

4

Social

Safety

Material issues

- Significantly reducing traffic fatalities
- Applying automation and information technologies to everyday life

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Basic Approach

Toward a Collision-Free Mobile Society

Based on the concept of “Safety for Everyone,” Honda aims for a collision-free mobile society, where not only drivers and riders, but indeed everyone sharing the road, can safely and confidently enjoy the freedom of mobility.

In April 2021, Honda declared its goal of zero traffic collision fatalities* involving Honda motorcycles and automobiles worldwide by 2050 and is accelerating its safety initiatives.

Honda’s safety initiatives began in the 1960s with its safe driving promotion activities, the first of their kind among motorcycle and automobile manufacturers. Honda’s safety initiatives have now expanded to include everyone involved in traffic society, from drivers to pedestrians, from children to the elderly, and are being actively promoted not only in Japan but also in countries and regions around the world. In the area of technology, Honda has pioneered several new technologies across the world, based on the concepts of “setting higher targets exceeding regulatory requirements” and “if it does not exist, we will make it.” In addition to these initiatives by individual Honda companies, Honda is also actively collaborating with governments, local communities, and individual companies to improve the road environment, among other things.

With the advancement of online services and other technologies, it is now possible to lead a life without moving around. However, Honda believes that people’s curiosity will continue to drive them to expand their sphere of activities and enjoy the real world with its rich sensibilities. Ensuring safety is an important initiative to expand freedom of movement. Honda will continue to pursue safety that not only protects people, but also encourages their curiosity and enhances the joy of mobility.

* Traffic accidents involving Honda motorcycles and automobiles: Traffic accidents involving Honda motorcyclists and automobile riders, as well as pedestrians and bicyclists (i.e., all traffic participants, except for intentional and malicious violators of the rules, and persons who are incapable of fulfilling their responsibilities)

Global Safety Slogan

Safety for Everyone

Honda dreams of a collision-free mobile society where our customers, and everyone sharing the road, can safely and confidently enjoy the freedom of mobility.

Not only does Honda’s slogan “Safety for Everyone” embrace its approach of pursuing safety in a way that matches each individual, but it also follows its belief that ensuring the safety of each member of society will consequently make society as a whole safer and mark a step forward to a collision-free mobile society.

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Basic Approach

Direction of Activities

Honda is working on traffic safety with a focus on the three elements of human ability (awareness-building activities), performance of mobility (technological development) and traffic ecosystem (collaboration, and development of systems/services).

Human Ability

Honda believes that efforts are needed to support the enhancement of human ability, ranging from driving skills to psychological and mental aspects, such as cognition, judgment, and compassion toward others, for all people involved in traffic society. Honda will translate these efforts into awareness-building activities matched to individual awareness, experience levels and physical capabilities.

Performance of Mobility

Honda believes that a mix of capabilities is needed to appropriately complement or augment human ability. These include the capability to protect the human body, the capability to avoid collisions to the greatest extent possible, and the capability to capture the intention of a person and convey it to the vehicle and other people. Honda intends to gain an even deeper understanding of the human body and consciousness and evolve its efforts to develop more people-oriented technologies.

Traffic Ecosystem

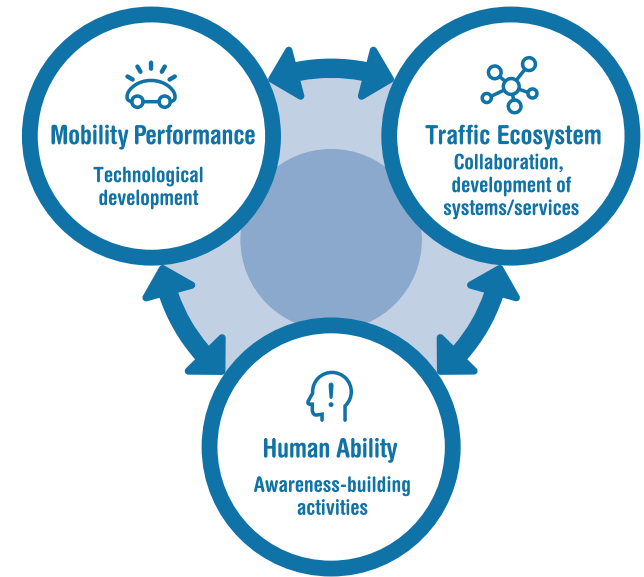
The traffic environment is subject to constant change due to traffic congestion, bad weather and various other factors. Honda believes that preventing accidents or mitigating their damage in such a traffic environment requires dynamically understanding its holistic picture (the traffic ecosystem). This encompasses the interrelation between the diverse elements, including pedestrians, motorcycles, and automobiles, that constitute the traffic environment as well as roads, telecommunications, and other infrastructure, and letting these elements connect organically. Honda will proactively work toward this goal through an open approach, including cooperation with various countries and regions and collaboration with other companies, thereby contributing to the healthy functioning of traffic society.

