Fiscal First Quarter Ended June 30, 2025 Financial Results

August 6, 2025

HONDA
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Thank you for taking time out of your busy schedule to attend today.

I would like to explain our fiscal first quarter ended June 30, 2025 financial results.

Summary

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Financial Results for Fiscal First Quarter Ended June 30, 2025

▶ Operating Profit 244.1 bil. yen

Motorcycles: Sales expanded in Brazil and Vietnam, achieving the highest operating profit.
Automobiles: While tariff impacts and one-time expenses related to EVs were recorded, sales in North America remained strong.

▶ Operating cash flows after R&D adjustment 583.0 bil. yen

Financial Forecast for FYE March 31, 2026

* Previous forecast: announced on May 13

▶ Revised Upward to Operating Profit 700.0 bil. yen ・ Profit for the year 420.0 bil. yen

Due to a review of tariff impacts and changes in foreign currency assumptions, operating profit is expected to increase by 200 billion yen compared to the previous forecast.

-Tariff: The gross impact has been revised to 450 billion yen based on a detailed review of the impact amount.
-Foreign currency: JPY/USD FX assumption has been changed from 135 yen to 140 yen, considering recent trends.

Further grow the profit through improved profit structure, despite ongoing uncertainty about the outlook.

Shareholder Returns

▶ Status of Acquisition of the Company's Own Shares (as of July 31, 2025)

936.5 billion yen / 646.66 million shares have been acquired (rate of progress: 85.1%),
for the acquisition of up to 1 trillion 100 billion yen / 1.1 billion shares (resolved on December 23, 2024)

The main points are as follows:

Operating profit for the first quarter of the fiscal year ending March 2026 was 244.1 billion yen.
Motorcycle business:
Sales expanded in Brazil and Vietnam,
achieving the highest-ever quarterly operating profit.
Automobile business:
While tariff impacts and one-time expenses related to EVs were recorded, sales in North America remained strong.

Consolidated earnings forecast for the fiscal year ending March 2026 are as follows:
Operating profit has been revised upward to 700 billion yen, and net profit has also been revised upward to 420 billion yen.

Due to a review of tariff impacts and changes in foreign exchange assumptions, profit is expected to increase by 200 billion yen compared to the previous forecast.
Regarding tariffs, the gross impact has been revised to 450 billion yen based on a detailed review of the impact amount.
As for foreign exchange, considering recent trends, the assumption against the US dollar has been changed from 135 yen to 140 yen.
Although uncertainty remains due to policy changes including tariffs, We aim for further profit growth through improvements in its earnings structure.

Additionally, regarding the share buyback of 1.1 trillion yen resolved on December 23, 2024, as of July 31, 2025, the equivalent of 936.5 billion yen worth of shares has already been acquired.

Three Months Ended June 30, 2025: Consolidated Financial Results

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Yen (billion)	Three Months Ended June 30			
	2024	2025	Amount	Change
Sales revenue	5,404.8	5,340.2	- 64.5	- 1.2%
Operating profit	484.7	244.1	- 240.5	- 49.6%
Operating margin	9.0%	4.6%		- 4.4 pt
Share of profit (loss) of investments accounted for using the equity method	1.4	4.2	+ 2.7	+ 193.8%
Profit before income taxes	559.4	292.3	- 267.1	- 47.7%
Profit for the period attributable to owners of the parent	394.6	196.6	- 197.9	- 50.2%
Earnings per share attributable to owners of the parent (Yen)	81.81	46.80		- 35.01
Market average rate (Yen)				* + weak yen / - strong yen
U.S. Dollar	156	145		- 11*

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Results of the consolidated financial statements for the first quarter of the fiscal year ending March 2026:

Compared to the same period of the previous year:

•Operating profit decreased by 240.5 billion yen, totaling 244.1 billion yen.

•Equity method earlings increased by 2.7 billion yen, totaling 4.2 billion yen.

•Quarterly profit attributable to owners of the parent decreased by 197.9 billion yen, totaling 196.6 billion yen.

Consolidated Financial Forecast for FYE March 31, 2026

HONDA

Yen (billion)	FYE March 31, 2025 Results	FYE March 31, 2026 Revised forecast	Amount	Change	Change from previous forecast
Sales revenue	21,688.7	21,100.0	- 588.7	- 2.7%	+ 800.0
Operating profit	1,213.4	700.0	- 513.4	- 42.3%	+ 200.0
Operating margin	5.6%	3.3%		- 2.3 pt	+ 0.9 pt
Share of profit (loss) of investments accounted for using the equity method	0.9	0.0	- 0.9	- 100.0%	-
Profit before income taxes	1,317.6	710.0	- 607.6	- 46.1%	+ 220.0
Profit for the year attributable to owners of the parent	835.8	420.0	- 415.8	- 49.8%	+ 170.0
Earnings per share attributable to owners of the parent (Yen)	178.93	105.07		- 73.86	+ 42.23
Market average rate (Yen)					
U.S. Dollar	153	140		- 13	+ 5

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Regarding the consolidated earnings forecast for the fiscal year ending March 2026:

Compared to the previous forecast:

•Operating profit has been revised upward by 200 billion yen, now totaling 700 billion yen.

•Net profit attributable to owners of the parent has also been revised upward by 170 billion yen, now totaling 420 billion yen.

Additionally, the foreign exchange rate assumption for the full year against the US dollar has been set at 140 yen.

Shareholder Returns

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<Dividends>

Dividend per Share (Yen)	FYE March 31, 2026 Previous forecast	FYE March 31, 2026 Revised forecast	Change from previous forecast
Interim Dividend	(35)*	(35)	-
Year-end Dividend	(35)	(35)	-
Fiscal Year	(70)	(70)	-

* ( ) : Forecast

<Status of Acquisition of the Company's Own Shares (as of July 31, 2025)>

- 936.5 billion yen / 646.66 million shares have been acquired (rate of progress: 85.1%), for the acquisition of up to 1 trillion 100 billion yen / 1.1 billion shares (resolved on December 23, 2024)

  -Total number of shares to be acquired (maximum) : 1.1 billion shares (common shares)
  -Total amount of shares to be acquired (maximum) : 1 trillion 100 billion yen
  -Period of acquisition : From January 6, 2025 to December 23, 2025

The annual dividend forecast for the fiscal year ending March 2026 remains unchanged from the previous announcement at 70 yen per share.

