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The Seminar on the Establishment and Development of the Automotive Industry in Developing Countries

Karlovy Vary, 24 February - 14 March 1969

THE LATEST DEVELOPMENT IN JAPANESE AUTOMOBILE INDUSTRY AND SOME SUGGESTIONS FOR DEVELOPING COUNTRIES<sup>1</sup>/

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The Latest Development In Japanese Automobile Industry and Some Suggestions For Developing Countries

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#### I. <u>National Economic Significance Of Automotive Industry In</u> Japan

Although the Japanese automobile industry started considerably later than that of the advanced western nations and had only a history of little over thirty years since its adoption of a mass production system, it has nevertheless attained the world's second highest production of motor vehicles since 1967. Moreover the production of motorcycles has continued to hold the first place in the world. The output of the Japanese automobile industry including that of auto parts and bodies today amounts to as much as  $\frac{12}{365,000}$  million (\$6,570 million) a year: a huge new industry well comparable to such as iron and steel, petrochemical and power industries. For Japan it has the following national economic significance:

### (1) Importance As An Integrated Industry

Since over ten thousands of parts are required to assemble an automobile, the automobile industry employes many parts suppliers and maintains a close relationship with a number of correlated industries. Its extensive relationship includes various industries such as iron and steel, tire, bearing, battery, glass, fiber, paint, oil, plastic, nonferrous metal, etc.

The automobile industry, in a sense, constitutes a pyramid with auto makers occupying its pinnacle in their role of a complete assemblage while the correlated enterprises of parts manufacturers form its broad base. Consequently correlated industries must have a high level of technology for the production of quality automobiles. The development of the automobile industry, in this sense, furthers the advancement and development of parts makers, the general machine industry, and a host of correlated manufacturers as well as the iron and steel industry, and thus contributes to the nation's economic and industrial development.

# (2) Importance As Viewed From Employment

If the objectives of economic policy of a nation are the realization of full employment, the promotion of the income level and the advancement of the people's livelihood, the automobile industry can be considered to be an effective means to attain the economic policy since it provides the greatest potential for employment. With regard to the persons currently employed in the automobile industry in Japan, those working directly for automobile production number 120,000; parts production 290,000; body production 50,000, totaling 460,000 workers. This figure is close to 480,000 persons working in the iron and steel industry and 490,000 in the chemical industry.

In addition to the above figures, those employed by automobile and parts dealers and services number 540,000. In automobile passenger transportations such as hired cars, taxis and busses 580,000 are engaged and in the trucking business are 500,000, making for a total of 1,080,000 employees in the field of motor transportation alone. Furthermore, the automobile industry is creating such fringe jobs as road construction, gas stations and garages. In the Japanese manufacturing industries, automobile and parts makers along have an employment ratio of 5.9% as compared to 4.5% in the United States, indicating almost the same level.

### (3) Importance As An Export Industry

Exports form another important aspect of the automobile industry in contributing to a nation's economy.

Japan's total exports in fiscal 1966 amounted to \$10,000 million, of which the automobile exports (four and two wheel vehicles and parts) were \$600 million, or 6% of the total. In fiscal 1968, the automobile exports are expected to reach the \$1,100 million mark out of a total export volume of \$13,500 million, indicating prospects for reaching an 8% share by automobile exports in overall Japanese exports. In this way, automobile exports have become increasingly important year after year.

Besides iron and steel, vessels and home electric appliance (television sets, radio receivers, etc.), automobiles are now playing a leading role in the export of Japan's heavy industry products.

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 $= \sum_{i=1}^{n} \frac{1}{2} \left( \frac{1}{2} \sum_{i=1}^{n} \frac{1}{2} \sum_{i=1}^{n}$ 

# II. Development of Automobile Industry in Japan

#### (1) Production

# a. Expansion of Production

The production of motor vehicles in Japan has shown a phenomenal advance in the past few years and attained in 1967 a level of 3,146,000 four-wheelers, surpassing West Germany and gaining the world's second place after the U.S. (Japan's auto output in 1968 was 4,089,000 vehicles.) This volume is about 17 times as large as that ten years ago in 1957, and over 3 times that of five years ago in 1962. As to the growth rate of the leading western nations during the same 5-year period, the United States registered 10%, West Germany 5%, Britain 16%, France 31% and Italy 63%.

With regard to the production growth in terms of the types of vehicles, passenger cars came out on top with a five-fold increase in five years, followed by motor trucks and busses with an increase of about 2.5 times.

# b. Characteristics of Production Structure

As explained above, the automobile output in Japan has been steadily expanding, but it has a unique production structure not seen in advanced western nations.

The first characteristic is that the production centers on motor trucks and the output ratio of passenger cars is small. During 1967 the output of trucks and busses numbered 1,760,000 with an output ratio of 56.3% as against 1,375,000 passenger cars with a ratio of 43.7%, that is less than half the total auto output. This presents a striking contrast to Western countries where the annual production of passenger cars occupies more than 80% of the total output. This is because the motor truck industry was given priority in Japan during the prewar and postwar rehabilitation periods as a means to develop the automobile industry, and passenger car manufacturing was developed on the basis of a stabilized motor truck industry. This was made possible by a sudden increase in the demand for trucks for freight traffic caused by a fast postwar economic growth.\* One thing to be noted here is that Japan has recently seen an increasing production of station wagon type commercial cars, which according to the law are placed in the same category as motor trucks. This shows up in a smaller passenger car output ratio in the statistics.

As to the second characteristic, it must be mentioned that there has been a comparatively large output of midget-size vehicles with a displacement of 360 cc and under. In 1967 their output ratio rose as high as 25.9% with a population of 815,000 vehicles (283,000 passenger cars and 532,000 trucks.) The 360 cc class midget vehicles are being produced only on a limited scale in Europe, and together with 3-wheeled vehicles, they are certainly among the most unique products in Japan. The reasons for their development in Japan are, besides low price, low maintenance cost and convenience for door-to-door

\* Japan's case may help to decide whether passenger cars or motor trucks should be given priority for the development of the automobile industry in developing countries.

> delivery by medium and small businesses and for small trips, special privileges such as tax, vehicle inspection, parking restriction,tolls, etc. that are denied to larger displacement vehicles. Their existence is highly significant in that they are expanding the basis of Japan's motorization.

#### (2) Exports

# a. Expansion of Exports

Japanese automobile exports in 1958 were 10,000 vehicles, but they have shown rapid yearly expansion, with exports of about 100,000 in 1963, 250,000 in 1966, and 360,000 in 1967. With a further growth of passenger car exports in 1968 the figure reached a level of 610,000.

Until about 1960, a majority of Japanese automobile exports were motor trucks and busses, and it was not until 1963 that the passenger car exports at long last reached the full 30,000 mark and they have quickly expanded ever after. In 1965, the passenger car exports for the first time surpassed commercial car exports and obtained a majority position. Since then passenger cars exports showed a large expansion year after year, gradually coming to be the nucleus of exports. The weight of total automobile export passenger car export in the/ in 1968 reached 65%, which is expected to advance further in the future.

The nucleus of export passenger cars, classified by size, is formed by those having a displacement of between 1,000 cc and 1,600 cc, and trucks those with a load capacity ranging from 1 to 2 tons occupy more than 70%. Automobile exposts to Southeast Asia, classified according to regions, occupied 50% of the total exports until about 1964, which, together with exports to the developing countries in the Middle East, Africa and Central and South America, came close to 90%. Since 1966, however, a continuing export expansion has been directed toward the U.S. and the advanced European nations which promised a far larger demand. The exports to the North American region in 1968 registered 34%, increasing to 45% if the European region is added.

The main reasons for this rapid expansion of Japan's auto exports are the technological renovation aimed at better quality and performance achieved by the untiring efforts of the automotive circles as well as lower prices made possible through mass production.

Japanese Diesel motor trucks are especially reputed for their performance. Passenger cars have also rapidly attained the international level over the past few years, and it may not be too much to say that they are comparable to foreign cars. Especially noteworthy are what is called people's cars with 1000 cc class engines, some of which are better than foreign cars of the world level as a result of the latest technological development.

### b. Export Ratio

In 1967 Japan became the fourth automobile exporter in the world after West Germany, France and Britain. Though the ratio of export to output has been increasing every year, it was

11.5% in 1967, which is considered to be still low when compared to the nations mentioned.

The following table shows the export ratio of each country. West Germany is in the lead with 58.9% (passenger cars 59.3%); France 41.6% (passenger cars 42.7%); Britain 32.9% (passenger cars 32.4%), all showing high ratios.

	Passenger Cars	Commercial Vehicles	Total	(thousands)
West Germany Output Exports 1	2,295 1,362 (59.3)	186 101 (54.1)	2,482 1,463 (58.9)	
France	1,776	233	2,009	
Output	749	85	835	
Exports	(42.2)	(36.7)	(41.6)	
Britain	1,552	305	1,937	
Output	502	135	637	
Exports	(32.4)	(35.1)	(32.9)	
Japan	1,375	1,770	3,146	
Output	233	138	362	
Exports	(16.2)	( 7.8)	(11.5)	

1967 Automobile Export Ratios of Major Countries

# c. Knocked-down Export

There are two types of automobile exports -- the finished vehicle exports and the knocked-down exports. Most of those exported to North America and Europe are finished vehicles.

In developing countries, plans for the development of their economies have been carried out after World War II, and in an effort to advance their industrialization policies, these countries are positively striving for induction of foreign capitals through the enforcement of industry promotion laws, etc. And there are many cases of preferential treatment regarding tax and customs given to foreign or joint enterprises engaged in local production. Especially, in accordance with their policies for the development of the automobile industry, they encourage KD imports and also stipulate or encourage the use of domestic parts.

Local assembly plants are run by Japanese automobile makers in 8 countries in Southeast Asia, 2 in the Mid East and Africa, 8 in Central and South America, 2 in Oceania, 1 in Europe and 1 in North America, totalling 22 countries.

The types of vehicles being assembled are mostly passenger cars of the class under 2,000 cc and motor trucks, but depending on the demand of particular countries large Diesel trucks or Jeep type all-wheel-driven vehicles are assembled.