Honda will address traffic accidents caused by various factors by evolving the technologies and activities of the three elements of safety on an individual basis, as well as by combining each of them.

Three elements of safety

Development of technology to capture human intention and complement/enhance sensory abilities and/or skills

Contribution to creating environment and systems to bring people and mobility into harmony



Support for the enhancement of knowledge, awareness and experience of everyone involved in traffic society

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Basic Approach

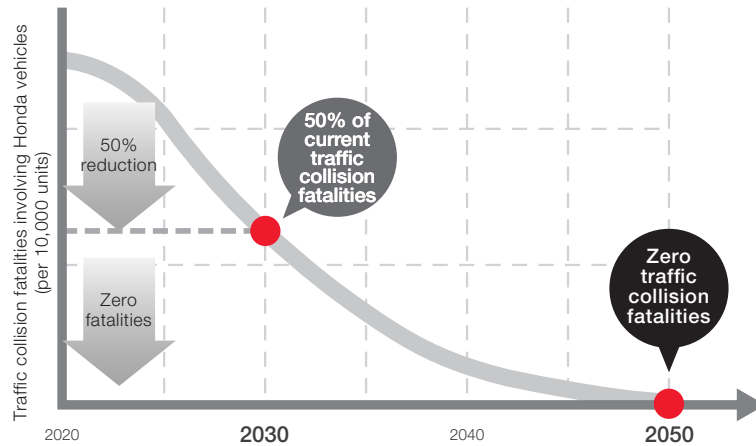
Aiming for Zero Traffic Collision Fatalities Involving Honda Motorcycles and Automobiles Worldwide by 2050

Honda aims to achieve zero traffic collision fatalities involving Honda motorcycles and automobiles worldwide by 2050. To achieve this goal, Honda has also set a milestone of halving the number of global traffic collision fatalities involving Honda motorcycles and automobiles by 2030*1. This applies not just to new models but also to Honda motorcycles and automobiles already on the market. Therefore, it is important to promote activities that lead to safety as well as produce vehicle models equipped with safety technologies.

<Toward 2030>

In this context, the biggest challenge in achieving the 2030 milestone is fatal motorcycle accidents in emerging countries. Honda has a social responsibility as the manufacturer with the largest supply of motorcycles.

Honda's safety targets



*1 Halve the number of traffic accident fatalities per 10,000 vehicles involving Honda motorcycles and automobiles worldwide in 2030 compared to 2020.

*2 A condition in which the automatic operation system replaces all driving operations in a limited area that meets specific driving environment conditions. However, during the operation of the automatic operation system, if there is a risk that the automatic operation system may not operate properly, an alarm will be issued to prompt the driver to perform driving operations, and the driver must respond appropriately.

To address this issue, Honda is employing educational activities in the hope of providing all people with opportunities to gain knowledge and skills in traffic safety, including safe driving.

Honda also aims to expand to motorcycles the application of advanced braking systems such as ABS and CBS as well as headlights that provide better visibility to riders and make them more visible to other road users. Honda also aims to extend the application of Honda SENSING with a motorcycle detection function to all automobile models.

In developed countries, as a further initiative, Honda is applying Honda SENSING 360, which has evolved into an omni-directional safe driving support system utilizing the knowledge and know-how accumulated through the research and development of Level 3 autonomous cars*2, to all automobile models.

Honda will also work with other companies to develop technologies that utilize telecommunications and other transportation infrastructure that will lead to the reduction of fatal accidents.

<Toward 2050>

These efforts through 2030 will reduce many traffic fatalities, but in order to achieve zero traffic accident fatalities involving Honda motorcycles and automobiles worldwide by 2050, it will be necessary to address vulnerable road users, such as pedestrians and riders of two-wheeled vehicles, including bicycles.