Also, the status of the 1.1 trillion yen share buyback resolved on December 23, 2024, was as explained earlier.

Fiscal First Quarter Ended June 30, 2025 Financial Results

Next, I will explain the details of our financial results.

Three Months Ended June 30, 2025: Honda Unit Sales

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Unit (thousand)

Honda Group Unit Sales	Motorcycles			Automobiles			Power Products		
	Three Months Ended June 30			Three Months Ended June 30			Three Months Ended June 30		
	2024	**2025**	Change	2024	**2025**	Change	2024	**2025**	Change
Japan	50	**59**	+ 9	141	**124**	- 17	46	**62**	+ 16
North America	132	**142**	+ 10	406	**457**	+ 51	270	**232**	- 38
Europe	138	**122**	- 16	23	**17**	- 6	134	**179**	+ 45
Asia	4,275	**4,284**	+ 9	264	**202**	- 62*	301	**279**	- 22
Other Regions	467	**536**	+ 69	35	**39**	+ 4	71	**76**	+ 5
Total	5,062	**5,143**	+ 81	869	**839**	- 30	822	**828**	+ 6
Change (%)			+ 1.6%			- 3.5%			+ 0.7%
Consolidated Unit Sales	3,450	**3,465**	+ 15	672	**685**	+ 13	822	**828**	+ 6

* - 43 in China are included.

First, for the fiscal first quarter, group unit sales were as follows:

•Motorcycle business:
Compared to the previous fiscal year, sales increased to 5 million 143 thousand units, mainly due to growth in Brazil and other regions.

•Automobile business:
Sales decreased to 839 thousand units, primarily due to a decline in Asia, centered on China.

•Power Products business:
Despite declines in North America and Asia, sales totaled 828 thousand units, mainly due to an increase in Europe.

Fiscal First Quarter Ended June 30, 2025: Consolidated Financial Results

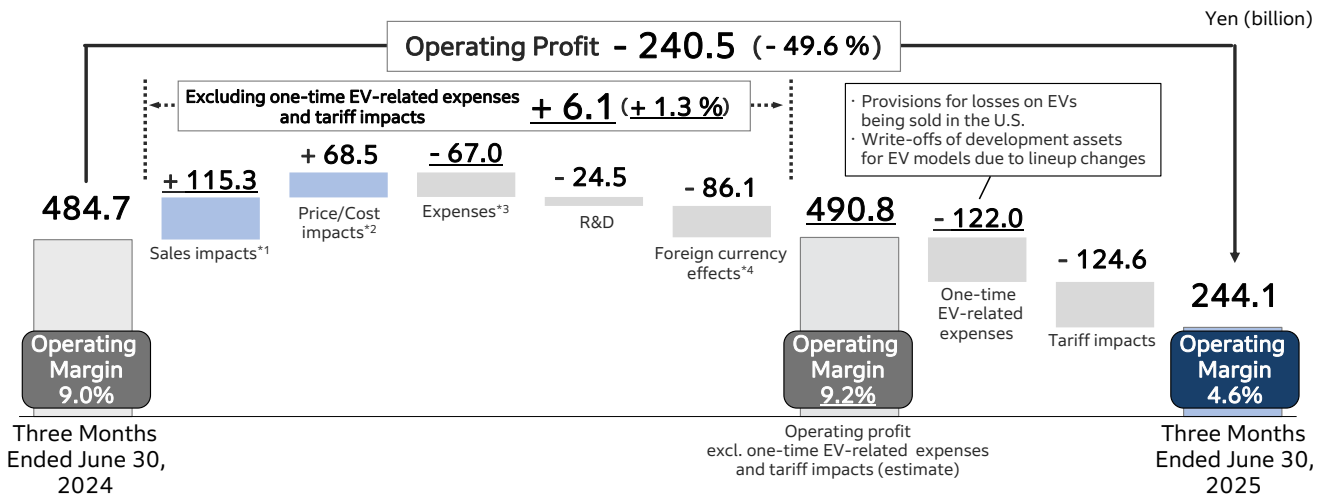
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Yen (billion)	Three Months Ended June 30			
	2024	2025	Amount	Change
Sales revenue	5,404.8	5,340.2	- 64.5	- 1.2%
Operating profit	484.7	244.1	- 240.5	- 49.6%
Operating margin	9.0%	4.6%		- 4.4 pt
Share of profit (loss) of investments accounted for using the equity method	1.4	4.2	+ 2.7	+ 193.8%
Profit before income taxes	559.4	292.3	- 267.1	- 47.7%
Profit for the period attributable to owners of the parent	394.6	196.6	- 197.9	- 50.2%
Earnings per share attributable to owners of the parent (Yen)	81.81	46.80		- 35.01
Market average rate (Yen)				
U.S. Dollar	156	145		- 11

The consolidated financial results of the fiscal first quarter, were as explained earlier.

Three Months Ended June 30, 2025: Change in Operating Profit

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*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses		*4 Foreign currency effects	
Sales volume, model mix	+ 116.5	Price revision	+ 85.9	Warranty	- 30.5	JPY / USD	- 38.5
Incentive	- 0.4	Cost reduction, etc.	- 17.4	Finance	- 12.9	USD / Others (BRL, CAD, MXN)	- 11.5
Finance	+ 10.5			Other	- 23.6	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	- 7.0
Other	- 11.3					Other	- 29.1

Next, we will explain the factors contributing to the change in operating profit compared to the same period of the previous year.

Operating profit decreased by 240.5 billion yen amounting to 244.1 billion yen.