# (3) Development of Motor Truck Manufacturing

As described above, the automobile industry in Japan has developed with motor trucks as its nucleus. Viewing the development of the truck industry from the types of vehicles, it can be seen that until about 1957, small three-wheelers and large trucks were the principal types of production vehicles, but since 1958 the emphasis has shifted to small four-wheel

trucks, and with the addition of midget-size four-wheelers (360 cc and under), they have become the mainstay of the growth of truck production. A comparison of the share of the types of trucks produced between 1954 and 1967 shows that smallsize three wheelers sharply dropped from 65% to 1%, large trucks from 21% to 10%, while small-size four-wheel trucks jumped from 12% to 58%, and newcomer midget-size trucks gained 30%.\*

The demand for large-size motor trucks had almost run its course, and their production since 1960 appears to have hit the ceiling. However, in terms of their quality, their size has been getting larger in parallel with a general trend toward long-distance trucking, and at the same time, Diesel motor trucks are garnering a larger share from the economic standpoint.

On the other hand, in the field of small-size motor trucks, small three-wheelers had at one time suddenly become popular because of their convenience and moderate prices. However, they later surrendered their position to mass-produced small four-wheel trucks of good quality and performance.

Now, with regard to midget-size motor trucks of the class of 360 cc or under, midget three-wheelers had made a phenomenal increase in their production within a very short period, reaching 190,000 in 1960, but later dropped fast, and their place was occupied by midget four-wheelers. Their production

<sup>\*</sup>Small-size means vehicles with displacement between 2,000 cc and 361 cc. Midget-size means vehicles with displacement of 360 cc and under.

in 1960 was 40,000 vehicles but shot up to 400,000 in 1965, a tenfold increase.

Generally speaking, it may be asid that the Japanese motor truck industry will keep moving for some time centering on the production of small-size four-wheelers and midget-size four-wheel motor trucks.

(4) Establishment of Passenger Car Industry

By means of technical tieups with foreign enterprises during the latter 1950's as well as through its own efforts at development, the passenger car industry succeeded in overcoming its lagging technical level, developed a series of new products, achieved a smooth increase in production, and has lately become the driving force for the growth of the entire automotive industry.

In considering the growth of passenger cars in Japan, the first thing to note is its relationship with motor truck manufacturing. The automobile industries in the U.S. and Europe have developed centering on passenger car production and the production of trucks has been more or less subordinated or their production has been taken care of by specialized truck makers. Quite contrary to this, the passenger car production in Japan has been subordinated to that of motor trucks. These circumstances in Japan are seen in the following facts: (1) the development of productivity and engineering techniques of passenger cars has been based on that of motor trucks; (2) in the early stage of passenger car production,

the production equipment for trucks was used in common, and a cut in production cost was sought through a common use of parts for small-size trucks; (3) the most important point is that full-fledged passenger car production was established on the basis of capital accumulation by the motor truck industry.

However, the production techniques for passenger cars are intrinsically different from those for motor trucks. Consequently, it is a matter of course that along with an expansion of the passenger car market, a separation between passenger car and truck production is felt necessary in such areas as design, production and sales. Such moves have already appeared since 1960 in form of the separation of designing departments and the construction of plants exclusively for passenger car production, etc.

Historically speaking, the major share of the passenger car demand in Japan had until recently come from transportation <u>business</u> and from various business establishments including manufacturers and trading firms. Until the latter half of the 1950's, business use such as for taxis constituted their main demand, but since then it has shifted to the exclusive use at business establishments. In other words, Japan's passenger car industry in its early stage had an opportunity to establish its own mass production system because of the demand as capital goods.

However, an increasing income resulting from the economic growth has rapidly been expanding the passenger car market for private ownership as consumer goods, and since 1964 the

**Passenger car demand for private ownership has surpassed that** for business use and is expanding faster than that for use by business establishments. (In 1964, the demand for private ownership was 22%, for transportation/18%, for use by business establishments 60%, and in 1967 the figures were 39%, 9%, and 52% respectively.) This trend has been reflected in the share of their production in terms of displacement. Since 1963 the share of small-size passenger cars in the class of 361 - 1,000 cc and 1,000 - 1,500 cc has been expanding, while the share for medium-size passenger cars in the class of 1,500 - 2,000 cc has fast been decreasing. These phenomena explain that the passenger car demand, which had so far been limited to a certain high income bracket, began rapidly to expand among people of the middle and lower income class.

Midget-size four-wheel passenger cars (360 cc and under) made their appearance in 1958 as the first passenger cars in Japan catering exclusively to private ownership. Due to some more improvements necessary for high speed performance, durability, price, etc., their growth of production continued to be comparatively slow. But with the introduction of new products they have shown a large increase in the past one or two years.

In the light of the recent fast rise in the general income level together with marked efforts for the development of the 800 - 1,500 cc class passenger cars catering to private ownership, it is quite clear that the Japanese passenger car industry will in the near future enter into the pattern of the advanced nations where automobile production centers around passenger cars for the general public.

# III. Some Suggestions for the Development of Automobile Industry

### (1) Selection of Appropriate Vehicular Types

It requires careful studies for a developing country to choose the types of vehicles most suitable for the establishment and development of its automobile industry. Before choosing among various kind of vehicles such as passenger cars or motor trucks, large-size or small-size vehicles, a comprehensive judgement is necessary with respect to such essential factors as the prospect of future domestic demand, the standard of its technology and its ability for equipment investment.

The automobile industry in Japan at first gave priority to the production of motor trucks. When this reached a stage of full development, passenger car production started. Even the types of passenger cars have been shifting from the medium-size for business and office uses to small-size cars for private ownership as mentioned above. The selection of automobile types by the Japanese automobile makers is considered to have been appropriate. Therefore, these experiences by the Japanese automobile industry may prove to be of some help to a developing nation in formulating policies concerning its future automobile industry.

#### (2) Production Systems and Technical Induction

For a developing country aiming at establishing and developing its own automobile industry, it may be difficult to set up from the very beginning a thorough process of automobile production. Therefore, it may be wise to start off with a simple assembly plant as a transitory stage, then gradually increase the rate of domestic contents. In the meantime it may be preferable to introduce technology and necessary guidance through technical tieups with foreign automobile makers.

The following is the way Japanese automobile makers induced the know-how concerning passenger car production.

Some of the major technical introductions by Japanese automobile makers are: The technical tieups concerning passenger car manufacturing took place from the end of 1952 to 1953 between Nissan Motor Co. and Austin, Isuzu Motors Limited and Roots Group, Hino Motors, Ltd. and Renault, while the technical tieup regarding production of Jeeps took place between Mitsubishi Heavy Industries, Ltd. and Willys.

During World War II and even for a few years after the end of the war, Japan was prohibit<sup>ed</sup> produce passenger cars. This technological vacuum was so great that when their production restriction was completely lifted their quality and performance were considerably inferior to those of imported cars and their production cost by far the higher than that today. This was not simply attributable to an inferior technical level of Japanese automobile makers. The passenger car production at the time found itself under unfavorable environment where the technological standard of correlated industries such as iron and steel, materials, parts, etc., was similarly low. In 1950, however, the automobile makers, helped by Japan's economic recovery, launched their equipment modernization and rationalization, and became ready to go into a full-scale passenger car production, when a plan was made to introduce techniques for production of some of the best passenger cars manufactured by advanced West European nations--especially medium and small size cars fitting the conditions in Japan.

Those technical tieups in their early stage were in the form of the knocked-down system in which almost all the unit parts including engines were imported for car assemblage. But the imported parts were gradually replaced with domestically produced ones in accordance with the schedule. In this way Nissan Motor Co. achieved complete domestic production of cars in 1956 followed by Isuzu and Hino Motors in 1957 and 1958 respectively. Even though these Japanese automobile makers had enough experience and technology of their own for motor truck manufacturing, it still took four to six years/to attain complete domestic production of passenger cars by means of technical induction.

As to automobile parts, technical introductions concerning the production of essential parts became noticeable since around 1952. At the time, the majority of suppliers were either smallscale enterprises or extremely small ones and their level of business operation was very low in addition to their lagging technical productivity with respect to their equipments, processing, production management, etc. Consequently the quality and durability of parts were considerably uneven and their reliability limited. Such special parts as tires were produced by large enterprises, some of which had been operating since before World War II, but electric and engine parts posed many problems of their own.

Some of these problems regarding quality and performance were solved by the automobile makers in the course of process of producing their tieup cars, while others were solved through independent technical or capital tieups with specialized foreign parts makers.

# (3) Rational Production Capacity

The mass production system is indispensable to automobile makers. However, it is difficult to generalize a rational production scale necessary for securing effective production. The following table shows the result of studies on rational production scales by some experts of the advanced countries:

Production Capacity and Its Economy In Automobile Industry

Researcher	
George Romney (U.S. A.	The Most Rational Production Condition
President Amania	Assembly line 62 5 wobiol Condition
Motora Gar	180,000 - 220,000 wobies vehicles per hour
Motors corp.	viooo venicles per year
	360,000 - 440,000 " (one shift)
George Paine (U.S.A.)	300.000 - 600.000 (two shifts
·	(About 500,000 vehicles per year
	About 50% higher than that of Roman
	slightly high at 150,000 lovel.
	considerably high at 60 000 i
C R Education	uneconomical below (0,000 level;
C.L. Edwards (U.S.A.)	200,000 vehicles
C Weat	400,000 (one shift)
C. MCShea (U.K.)	Assembly (A dealer " (two shifts)
	(not 50,000 - 100,000 per year
A. Silverstone (ILK)	(not confined to a single model)
(0.R.)	Engines 500,000 per vear
1	Press 1,000,000 per year (two shifts)
	(Body panel 4 000
	a paner a out per day)

From "Automobile Engineering"

From these studies it can be seen that generally the minimum scale for a rational annual production is at about 300,000 Vehicles. However, the real problem to consider in connection with an establishment of a mass production plant on a minimum rational production scale is whether there are prospects for enough demand to meet. When planning establishment of an automobile industry, enough attention must always be given to the advantage of mass production system. But in reality it is desirable for a developing country to arrange so that the production be launched on a realistic scale based on the volume of demand, while at the same time giving due consideration to the possibility of future expansion.