Therefore, we must ensure that these vulnerable road users are prepared at an earlier stage to avoid accidents in situations where they may occur. To realize this, Honda is promoting the research and development of Safe and Sound Network Technology, which connects all traffic participants (i.e., people and mobility vehicles) via telecommunications to predict risks before accidents occur and support accident avoidance.



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Safety Initiatives

Human Ability

Honda's Approach

In 1970, Honda established the Traffic Safety Promotion Operations in Japan and subsequently a department dedicated to promoting activities overseas within the Operations in 1972. Since then, Honda has been reinforcing its efforts overseas by establishing Traffic Education Centers* in various countries and cooperating with local dealers. As of March 2023, Honda is carrying out traffic safety promotion activities in 43 countries and regions throughout the world, including Japan.

Honda's activities are based on the ideas of "Safety handed down from person to person" by conveying the importance of traffic safety directly to customers at dealers and to provide "participatory experiential education" under the guidance of expert instructors.

In Japan, Honda has developed activities to deliver safety for all ages, from children to seniors, and provided education and actual training on traffic safety to more than 6.72 million customers to date in cooperation with Honda Traffic Education Centers, motorcycle and automobile dealers, local corporations, and schools.

Overseas, particularly in emerging countries, there are areas where regulations, traffic rules and road infrastructure are not yet fully developed even though motorization is rapidly progressing. As such, the increase in the number of fatal traffic accidents has become a social issue. Therefore, Honda is undertaking activities matched to the traffic situation of each country while collaborating with local governments and relevant organizations.

Countries and regions engaged in traffic safety activities



* Traffic Education Centers: Honda facilities where internal and external instructors on traffic safety are trained and driving safety education is provided to corporations, schools and individual customers

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Safety Initiatives

FY2023 Activities

Development of Activities in Asian Countries

■ Held the 1st ASIA-OCEANIA Honda Safety Instructor Competition

The 1st ASIA-OCEANIA Honda Safety Instructor Competition was held in Thailand on February 2 to 4, 2023.

The purpose of this competition is to share the basic concept of safety driving promotion activities through the improvement of driving knowledge/skills and mutual exchange among the instructors. Its scope of coverage has been expanded from that of the former competition, held since 2001 for Honda instructors in Thailand, to include safety driving instructors from the Asia-Oceania region.

Safety Riding Park of Thai Honda Co., Ltd. in Phuket was the venue for this competition, with a total of 116 participants from 12 countries and regions, including instructors from Traffic Education Centers in each country and instructors from local subsidiaries. The competition consisted of three motorcycle and three automobile categories in the area of safety driving techniques, and a presentation on improving educational methods to reduce traffic accidents in the area of instructional skills. In each category, the participants from each country competed against each other. Through this competition, the participated pledged to maintain and improve their instruction skills, and to do their utmost to promote safety driving in order to realize zero traffic collision fatalities by 2050.



Competitions



■ Driving Training and Education Facility Opened by Honda India Foundation in Collaboration with the Haryana State Government

On August 6, 2022, Honda India Foundation, in cooperation with the state government, opened a driving training and education facility in Karnal, Haryana.

Honda India Foundation is the CSR division of Honda Group companies in India.

Atsushi Ogata from the Foundation, stated, "Today's opening of the driving training and education facility in Karnal is new step forward in turning citizens into responsible drivers and riders. I would like to thank the Haryana State Government for helping us realize our global vision of zero traffic collision fatalities and carbon neutrality by 2050."

The facility provides drivers and riders with training programs that combine theory training, simulator training, and practical skills training. The state-of-the-art educational equipment allows participants to experience multiple driving conditions before driving on the road, and the facility also offers safety driving lessons according to customer requirements.



Overall view of facilities



Theory training

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Safety Initiatives

Collaboration with Traffic Education Centers

In Japan, Honda provides participatory experiential education matched to the needs of companies, organizations, and individuals.

At Honda's seven Traffic Education Centers across Japan, expert instructors train traffic safety leaders. In order to increase safety awareness and improve riding/driving skills, they also provide theory training and safety training using actual vehicles for companies, organizations, schools and individuals in dedicated training courses. In FY2023, Honda provided education to some 50,000 persons.

In Asian countries, traffic education was provided to approximately 3.33 million persons to raise safety awareness. Honda will continue to offer support matched to local needs, including its traffic safety know-how amassed in Japan and human resources development.

