong sales of ICE and HEV models and the commencement of substantial EV sales in North America. However, due to a decrease in unit sales volume in China, the total group sales volume decreased by 155,000 units. In motorcycle business operations, global sales remained strong, achieving a total of 10 million units for the cumulative second quarter.

The operating cash flow after R&D adjustment which represents the funding for future investments, remained at the same level as the same period last year at 1 trillion 285.1 billion yen. For the fiscal year ending March 2025, the consolidated financial forecast remains unchanged at an operating profit of 1 trillion 420 billion yen, despite the impact of enhanced incentives for EV sales in North America, which are expected to be offset by recoveries in the motorcycle business.

Profit for the year attributable to owners of the parent has been revised downward by 50 billion yen from the previous forecast to 950 billion yen, due to decreased equity method profit resulting from reduced sales volume in China and decreased profit in Honda's affiliates in Japan. Regarding returning profit to shareholders, the Board of Directors has approved to remain the previous dividends forecast with consist of 34 yen for the interim dividend and 68 yen for the annual dividend. Furthermore, the Board of Directors has also approved a plan today to repurchase up to 100 billion yen in shares, in addition to the 300 billion yen share buyback resolution made on May 10, 2024.

Automobile Business Retail	QTD (Jul. - Sep.)		YTD (Apr. - Sep.)	
	Unit (thousand)	vs. FYE March 31, 2024 (%)	Unit (thousand)	vs. FYE March 31, 2024 (%)
Main Countries				
Japan	174	122.0	332	128.8
The United States	366	108.0	723	105.3
China	172	57.1	381	62.4

■ Sales Results in YTD (Apr. - Sep.)

- Overall, lower than the same period last year mainly due to the growing NEV market and intensified price competition in China, despite the increased unit sales in Japan and the United States.



Honda 0 Tech Meeting 2024
Held October 2nd to 5th



N-BOX JOY (Japan)
Launched in September 2024

Motorcycle Business Wholesale	QTD (Jul. - Sep.)		YTD (Apr. - Sep.)	
	Unit (thousand)	vs. FYE March 31, 2024 (%)	Unit (thousand)	vs. FYE March 31, 2024 (%)
Main Countries				
India	1,467	117.0	2,881	130.6
Vietnam	582	118.1	1,113	111.5
Thailand	329	92.6	684	91.1
Indonesia	1,331	111.7	2,453	106.4
Brazil	330	101.2	648	108.6

■ Sales Results in YTD (Apr. - Sep.)

- Exceeded the same period last year due to firm demand in India and an economic recovery in Vietnam, despite a decrease in Thailand related to an economic slowdown.



CUV e: (Indonesia)
Announced in October 2024



LEAD 125 (Vietnam)
Launched in September 2024

Next, I would like to explain the situation in the major markets.

In automobile business operations, there were increases in Japan and the United States, but due to the expansion of the new energy vehicle market in China and intensified price competition, overall sales decreased, falling below the same period last year.

In motorcycle business operations, although there was a decrease due to an economic slowdown in Thailand, strong demand in India and an economic recovery in Vietnam led to an overall increase, exceeding the same period last year.

Income Statements	Yen (billion)	Six Months Ended September 30			
		2023	2024	Amount	Change
Sales revenue		9,609.3	10,797.6	+ 1,188.2	+ 12.4%
Operating profit		696.5	742.6	+ 46.0	+ 6.6%
Operating margin		7.2%	6.9%		- 0.3pt
Share of profit (loss) of investments accounted for using the equity method		66.7	-20.7	- 87.4	-
Profit before income taxes		879.2	741.9	- 137.3	- 15.6%
Profit for the period attributable to owners of the parent		616.3	494.6	- 121.6	- 19.7%
Earnings per share attributable to owners of the parent (Yen) ^{*1}		124.63	103.25		- 21.38
Market average rate (Yen)					
U.S. Dollar		141	153		+ 12 ^{*2}

^{*1} Each share of common stock was split into 3 shares per share on the record date of September 30, 2023, with an effective date of October 1, 2023. Earnings per share were calculated that the stock split was carried out at the beginning of the fiscal year ended March 31, 2024. Please refer to the footnotes on the last page for weighted average number of shares outstanding.

^{*2} + weak yen / - strong yen

For the cumulative consolidated financial results for the second quarter of the fiscal year ending March 2025, operating profit increased by 46 billion yen compared to the same period last year, totaling 742.6 billion yen.

Equity method investment profit decreased by 87.4 billion yen, resulting in a loss of 20.7 billion yen.

The profit for the period attributable to owners of the parent company was 121.6 billion yen lower, at 494.6 billion yen.

Income Statement	Yen (billion)	FYE March 31		Amount	Change	Change from previous forecast
		2024 Results	2025 Forecast			
Sales revenue	20,428.8	21,000.0	+ 571.1	+ 2.8%	+ 700.0	
Operating profit	1,381.9	1,420.0	+ 38.0	+ 2.8%	-	
Operating margin	6.8%	6.8%		- 0.0pt	- 0.2pt	
Share of profit (loss) of investments accounted for using the equity method	110.8	-55.0	- 165.8	-	- 25.0	
Profit before income taxes	1,642.3	1,435.0	- 207.3	- 12.6%	- 45.0	
Profit for the year attributable to owners of the parent	1,107.1	950.0	- 157.1	- 14.2%	- 50.0	
Earnings per share attributable to owners of the parent (Yen)	225.88	202.00		- 23.88	- 8.82	
Market average rate (Yen)						
U.S. Dollar		145	148		+ 3	+ 8

Next, I would like to discuss regarding the consolidated financial forecast for the fiscal year ending March 2025.

We maintain our previous forecast for operating profit at 1 trillion 420 billion yen.