# (4) Plant Equipment and Capital Requirement

The amount of equipment capital necessary for setting up an automobile plant differs greatly, even if the equipment is enactly the same, depending on the country, timing and various other conditions. Consequently it is doubtful how useful it is to show here examples of concrete figures in this respect. Against the background of such uncertainty, an example of a mean value based on the facts in Japan for the past few years is suggested here assuming that it might give an idea to the planners of developing countries on the layout of necessary equipment capital.

- Construction Capital For A Passenger Car Plant -Site for plant: 700,000 to 1,200,000 m<sup>2</sup> Construction period: 2, 3 years

Capacity at the time of completion: About 10,000 cars per month (one shift) Construction funds: About ¥30,000 million (about \$83 million) MOTE: Cost of land not included. The figures are based on those in 1960.

In the above plan, the factors to be considered are: (1) the Japanese automobile makers depend for a considerable portion of their parts production on suppliers, which therefore is not included in this amount, and (2) this figure does not contain certain construction works which are not directly connected with production.

Below is a table, give of for reference, on the list of machine equipment needed for automobile plant construction, and the ratio of each group of machine equipment to the total machinery equipment funds:

Category of Machinery Equipment	
Machine tools	Aucio of Equipment Funds
Metal working machine	708
Conting machines	12
Casting equipment	2
Heat treatment equipment	
Painting equipment	
Plating equipment	1
Flectric	
Securic equipment	3
Conveyance equipment	3
Welding equipment	
Others	L
TOTAL	5
(This is a trial balance and in	1004

This is a trial balance on a model plant prepared by the Japanese Ministry of International Trade and Industry)

#### (5) Automobile Parts and Correlated Industries

As described above, the automobile industry is a typical all-embracing enterprise in close relationship with correlated industries, which in turn can be divided into the following three categories:

Automobile parts industry Material industry Machine equipment industry

a. The automobile parts industries include: (i) a manufacturers'
group specializing in tires, batteries, bearings, springs;
(ii) a group producing such finished parts as electric parts,
lamps, instruments, bolts and nuts, valves, pistons, radiators,
rubber parts, plastic parts, seat upholstery, etc.; (iii) a simple
processing group in charge of metal working, pressing, plating,
etc.; and (iv) a body maker group. These are the major groups
constituting the base in the pyramid of the automobile industry.

b. The material industry includes: (i) iron and steel makers
which supply hard steel plates for frames, body steel sheet for
deep drawing, high quality special steel for gears and shafts,
etc., (ii) nonferrous metal makers supplying brass for radiators,
lead for batteries, etc., (iii) various other makers turning out
rubber for tires, window plates, paint, synthetic resins,
textiles, wood, etc.

c. The machine equipment industry supplies such products as machine tools, measuring instruments and testing machines, and

must possess a high level of technology on the basis of machine engineering.

Materials, parts and machines supplied by these correlated industries are indispensable to automobile production. Moreover, for the production of quality vehicles, these supplies must be superior in terms of techniques, quantity and cost. In a country presently in the stage of development, it may not be easy to bring these factors up at once to the international standard. For instance, a passenger car requires a greater amount of cold roll steel plates than a motor truck, but in order to meet this requirement it is necessary to introduce strip mill --a technical renovation in iron and steel industry. At the same time, superior special steel and a high standard of metallurgical technology are needed to improve high-speed performance and durability of automobiles. Plastics have come to be used abundantly in recent years so as to reduce a car's weight or bring down the cost. This, too, requires technical progress in chemical industry.

Consequently, parallel with an effort for the development of the automobile industry and for the domestic production of automobile parts, it is necessary to consider the development of the correlated and auto parts enterprises.

In the case of Japan, such correlated industries as iron and steel or rubber have now developed sufficiently to supply automobile makers with materials which are both qualitatively and quantitatively satisfactory. On the other hand, some

categories of suppliers possess adequate techniques and production ability prerequisite to specialized makers. Generally speaking, however, many Japanese suppliers are medium and small enterprises and many of them are not necessarily adequate in terms of production equipment and technical levels.

60% to 70% of the cost of Japanese automobiles are said to be accounted for by automobile parts supplied by the parts makers. Among automotive workers, the supplier employees number 290,000 as against 120,000 working for automobile makers-indicating an extremely important role of parts enterprises in the automotive business. Therefore, it is imperative, for the development of the Japanese automobile industry, that both the technical level and the productivity of parts makers be improved.

Automobile makers have strengthened the cooperative ties with essential parts makers through their positive guidance in the sphere of technology, financing and management. In view of the important role of suppliers in the Japanese machine industry, the Government has also taken necessary measures for the promotion of their technical development, standardization and rationalization especially by means of laws.

Remarkable improvement thus brought about in the parts manufacturing played an important role in the rapid development of Japan's automobile industry, while there still remain various problems to be solved in this field.

As mentioned above, the correlated materials and the parts necessary for the automobile industry show a great variety. Some of them may be produced domestically comparatively soon, while others are not. It is advisable that developing countries will choose a comparatively limited number of automobile parts for local production at the beginning and concentrate their efforts to it, leaving other items imported from foreign makers for the time being. Pragmatic approach as to the ratio of domestic contents may prove to be a success in the long run.

# (6) Automobile Distribution System

When automobiles are produced under a mass production system, a corresponding distribution system for mass sales is necessary. When a developing nation is to go ahead with the domestic production of automobiles, it is wise to make thorough preparations in advance for their distribution.

Japanese automobile dealers, while serving as a distribution system, are working for dissemination of commodity knowledge, maintenance services and offer market information in addition to playing the role of commodity distribution media. Thus placing themselves between the users and maker, they fulfil their function of maintaining trust in each other.

Moreover, the dealers in Japan take care of services which go with automobile sales such as instalment loans; credit investigations, credit guarantees, vehicle registration and inspection, taxation, etc.

The consumer credit can be viewed as the mainstay of mass sales, and in this sense, it is necessary to consolidate the instalment selling system. For that purpose attention should be

given to such matters as sales fund financing system, credit investigation, credit guarantee institution and the stabilization of instalment terms. Consequently it becomes necessary to establish a sales loan corporation, credit investigation organs and credit guarantee facilities, which are now under consideration.

# STATISTICS

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		1961			1966		
Tradmatin	Number of Establish- ments	Number of Employees	<u>Production</u> <u>Value</u> (A) (in million yen)	Number of Establish- ments	Number of Employees	Production Value (B) (in million yen)	B / B &
	5.649	310,127	1,147,200	8, 636	455,641	2,365,200	20 <b>6.2</b>
Automobile	3	85,151	726,800	33	116,606	1,294,600	178.1
Bodies	240	30,412	68,100	319	46,406	201,200	295.4
Parta	5,346	194,564	352,300	8,284	292,629	869,400	246.8
Heavy Electrical Equipment	4, 575	284, 279	<b>65</b> 2, 100	5, 969	281, 375	794, 000	121.8
Housebold Electrical Equipment	1, 136	77,387	227, 600	1, 717	89, 695	362,900	159. 4
Shipbuilding	3,345	151,637	384,300	3,480	152,237	720,900	187.6
Steel	5,554	477,256	2,176,400	6,438	485,104	<b>3,05</b> 2,100	140.2
Blast Furneces	12	122.327	731,400	19	148,178	1,201,400	164.3
Chemical	7,444	463,169	1,736,300	7,222	489,212	3,197,900	184.2
All Manufacturing Industries	491,750	8,751,001	19,405,500	594, 832	10,291,578	32,445,400	167.2

Table 1 Comparative Scale of Automotive Industry and Other Main Industries

Source: CENSUS OF MANUFACTURES

Table 2 Automobile Production by Main Producing Countries, 1957 - 1967

Unitalo<sup>5</sup> Inc. 9 14.8 24.0 12.1 28.7 17.7 24.8 24.7 -7.7 7.8 16.2 12.9 Italy 351 404 645 501 759 947 1,181 1,176 1,090 1,366 1,543 Unitslo<sup>J</sup> Inc. % 12.2 21.6 13.7 6.7 -9.2 23.5 -7.0 13.1 1.6 23.3 -0.7 France 928 1,128 1,283 1,369 1,536 1,244 1,737 1,616 1,642 2,025 2,010 Units lo<sup>J</sup> Inc. 🤉 14.4 18.7 **United Kingdom** 14.4 16.1 -19.2 14.4 20.1 15.9 - 6.7 - 6.2 - 5.2 1,149 1,560 1,364 1,811 1,675 1,464 2,012 2,332 2,177 2,042 1,937 Unitslo<sup>J</sup>Inc. 🖗 12.6 West Germany 23.3 15.0 19.5 4.5 9.7 13.2 9.1 2.3 2.5 -18.6 1,212 1,495 2,055 1,717 2,668 2,148 2,357 2,910 2,976 3,051 2,482 Units  $1o^{3}$ Inc. % 4.4 -29.1 31.3 17.6 United States -15.8 23.2 11.1 2.2 19.6 - 6.7 -13.4 7,220 5,121 6,724 7,905 8,197 6,653 9,109 9,308 11,138 10,396 9,024 Units(10<sup>3</sup>)hc. % 63. 8 з. з 39.9 83.3 68.9 21.7 29.6 32.6 10.2 21.9 37.6 Japan\* 182 188 263 482 814 166 1,702 1,876 1,284 2,2863,146 1967 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967

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Ihc. % represents a ratio of increase over each preceding year.

Note: \* does not include 3-wheeled vehicles.