Collaboration with Local Communities

Development of materials for continuous education

In Japan, Honda offers educational programs and teaches instruction techniques to traffic safety instructors for conveying traffic safety in each local community.

Last year, Honda validated whether the use of its educational programs has led to changes in participants' behavior. The results showed that with the passage of time, participants' behavior returned to the level observed before the educational programs were provided, and therefore, continuous education is necessary.

Based on this fact, Honda considered developing educational materials that kindergarten or nursery/ elementary school teachers can provide short traffic safety education sessions, during morning and afternoon meetings. In the development of materials, for making children to aware safety behavior with fun, Honda asked for the opinions from teachers. Then, Honda developed education materials named "Sing, Dance and 'Stop, Meow!'" for kindergarten and nursery school children, and "Digital Traffic Safety Karuta (traditional Japanese playing cards)" for elementary school children.

Raising Traffic Safety Awareness among New Target Groups

Hands-on Safety Education Using Digital Technology

Honda has been conducting safe driving promotion activities for more than 50 years.

Among these activities, Honda has continued to focus on hands-on safety education and participatory experiential education. In recent years, with the spread of the Internet, we have created an environment in which we can disseminate information to an even greater number of people than ever before.

Last year, Honda utilized a web-based environment that facilitates customer participation and rolled out a YouTube program to promote safety awareness among the increasing number of riders with a Class 2 moped license, and delivery service providers in response to the increasing demand for deliveries. To date, the program has been viewed more than 90,000 times and has helped spread safety awareness in a new way. Honda will continue to evolve its activities to meet the needs of the times.

Honda Traffic Safety Information Paper SJ No,512 Spring 2023
Teaching Materials for Continuing Education (Japanese only)

■ https://www.honda.co.jp/safetyinfo/sj/pdf/2023_SPRING/SJ_2023_SPRING_01.pdf



Utilizing education materials, "Digital Traffic Safety Karuta" and "Sing, Dance and 'Stop, Meow!'"

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Safety Initiatives

Development of Educational Equipment

Honda leverages its know-how on riding/driving safety and hazard prediction training (kiken yosoku training – KYT) it has accumulated over the years as well as develops and promotes the widespread use of educational equipment, such as simulators, which mimics actual traffic conditions and enables people to experience hazards in a safe environment.

To date, Honda has developed educational equipment, such as Riding Simulator and Driving Simulator, that provides hazard prediction training for motorcycle riders and automobile drivers. Such training is difficult to conduct on public roads in the process of obtaining a driver's license, and these simulators are being used at driving schools nationwide. Besides, Honda offers a lineup of equipment matched to diverse participants, such as Bicycle Simulator to learn safety bicycle riding; Movie KYT, which enables a large group of persons to experience hazard prediction; and Riding Trainer*1, which offers hazard perception training for motorcycle riders, who operate the equipment themselves, and can be easily relocated to overseas facilities.

In this context, Movie KYT has been renewed to provide training for not only motorcycle riders and automobile drivers, but also bicycle riders, who are often the perpetrators or victims of traffic accidents. Honda will continue to promote its educational equipment for all traffic participants.



Training scene with Movie KYT



Bicycle hazard prediction experience video

Activities in the Welfare Field

Honda not only develops welfare vehicles, but also offers program*2 to train physically disabled people to return to driving in actual vehicles, as well as provides simple simulators and evaluation software to evaluate driving ability at hospitals and other facilities.

In 2023, in addition to the simple simulators, Honda started selling DB Model-A, a full-fledged driving simulator for driving schools with driving ability evaluation support software.

Furthermore, Honda supports hospitals and facilities that provide assistance to those seeking to return to driving in each regional unit. This activity has become a project, starting in Shikoku area and expanding to the western Japan area, and is currently widening its circle of activities with the goal of nationwide expansion.

At Traffic Education Centers, Honda also offers a safety driving training program*3 for drivers who transport elderly and disabled persons to and from welfare facilities.



DB Model-A

*1 Available in 24 languages, approximately 6,000 units of the Riding Trainer are used worldwide, with some 3,000 units in Asia and Oceania alone.

*2 A program offered at Honda Traffic Education Centers as a means to evaluate the driving competence of people with higher cerebral dysfunction who wish to resume driving. It is used to check their current ability to drive an actual vehicle and to train them to overcome the identified issues.