Furthermore, the current profit for the year attributable to owners of the parent company has been revised downwards by 50 billion yen to 950 billion yen.

The foreign exchange rate assumptions are set at 143 yen per U.S. dollar for the second half and 148 yen for the full year.

<Dividends>

Dividend per Share (Yen)	FYE March 31, 2025		Change from previous forecast
	Previous	Forecast	
Interim Dividend	34	34	-
Year-end Dividend	(34)*	(34)	-
Fiscal Year	(68)	(68)	-

* () : Forecast

<Acquisition of the Company's Own Shares>

Purpose:

Improving efficiency of its capital structure and implementing a flexible capital strategy, among others.

Details:

- Total number of shares to be acquired (maximum): 70 million shares (common shares)
- Total amount of shares to be acquired (maximum): 100 billion yen
- Period of acquisition: Starting on November 7, 2024 and ending on October 31, 2025

Regarding dividends, the interim dividend for the fiscal year ending March 2025 is set at 34 yen per share.

The forecast for the annual dividend remains at 68 yen, unchanged from the previous announcement.

Additionally, a resolution was made at today's board meeting to repurchase company shares, up to 100 billion yen.

HONDA

*Fiscal First Half Year Ended September 30, 2024
Financial Results*

At this time, I will explain the results for the cumulative second quarter.

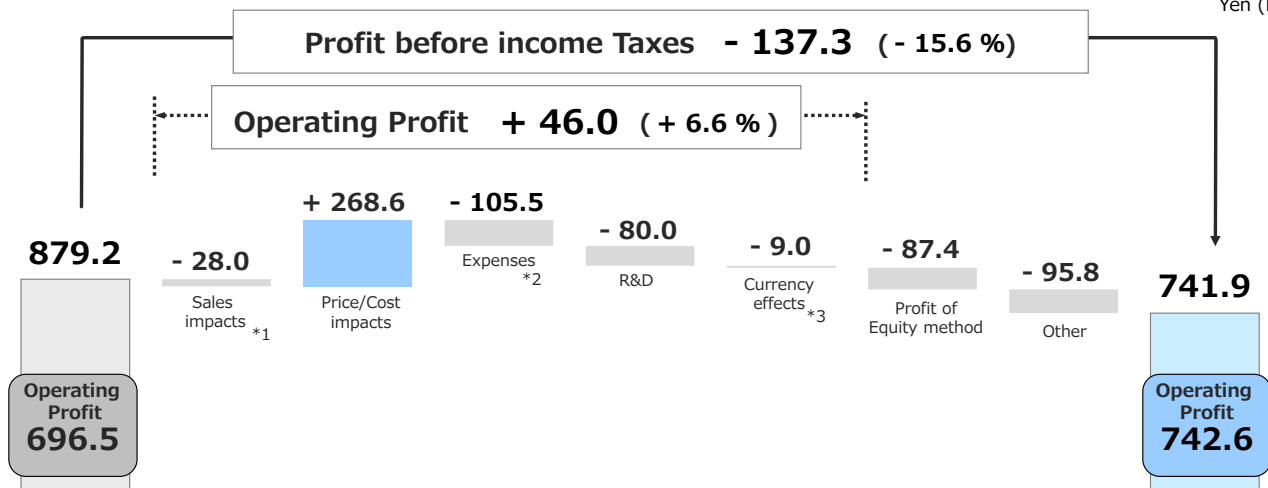
Income Statements	Yen (billion)	Six Months Ended September 30			
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Operating margin		7.2%	6.9%		- 0.3pt
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Profit before income taxes		879.2	741.9	- 137.3	- 15.6%
Profit for the period attributable to owners of the parent		616.3	494.6	- 121.6	- 19.7%
Earnings per share attributable to owners of the parent (Yen) ^{*1}		124.63	103.25		- 21.38
Market average rate (Yen)					
U.S. Dollar		141	153		+ 12 ^{*2}

*1 Each share of common stock was split into 3 shares per share on the record date of September 30, 2023, with an effective date of October 1, 2023. Earnings per share were calculated that the stock split was carried out at the beginning of the fiscal year ended March 31, 2024. Please refer to the footnotes on the last page for weighted average number of shares outstanding.

*2 + weak yen / - strong yen

The cumulative consolidated financial results for the second quarter are as explained earlier.

Yen (billion)



Six Months Ended September 30, 2023

Six Months Ended September 30, 2024

*1 Sales impacts		*2 Expenses		*3 Currency effects	
Revenue, model mix	+ 148.2	Warranty	+ 23.0	JPY / USD	+ 66.5
Finance	+ 8.8	Finance	- 15.8	USD / Others (BRL, CAD, MXN)	- 14.5
Other	- 185.0	Other	- 112.7	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	+ 2.0
				Other	- 63.0

Next, I would like to explain the factors contributing to the increase or decrease in profit before income taxes compared to the same period last year.

Operating profit increased by 46 billion yen compared to the same period last year. The factors affecting this increase are as follows:

Regarding sales impacts, increased sales volume led to a profit increase, but higher incentives resulted in an overall negative impact of 28 billion yen.

Regarding pricing and cost impacts, the effect of setting prices commensurate with improvements in product value led to a positive increase of 268.6 billion yen.

Expenses increased due to rising personnel costs and outsourcing costs resulting in a negative impact of 105.5 billion yen.

R&D expenses increased by 80 billion yen resulting in a negative impact.

The negative impact of exchange rates resulted in a decrease of 9 billion yen.

Profit before income taxes decreased by 137.3 billion yen reflecting decreased sales in China, losses from equity method caused by decreased profit in Honda's affiliates in Japan, and foreign exchange rate impacts due to the appreciation of the yen compared to the previous fiscal year, which resulted in a valuation loss on foreign currency denominated assets, as well as other factors.