The breakdown of the increase and decrease factors is as follows:
•Sales impacts:
Due primarily to an increase in unit sales in North America, there was a 115.3 billion yen increase in profit.
•Price and cost impacts:
An increase in profit of 68.5 billion yen, mainly due to the positive effects of price revisions.
•Expenses:
An increase led to a 67.0 billion yen negative impact.
•R&D:
An increase led to a 24.5 billion yen negative impact.
•Foreign currency effects:
The negative impact of exchange rates resulted in a decrease of 86.1 billion yen.
•One-time EV-related expenses led to a 122.0 billion yen negative impact.
•Tariff impacts:
An increase led to a 124.6 billion yen negative impact.

Excluding the one-time EV-related expenses and the impact of tariffs, operating profit is estimated to be at the same level as the same period last year, at 490.8 billion yen.

The one-time EV-related expenses include:
•Provisions for losses on EVs being sold in the U.S., and
•Write-offs of development assets for EV models due to lineup changes.

Three Months Ended June 30, 2025:
Sales Revenue/Operating Profit (Margin) by Business Segment

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upper: Three Months Ended June 30, 2025 lower: Three Months Ended June 30, 2024	Motorcycle Business	Automobile Business	Financial Services Business	Power Products and Other Businesses
Unit (thousand)				
Honda Group Unit Sales (Consolidated Unit Sales)	**5,143**	**839**	**-**	**828**
	(3,465)	(685)	-	(828)
	5,062	869	-	822
	(3,450)	(672)	-	(822)
Yen (billion)				
Sales Revenue	**951.5**	**3,543.9**	**832.6**	**92.8**
	937.6	3,504.5	939.3	104.8
Operating Profit	**189.0**	**- 29.6**	**85.0**	**- 0.2**
	177.6	222.8	84.9	- 0.7
Operating Margin	**19.9%**	**- 0.8%**	**10.2%**	**- 0.2%**
	18.9%	6.4%	9.0%	- 0.7%

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

Operating profit from aircraft and aircraft engines included in above Yen (billion)
- 8.3
- 9.7

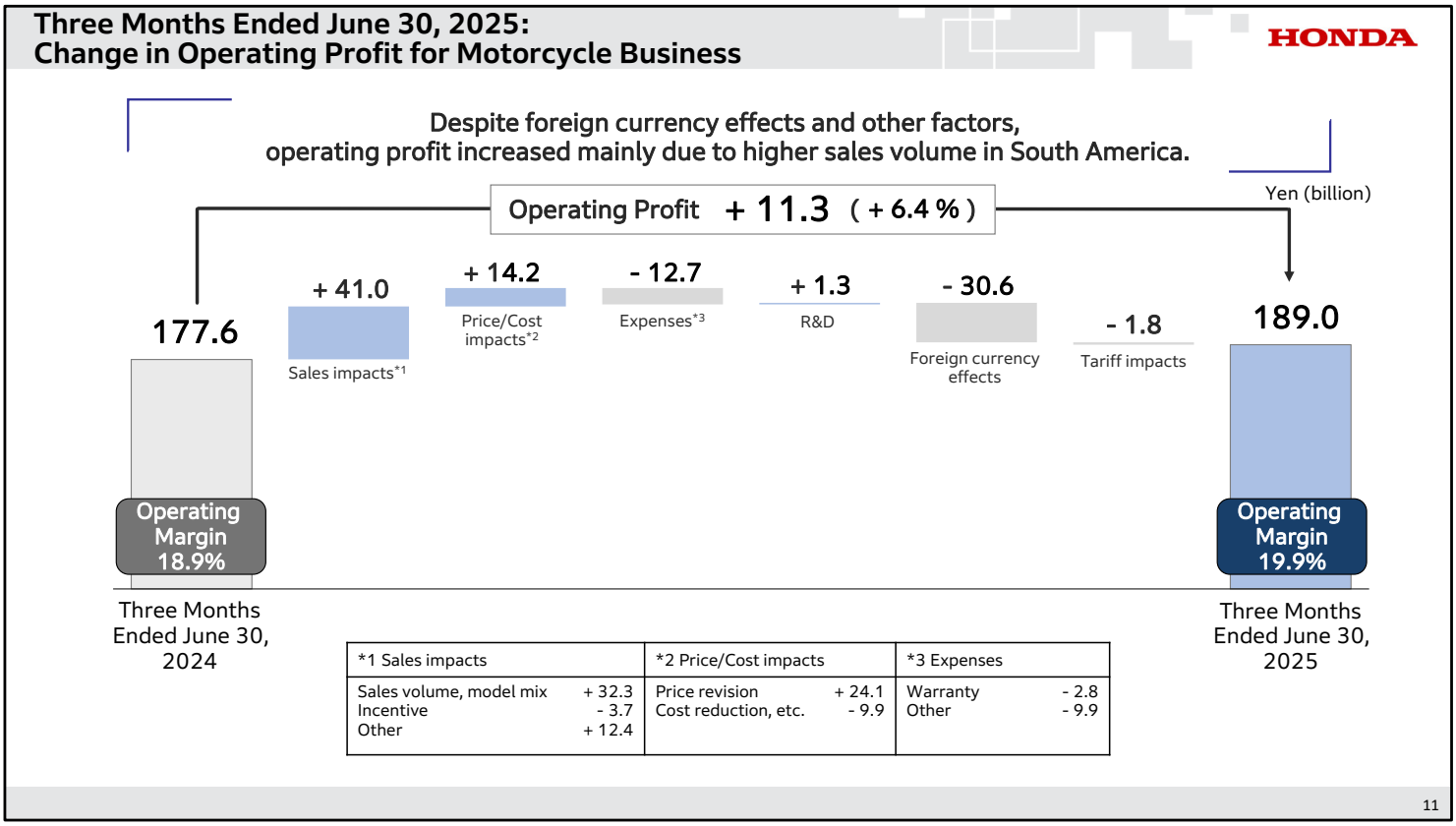
Next, let me discuss operating profit by business segment.

Motorcycle business totaled 189 billion yen for the quarter.

For automobile business, the total was minus 29.6 billion yen.

The total for financial services business was 85 billion yen.

The result for power products business and other businesses was minus 200 million yen.



Regarding the increase and decrease factors behind the change in motorcycle business operations:

Operating profit increased by 11.3 billion yen compared to the same period last year, reaching 189 billion yen.