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	Table 3	Main	Countries	Produc	tion of Ca	rs, Tru	cks and Bu	ses dur	ing 1967			
												(000.)
3	Japa	al	United St	tates	West Ger	many	United Kin	gdom	Franc	e l	Italy	
	Units	8	Units	88	Units	89	Units	89	Units	<b>8</b> 9	Units	8
Cars	1,375.7	43.7	7,412.6	82.1	2,295.7	92.5	1,552.0	80.1	1,776.5	88.4	1,439.2	93.3
Trucks & Buses	1,770.8	56.3	1,611.1	17.9	186.6	7.5	385.1	19.9	233.2	11.6	103.5	6.7
Total	3,146.5	100.0	9,023.7	100.0	2,482.3	100.0	1,937.1	100.0	2,009.7	100.0	1,542.7	100.0

Table 4 Japan's Automobile Production

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Number													
$\begin{array}{c c c c c c c c c c c c c c c c c c c $						a) Summ	ary, 1946 -	1968					
	į	<b>]</b>	Passenger C			Ē	- doi <b>n</b>						
Matrix         Total         Matrix         Total         Matrix         Total         Matrix         Matrix <th></th> <th>Standard</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>•</th> <th></th>		Standard										•	
			Midget	Total	Standard	Small	Midaet	i E	Buses		<b>~</b> ]	T Print T	4
110         11/18         736         14,914         7         14,914         7         14,914         7         14,914         7         14,914         7         14,914         7         14,911         2,921         7,432         7,433	1946						10 <b>9</b>	10101			Small		
11.01         14.01 <t< td=""><td>1947</td><td></td><td></td><td></td><td>14,178</td><td>736</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	1947				14,178	736							
1         1		011		110	9.522			14,914	7	14.921	000 6		
1.000         1.773         7.948         19.411         775         2.970         26.727         3.641         2.970         26.727         3.641         2.970         26.727         3.641         2.970         26.727         3.641         2.970         26.727         3.641         2.970         26.727         3.641         2.970         26.727         2.970         26.727         2.970         26.727         2.970         26.727         2.970         26.726         2.970         26.726         2.970         26.726         2.970         26.726         2.970         26.726         2.970         26.726         2.970         26.726         2.970         26.726         2.970         26.726         2.970         26.726         2.970         26.726         2.970         26.726         2.970         27.66         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766         2.970         26.766 <td></td> <td>381</td> <td></td> <td>381</td> <td>15 240</td> <td>1,004</td> <td></td> <td>11,106</td> <td>101</td> <td>11 200</td> <td>ZA0 ' 7</td> <td></td> <td>2.2</td>		381		381	15 240	1,004		11,106	101	11 200	ZA0 ' 7		2.2
350         1         3         1         7         36         2         7         1         2         3         1         6         1 <td></td> <td>1,070</td> <td></td> <td></td> <td></td> <td>3,562</td> <td></td> <td>19 211</td> <td></td> <td>120,14</td> <td>1,432</td> <td></td> <td>7. 450</td>		1,070				3,562		19 211		120,14	1,432		7. 450
931         3,411         7,000         17,576         8,001         2,700         26,770         26,770         26,770         26,770         26,771         36,413         86         87         86         87         86         87         86         87         86         87         86         87         86         87         36,413         1,561         35,413         86         85         86	950	T Rev		0/0 T	17,712	7.848			67.7	20,367	16,852		
31 $1_{(1)}$				1,594	17,576	8.925		20,000	2,070	28,700	26.727		
3.1         3.611         22.633         9.194         30.917         4.062         38.490         4.137         37.41         4.000         4.147         31.916         23.430         4.167         31.916         23.430         4.167         31.906         4.3.782         2.4.900         4.167         31.906         4.178         30.911         4.000         4.167         31.767         118.005         38.490         4.167         31.906         4.160         38.490         4.160         1.1,400         4.140         4.140         4.140         4.140         4.140         4.140         4.140         4.160         1.160         1.160         1.160         1.160	061							26,501	3,502	31,597	35 413	2	26, 727
4.743         4.743         4.743         4.743         4.743         4.744         4.743 $4.743$ $1.100$ $7.749$ $7.0073$ $96.044$ $1.206$ $96.044$ $1.100$ $7.749$ $1.206$ $96.044$ $1.100$ $7.749$ $1.206$ $96.044$ $1.100$ $7.749$ $96.044$ $1.100$ $7.749$ $96.044$ $1.100$ $7.749$ $96.044$ $1.100$ $7.749$ $96.044$ $1.100$ $7.749$ $96.044$ $1.100$ $7.749$ $96.044$ $1.100$ $7.749$ $96.044$ $1.100$ $7.749$ $96.044$ $1.100$ <t< td=""><td>100</td><td>3, 611</td><td></td><td>3.611</td><td>99 695</td><td></td><td></td><td></td><td></td><td></td><td></td><td>8</td><td>27°.5</td></t<>	100	3, 611		3.611	99 695							8	27°.5
0.6         1         5,750         10,365         10,365         20,365         20,366         4,160         33,400         4,172         34,400         4,172         24,400         4,160         33,400         4,172         36,147         4,400         4,505         66,07         1,400         41,400         66,076         1,400         74,400         74,400         74,400         76,173         96,076         1,400         76,140         76,160 <th76,160< th=""> <th76,160< th="">         76,1</th76,160<></th76,160<>	952	4,743	a	1001	· · · · · · · · · · · · · · · · · · ·	8,18 <b>4</b>		30.817	4 060				
14.         14.         15.         14.         100         11.         165         24.40         11.         165         25.         25.         25.         26.         27.49         66.         62.224         1.         1.400         77.66         77.96         66.         77.96         70.	953	A AAK	2	1 ° ° ° F	19,595	10,365		00000	200 . 1	38,490	43,782	20	
0.220 $122$ $14.472$ $31.767$ $18.005$ $5.749$ $60.778$ $5.004$ $1.400$ $77.460$ $0.220$ $0.220$ $22.332$ $21.505$ $5.432$ $4.07$ $7.003$ $96.976$ $1.206$ $9.140$ $0.7$ $0.2026$ $22.332$ $21.505$ $5.432$ $43.424$ $101$ $72.966$ $6.022$ $11.106$ $10.202$ $96.976$ $1.400$ $77.466$ $0.039$ $6.041$ $0.6023$ $381$ $128.789$ $128.789$ $128.789$ $11.77$ $111.352$ $3.585$ $11.400$ $71.466$ $11.400$ $71.466$ $11.400$ $71.400$ $71.466$ $11.60.64$ $80.2030$ $80.6.77$ $100.772$ $100.740$ $11.67$ $11.252$ $300.026$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ $71.400$ </td <td>0.KL</td> <td></td> <td>51</td> <td>8,789</td> <td>24,490</td> <td>11 857</td> <td></td> <td>100 . 47</td> <td>4,169</td> <td>38,966</td> <td>62.224</td> <td></td> <td></td>	0.KL		51	8,789	24,490	11 857		100 . 47	4,169	38,966	62.224		
20,230 $48$ $20,268$ $21,500$ $49,652$ $5,749$ $70,073$ $96,976$ $1,400$ $97,666$ $66$ $31,966$ $88$ $32,066$ $29,432$ $101$ $72,968$ $6,052$ $111,066$ $103,266$ $1,433$ $106$ $7,944$ $66,322$ $81,977$ $111,066$ $103,266$ $1,433$ $106$ $7,946$ $7,946$ $7,946$ $7,946$ $7,946$ $1,474$ $177,446$ $7,544$ $183,303$ $48,373$ $14,974$ $111,322$ $3,566$ $11,432$ $100$ $77,446$ $7,544$ $183,303$ $48,873$ $100,975$ $279,662$ $114,674$ $177,446$ $77,681$ $29,562$ $114,674$ $1177,446$ $77,664$ $19,706$ $19,762$ $100,977$ $254,666$ $114,674$ $1177,446$ $67,707$ $214,600$ $75,644$ $197,607$ $100,977$ $252,864,666$ $114,674$ $1177,445$ $67,707$ $114,767$ $116,622$ $100,977$ $214,910$ $100,977$ $114$		14,300	122	14,472	31,767	10.000		36,147	4,842	49.778	OR DEA	•	
66         31,966         88         32,056         29,433         43,424         101         72,966         6,052         111,056         1,205         96,18           67         47,045         76         47,121         46,382         87,244         101         72,966         6,052         111,066         103,926         1,433         106,48           66         73,487         5,111         76,589         46,582         90,033         385         126,147         111,052         3,585         14,493         106,48           60         128,944         5,111         76,584         80,033         385         126,417         1,474         177,485         6,7534         181,077         111,352         3,585         14,693         36,605         14,693         166,48         166,48         166,48         166,48         166,48         166,48         166,48         166,48         166,48         166,59         166,48         16,56         14,57         16,17         14,44         177,485         6,753         181,977         111,352         36,475         181,697         181,697         186,48         166,66         166,66         166,66         166,66         166,66         166,66         166,66         166,66 <td>000</td> <td>20,220</td> <td>48</td> <td>20.268</td> <td>99 9E0</td> <td>10, 000</td> <td></td> <td>49,852</td> <td>5.749</td> <td>70.079</td> <td></td> <td>1,400</td> <td>97,484</td>	000	20,220	48	20.268	99 9E0	10, 000		49,852	5.749	70.079		1,400	97,484
11,966 $31,966$ $32,056$ $29,432$ $47,121$ $46,382$ $60,033$ $101$ $72,958$ $6,052$ $111,066$ $103,926$ $1,433$ $106,406$ $7,3487$ $101,977$ $111,952$ $1,433$ $106,406$ $7,3487$ $101,977$ $111,952$ $1,433$ $106,406$ $7,3487$ $101,977$ $111,952$ $1,433$ $106,406$ $7,3487$ $111,952$ $1,433$ $106,973$ $35,513$ $100,975$ $219,417$ $11,474$ $177,486$ $6,731$ $282,814$ $7,803$ $83,239$ $106,975$ $279,926$ $11,977$ $111,966$ $102,926$ $1,474$ $177,486$ $6,731$ $282,814$ $7,803$ $83,239$ $106,975$ $279,926$ $114,977$ $11,977$ $11,977$ $11,977$ $11,977$ $11,977$ $11,977$ $100,975$ $279,926$ $114,147$ $129,910$ $57,935$ $288,739$ $182,732$ $553,390$ $10,981$ $77,927$ $100,975$ $279,926$ $109,921$ $114,14,167$					700, 77	21,505		43,857	4 807		90, 876	1,205	98.1 <b>01</b>
17, 45 $7, 05$ $17, 121$ $29, 433$ $43, 424$ $101$ $72, 956$ $6, 052$ $111, 066$ $103, 927$ $114, 937$ $110, 4493$ $106, 4493$ $186$ $50, 039$ $60, 6$ $50, 639$ $66, 620$ $8, 056$ $114, 977$ $111, 352$ $3, 565$ $114, 937$ $186$ $50, 039$ $60, 65, 064$ $50, 630$ $46, 536$ $30, 303$ $4498$ $130, 066$ $7, 554$ $118, 377$ $111, 352$ $3, 565$ $114, 937$ $100$ $128, 994$ $36, 110$ $165, 064$ $83, 7706$ $182, 743$ $11, 572$ $306, 020$ $8, 6731$ $262, 814$ $74, 003$ $83, 239$ $168, 692$ $60$ $128, 930$ $53, 578$ $249, 506$ $107, 406$ $122, 739$ $411, 522$ $306, 020$ $8, 437$ $411, 551$ $87, 057$ $190, 975$ $273, 092$ $61$ $195, 930$ $53, 578$ $249, 506$ $107, 406$ $282, 733$ $183, 232$ $563, 733$ $11, 206$ $990, 706$ $86, 500$ $71, 057$ $190, 975$ $62$ $81, 377$ $611, 571$ $6, 733$ $333, 232, 553, 330$ $10, 931$ $813, 879$ $86, 220$ $114, 027$ $602, 106$ $97, 956$ $104, 966$ $73, 677$ $112, 920$ $1, 229, 73$ $117, 190$ $63$ $602, 1169$ $96, 177, 772$ $407, 305$ $335, 475$ $373, 324, 986$ $31, 772, 475$ $37, 774$ $42, 254, 980$ $66$ $757, 735$ $116, 776$ $11, 100, 142$ $11, 60, 190$ $11, 206$ <	956	31.968	88	00000					100 1	66, 932	87,248	656	87.944
66 $67,121$ $66,362$ $80,063$ $73,487$ $111,066$ $103,226$ $1,433$ $106,466$ $73,487$ $5,111$ $78,598$ $46,566$ $129,417$ $11,732$ $3,585$ $114,597$ $60$ $126,094$ $50,033$ $498$ $120,066$ $73,487$ $111,352$ $3,585$ $114,597$ $60$ $125,994$ $36,110$ $165,094$ $83,709$ $46,584$ $129,030$ $8,673$ $282,814$ $74,803$ $8,673$ $282,814$ $74,803$ $38,232$ $356,319$ $106,469$ $36,239$ $114,937$ $114,937$ $61$ $195,930$ $53,578$ $249,508$ $106,466$ $38,232$ $356,319$ $10,937$ $282,234,566$ $114,977$ $62,106$ $602,106$ $104,966$ $356,329$ $106,278$ $112,2920$ $112,292$ $113,373$ $224,566$ $602,106$ $82,334$ $57,336$ $36,2731$ $112,206$ $990,706$ $68,600$ $75,561$ $114,14,167$	57	47.045		32,056	29,433	43,424	101	79 QEO	000				
00, 003         50, 643         39, 266         90, 303         126, 620         8, 036         111, 352         3, 356         114, 977         111, 352         3, 356         114, 977           60         128, 984         36, 111         78, 598         46, 564         129, 417         1, 474         177, 486         7, 594         188, 303         84, 875         14, 002         96, 977           61         195, 930         53, 578         249, 508         107, 405         262, 753         183, 700         81, 551         14, 002         96, 973         189, 975         189, 975         189, 975         189, 975         278, 082         114, 197           61         195, 930         53, 578         249, 508         107, 405         262, 753         183, 232         553, 390         10, 981         813, 551         189, 975         278, 003         114, 197           61         195, 930         57, 935         258, 784         104, 968         345, 702         313, 833         324, 567         144, 107         114, 167           61         497, 306         82, 731         11, 206         990, 706         68, 600         75, 567         144, 167         117, 196           602, 1069         94, 007         16, 673	25.8			47,121	46,352	80,083		002 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	6, 052	111,066	103.926	1 495	