**Six Months Ended September 30, 2024:
Sales Revenue/Operating Profit (Margin) by Business Segment**

upper: Six Months Ended September 30, 2024	Motorcycle Business	Automobile Business	Financial Services Business	Power Products and Other Businesses
lower: Six Months Ended September 30, 2023				
Unit (thousand)	10,382	1,779	-	1,653
Honda Group Unit Sales (Consolidated Unit Sales)	(6,960)	(1,396)	-	(1,653)
	9,266	1,934	-	1,826
	(6,006)	(1,332)	-	(1,826)
Yen (billion)	1,810.7	7,130.5	1,814.5	203.2
Sales Revenue	1,572.5	6,347.1	1,577.8	214.3
Operating Profit	325.8	258.0	162.7	- 3.9
	253.3	301.3	137.0	4.8
Operating Margin	18.0%	3.6%	9.0%	- 2.0%
	16.1%	4.7%	8.7%	2.2%

In the financial services business, Honda provides retail lending and leasing to customers and wholesale financing to dealers to support the sale of its products.

Operating profit from aircraft and aircraft engines included in above
Yen (billion)
- 19.0
-14.5

Next, let me discuss operating profit by business segment:

Motorcycle business operations reported 325.8 billion yen.

Automobile business operations totaled 258.0 billion yen.

The total for financial services business operations was 162.7 billion yen.

The result for power products business operations and other businesses was an operating loss of 3.9 billion yen.

Cash Flows of Non-Financial Services Businesses

	Yen (billion)	
	Six Months Ended September 30	
	2023	2024
Cash flows from operating activities	+ 995.8	+ 886.1
Cash flows from investing activities	- 262.8	- 513.8
Free cash flow	+ 732.9	+ 372.3
Cash flows from financing activities	- 327.6	- 524.5
Effects of exchange rate changes	+ 278.5	- 177.1
Net change of cash and cash equivalents	+ 683.8	- 329.3
Cash & cash equivalents at end of period	4,237.4	4,295.3
Net cash at end of period	3,356.6	3,492.3
Operating cash flows after R&D adjustment*	+ 1,323.5	+ 1,285.1

* Cash Flows from operating activities (CFO) excluding R&D expenses (CFO of non-financial services businesses + R&D expenditures – amount transferred to development assets)

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Regarding the cash flow situation:

Cumulative free cash flow of operating companies, excluding financial services for the second quarter of the fiscal year ending March 2025, was 372.3 billion yen.

The first half net cash balance was 3 trillion 492.3 billion yen.

Operating cash flow after R&D adjustments was 1 trillion 285.1 billion yen.

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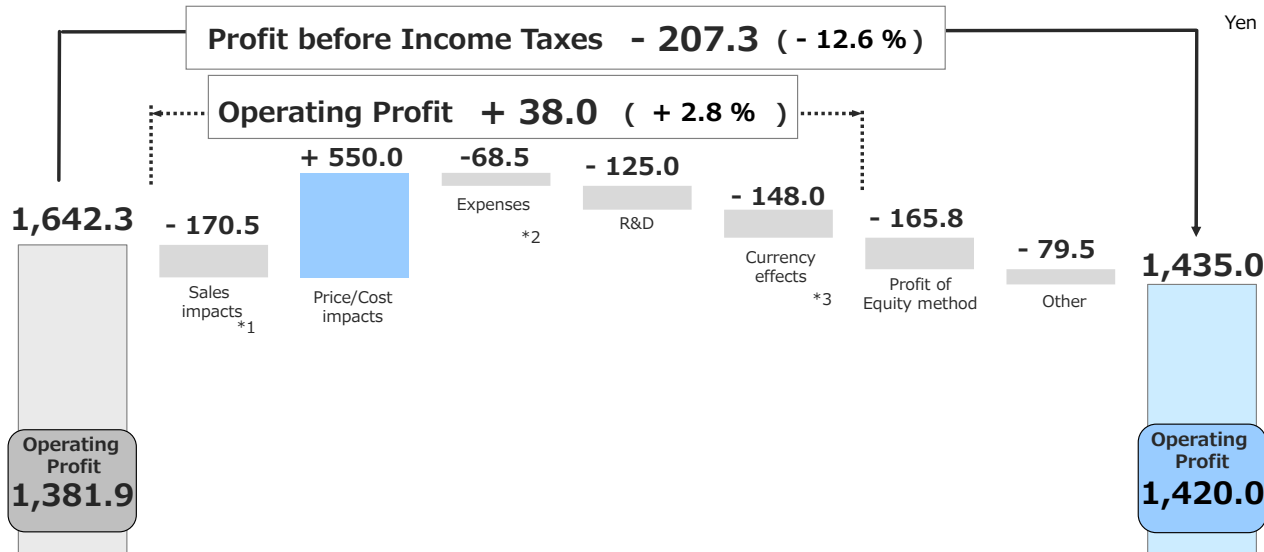
*Fiscal Year Ending March 31, 2025
Financial Forecast*

Next, I would like to explain the consolidated financial forecast for the fiscal year ending March 2025.

Income Statement	Yen (billion)	FYE March 31		Amount	Change	Change from previous forecast
		2024 Results	2025 Forecast			
Sales revenue		20,428.8	21,000.0	+ 571.1	+ 2.8%	+ 700.0
Operating profit		1,381.9	1,420.0	+ 38.0	+ 2.8%	-
Operating margin		6.8%	6.8%		- 0.0pt	- 0.2pt
Share of profit (loss) of investments accounted for using the equity method		110.8	-55.0	- 165.8	-	- 25.0
Profit before income taxes		1,642.3	1,435.0	- 207.3	- 12.6%	- 45.0
Profit for the year attributable to owners of the parent		1,107.1	950.0	- 157.1	- 14.2%	- 50.0
Earnings per share attributable to owners of the parent (Yen)		225.88	202.00		- 23.88	- 8.82
Market average rate (Yen)						
U.S. Dollar		145	148		+ 3	+ 8

The consolidated financial forecast for the fiscal year ending March 2025 is as explained earlier.