The breakdown of this change is as follows:

•Sales impacts:
Increased unit sales, mainly in South America, resulted in a 41.0 billion yen positive impact on profits.

•Price and cost impacts:
The effect of price revisions, resulted in a positive impact of 14.2 billion yen on profits.

•Expenses:
An increase in expenses led to a negative impact of 12.7 billion yen on profits.

•R&D:
A decrease in expenses resulted in a positive 1.3 billion yen impact on profits.

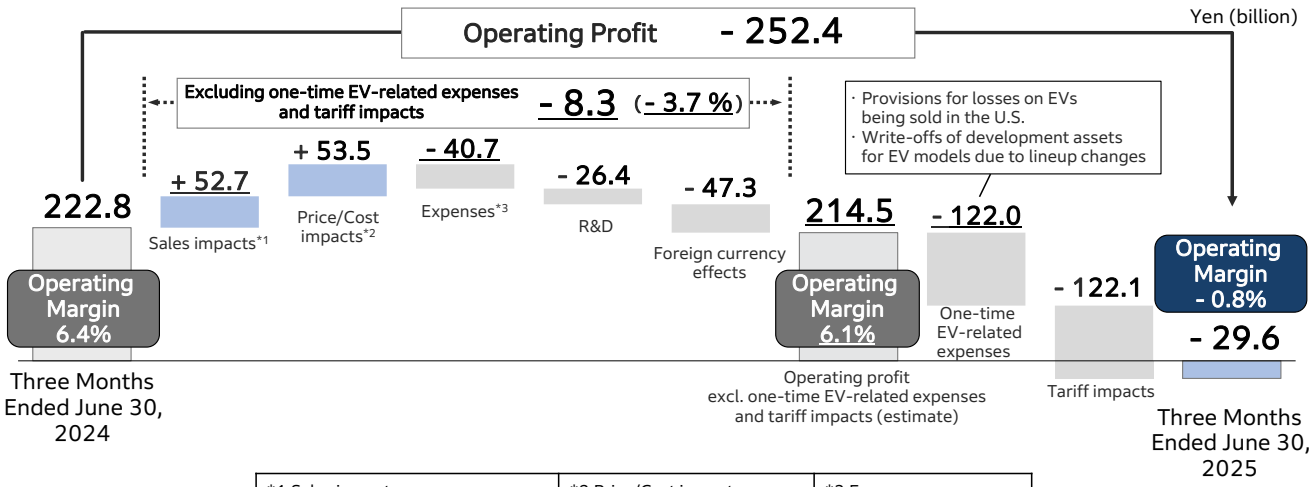
•Foreign currency effects:
The negative impact of exchange rates resulted in a decrease in profits by 30.6 billion yen.

•Tariff impacts:
An increase led to a 1.8 billion yen negative impact on profits.

Three Months Ended June 30, 2025: Change in Operating Profit for Automobile Business

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Excluding one-time EV-related expenses and tariff impacts, increase in sales volume in North America and other factors offset increase in R&D and other expenses, but yen appreciation caused decrease in operating profit.



*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses	
Sales volume, model mix	+ 83.1	Price revision	+ 61.1	Warranty	- 27.3
Incentive	+ 2.1	Cost reduction, etc.	- 7.6	Other	- 13.4
Other	- 32.5				

Regarding the increase and decrease factors behind the change in automobile business:

• Sales impacts:
Due primarily to an increase in unit sales in North America, there was a 52.7 billion yen increase in profit.

•Price and cost impacts:
The effect of price revisions, resulted in a positive impact of 53.5 billion yen on profits.

•Expenses:
An increase in expenses led to a negative impact on profits of 40.7 billion yen.

•R&D:
An increase in expenses resulted in a negative impact of 26.4 billion yen on profits.

•Foreign currency effects:
The negative impact of exchange rates resulted in a decrease in profits by 47.3 billion yen.

Excluding the previously mentioned one-time EV-related expenses and the impact of tariffs,
operating profit is estimated to be 214.5 billion yen.

Cash Flows of Non-Financial Services Businesses

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Yen (billion)

	Three Months Ended June 30, 2024	Three Months Ended June 30, 2025
Cash flows from operating activities	+ 258.6	+ 390.0
Cash flows from investing activities	- 184.7	- 95.9
Free cash flow	**+ 73.9**	**+ 294.0**
Cash flows from financing activities	- 232.3	- 568.4
Effects of exchange rate changes	+ 200.5	- 49.5
Net change of cash and cash equivalents	+ 42.1	- 323.9
Cash & cash equivalents at end of period	**4,666.7**	**3,537.8**
Net cash at end of period	**3,744.3**	**2,907.9**
Operating cash flows after R&D adjustment*	+ 435.0	+ 583.0

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

Next is the cash flow situation.

•Free cash flow of the operating companies (excluding the financial services business) was 294 billion yen.

•Net cash at the end of the quarter was 2 trillion 907.9 billion yen.

•Operating cash flow adjusted for R&D expenses was 583 billion yen.

Fiscal Year Ending March 31, 2026
Financial Forecast

Next, I will explain the details of the consolidated earnings forecast for the fiscal year ending March 2026.

Forecast for FYE March 31, 2026: Honda Unit Sales

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Unit (thousand)

Honda Group Unit Sales	Motorcycles			Automobiles			Power Products		
	FYE March 31, 2026 Previous Forecast	FYE March 31, 2026 Revised Forecast	Change	FYE March 31, 2026 Previous Forecast	FYE March 31, 2026 Revised Forecast	Change	FYE March 31, 2026 Previous Forecast	FYE March 31, 2026 Revised Forecast	Change
Japan	210	**210**	-	600	**600**	-	250	**250**	-
North America	545	**535**	- 10	1,680	**1,680**	-	970	**970**	-
Europe	430	**400**	- 30	90	**90**	-	700	**700**	-
Asia	18,065	**18,060**	- 5	1,090	**1,090**	-	1,410	**1,410**	-
Other Regions	2,050	**2,095**	+ 45	160	**160**	-	340	**340**	-
Total	21,300	**21,300**	-	3,620	**3,620**	-	3,670	**3,670**	-
FYE March 31, 2025 Results	20,572			3,716			3,700		
Consolidated Unit Sales	14,250	**14,250**	-	2,830	**2,830**	-	3,670	**3,670**	-

I will compare our group unit sales forecast versus our previous announcement.