*3 A program offered at Honda Traffic Education Centers for welfare facility drivers providing pickup and drop-off services. During these services, it provides advice on preventing accidents as well as training to facilitate an understanding of the importance of giving due consideration to their passengers.

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Performance of Mobility

Honda's Approach

Honda engages in technological development by fully understanding the real accident situations in a real-world traffic environment comprising multiple types of road users, including motorcycles and automobiles, and by conducting detailed analyses of accident mechanisms.

To date, Honda has developed the world's first*1 pedestrian dummy, an anthropomorphic model used to reproduce the human body's kinematics during a collision with an automobile, and has established the world's first indoor omni-directional crash test facility to conduct research into more realistic crash configurations. In addition, the Company has developed and introduced new technologies, such as the SRS Airbag System for the driver's seat, the Advanced Compatibility Engineering (ACE) body structure, and the Collision Mitigation Braking System (CMBS) (a world first) for automobiles*2, and the mass-produced airbag system for motorcycles (a world first).

Since 2014, Honda has been expanding the application of Honda SENSING and Acura Watch, driving safety support systems that assist in accident avoidance, to each of its automobile models. In 2022, the Company launched Honda SENSING 360, which has evolved into an omni-directional safe driving support system based on the knowledge and know-how accumulated through the research and development of Level 3 autonomous car technologies.

Since motorcycle accidents account for the majority of traffic accidents in emerging countries, Honda aims to expand the application of Honda SENSING with motorcycle detection function to all automobile models and equip more motorcycles with its advanced braking systems, such as ABS and CBS, and headlights that provide better visibility to riders and make them more visible to other road users in the future.

In developed countries, the Company aims to apply these technologies, which cover a wide range of fatal collision situations envisioned by Honda, to all automobile models by 2030, including Honda SENSING 360, enhanced pedestrian protection and collision mitigation performance, and advanced automatic accident reporting systems.



Pedestrian dummy



Indoor omni-directional crash test facility



SRS Airbag System



Advanced Compatibility Engineering (ACE) body structure



Collision Mitigation Braking System (CMBS)



Mass-produced airbag system for motorcycles

*1 Based on Honda's research

*2 A safety-oriented body structure that efficiently disperses and absorbs collision energy in the engine compartment when automobiles collide with each other. It offers significantly greater occupant protection and reduces the damage to the other impacted vehicles.

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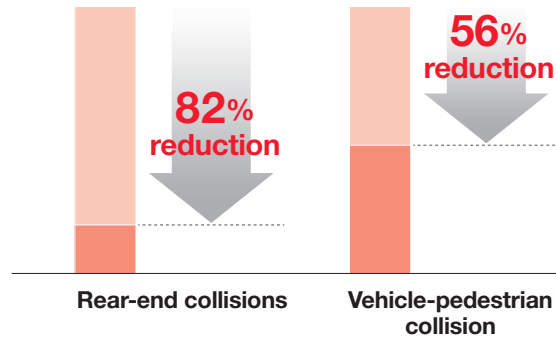
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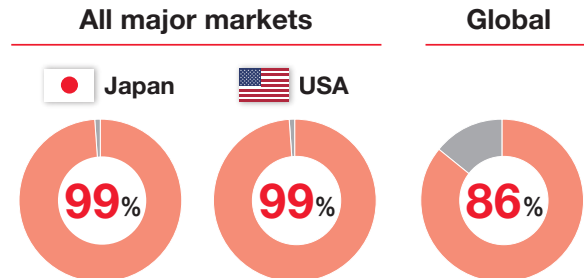
FY2023 Activities

Toward the realization of zero traffic collision fatalities involving Honda motorcycles and automobiles worldwide by 2050, the widespread use and functional evolution of Honda SENSING and Acura Watch are of critical importance in Honda's efforts concerning automobiles.

The Honda SENSING and Acura Watch, safety and driver-assistive systems Honda currently applies to its mass-production models are installed to 99% of Honda's new automobile models sold in Japan and the U.S. and 86% globally as of 2022. Cumulative sales of vehicles equipped with Honda SENSING now tops 14 million units. N-BOX mini-vehicles equipped with Honda SENSING, which are on the market in Japan, have shown an 82% reduction in rear-end collisions and a 56%* reduction in accidents involving pedestrians, confirming the effectiveness of this technology in reducing traffic accidents.