Yen (billion)



FYE March 31, 2024 Results

*1 Sales impacts		*2 Expenses		*3 Currency effects	
Revenue, model mix	+ 103.0	Warranty	+ 67.0	JPY / USD	+ 33.5
Finance	+ 16.5	Finance	- 31.0	USD / Others (BRL, CAD, MXN)	-39.0
Other	- 290.0	Other	- 104.5	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	- 8.5
				Other	-134.0

FYE March 31, 2025 Forecast

Next, I would like to explain the factors contributing to the increase or decrease in profit before income taxes compared to the previous year.

First, operating profit increased by 38 billion yen compared to the previous year. Factors influencing this change are as follows:

Increased sales volume provided a profit increase, but higher incentives resulted in an overall negative impact of 170.5 billion yen.

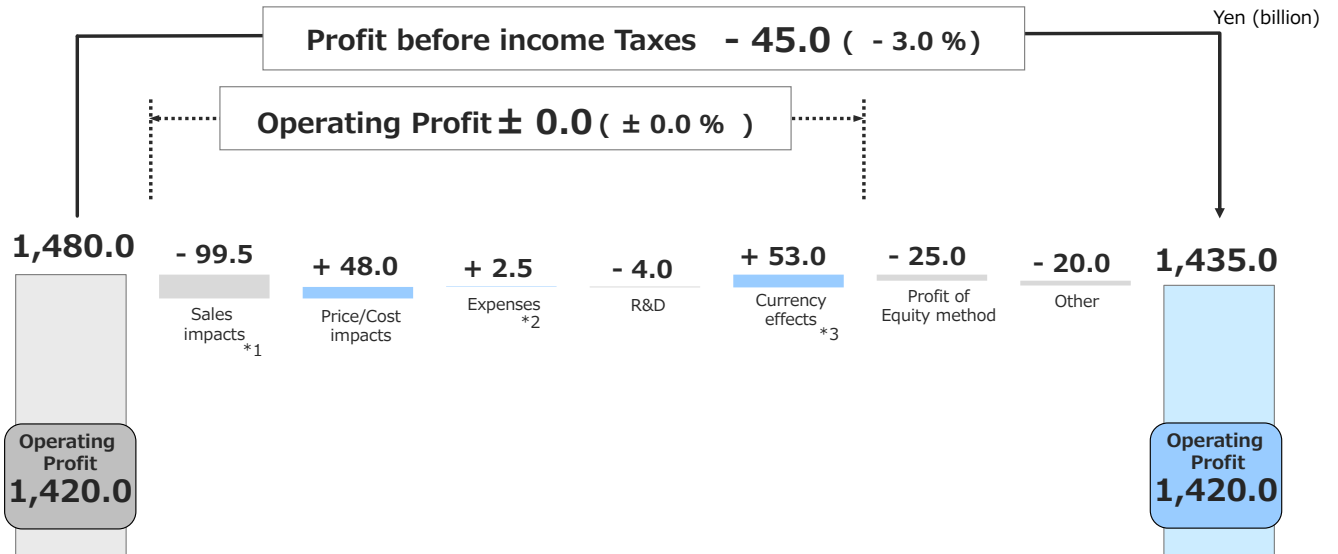
Pricing and cost impacts led to a positive increase of 550 billion yen due to the effect of setting prices commensurate with improvements in product value.

Expenses increased and resulted in a negative impact of 68.5 billion yen.

Research and development expenses increased leading to a negative impact of 125 billion yen.

Foreign exchange rate impacts resulted in a negative impact of 148 billion yen.

Profit before income taxes decreased by 207.3 billion yen reflecting decreased sales in China, losses from equity method caused by decreased profit in Honda's affiliates in Japan, and foreign exchange rate impacts due to the appreciation of the yen compared to the previous fiscal year, which resulted in a valuation loss on foreign currency denominated assets, as well as other factors.



**FYE March 31, 2025
Previous Forecast**

*1 Sales impacts		*2 Expenses		*3 Currency effects	
Revenue, model mix	+ 18.0	Warranty	-	JPY / USD	+ 76.5
Finance	+ 5.5	Finance	- 3.0	USD / Others (BRL, CAD, MXN)	- 49.0
Other	- 123.0	Other	+ 5.5	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	+ 19.0
				Other	+ 6.5

**FYE March 31, 2025
Revised Forecast**

Next, I would like to explain the factors contributing to the increase or decrease compared to the previous forecast.

Operating profit remains unchanged from the previous forecast.

the factors are as follows:

Sales volume impacts resulted in a negative impact of 99.5 billion yen due to increased incentives.

Pricing and cost impacts resulted in a profit increase of 48 billion yen due to the effect of setting prices commensurate with improvement in product value.

Expenses decreased by 2.5 billion yen, leading to a profit increase.

Research and development expenses increased by 4 billion yen, resulting in a negative impact on profit.

Foreign exchange impacts resulted in a profit increase of 53 billion yen.

Profit before income taxes reflects losses from equity method by decreased sales in China, resulting in a decrease of 45 billion yen.

Yen (billion)	FYE March 31, 2024 Results	FYE March 31, 2025 Forecast	Change	Change from previous forecast
Capital expenditures ^{*1}	387.9	670.0	+ 282.0	-
Depreciation and amortization ^{*1}	486.0	450.0	- 36.0	+ 10.0
Research and development expenditures ^{*2}	976.3	1,190.0	+ 213.6	-

^{*1} Capital expenditures as well as Depreciation in Results and Forecast shown above exclude investment in operating leases, right-of-use assets, and intangible assets.