73,487         5,111         78,596         4,000         129,417         1,474         177,485         6,731         262,814         74,803         84,875         14,002         96,977         26,867         190,975         278,005         190,975         278,005         190,975         278,005         190,975         278,005         190,975         278,005         190,975         278,005         190,975         278,005         190,975         278,005         190,975         278,005         190,975         278,005         196,975         278,005         196,975         278,005         196,975         278,005         196,975         278,005         196,975         278,005         196,975         278,005         196,975         278,005         196,975         278,005         196,975         278,005         196,975         278,005         114,077         200,975         278,005         114,072         206,176         114,167         206,176         114,167         206,176         114,167         206,176         114,167         206,176         114,167         206,176         114,167         206,176         112,206         299,706         69,675         214,167         206,176         214,167         206,176         214,167         214,167         214,167         212,100		90, U38	<b>1</b> 00	50, 643	39 245		000	126,820	8,036	181 977	111 960	1,430	T 00 7
00       128,964       36,110       165,094       83,700       128,417       1,474       177,485       6,731 $-0.0,000$ $-0.875$ 14,002       96,877       14,002       96,877       141,002       96,877       141,002       96,877       141,002       96,877       141,002       96,877       141,002       96,877       141,002       96,873       135,002       84,37       481,551       87,057       190,975       278,002       96,873       135,002       96,847       100,975       278,002       96,873       135,002       96,847       111,206       990,706       68,600       75,567       144,167       284,567       144,167       284,789       15,056       66,367       111,7190       284,567       144,167       284,789       86,222       138,373       224,566       117,190         64       497,306       92,354       579,660       115,726       533,938       359,478       1,106,142       13,673       1,702,475       37,794       42,256       144,167       90,048         65       602,1169       94,007       66,176       114,747       647,176       336,478       1,106,142       13,673       1,702,475       37,794       42,256       90,048         66       7	RO	73,487	5,111	78 598		30,303	498	130,066	7.594	199 209	200,111	3,585	114,937
61       195,930       53,578       249,508       107,405       262,753       183,232       553,330       10,981       813,879       86,222       139,373       224,603       83,239       155,603         62       210,849       57,935       268,784       104,968       345,780       283,330       10,981       813,879       86,222       139,373       224,666       114,167         63       57,935       268,784       104,968       345,780       259,968       710,716       11,206       990,706       68,600       75,567       144,167         64       497,306       82,354       579,660       115,726       539,478       1,109,142       13,673       1,702,475       37,794       42,244       80,048         65       602,169       94,007       696,176       114,747       647,176       398,167       1,109,142       13,673       1,702,475       37,794       42,254       80,048         66       757,795       119,765,614       21,160,090       19,348       1,875,614       21,910       21,034       42,344         67       17,795       1160,090       19,348       1,100,9142       13,673       1,702,475       37,794       42,254       80,048       1,364,233 <td>80</td> <td>128,984</td> <td>36,110</td> <td>185 001</td> <td>40, <b>384</b></td> <td>129,417</td> <td>1,474</td> <td>177.485</td> <td>6 731</td> <td>100,003</td> <td>84,875</td> <td>14,002</td> <td>98.877</td>	80	128,984	36,110	185 001	40, <b>384</b>	129,417	1,474	177.485	6 731	100,003	84,875	14,002	98.877
61       195,930       53,578       249,508       107,405       262,753       183,232       553,390       10,981       813,879       86,222       138,373       224,566       114,167         62       210,649       57,935       268,784       104,966       345,780       259,968       710,716       11,206       990,706       68,600       75,567       144,167         64       497,306       82,354       579,660       116,726       633,938       359,478       1,109,142       13,673       1,705,475       37,794       42,254       80,048         65       66       116,776       647,176       313,883       359,478       1,109,142       13,673       1,705,475       37,794       42,254       80,048         65       662,1795       112,920       19,348       1,109,142       13,673       1,702,475       37,794       42,254       80,048         66       757,795       112,961       144,167       647,176       398,167       1,1160,090       19,348       1,875,614       21,910       21,036       42,244       80,048       42,254       80,048       42,254       80,048       42,254       80,048       42,944       17,190       1,703,415       1,713,053       1,93,264 <td></td> <td></td> <td></td> <td>100, UB</td> <td>83,709</td> <td>182,789</td> <td>41,522</td> <td>308,020</td> <td>8.437</td> <td>252,814</td> <td>74,803</td> <td>83,239</td> <td>158,042</td>				100, UB	83,709	182,789	41,522	308,020	8.437	252,814	74,803	83,239	158,042
62       210,849       57,935       268,794       107,405       262,753       183,232       553,390       10,981       813,879       86,222       138,373       224,666         63       57,935       268,784       104,968       345,780       259,968       710,716       11,206       990,706       68,600       75,567       144,167         64       497,306       92,335       579,660       115,726       633,938       359,478       1,109,142       13,673       1,702,475       37,794       42,254       80,048         65       602,169       94,007       696,176       114,747       647,176       398,167       1,160,090       19,348       1,875,614       21,910       21,034       42,254       80,048         66       757,795       114,747       647,176       398,167       1,160,090       19,348       1,875,614       21,910       21,034       42,244         66       757,795       115,755       184,983       471,656       1,702,475       37,794       42,244       80,048         67       19,033,219       282,536       1,37,566       1387,858       20,885       2,386,394       42,944       80,048         67       10,93,219       282,536	61	195,930	53,578	740 EVO						100,101	87,057	190,975	278,032
65       330,058       77,772       206,764       104,968       345,780       259,968       70,716       11,206       990,706       68,600       75,567       144,167         64       497,306       82,354       579,660       115,726       633,938       359,478       1,109,142       13,920       1,283,531       51,305       65,885       117,190         65       602,169       94,007       696,176       114,747       647,176       398,167       1,109,142       13,923       1,702,475       37,794       42,254       80,048         66       75,795       116,716       11,60,090       19,348       1,875,614       21,910       21,031       42,944         67       1,093,219       282,536       1,375,614       21,910       21,030       21,034       42,944         67       1,093,219       282,536       1,375,614       21,010       21,036       21,034       42,944         67       1,093,219       282,536       1,375,614       21,010       21,034       42,944         68       1,57,795       1169,165       532,193       1,743,368       27,365       2,146,486       14,698       33,364         69       1,093,219       282,536	62	210.849	57 925	000,012	107, <b>405</b>	262,753	183.232	553 390	10 001				
64       497,306       92,354       579,660       15,567       144,167         65       602,169       94,007       696,176       114,747       647,176       398,167       1,109,142       13,673       1,702,475       37,794       42,254       80,048         66       757,795       114,747       647,176       398,167       1,109,142       13,673       1,702,475       37,794       42,254       80,048         66       757,795       119,861       877,656       135,349       780,883       471,626       1,387,858       20,985       21,910       21,010       21,034       42,244         67       757,795       119,861       877,656       135,349       780,883       471,626       1,387,858       20,885       2,286,399       18,666       14,098       33,364         67       1,033,219       282,536       1,375,755       184,982       1,026,193       532,193       1,743,368       27,363       3,146,466       14,668       14,668       33,364         68       1,574,065       431,757       2,065,821       214,605       1,743,368       27,363       3,146,466       17,401       9,052       26,453         68       1,574,065       431,757       2,0656,8	8	330,058	000,00	202 JA	104,968	345,780	259.968	710 716	106,01	813, 879	86,222	138,373	224 505
66       602,109       94,007       696,176       115,726       633,938       359,478       1,109,142       13,673       1,702,475       31,736       65,885       117,190         66       602,109       94,007       696,176       114,747       647,176       398,167       1,109,142       13,673       1,702,475       37,794       42,254       80,048         66       757,795       119,861       877,656       135,349       780,883       471,656       1,160,090       19,348       1,875,614       21,910       21,034       42,254       80,048         67       1,033,219       282,536       1,375,755       184,982       1,026,193       532,193       1,743,368       27,363       3,146,486       14,698       33,364         68       1,574,065       431,757       2,065,821       214,605       1,743,368       27,363       3,146,486       17,401       9,052       26,453         68       1,574,065       431,757       2,065,821       214,605       1,743,368       27,363       3,146,486       14,601       9,052       26,453         68       1,574,065       431,757       2,065,821       214,605       1,743,368       27,363       3,146,486       17,401       9,052	Ş	107 906		407,830	95, 996	450.902	312 000	011 011	11,206	990, 706	68,600	75 587	
00       602,169       94,007       696,176       114,747       547,176       398,167       1,109,142       13,673       1,702,475       37,794       42,254       80,048         66       757,795       112,861       877,656       135,349       780,883       471,626       1,387,858       1,875,614       21,910       21,034       42,254       80,048         66       757,795       112,861       877,656       135,349       780,883       471,626       1,387,858       20,885       2,286,399       18,666       14,698       33,364         67       1,093,219       282,536       1,375,755       184,982       1,026,193       532,193       1,743,368       27,363       3,146,486       14,698       33,364         68       1,574,065       431,757       2,065,821       214,605       1,169,163       607,639       1,743,368       27,363       3,146,486       17,401       9,052       26,453         68       1,574,065       431,757       2,065,821       214,605       1,743,368       21,743,368       21,7401       9,052       26,453         68       1,574,065       431,767       2,065,821       21,606       1,743,368       27,363       3,146,486       17,401       9,052	20	000,101	52,354	579,660	115.726	622 090	000 ' 0 TO	202, 78I	12,920	1,283.531	51 306	66 90 C	191 . 541
66       757,795       115,661       877,656       135,349       780,683       471,176       398,167       1,160,090       19,348       1,875,614       21,910       21,034       42,544         67       1,093,219       282,536       1,37,656       135,349       780,883       471,626       1,387,858       20,885       2,286,399       18,666       14,698       33,364         67       1,093,219       282,536       1,375,755       184,982       1,026,193       532,193       1,743,368       27,363       31,46,486       17,401       9,052       26,453         68       1,574,065       431,757       2,056,821       214,605       1,169,163       607,639       1,991,407       38,598       4,065,826       17,401       9,052       26,453         68       1,574,065       431,757       2,056,821       21,169,163       607,639       1,991,407       38,598       4,065,826       14,560       9,052       26,453	3	602,1 <b>69</b>	94,007	896 176		000, 000	<b>309,478</b>	1,109,142	13.673	1 700 475		00, 555	117,190
66       757, 795       112, 861       877, 656       135, 349       780, 883       471, 626       1, 387, 858       20, 885       21, 910       21, 034       42, 944         87       1, 093, 219       282, 536       1, 375, 755       184, 982       1, 026, 193       532, 193       1, 743, 368       27, 363       2, 286, 399       18, 666       14, 698       33, 364         88       1, 574, 065       431, 757       2, 066, 821       214, 605       1, 169, 163       607, 639       1, 991, 407       38, 598       4, 086, 826       14, 510       6, 964       21, 794					17, 14/	647,176	398,167	1,160,090	19.348	1 275 212	51, 72 10	42,254	80,048
67 1,093,219 282,536 1,375,755 184,982 1,026,193 471,626 1,387,858 20,885 2,286,399 18,666 14,698 33,364 68 1,574,065 491,757 2,066,821 214,605 1,169,163 607,639 1,743,368 27,363 3,146,486 17,401 9,052 26,453 26,453 1,991,407 38,598 4,085,826 14,310 6,984 21,794	89	757,795	119,861	877 65e	106 940					- 1 of o, of -	21, MIO	21,034	42,944
<b>5</b> 8 1, 574, 065 491, 757 <b>2, 056</b> , 821 214, 605 1, 169, 163 532, 193 1, 743, 368 27, 363 3, 146, 486 17, 401 9, 052 26, 453 1, 544 559 4, 085, 826 14, <b>310 6, 964</b> 21, 754 55	67	1,093,219	282 536	1 27E 7EE	100,044	780,883	471,626	1.387.858	20 885	0 000 000			
	88	1, 574, 065	481 757	9 AKE 001	184,982	1,026,193	532,193	1.743.368	27 363	5 145 100	18,666	14,698	33, 364
				F, UUU, 021	214,605	1,169,163	607,639	1,991,407	38 508	0,140,406 4 Apr and	17,401	9,052	26,453
										1,000,526	14,310	6,304	21.794