Collision reduction effect of vehicles equipped with Honda SENSING (N-BOX)



Sales ratio of models equipped with Honda SENSING and Acura Watch (2022)

* The difference in the number of traffic accident fatalities and injuries per registered vehicle between N-BOX vehicles without AEB and vehicles equipped with Honda SENSING. Based on data from the Institute for Traffic Accident Research and Data Analysis, according to Honda's research.

To address motorcycle accidents in emerging countries, the application of Honda SENSING with a motorcycle detection function is also being expanded.

In terms of functional evolution, in September 2022, a new feature of Honda SENSING, Sudden Acceleration Suppression Function, which is effective in reducing the number of accidents caused by a mistaken step on the gas pedal instead of the brake, was installed in N-WGN, which underwent a minor model change in Japan. In addition, utilizing the knowledge and know-how accumulated through the research and development of Level 3 autonomous car technologies, Honda has recently developed Honda SENSING 360, which has evolved into an omni-directional safe driving support system, and is being installed in the new CR-V model launched in China in December 2022.



Honda SENSING with motorcycle detection function



Sudden Acceleration Suppression Function (N-WGN, Japan)

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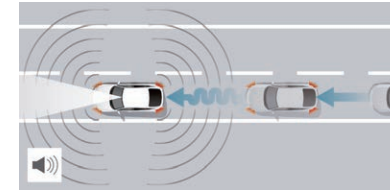
Safety Initiatives

Furthermore, in December 2022, as the next evolution of Honda SENSING 360, the Company announced new functions, and its plan to begin applying the functions sequentially on a global basis from 2024.

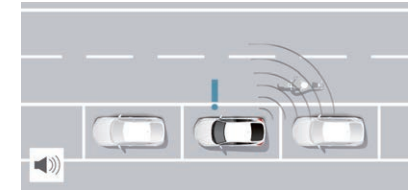


Announced Honda SENSING 360 new functions

The new functions include the Advanced Lane Change Assist Function with Hands-off Function and the Advanced In-Lane Driving Assist Function to reduce the driving load, as well as the following functions to improve safety: the Driver Emergency Support System, when the driver is unresponsive to the system's requests for a handover (the transfer of control back to the driver), the system assists deceleration and stopping of the vehicle within the same lane; the Exit Warning, while the vehicle is parked, when the system detects a vehicle approaching from the rear, the indicator on the front pillar or side mirror lights up to assist occupants to recognize an approaching vehicle; and the technology that detects the driver's condition and the risk ahead and provides "collision avoidance technology using" the Driver Attention Warning and Collision Warning, In-Lane Collision Avoidance Assist Technology, Emergency Steering Support Technology, etc.



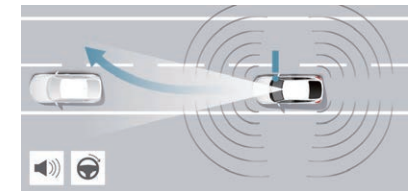
Driver Emergency Support System



Exit Warning



Driver Emergency Support System "Warning"



Emergency Steering Support Technology

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Safety Initiatives

Traffic Ecosystem

Honda's Approach

In 1998, Honda started to offer "Internavi," a car navigation system in Japan that is equipped with communication functions to support safe driving by providing drivers with information on traffic congestion and disasters using driving data collected from Honda vehicles.