^{*2} Research and development expenditures are research and development activities related costs incurred during the reporting period. In accordance with IFRS, a portion of research and development expenditures is recognized as an intangible asset and amortized over its estimated useful life. As such, this amount is not in conformity with "Research and development" on Consolidated Statements of Income.

Finally, regarding the outlook for capital investments, depreciation costs, and R&D expenditures for the fiscal year ending March 2025, please see the details shown.

Caution with Respect to Forward-Looking Statements:

This presentation contains forward-looking statements about the performance and shareholders return 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 fluctuation of foreign exchange rates, as well as other factors detailed from time to time.

Accounting standards:

Our consolidated financial statements are prepared in conformity with International Financial Reporting Standards (IFRS), as issued by the International Accounting Standards Board (IASB).

Notice on the Factors for Increases and Decreases in Income:

With respect to the discussion in this presentation of the changes, identified factors and used what it believes to be a reasonable method to analyze the respective changes in such factors. 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 transaction. With respect to "foreign currency adjustments", analyzed foreign currency adjustments primarily related to the following currencies: U.S. dollar, Japanese yen and others at the level of the Company and its material consolidated subsidiaries.
- (2) With respect to "Price and Cost impacts", analyzed effects of changes in sales price, cost reductions, effects of raw material cost fluctuations and others, excluding foreign currency effects.
- (3) With respect to "Sales impacts", analyzed changes in sales volume and in the mix of product models sold that resulted in increases/decreases in profit, changes in sales revenue of Financial services business that resulted in increases/decreases in profit, as well as certain other reasons for increases/decreases in sales revenue and cost of sales, excluding foreign currency effects.
- (4) With respect to "Expenses", analyzed reasons for an increase/decrease in selling, general and administrative expenses from the previous fiscal year excluding foreign currency translation effects.
- (5) With respect to "Research and Development expenses", analyzed reasons for an increase/decrease in research and development expenses from the previous fiscal year excluding foreign currency translation effects.

Unit sales:**Motorcycle Business**

Honda Group Unit Sales is the total unit sales of completed products, including motorcycles, ATVs, and Side-by-Sides of Honda, its consolidated subsidiaries and its affiliates and joint ventures accounted for using the equity method. Consolidated Unit Sales is the total unit sales of completed products corresponding to consolidated sales revenue to external customers, which consists of unit sales of completed products of Honda and its consolidated subsidiaries.

Automobile Business

Honda Group Unit Sales is the total unit sales of completed products of Honda, its consolidated subsidiaries and its affiliates and joint ventures accounted for using the equity method. Consolidated Unit Sales is the total unit sales of completed products corresponding to consolidated sales revenue to external customers, which consists of unit sales of completed products of Honda and its consolidated subsidiaries. Certain sales of automobiles that are financed with residual value type auto loans and other by our Japanese finance subsidiaries and provided through our consolidated subsidiaries are accounted for as operating leases in conformity with IFRS and are not included in consolidated sales revenue to the external customers in our Automobile business. Accordingly, they are not included in Consolidated Unit Sales, but are included in Honda Group Unit Sales of our Automobile business.

Power Products Business

Honda Group Unit Sales is the total unit sales of completed power products of Honda, its consolidated subsidiaries and its affiliates and joint ventures accounted for using the equity method. Consolidated Unit Sales is the total unit sales of completed power products corresponding to consolidated sales revenue to external customers, which consists of unit sales of completed power products of Honda and its consolidated subsidiaries. In Power Products business, there is no discrepancy between Honda Group Unit Sales and Consolidated Unit Sales since no affiliate and joint venture accounted for using the equity method was involved in the sale of Honda power products.

* Earnings per share attributable to owners of the parent is calculated based on weighted average number of shares outstanding as shown below:

- Six Months*	Ended September 30, 2023	4,944,996,000 (approx.)	Ended September 30, 2024	4,790,957,000 (approx.)
- Twelve Months	Ended March 31, 2024	4,901,560,000 (approx.)	Forecast Ending March 31, 2025	4,703,061,000 (approx.)

* Each share of common stock was split into 3 shares per share on the record date of September 30, 2023, with an effective date of October 1, 2023.

Weighted average number of shares outstanding is calculated that the stock split was carried out at the beginning of the fiscal year ended March 31, 2024.

This concludes my explanation.

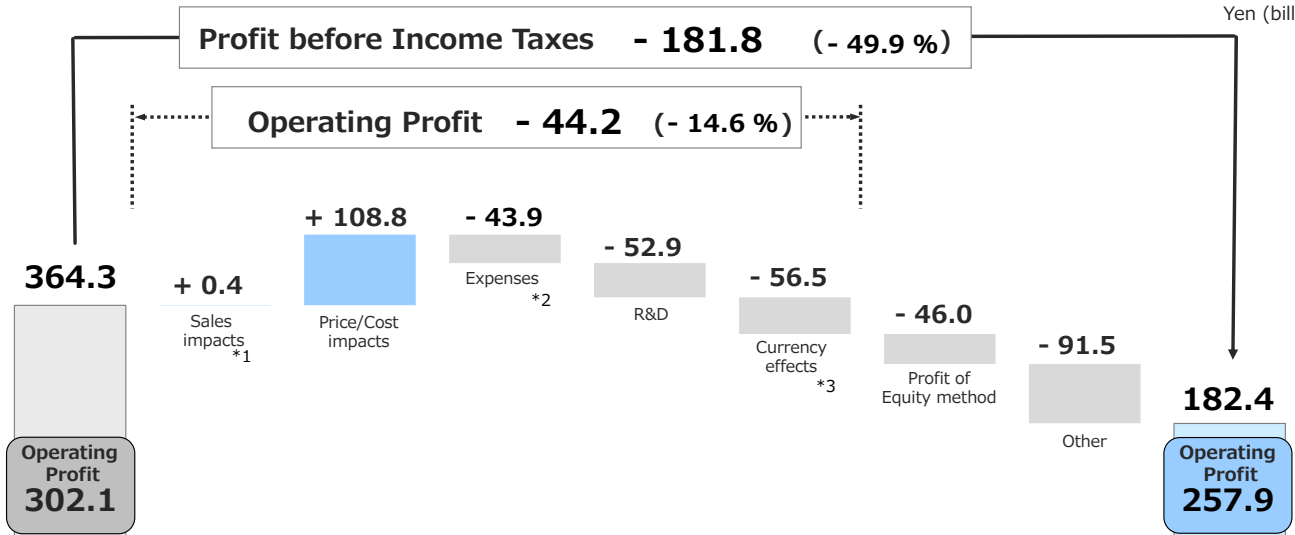
Thank you very much for your attention.