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Table 4 Japan's Automobile Production (Cont'd)

b) Annual Increase of Production, 1946 - 1968

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		Server Cs			т Т	ماماد				و لو	-T heled	ł
Vear		5	:					Ruese	Grand	5]		
	Standard & Small	Midget	Total	Standard	Small	Midget	Total	14.96	Totai	Small	Midget	Total
1946	54	ጽ	x	8	ሪኛ	5	6	52	¥	ĸ	54	<b>8</b> 2
1947				-32.8	115.2		-25.5		-24.1	176.1		176.1
1948	246.4		246.4	64.3	124.9		73.0	645.2	79.9	126.7		126.7
1949	180.8		180.8	13.2	120.3		33.0	167.1	40.9	58.6		58.6
1950	49.0		49.0	-0.8	13.7		2.7	69.2	10.1	32.5		32. 8
1951	126.5		126.5	28.8	-8.3 -		16.3	16.0	21.8	23.6	- 76. 5	23.4
1952	213.5		34.0	-13.4	26.6		-2.8	2.6	1.2	42.1	ı	42.1
1953	83.1	10.6	81.7	25.0	12.5		20.7	16.1	27.7	54.4	ı	57.6
1954	65.2	17.3	64.7	29.7	55.1		37.9	18.7	40.8	0.8	-13.9	0.7
1955	40.9	-60.7	40.0	-29.6	13.9		-12.0	-16.4	-1.6	-9.9	-45.6	-10.4
1956	58.1	8 <b>3</b> 3	58.2	31. 7	<b>1</b> 01. <b>9</b>		66.4	25.9	61.1	19.1	126.1	19.9
1957	47.2	-13.6	47.0	57.5	84.4	281. 2	73.8	32.8	63.8	7.1	141.7	9.0
1958	6.4	694.7	97.5	-13.3	12.8	29.4	2.6	-5.5	3.5	-23.8	290.6	-14.0
1959	46.9	746. 2	55.2	18.7	43.3	196.0	36.5	-11.4	39.6	-11.9	494.5	59.8
1960	75.5	606. 5	110.0	79.9	41.2	181.7	73.5	25.3	83.2	16.4	129.4	75.9
1961	51.9	48.4	55.1	28.3	43.7	341.4	79.7	30.2	69.0	-1.0	-27.5	-19.2
1962	97.6	8.1	7.7	-2.3	31.6	41.9	28.4	2.0	21.7	-20.4	-45.4	-35.8
1963	56.3	34.2	51.7	-6.6	30. <del>I</del>	20.7	21.4	15.3	29.6	-25.2	-12.8	-18.7
1961	50.7	5.9	42.1	18.1	40.6	14.5	28.5	5.8	32.6	-26.3	-35.9	-31.7
1965	21.1	14.1	20.1	-0.8		10.8			10.2	-42.0	-40.2	-46.4
1966	25.3	27.5	26.1	18.0	20.7	15.4	19.6	07.9	21.9	-14.8	-30.1	-22.3
1967	44.3	135.7	56.8	36.7	31.4	12.8	25.6	31.0	37.6	-6.8	- 39. 0	-20.7
1968	44.0	70.3	49.4	16.0	13.9	14.2	14.2	41.1	29.9	- 14. 9	-22.8	-17.6

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Note: % represents a ratio of increase over each preceding year.