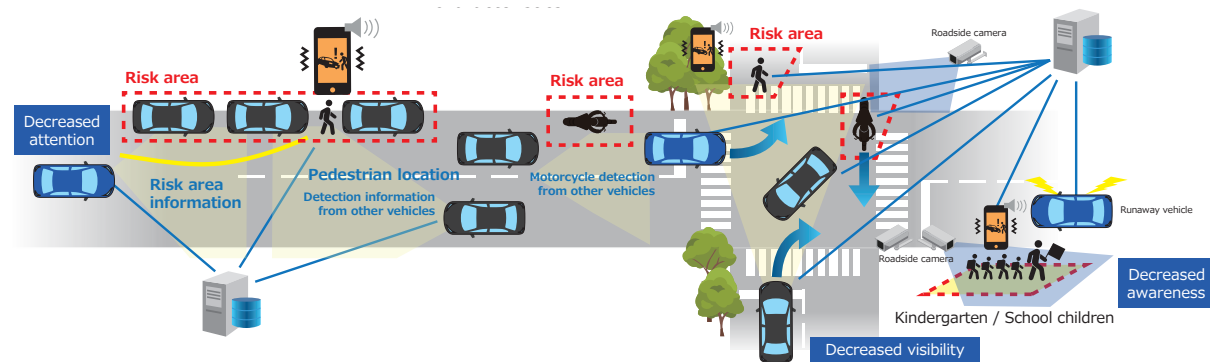
In 2013, Honda launched a Safety Map service that integrates and analyzes various information, such as emergency braking information collected through the Internavi system, information on traffic accidents provided by the police and local governments, and traffic information provided by local residents. This service on Honda's website allows users to learn in advance about areas where accidents frequently occur. In addition to being used by ordinary people, the Safety Map has also been used by local governments and other organizations to improve roads by adding road markings, etc. The total number of road improvement measures taken since 2013 is over 150.

These efforts have evolved since then, and in 2017 the Company launched Honda Drive Data Service, a data service that displays dangerous areas on a map in real time, aiming to address social issues, including disaster prevention and traffic accident prevention.

Honda is also conducting a demonstration experiment of the Road Hazard Condition Monitoring System, which shares information on dangerous road conditions detected by ADAS cameras, such as road surface sinking and road construction, with other vehicles in the vicinity, including motorcycles.

In addition, Honda is participating in D-Call Net[®], an emergency automatic notification system. This system utilizes vehicle-connected technology, commonly called AACN (Advanced Automatic Collision Notification), to estimate the probability of fatality and serious injury in the event of an accident, and automatically notifies the fire department and cooperating hospitals from the vehicle involved in the accident. In the future, the Company plans to develop a system that expands the scope of coverage to include accidents involving pedestrians and motorcycles to save even more lives.

Looking toward the future, in 2021, Honda unveiled its Safe and Sound Network Technology, which connects all traffic participants, i.e., people and mobility vehicles, through telecommunications to predict risks before accidents occur and support accident avoidance. The Company is accelerating industry- and public-private sector-led efforts toward social implementation of the technology from 2030 onward.



Safe and Sound Network

* D-Call Net[®] is a registered trademark of the NPO Helicopter Emergency Medical Service Network (HEM-Net).

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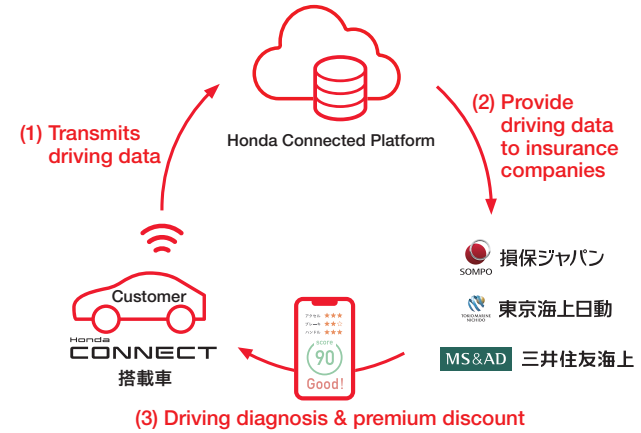
In Japan, Honda CONNECT, an in-vehicle telecommunication module produced exclusively for Honda vehicles, was first installed in the FIT model in 2020, and since then, it has been installed in six models as of 2022, including Honda e, VEZEL, CIVIC, Step WGN, and ZR-V. In the event of an accident or other emergency, the Honda CONNECT-equipped vehicle itself communicates with the Emergency Support Center, which collectively sends vehicle information and location data via an operator to the police, fire department, insurance company, etc., allowing them to respond quickly and accurately.

Furthermore, in October 2022, Honda began offering Honda Connect Insurance*1. Honda Connect Insurance is a telematics insurance linked to the driving behaviors and skills of the driver, which are scored monthly based on driving data acquired by telematics technology, and the premiums for the following year are discounted based on the score. This insurance is offered as a rider to automobile insurance products. Driving scores and advice are delivered monthly to policyholders in the form of driving reports, helping to improve their safety awareness in their daily driving.