HONDA
The Power of Dreams

How we move you.
CREATE ▶ TRANSCEND, AUGMENT

Appendix

Yen (billion)



Three Months Ended September 30, 2023

*1 Sales impacts		*2 Expenses		*3 Currency effects	
Revenue, model mix	+ 108.1	Warranty	+ 22.2	JPY / USD	+ 6.5
Finance	+ 4.6	Finance	- 9.2	USD / Others (BRL, CAD, MXN)	- 12.0
Other	- 112.3	Other	- 56.9	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	- 6.5
				Other	- 44.5

Three Months Ended September 30, 2024

upper : Six Months Ended September 30, 2024	Motorcycle Business	Automobile Business	Financial Services Business	Power Products and Other Businesses
lower : Six Months Ended September 30, 2023				
Unit (thousand)	5,320	910	-	831
Honda Group Unit Sales (Consolidated Unit Sales)	(3,510)	(724)	-	(831)
	4,793	1,033	-	843
	(3,136)	(699)	-	(843)
Yen (billion)	873.0	3,625.9	875.1	98.3
Sales Revenue	815.6	3,315.7	804.2	105.1
Operating Profit	148.2	35.1	77.7	- 3.2
	109.8	124.3	67.4	0.3
Operating Margin	17.0%	1.0%	8.9%	- 3.3%
	13.5%	3.8%	8.4%	0.4%

In the financial services business, Honda provides retail lending and leasing to customers and wholesale financing to dealers to support the sale of its products.

Operating profit from aircraft and aircraft engines included in above Yen (billion)	- 9.3
	- 8.8

Change in Sales Revenue (sales revenue from external customers)

Yen (billion)

Three Months

 Compared with three months ended September 30, 2023: + 408.3 / + 8.2 %
 (Excluding currency translation effects: +340.4 / + 6.8 %)

	FYE March 31, 2024	FYE March 31, 2025	Change	Change excluding currency translation effects (%)	
Motorcycle Business	815.6	873.0	+ 57.4	+ 85.5	+ 10.5%
Automobile Business	3,269.9	3,552.9	+ 282.9	+ 208.2	+ 6.4%
Financial Services Business	803.5	873.8	+ 70.2	+ 49.7	+ 6.2%
Power Products and Other Businesses	95.2	92.9	- 2.3	- 3.1	- 3.3%
Total	4,984.3	5,392.7	+ 408.3	+ 340.4	+ 6.8%
Market average rate (Yen)					
U.S. Dollar	145	149			

Six Months

 Compared with six months ended September 30, 2023: + 1,188.2 / + 12.4 %
 (Excluding currency translation effects: +661.1 / + 6.9 %)

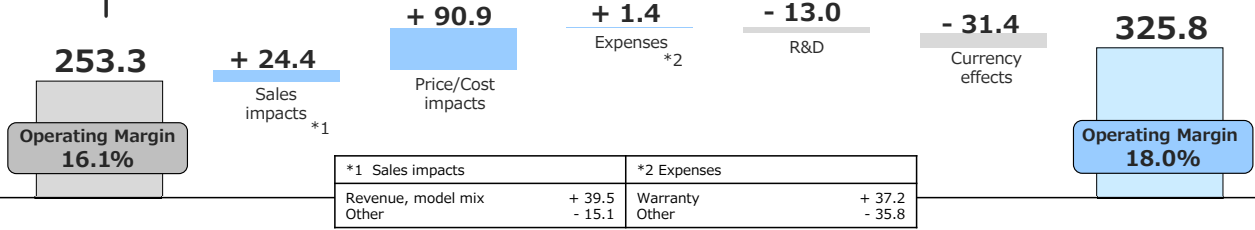
	FYE March 31, 2024	FYE March 31, 2025	Change	Change excluding currency translation effects (%)	
Motorcycle Business	1,572.5	1,810.7	+ 238.2	+ 225.9	+ 14.4%
Automobile Business	6,262.2	6,987.5	+ 725.2	+ 333.3	+ 5.3%
Financial Services Business	1,576.6	1,811.8	+ 235.2	+ 119.3	+ 7.6%
Power Products and Other Businesses	197.9	187.3	- 10.5	- 17.5	- 8.9%
Total	9,609.3	10,797.6	+ 1,188.2	+ 661.1	+ 6.9%
Market average rate (Yen)					
U.S. Dollar	141	153			

Six Months Ended September 30, 2024:
Changes in Operating Profit in Motorcycle Business/Automobile Business

Yen (billion)