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Table 4 Japan's Automotive Production (Cont'd)

c) Distribution Ratios of Cars, Trucks & Buses, 1946 - 1968

Total 18.0 100.1 100.1 18.0 100.0 100.0 3 18 100. 100.0 100.0 100.0 100.0 100.0 100.0 100.0 3-wheeled Trucks 1.00.1 0 18. 8. 100. Midget 8 0.2 1.4 1.2 0.7 1.4 3.1 14.2 **52**.7 **6**8.7 61.6 52.4 56.2 52.8 49.0 + 34.2 44.1 32.0 (Jame) 100.0 100.0 100.0 8 100.0 93.8 100.0 100.0 98.6 98.8 99.3 98.6 47.3 96.9 85.8 31.3 38.4 47.6 43.8 47.2 51.0 55.9 65.8 68.0 Grand 100.0 100.0 8 100.0 100.0 100.0 100.0 Total 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 200.0 100.0 100.0 0 8. Buses 0.9 54 3.8 7.2 10.6 11.1 10.7 9.7 8.2 7.0 **4**.0 5.4 4.4 1.7 1.3 1.1 1.1 0.8 1.0 **0**.9 0.0 100.0 Total 94.3 8 98.1 80.0 76.9 83.9 89.1 72.6 8.8 71.1 5.7 8.7 67.5 0.3 68.0 71.7 67.1 61.9 65.1 60.7 **55.4** 48.8 Midget 8 0.2 0.1 0.2 0.6 8.6 Trucks -22.5 26.2 24.5 21.1 21.3 15.9 20.6 14.9 Small 4.9 14.0 8 17.4 28.3 21.2 26.6 23.4 25.8 31.2 44.0 48.0 39.1 49.2 38.0 32.3 34.9 34.2 32.6 23.6 35.1 37.2 34.5 Standard 95.0 89 84.1 76.9 61.7 55.6 58.8 50.3 49.2 45.3 26.5 32.4 25.5 20.9 17.7 17.4 13.2 10.6 7.5 6.8 5.9 6.1 **5.0** Total 1.0 1.9 8 3.7 9.4 12.4 20.7 29.4 28.9 25.9 26.9 29.9 34.3 30.7 27.2 31.8 34.1 38.4 37.1 43.7 50.3 Passager Cars Midget ð⊀ 0.2 0.3 0.2 0.1 0.1 0.3 1.9 9.0 11.8 7.5 6.6 5.9 6.1 **5**.0 5.3 Standard & Small 1.0 \* 1.9 3.7 5.0 4.6 12.2 17.4 20.5 28,8 25.9 26.6 26.0 26.8 21.3 24.1 25.7 29.3 32.1 53.1 10 Year 1946 1948 1947 1949 1950 1952 1953 1951 1954 1955 1956 1967 1958 1959 1960 1962 1963 9961 1961 1965 1967 1961 1968

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# Table 5 Japmas' Truck Preduction Merring Distribution Rad

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Ī				7	3- VB	eel	Tota		4-m-P	Z	3-wike	T	Tota			
	Umite	يون	Umite	8	<b>Units</b>	v	Unite	0 <sup>9</sup>	Umbra	UN	Unite	ъ <b>н</b>	Unite	5*	U nits	<b>2</b> 4
1946	14,178	<b>50</b> .5	136	4.2	2,692	15.3	3.428	10.5							- -	
187	9, 82	51.4	1,584	8.5	7,432	40.1	9.016	11.6								
	15, 649	43.4	3, 542	9.1	16,852	46.7	20.414								19. <b>30</b> . 26. 26.	
N.	17,712	33.7	7,848	15.0	26.727	51.1	34,575	8								
	17,576	28.4	9.925	14.4	35,413	57.1	41,336	71.5			2	•.1	2	•.1		
1961	22, 633	30.3	8,184	11.0	43,782	58.7	51.966				2		3			
1962	19,585	21.3	10,365	11.2	62.224	67.5	72.589	78.7			; '		; '			
1953	24,490	18.3	11,657	8.7	96,034	71.1	107.741					•		•		
1954	31,767	21.5	18,065	12.2	96.875	65.5	114.961	7.17								
1955	22,352	17.0	21,505	16.3	87,248	66.2	108.753	32.5			3		3	0. <b>5</b>	131,761	
1956	29,433	16.5	43,424	24.3	103.926	58.3	147.350	82. <b>6</b>	101	•	1 483					•
1957	46,352	19.2	80,083	33.1	111.352	46.1	191,435	79. 2	365	0.1	3,585		3 970	• •	197 176	
1958	39,265	17.2	90,303	39.4	84, 375	37.1	175,178	76.5	194	0.2	14,002	9	14 500			
1959	46, 594	13.9	129,417	38.6	74,803	22.3	204,220	60.9	1.474	9.4	83.239	24.8	84.713	25.2	335 597	
1960	83, 700	14.3	182,789	31.1	37, 057	14.9	269, 846	46.0	41,522	7.1	190,975	32.6	232,497	39.7	586, 052	100.0
1961	107,405	13.8	262,753	33.8	36,222	11.0	347,975	8. <del>11</del>	183.232	23.6	138 373	a 7 i	391 <b>6</b> 06	. 1	116 901	
1962	104,968	12.3	345,780	ŧ0.4	63,600	8.0	414,390	13.5	259,968	30.4	75.567	) 02 - 92	335 535	39.9	806 0.11 874 883	
1963	97,996	10.0	450,902	16.0	51,305	5.2	502.207	51.2	313, 583	32.1	65,885	6.7	379.768	38.8	979 971	
361	115,726	9.7	633,938	53.3	37, <b>794</b>	cı ci	671,732	56.5	359,478	30.2	42.254	3.6	401.732	33 8	1 1 89 1 90	
1965	114,747	9.6	647,176	53.8	21,910	1.8	669,056	55.6	398,167	33.1	21,034	1.7	419,201	34.8	1,203,034	
1966	135,349	9.5	790,883	54.9	18,666	1.3	<b>799, 54</b> 9	56.3	471.626	33 2	14 694	c -	186 324	• 72		
1967	184,982	10.4	1,026,193	58.0	17,401	1,0	1.043.594	<u>59</u> 0	532 193	30 1	0.059		170'001	5	1 700 001	
1966	214,605	10.7	1,169,163	58.1	14,810	0.7	1.183.973	56.8	607.637	30.9	6 991	) e > c	112,110 112,112	B.10	1,700,621 0.010,021	<b>B</b>
					•					4.22		<u>د</u> . د	014,960	30.3	2, 013, 201	196.6

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and shows in the

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State of the second

Table 6 Japan's Passenger Car Production by Piston Displacement, 1965 - 1967

20,268 100.0 32,056 100.0 47,121 100.0 50,643 100.0 78,598 100.0 249,508 100.0 165,094 100.0 268,784 100.0 407,830 100.0 579,660 100.0 696,176 100.0 877,656 100.0 8 Total Units **Over 2,000 cc** 0.7 1.0 89 0.5 0.6 Units 3,027 5,963 3,139 5,3011,501 - 2,000 cc 1.1 19.4 25.6 31.7 23.8 17.6 17.1 8 1,712 68,930 797 48,430 129,216 Units 137,998 122,557 150,309 1,001 - 1,500 cc 57.3 54.0 58.7 51.5 42.1 38.9 8 33.1 43.249.5 48.6 46.1 27,021 27,344 46,147 85,100 105,136 104,518 Units 135,016 249,928 344,618 425,331 634,631 20,220 31,968 **361 - 1,000 cc** 42.5 44.6 33.8 25.5 17.0 13.9 15.4 17.8 18.9 17.9 20.1 80 20,024 22,695 26,543 42,172 62,799 42,364 37,401 103,417 131,855 Units 176,854 246,601 360 cc & Under 0.2 1.2 6.5 21.9 21.5 21.6 19.1 14.2 13. 5 13.6 20.6 8 48 88 76 664 5,111 36,110 53,578 Unite 57,935 77,772 82,354 94,007 282,536 119,861 Year 1955 1956 1957 1958 1959 1960 1962 1961 1963 1964 1965 1966 1967

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1,375,755 100.0

0.9

11,520

14.5

199,327

Table 7 Japan's Truck Production by Loading Capacity, 1957 - 1967

Total	126,820 130, <b>066</b> 177, <b>485</b> 308, <b>020</b> <b>553,390</b>	Total 711,394 861,224 1,106,027 1,160,090 1,387,858
All-wheel Drive Vehicles	8,565 15,084 13,461 29,617 35,115	All-wheel Drive Vehicles 30,534 28,912 26,087 31,594 29,237 29,237 31,809
<u>Over</u> 7,000 kg	3,421 2,346 4,704 8,667 15,096	Over 7,000 kg 15,892 17,262 28,210 22,946 32,689 53,535
5,001 - 7,000 kg	12,651 9,564 13,702 27,301 37,267	5,001 - 7,000 kg 39,989 33,520 34,997 28,327 28,327 27,875 32,825
2,001 - 5,000 kg	21,715 12,422 14,771 17,991 19,862	2,001 - 5,000 kg 18,598 17,318 24,397 27,612 39,820 58,649
<u>1,001 -</u> 2,000 kg	<b>35,508</b> 33, <b>69</b> 0 45,405 68,371 103,950	<u>1,001 -</u> 2,000 kg 125,366 149,169 206,638 178,277 200,032 236,971
<u>501 -</u> 1,000 kg	44,575 56,392 83,810 113,790 1 <b>5</b> 7,961	ess less) 481,015 615,043 785,698 871,334 1,058,205 1,329,579
500 kg	385 568 1,632 42,283 184,139	1,000 kg & 1 (360 c. c. & (313,883) (313,883) (313,883) (313,883) (313,883) (313,883) (313,167) (471,626) (532,193)
Year	1957 1958 1959 1960 1961	1962 1963 1964 1965 1966 <b>19</b> 66