In motorcycle business, reflecting a decline mainly in Europe and increase in other regions centered on Brazil, sales volume is expected to be 21.3 million units. This is unchanged from our previous forecast.

In automobile business, the sales volume remains unchanged from our previous forecast of 3.62 million units.

In power products business, the previous forecast of 3.67 million units remains unchanged.

Consolidated Financial Forecast for FYE March 31, 2026

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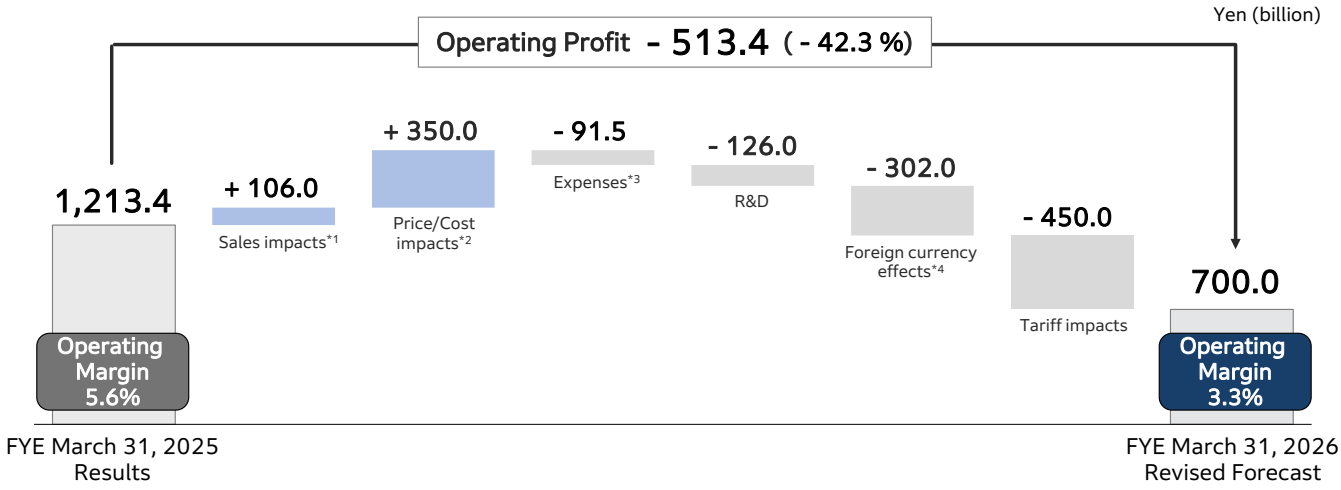
Yen (billion)	FYE March 31, 2025 Results	FYE March 31, 2026 Revised forecast	Amount	Change	Change from previous forecast
Sales revenue	21,688.7	21,100.0	- 588.7	- 2.7%	+ 800.0
Operating profit	1,213.4	700.0	- 513.4	- 42.3%	+ 200.0
Operating margin	5.6%	3.3%		- 2.3 pt	+ 0.9 pt
Share of profit (loss) of investments accounted for using the equity method	0.9	0.0	- 0.9	- 100.0%	-
Profit before income taxes	1,317.6	710.0	- 607.6	- 46.1%	+ 220.0
Profit for the year attributable to owners of the parent	835.8	420.0	- 415.8	- 49.8%	+ 170.0
Earnings per share attributable to owners of the parent (Yen)	178.93	105.07		- 73.86	+ 42.23
Market average rate (Yen)					
U.S. Dollar	153	140		- 13	+ 5

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As previously explained, this is the consolidated earnings forecast for the fiscal year ending March 2026.

Forecast for FYE March 31, 2026: Change in Operating Profit

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*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses		*4 Foreign currency effects	
Sales volume, model mix	+ 95.5	Price revision	+ 296.5	Warranty	- 8.5	JPY / USD	- 164.5
Incentive	+ 20.0	Cost reduction, etc.	+ 53.5	Impact of the change in the estimation model for automobile product warranties	+ 127.6	USD / Others (BRL, CAD, MXN)	+ 4.5
Finance	+ 34.0			Finance	- 22.0	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	- 62.0
Other	- 43.5			Other	- 188.6	Other	- 80.0

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Next, I will explain the factors behind the change in operating profit compared to the previous fiscal year.

Operating profit is projected to decrease by 513.4 billion yen compared to the previous year's results.

The breakdown of this change is as follows:

•Sales impacts:
Due to strong motorcycle sales as well as higher automobile unit sales in North America, there is a 106.0 billion yen increase.

•Price and cost impacts:
Due to the positive effect of price revisions,
there is a 350 billion yen increase.

•Expenses:
A 91.5 billion yen decrease is forecasted.