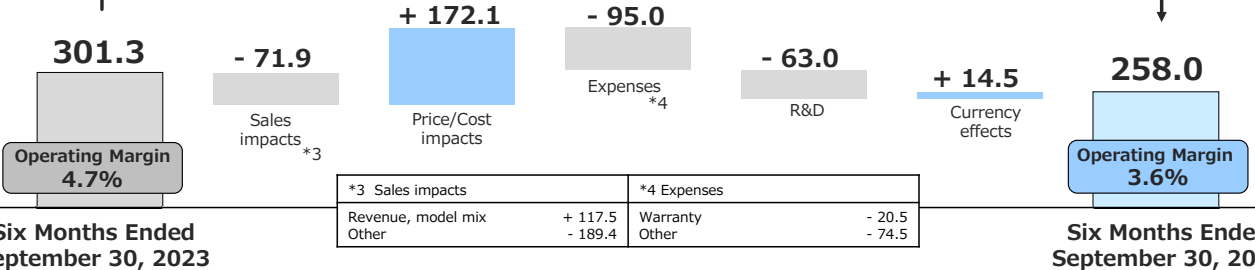
Motorcycle Business

Operating Profit + 72.4 (+ 28.6 %)



Automobile Business

Operating Profit - 43.3 (- 14.4 %)



Six Months Ended September 30, 2023

Six Months Ended September 30, 2024

Six Months Ended September 30, 2024:
Sales Revenue/Operating Profit by Geographical Segment

Yen (billion)

Three Months	Japan		North America		Europe		Asia		Other Regions	
	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024
Sales Revenue	1,361.0	1,333.4	2,909.2	3,305.6	233.0	235.1	1,250.8	1,185.1	260.6	276.6
Operating Profit	58.1	- 0.9	114.4	81.8	13.0	5.1	111.7	102.8	40.6	42.4
Change (%)	- 59.1 billion yen		- 28.5%		- 60.4%		- 8.0%		+ 4.5%	

Six Months	Japan		North America		Europe		Asia		Other Regions	
	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024
Sales Revenue	2,513.3	2,688.8	5,717.9	6,635.4	447.0	485.0	2,329.2	2,354.5	506.8	596.1
Operating Profit	160.8	129.5	282.1	286.8	24.9	7.0	208.1	228.8	74.0	93.5
Change (%)	- 19.5%		+ 1.7%		- 71.6%		+ 9.9%		+ 26.4%	

Yen (billion)	Three Months Ended September 30			Three Months Ended September 30		
	2023 Results	2024 Results	Change	2023 Results	2024 Results	Change
Capital expenditures	73.2	86.3	+ 13.0	135.2	177.8	+ 42.6
Depreciation and amortization	123.3	109.4	- 13.9	246.2	230.1	- 16.0
Research and development expenditures	214.0	282.9	+ 68.9	408.2	516.8	+ 108.6

Yen (billion)

Assets	FYE March 31, 2024	Q2 Ended Sep. 30, 2024	Liabilities and Equity	FYE March 31, 2024	Q2 Ended Sep. 30, 2024
Cash and cash equivalents	4,624.6	4,295.3	Trade payables	1,541.0	1,351.0
Trade receivables	1,247.0	984.8	Financing liabilities	862.9	803.0
Inventories	2,433.6	2,455.5	Other liabilities	3,634.8	3,450.7
Investments accounted for using the equity method	1,206.9	1,193.0	Non-financial Services Businesses	6,039.0	5,604.9
Property, plant and equipment	3,219.5	3,044.7	Financing liabilities	9,308.4	9,692.1
Other assets	3,524.0	3,657.1	Other liabilities	1,658.8	1,551.6
Non-financial Services Businesses	16,256.1	15,630.7	Finance Subsidiaries	10,967.3	11,243.9
Cash and cash equivalents	329.8	326.9	Reconciling items	-238.1	-247.5
Receivables from financial services	8,176.5	8,296.9	Total liabilities	16,768.2	16,601.3
Equipment on operating leases	5,202.7	5,201.8	Non-financial Services Businesses equity	10,217.1	10,025.8
Other assets	409.0	410.2	Finance Subsidiaries equity	3,151.0	2,992.1
Finance Subsidiaries	14,118.3	14,236.0	Reconciling items	-362.2	-345.4
Reconciling items	-600.3	-592.9	Total equity	13,005.8	12,672.5
Total assets	29,774.1	29,273.8	Total liabilities and equity	29,774.1	29,273.8

Sales Revenue/Operating Profit by Business Segment

Yen (billion)

Segment Information	QTD								YTD (FYE March 31)					
	FYE March 31, 2024				FYE March 31, 2025				Change	Change (%)	2024 Results	2025 Results	Change	Change (%)
	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q						
Sales Revenue														
Motorcycle Business	756.9	815.6	785.4	862.1	937.6	873.0			+ 57.4	+ 7.0%	1,572.5	1,810.7	+ 238.2	+ 15.1%
Automobile Business	3,031.3	3,315.7	3,773.4	3,670.9	3,504.5	3,625.9			+ 310.2	+ 9.4%	6,347.1	7,130.5	+ 783.4	+ 12.3%
Financial Services Business	773.6	804.2	810.2	863.6	939.3	875.1			+ 70.9	+ 8.8%	1,577.8	1,814.5	+ 236.6	+ 15.0%
PP & Other Businesses	109.1	105.1	92.2	115.7	104.8	98.3			- 6.7	- 6.4%	214.3	203.2	- 11.0	- 5.2%
Reconciling items	- 46.1	- 56.2	- 71.2	- 83.3	- 81.6	- 79.8			- 23.5	-	- 102.4	- 161.4	- 59.0	-
Total	4,624.9	4,984.3	5,390.1	5,429.3	5,404.8	5,392.7			+ 408.3	+ 8.2%	9,609.3	10,797.6	+ 1,188.2	+ 12.4%
Operating Profit														
Motorcycle Business	143.5	109.8	158.1	144.7	177.6	148.2			+ 38.3	+ 34.9%	253.3	325.8	+ 72.4	+ 28.6%
Automobile Business	176.9	124.3	159.1	100.1	222.8	35.1			- 89.2	- 71.7%	301.3	258.0	- 43.3	- 14.4%
Financial Services Business	69.5	67.4	67.8	69.1	84.9	77.7			+ 10.2	+ 15.2%	137.0	162.7	+ 25.7	+ 18.8%
PP & Other Businesses	4.4	0.3	- 5.2	- 8.3	- 0.7	- 3.2			- 3.6	-	4.8	- 3.9	- 8.7	-
Total	394.4	302.1	379.8	305.5	484.7	257.9			- 44.2	- 14.6%	696.5	742.6	+ 46.0	+ 6.6%
Operating profit from aircraft and aircraft engines	- 5.6	- 8.8	- 10.0	- 8.3	- 9.7	- 9.3			- 0.4	-	- 14.5	- 19.0	- 4.4	-
Total Assets of Finance Subsidiaries	12,374.0	12,977.3	12,921.0	14,118.3	15,257.5	14,236.0			+ 1,258.7	+ 9.7%				