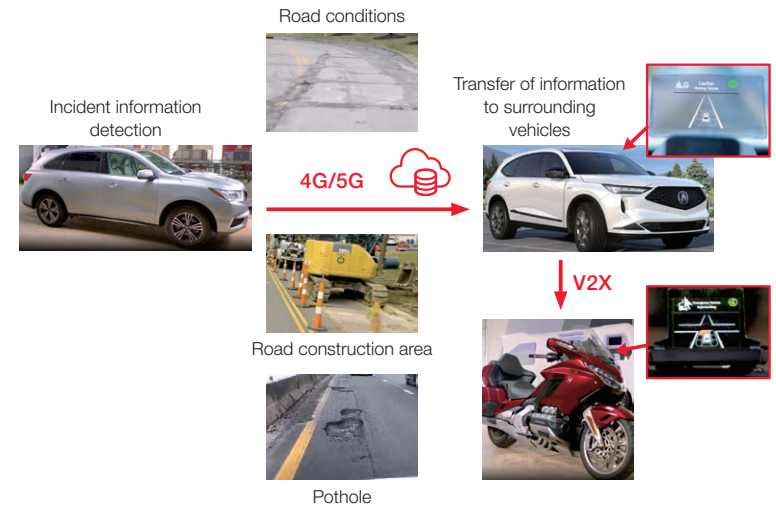
In September 2022, at the 28th ITS World Congress*2 2022 (Los Angeles), Honda exhibited as its future technology research, the Safe and Sound Network Technology and the Road Hazard Condition Monitoring System, which shares information on dangerous road conditions detected by ADAS cameras, such as road surface sinking and road construction, with surrounding vehicles including motorcycles, and alerts them before passing the relevant area.

Regarding Honda's Safe and Sound Network Technology, the Company is working to realize flexible and expandable new DX infrastructure and applications based on the 5G network by utilizing traffic signals that are necessary for the construction of such a network. In order to realize the social implementation of the infrastructure and applications, in August 2022, Honda joined the Consortium for DX Promotion by Utilizing Traffic Management Infrastructure as an executive member, which aims to realize a safe, secure, and sustainable traffic society where people, mobility vehicles, and infrastructure work in harmony.

*1 Developed by Honda jointly with Sampo Japan Insurance Inc., Tokio Marine & Nichido Fire Insurance Co., Ltd., and Mitsui Sumitomo Insurance Company, Limited
 *2 International conference to present and discuss the results of research, development, and practical application of solutions to transportation problems



Honda Connect Insurance



Mechanism of the Road Hazard Condition Monitoring System

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Safety Initiatives

Third-Party Evaluations

FY2023 Activities

Many of Honda's models have received the highest safety ratings in third-party evaluations in various regions, including the IIHS*1 in the United States, where testing requirements have been tightened and new standards have been introduced.

Results of key third-party evaluations (tests conducted in FY2023)

Country/Region	Third-party evaluation		Models	Number of vehicles*4
Japan	JNCAP*2	5★	Step WGN	1/1
USA	IIHS	TSP+	Civic Hatchback / Civic Sedan / Insight / Accord / Odyssey / HR-V / Acura TLX / Acura MDX / Acura RDX / Acura Integra	10/10
		TSP	CR-V	1/1
	US NCAP	5★	Insight / HR-V / Accord / Odyssey / Civic Hatchback / Civic Sedan / Passport / CR-V / Pilot / Ridgeline / Acura RDX / Acura MDX / Acura ILX / Acura TLX	14/14
Europe	Euro NCAP	5★	Civic	1/2
China	C-IASI*3	GGG	Integra / Civic	2/2
Southeast Asia	ASEAN NCAP	5★	HR-V / BR-V	2/2

*1 IIHS: Insurance Institute for Highway Safety
The organization conducts the car assessment that tests and evaluates the safety performance of various cars. IIHS only awards TSP and TSP+ to vehicles that achieve excellent test results. TSP refers to Top Safety Pick.

*2 NCAP: New Car Assessment Program
This is a program that tests and evaluates the safety performance of cars and is performed by public organizations in various regions. Testing and evaluation methods are different for each region. Ratings range from 0★ to 5★ (5★+ is the highest rating in some regions).

*3 C-IASI: China Insurance Automotive Safety Index
This tests and assesses the safety performance of vehicles, in which the four grades of G (Good), A (Acceptable), M (Marginal) and P (Poor) are used.

*4 Number of vehicles that received the highest rank / number of vehicles that received a rating