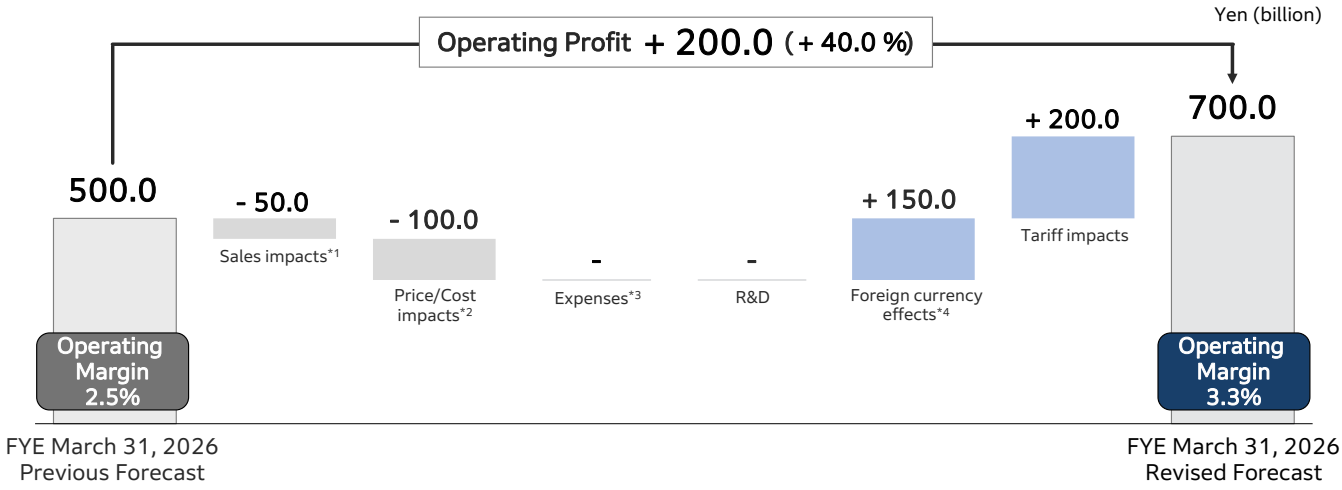
•R&D:
A 126 billion yen decrease is forecasted.

•Foreign currency effects:
A 302 billion yen decrease is expected.

•Tariff impacts:
A 450 billion yen negative gross impact is expected.

Forecast for FYE March 31, 2026: Change in Operating Profit

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*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses		*4 Foreign currency effects	
Sales volume, model mix	-	Price revision	- 50.0	Warranty	-	JPY / USD	+ 72.0
Incentive	+ 20.0	Cost reduction, etc.	- 50.0	Finance	-	USD / Others (BRL, CAD, MXN)	+ 33.5
Finance	-			Other	-	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	+ 11.5
Other	- 70.0					Other	+ 33.0

Next, I will explain the factors behind the change in operating profit compared to the previous forecast.

Operating profit is projected to increase by 200 billion yen compared to the previous forecast.

The breakdown of this change is as follows:

•Sales impacts:
Due to the booking of one-time expenses related to EVs, there is a 50 billion yen decrease in profit.

•Price and cost impacts:
Due to a review of the recovery of tariff impacts, there is a 100 billion yen decrease in profit.

•Foreign currency effects:
Due to a change in the exchange rate against the U.S. dollar to 140 yen, there is a 150 billion yen increase in profit.

•Tariff impacts:
Due to a reassessment of the impact amount, there is a 200 billion yen increase in profit.

Forecast for FYE March 31, 2026: Capital Expenditures/Depreciation and Amortization/R&D Expenditures

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Yen (billion)	FYE March 31, 2025 Results	FYE March 31, 2026 **Revised forecast**	Change	Change from previous forecast
Capital expenditures*1	537.4	**640.0**	+ 102.5	+ 20.0
Depreciation and amortization*1	456.1	**397.0**	- 59.1	+ 9.0
Research and development expenditures*2	1,210.6	**1,200.0**	- 10.6	+ 10.0

*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, the forecast for capital expenditure, depreciation, and R&D expenditures for the fiscal year ending March 2026 are as 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:

- 1st Quarter	Ended June 30, 2024	4,823,906,000 (approx.) ,		Ended June 30, 2025	4,202,222,000 (approx.)
- Twelve Months	Ended March 31, 2025	4,671,383,000 (approx.) ,		Forecast Ending March 31, 2026	3,997,353,000 (approx.)

This concludes my explanation.

Thank you very much for your attention.

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Appendix

Forecast for FYE March 31, 2026
Summary of Tariff Impact Estimation Assumptions

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Estimated tariff impact was reduced by 200 billion yen compared to the previous forecast, reflecting the re-examination result and the modified tariff rate.

Yen (billion)

	Estimation Assumptions (Based on officially published information as of June 30 and the outcome of Japan-U.S. agreement.)		FY Impact Amount
	U.S. Tariff Framework	Additional Tariff Rate	
Automobile CBU	· Imports from Canada and Mexico: U.S. content was re-examind and the amount was deducted from the import value of the vehicle, then additional tariff rate was applied. · Imports from Japan: Updated additional tariff is applied based on the Japan-US agreement as explained in the materials from the 6th meeting of Comprehensive Response Headquarters for U.S. Tariff Measures held by the Ministry of Economy, Trade and Industry (METI) on July 25.	25% 12.5%	- 190
Automobile Parts	· Imports from Canada and Mexico: USMCA originating parts are excluded from the scope of the additional tariff, and only USMCA non-originating parts are subject to the additional tariff. · Imports from Japan: Updated additional tariff is applied based on the Japan-US agreement as explained in the materials from the 6th meeting of Comprehensive Response Headquarters for U.S. Tariff Measures held by the METI on July 25. · Imports from other countries: Additional tariff was applied. *1 · Import adjustment offset for additional tariffs on automobile parts were reflected (with the offset amount estimated as 3.75% of the aggregated MSRP value of all units assembled in the U.S.).	25% 12.5% 25% —	- 160
Raw Materials	· Additional tariff applied to Steel, Aluminum, and Copper products	50%	
Automobile Total			- 350
Motorcycle, Power Products and their Parts	· Imports from Japan: Reciprocal tariff based on the materials from the 6th meeting of Comprehensive Response Headquarters for U.S. Tariff Measures held by METI on July 25. · Imports from countries other than Canada and Mexico: The reciprocal tariff as of June 30 has been applied. *1 · Reflecting the risk of the economic downturns in exporting countries due to reciprocal tariff.	15% *2 By-Country —	- 100
Tariff Impact Total			- 450