Honda Group Unit Sales/Consolidated Unit Sales/Automobile Retail Sales per Power Trains

Unit (thousand)

Honda Group Unit Sales	2024				2025				Change	FYE March 31					
	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q		2024 Results	2025 Results	Change	2024 Results	2025 Forecast	Change
Motorcycles	4,473	4,793	4,695	4,858	5,062	5,320			+ 527	9,266	10,382	+ 1,116	18,819	20,200	+ 1,381
Japan	58	64	59	60	50	50			- 14	122	100	- 22	241	200	- 41
North America	120	135	119	124	132	137			+ 2	255	269	+ 14	498	525	+ 27
Europe	119	110	95	116	138	127			+ 17	229	265	+ 36	440	475	+ 35
Asia	3,781	4,093	4,010	4,132	4,275	4,586			+ 493	7,874	8,861	+ 987	16,016	17,170	+ 1,154
Other Regions	395	391	412	426	467	420			+ 29	786	887	+ 101	1,624	1,830	+ 206
Automobiles	901	1,033	1,180	995	869	910			- 123	1,934	1,779	- 155	4,109	3,800	- 309
Japan	115	144	169	167	141	161			+ 17	259	302	+ 43	595	680	+ 85
North America	393	385	433	417	406	430			+ 45	778	836	+ 58	1,628	1,675	+ 47
Europe	20	23	25	35	23	25			+ 2	43	48	+ 5	103	105	+ 2
Asia	343	446	518	344	264	257			- 189	789	521	- 268	1,651	1,180	- 471
Other Regions	30	35	35	32	35	37			+ 2	65	72	+ 7	132	160	+ 28
Power Products	983	843	722	1,264	822	831			- 12	1,826	1,653	- 173	3,812	3,660	- 152
Japan	60	72	72	98	46	78			+ 6	132	124	- 8	302	255	- 47
North America	357	237	90	399	270	212			- 25	594	482	- 112	1,083	1,050	- 33
Europe	218	138	125	313	134	118			- 20	356	252	- 104	794	620	- 174
Asia	288	314	340	352	301	351			+ 37	602	652	+ 50	1,294	1,400	+ 106
Other Regions	60	82	95	102	71	72			- 10	142	143	+ 1	339	335	- 4
Consolidated Unit Sales															
Motorcycles	2,870	3,136	3,097	3,116	3,450	3,510			+ 374	6,006	6,960	+ 954	12,219	13,460	+ 1,241
Japan	58	64	59	60	50	50			- 14	122	100	- 22	241	200	- 41
North America	120	135	119	124	132	137			+ 2	255	269	+ 14	498	525	+ 27
Europe	119	110	95	116	138	127			+ 17	229	265	+ 36	440	475	+ 35
Asia	2,178	2,436	2,412	2,390	2,663	2,776			+ 340	4,614	5,439	+ 825	9,416	10,430	+ 1,014
Other Regions	395	391	412	426	467	420			+ 29	786	887	+ 101	1,624	1,830	+ 206
Automobiles	633	699	767	757	672	724			+ 25	1,332	1,396	+ 64	2,856	2,940	+ 84
Japan	102	129	149	145	120	139			+ 10	231	259	+ 28	525	585	+ 60
North America	393	385	433	417	406	430			+ 45	778	836	+ 58	1,628	1,675	+ 47
Europe	20	23	25	35	23	25			+ 2	43	48	+ 5	103	105	+ 2
Asia	88	127	125	128	88	93			- 34	215	181	- 34	468	415	- 53
Other Regions	30	35	35	32	35	37			+ 2	65	72	+ 7	132	160	+ 28
Power Products	983	843	722	1,264	822	831			- 12	1,826	1,653	- 173	3,812	3,660	- 152
Japan	60	72	72	98	46	78			+ 6	132	124	- 8	302	255	- 47
North America	357	237	90	399	270	212			- 25	594	482	- 112	1,083	1,050	- 33
Europe	218	138	125	313	134	118			- 20	356	252	- 104	794	620	- 174
Asia	288	314	340	352	301	351			+ 37	602	652	+ 50	1,294	1,400	+ 106
Other Regions	60	82	95	102	71	72			- 10	142	143	+ 1	339	335	- 4
Electrified Automobile Retail Sales															
HEV	216	205	227	217	204	217			+ 12	421	421	- 0	865		
PHEV	3	8	8	5	4	5			- 3	11	9	- 2	23		
EV	4	3	7	6	6	22			+ 19	7	28	+ 21	21		
FCEV	-	-	-	-	-	0			+ 0	-	0	+ 0	-		