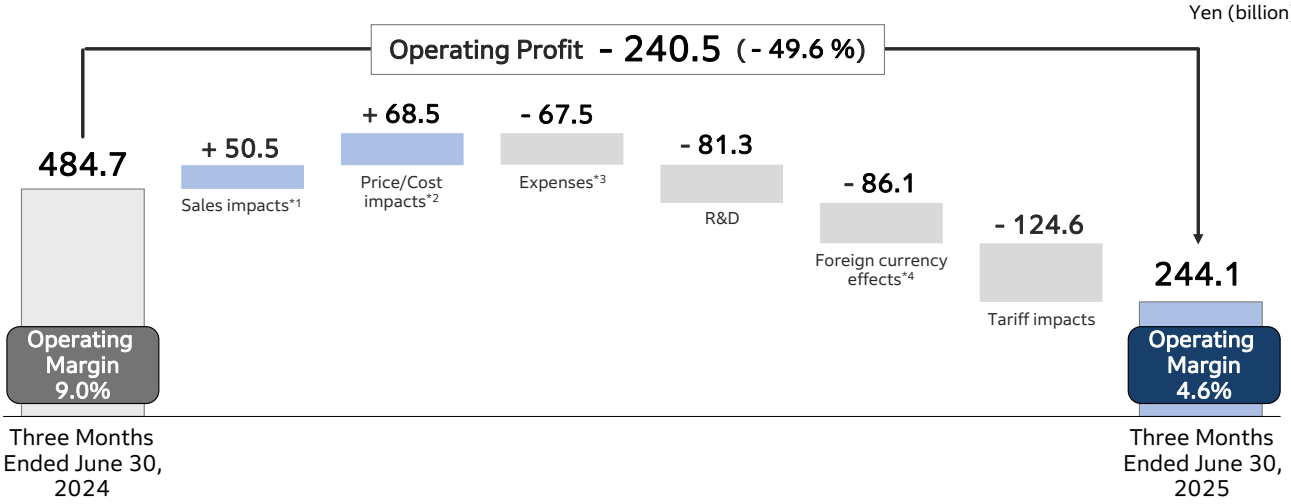
*1 For Chinese products, the estimated impact is calculated including the Section 301 additional tariff .
*2 Regarding motorcycles, power products, and their parts imported from Japan, the estimation assumes that items with an MFN rate (normally applicable tariff rate) of 15% or more are subject to the MFN rate, while items with an MFN rate of less than 15% are subject to a 15% tariff.

This estimation contains forward-looking statements about the performance of Honda, which is based on management's assumptions and beliefs taking into account information currently available to it.

[Reference] Three Months Ended June 30, 2025: Change in Operating Profit

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Yen (billion)



*1 Sales impacts		*2 Price/Cost impacts		*3 Expenses		*4 Foreign currency effects	
Sales volume, model mix	+ 116.5	Price revision	+ 85.9	Warranty	- 30.5	JPY / USD	- 38.5
Incentive	- 0.4	Cost reduction, etc.	- 17.4	Finance	- 12.9	USD / Others (BRL, CAD, MXN)	- 11.5
Finance	+ 10.5			Other	- 24.1	JPY / Asian currencies (INR, THB, VND, CNY, IDR)	- 7.0
Other	- 76.1					Other	- 29.1

Change in Sales Revenue (sales revenue from external customers)

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Three Months

Compared with Three Months Ended June 30, 2024: - 64.5 billion yen / - 1.2 %
(Excluding foreign currency translation effects: + 312.9 billion yen / + 5.8 %)

Sales Revenue — Yen (billion)	FYE March 31, 2025	FYE March 31, 2026	Change	Change excluding currency translation effects (%)	
Motorcycle Business	937.6	**951.5**	+ 13.9	+ 94.7	+ 10.1%
Automobile Business	3,434.6	**3,474.6**	+ 39.9	+ 274.5	+ 8.0%
Financial Services Business	938.0	**831.6**	- 106.4	- 48.1	- 5.1%
Power Products and Other Businesses	94.4	**82.4**	- 12.0	- 8.3	- 8.8%
Total	5,404.8	**5,340.2**	- 64.5	+ 312.9	+ 5.8%

Market average rate (Yen)

U.S. Dollar	156	**145**

Fiscal First Quarter Ended June 30, 2025:
Sales Revenue/Operating Profit by Geographical Segment

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Yen (billion)

Three Months	Japan		North America		Europe		Asia		Other Regions	
	2024	**2025**	2024	**2025**	2024	**2025**	2024	**2025**	2024	**2025**
Sales Revenue	1,355.4	**1,300.9**	3,329.7	**3,366.5**	249.8	**237.2**	1,169.3	**1,085.6**	319.4	**315.6**
Operating Profit	130.5	**- 9.0**	205.0	**62.2**	1.8	**7.4**	126.0	**112.5**	51.1	**48.6**
Change	- 139.5 billion yen		- 69.6%		+ 294.8%		- 10.7%		- 4.7%	

Fiscal First Quarter Ended June 30, 2025:
Capital Expenditures/Depreciation and Amortization/R&D Expenditures

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Yen (billion)	Three Months Ended June 30		
	2024 Results	**2025 Results**	Change
Capital expenditures	91.5	**90.9**	- 0.5
Depreciation and amortization	120.6	**107.0**	- 13.6
Research and development expenditures	233.9	**229.1**	- 4.7

Three Months Ended June 30, 2025: Consolidated Statements of Financial Position Divided into Non-financial Services Businesses and Finance Subsidiaries

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Yen (billion)

Assets	FYE March 31, 2025	Q1 Ended June 30, 2025
Cash and cash equivalents	3,861.7	3,537.8
Trade receivables	1,180.1	982.0
Inventories	2,464.7	2,357.3
Investments accounted for using the equity method	1,242.6	1,235.4
Property, plant and equipment	3,196.0	3,146.0
Other assets	4,046.9	3,767.5
Non-financial Services Businesses	**15,992.2**	**15,026.3**
Cash and cash equivalents	667.0	475.9
Receivables from financial services	8,930.6	8,950.9
Equipment on operating leases	5,748.1	5,793.4
Other assets	367.4	411.4
Finance Subsidiaries	**15,713.3**	**15,631.9**
Reconciling items	- 929.7	- 783.7
Total assets	**30,775.8**	**29,874.5**

Liabilities and Equity	FYE March 31, 2025	Q1 Ended June 30, 2025
Trade payables	1,591.0	1,300.3
Financing liabilities	645.8	629.7
Other liabilities	3,751.2	3,657.0
Non-financial Services Businesses	**5,988.3**	**5,587.3**
Financing liabilities	11,085.5	11,078.2
Other liabilities	1,649.8	1,580.4
Finance Subsidiaries	**12,735.4**	**12,658.8**
Reconciling items	- 575.7	- 434.4
Total liabilities	**18,148.0**	**17,811.7**
Non-financial Services Businesses equity	10,003.9	9,439.0
Finance Subsidiaries equity	2,977.8	2,973.1
Reconciling items	- 353.9	- 349.3
Total equity	**12,627.8**	**12,062.8**
Total liabilities and equity	**30,775.8**	**29,874.5**

Sales Revenue/Operating Profit by Business Segment

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Yen(billion)

Segment Information		QTD									
		FYE March 31, 2025				FYE March 31, 2026				Change	Change (%)
		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q		
Sales Revenue											
	Motorcycle Business	937.6	873.0	896.2	919.6	951.5				+ 13.9	+ 1.5%
	Automobile Business	3,504.5	3,625.9	3,768.0	3,569.2	3,543.9				+ 39.3	+ 1.1%
	Financial Services Business	939.3	875.1	848.6	849.0	832.6				- 106.7	- 11.4%
	PP & Other Businesses	104.8	98.3	98.0	113.2	92.8				- 12.0	- 11.5%
	Reconciling items	- 81.6	- 79.8	- 79.9	- 91.1	- 80.6				+ 0.9	-
	Total	5,404.8	5,392.7	5,531.1	5,360.0	5,340.2				- 64.5	- 1.2%
Operating Profit											
	Motorcycle Business	177.6	148.2	175.8	161.7	189.0				+ 11.3	+ 6.4%
	Automobile Business	222.8	35.1	144.5	- 158.7	- 29.6				- 252.4	-
	Financial Services Business	84.9	77.7	82.2	70.6	85.0				+ 0.0	+ 0.0%
	PP & Other Businesses	- 0.7	- 3.2	- 5.3	- 0.0	- 0.2				+ 0.5	-
	Total	484.7	257.9	397.3	73.5	244.1				- 240.5	- 49.6%
	Operating profit from aircraft and aircraft engines	- 9.7	- 9.3	- 9.3	- 10.5	- 8.3				+ 1.4	-

Honda Group Unit Sales/Consolidated Unit Sales

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Unit (thousand)

Honda Group Unit Sales	QTD FYE March 31, 2025 1Q	2Q	3Q	4Q	QTD FYE March 31, 2026 1Q	2Q	3Q	4Q	Change	Forecast FYE March 31, 2025 Results	FYE March 31, 2026 Forecast	Change
Motorcycles	5,062	5,320	5,126	5,064	5,143				+ 81	20,572	21,300	+ 728
Japan	50	50	58	66	59				+ 9	224	210	- 14
North America	132	137	144	135	142				+ 10	548	535	- 13
Europe	138	127	96	114	122				- 16	475	400	- 75
Asia	4,275	4,586	4,355	4,262	4,284				+ 9	17,478	18,060	+ 582
Other Regions	467	420	473	487	536				+ 69	1,847	2,095	+ 248
Automobiles	869	910	1,038	899	839				- 30	3,716	3,620	- 96
Japan	141	161	159	169	124				- 17	630	600	- 30
North America	406	430	435	383	457				+ 51	1,654	1,680	+ 26
Europe	23	25	17	28	17				- 6	93	90	- 3
Asia	264	257	383	278	202				- 62	1,182	1,090	- 92
Other Regions	35	37	44	41	39				+ 4	157	160	+ 3
Power Products	822	831	863	1,184	828				+ 6	3,700	3,670	- 30
Japan	46	78	65	89	62				+ 16	278	250	- 28
North America	270	212	219	319	232				- 38	1,020	970	- 50
Europe	134	118	115	284	179				+ 45	651	700	+ 49
Asia	301	351	364	397	279				- 22	1,413	1,410	- 3
Other Regions	71	72	100	95	76				+ 5	338	340	+ 2
Consolidated Unit Sales												
Motorcycles	3,450	3,510	3,438	3,287	3,465				+ 15	13,685	14,250	+ 565
Japan	50	50	58	66	59				+ 9	224	210	- 14
North America	132	137	144	135	142				+ 10	548	535	- 13
Europe	138	127	96	114	122				- 16	475	400	- 75
Asia	2,663	2,776	2,667	2,485	2,606				- 57	10,591	11,010	+ 419
Other Regions	467	420	473	487	536				+ 69	1,847	2,095	+ 248
Automobiles	672	724	737	707	685				+ 13	2,840	2,830	- 10
Japan	120	139	138	142	103				- 17	539	505	- 34
North America	406	430	435	383	457				+ 51	1,654	1,680	+ 26
Europe	23	25	17	28	17				- 6	93	90	- 3
Asia	88	93	103	113	69				- 19	397	395	- 2
Other Regions	35	37	44	41	39				+ 4	157	160	+ 3
Power Products	822	831	863	1,184	828				+ 6	3,700	3,670	- 30
Japan	46	78	65	89	62				+ 16	278	250	- 28
North America	270	212	219	319	232				- 38	1,020	970	- 50
Europe	134	118	115	284	179				+ 45	651	700	+ 49
Asia	301	351	364	397	279				- 22	1,413	1,410	- 3
Other Regions	71	72	100	95	76				+ 5	338	340	+ 2

Electrified Automobile Retail Sales per Power Trains

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Unit (thousand)

Electrified Automobile Retail Sales	QTD									YTD
	FYE March 31, 2025				FYE March 31, 2026				Change	FYE March 31, 2025 Results
	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q		
Global										
HEV	204	217	231	246	225				+ 21	898
PHEV	4	5	5	3	3				- 1	17
EV	6	22	30	19	18				+ 12	77
FCEV	-	0	0	0	0				+ 0	0
Excluding China										
HEV	178	195	205	230	206				+ 28	808
PHEV	1	1	0	1	1				+ 0	3
EV	4	18	27	17	15				+ 11	67
FCEV	-	0	0	0	0				+ 0	0