Make	Passenger Cars	%	All Kinds of	%
United States			THEOTHOOTICS	
General Motors	A 117 900			
Ford	+,117,800 1 606 004	55.6	4,798,184	53.2
Chrysler	1,000,224	22.9	2,148,477	23.8
Others	1,303,096	18.4	1,505,561	16.7
	202,019	3,1	571,514	6.3
Total	7,412,659	100.0	<b>9,02</b> 3,736	100.0
Japan				
Toyota	478.807	24 7		
Nissan	352.045	95 B	832,130	26.5
Тоуо	129.051	20.0	726,067	23.1
Mitsubishi	105,950	<b>J.</b> 77	388,323	12.3
Others	311,902	1.1 99 A	317,378	10.1
<b>M</b> -4-1	,	42.0	882,588	28.0
10181	1,375,755	100.0	3,146,486	100.0
West Germany				
Volkswagen	1,089,237	47 5	1 189 950	
Opel	540.206	23.5	1,102,208	46.8
Daimler-Benz	200.470	87	049,281 964 190	22.1
Ford-Werke	193.780	9.7 Я.К	204,138 104 est	10.2
Others	272.021	11.8	194,000	7.9
Total	2,295,714	100.0	321,987 2 482 310	13.0
France		•	2,402,015	100.0
Beneult				
Citroen	706,622	39.8	805,253	40.1
Pengeot	419,245	23.6	500,030	24.9
Simon	374,028	<b>2</b> 1 <b>.1</b>	405,314	20.2
Othere	275,881	15.5	275,881	13.7
	726		23,194	1.1
Total	1,776,502	100.0	2,009,672	100.0
United Kingdom				
BLMC	726,700	46.8	891 676	46 0
Ford	440,711	28.4	534 579	110.U
Vauxhall	196,877	12.7	286 173	14 0
Rootes	181,226	11.7	210 438	14.0
Others	6,498	0.4	14.243	10.3
Total	1,552,012	100.0	1,937,102	100.0
Reiv			, · <b>, . · -</b>	1.00.0
Fiat	1 999 000	08 7		
Others	1,400,0 <b>VZ</b> 9 <b>AR</b> 91A	80.7	1,312,215	<b>85</b> .1
	TA0'91A	14.3	230,454	14.9
Total	1,439,211	100.0	1,542,669	100.0

# Table 8 World's Leading Manufacturers Production during 1967

Note: Renault includes Saviem.

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Ford of West Germany: German production only

Source: Automobile manufacturers organizations of the respective countries.

Table 9 Japan's Antomatik Pred

Standard		1	(									1						1	
4 Small		i i	Total		Standa	e	Small		Kide	*	Tota	-	e.1	Į		=			Ą
Unite 9	Unite	*	Unita	6	Unite	5	Unite	ಕ	Tudon	e	:	ł				3	Tot	7	
659.189 41	0					,		5		R	Unite	₽R	Units	8	Units	84	Unite	88	Unite
	•	_	659,189	32.1	27,308	12.7	397,439	34.0	ı		424 747	21.3							
571,614 36.	•		571,614	27.8	20,136	9.4	380.407	20 E					CZR' 1	14.1	11.544	46.4	13.469	35.0 ]	.087.40
162,648 10.	3 15,467	3.2	178.115	8.7	12 290	5	901 900				2 <b>%</b> .00+	20.1	453	3.3	7,224	29.0	7,677	19.9	979 83
39,776 2.			10 776	-			001.077	1 4.4	43,335	7.1	282,063	14.2	,		931	3.7	126		
78 0.61 c					06+'0c	23.0	50.743	4.3	•		101,193	5.1	4.214	30.8	9 457	6			AT' 101
	787'IC 0	8.01	130,253	8.3	57.732	26.9	55,258	4.7	112.216	18.5	225 206	6 11				n . n	0,071	17.3	147,64
14,050 0.	9 75,246	15.6	89,296	4.3	3,297	1.5	4 <b>9</b> .699	5.4	117 536	6			2,962	21.8	1,555	6.2	4,517	11.7	359,97
801 0.	'		801		29 917	0 21	•				200.011	0 0	•		527	2.1	527	1.3	260.36
29.989 1.1	1 73 757	15.2	072 BUI				,		•		29,917	1.5	2,892	21.1	671	7 6	5 E C 3		
	5	n	103, /46	o.1	•		9,179	¥. C	66, 822	11.0	76.001	3.8						<b>N</b> .	34,28
ł	•		,		13,404	6.3	ı		'		IVF 81	•			·		ı		179,74
277	96,194	20.0	96,471	4.7	ı		'		96.906	0 ¥ 1	00 00	- 6	1,243	9.1	'		1,243	3.2	14, 64
16,760 1.1	169, 600	35.3	186,560	9.1	,		1		1.32.257	6 16	135 96.1	h • + q	•		٠		•		193,37
,	I		ı		,		I					5	•		•		ı		318,817
•	,		I		;		I		100.00	0.3	38,567	1.9	•		•		,		20 44
					2		,		,		12		•		1				
.574,046 100.0	441,756	100.01	1,056,521 10	0.0	14,646 1		.100.100	9	<b>607</b> 630	10.001					•		•		11
										T	107' TAA'	100.0	13.8	18.0					1

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Table 10 Japan's Automobile Exports, 1955 - 1968

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987.0 -77.2 16.7 328. 2 Inc. % 437.8 -80.0 89.6 -76.4 45.4 32.2 3-wheelers 169 419 11,261 2,252 4,269 1,007 1,837 489 Units 2,094 1,935 2,600 4,513 8,**54**1 1,464 167.8 Inc. 9 98.8 **56.3** 88.3 47.0 16.9 47.8 101.2 52.6 29.1 31.7 41.6 66.8 Total 2,447 10, 243 6,554 38,809 57,037 66,690 1,231 19,285 98, 564 255,73**4** 362,245 Units 194,168 150,421 612,429 Inc. % 59.0 22.2 27.2 -17.3 -45.3 27.7 73.8 53.5 39.9 45.8 -31.0 75.9 59.4 Buses Units 517 632 322 346 442 1,735 768 977 808 1,240 2,529 1,7<del>44</del> 3,067 4,889 192.6 Inc. % 107.7 36.8 85.1 122. 3 43.5 12.0 32.1 11.3 11.0 34.5 24.1 48.3 Trucks 1,884 5,512 7,540 907 13,959 44,529 49,871 31,028 65,877 81,721 135,687 Units 90,923 100,900 201,290 Inc. % 791.3 474.9 107.2 43.6 64.4 38.9 96.4 121.9 52.0 46.0 50.4 81.8 Carr 46 410 2 2,357 7,013 153,090 4,884 31,447 11,531 16,011 66,965 100,716 Units 223,491 406,250 Year 1955 1956 1957 1958 1959 1960 1962 1961 1963 1965 1966 1967 1964 1968

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Inc. % represents a percentage of increase over each preceding year. Japan Automobile Manufacturers Association, Inc. Source:

Note:

# Table 11 Japan's Automobile Registrations, 1945 - 1967

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Unda         Dec. 7, 24,340         Dec. 7,340         Dec. 7,340 <thdec. 7,340<="" th="">         Dec. 7</thdec.>	Unda         Inc. T         Inc	Umits 26, 563 26, 340 30, 221 36, 265 57, 533 58, 354	line. 9										
113, 41 $72, 90$ $12, 72$ $2, 13$ $113, 47$ $113, 47$ $20, 20, 10$ $14, 6$ $33, 30$ $113, 47$ $20, 20, 10$ $14, 6$ $33, 30$ $113, 47$ $20, 20, 10$ $14, 7$ $13, 7$ $20, 20, 10$ $14, 7$ $13, 7$ $20, 20, 10$ $113, 47$ $20, 20, 10$ $113, 47$ $20, 20, 10$ $113, 47$ $20, 20, 20, 20, 20$ $20, 20, 10$ $113, 20, 10$ $113, 30$ $11$	H. 453         T. 7.906         12.772         2.914         113.57         2.936         113.56         2.732         2.936         113.57         2.936         113.57         2.936         113.56         2.732         2.936         113.57         2.936         113.57         2.936         113.57         2.936         113.57         2.936         113.57         2.936         113.56         2.7326 <th< th=""><th>26, 533 26, 340 30, 221 36, 265 57, 533 58, 354</th><th></th><th>Undta</th><th>line. S</th><th>Units</th><th>נא ייש גע</th><th>Units</th><th>Inc. 2</th><th>Units</th><th>line. 9</th><th>Unite</th><th>ی الا ا</th></th<>	26, 533 26, 340 30, 221 36, 265 57, 533 58, 354		Undta	line. S	Units	נא ייש גע	Units	Inc. 2	Units	line. 9	Unite	ی الا ا
2.4.663         5.2         6.73         18.6         113,180         14.500         15.5         13.75           30.231         14,7         122,775         5.9         10.274         61.4         130,180         14.6         23,595         14.7           30.231         14,7         122,775         5.9         14,667         12.0         14,667         12.7         38,207         38,207         38,207         38,207         38,207         38,207         38,207         38,207         38,207         38,207         38,207         38,207         38,207         38,207         38,207         38,107         132,476         31,126         12,772         38,207         38,107         38,207         38,107         38,207         38,107         38,136         110,11         24,307         111,01         22,430         110,12         111,406         37,453         38,117         38,207         38,107         38,141         38,173         38,141         38,174         38,141         38,174         38,141         38,174         38,141         38,174         38,141         38,141         38,141         38,141         38,141         38,141         38,141         38,141         38,141         38,141         38,114         38,141	26.8.65         5.2         6.7.75         15.0         -5.7         6.7.13         113.17         25.5.0           30.2211         11.7         10.0.715         13.0         11.772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         10.2772         5.5         5.7         5.5         5.7         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.7         5.5         5.5         5.7         5.5         5.5         5.5         5.7         5.5         5.5         5.5         5.5         5.5         5.5         5.7         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5         5.5	26, 863 26, 340 36, 252 36, 268 42, 588 57, 533 58, 354	-	72.908		19 769					•		i
7.40         -1.5         100,135         1.4         11,0         11,0         15,1         15,10         14,6         23,295         14,7           9.261         14,7         12,6         14,70         15,1         11,00         15,2         16,6         12,0         14,100         15,2         16,6         12,0         14,100         15,1         14,00         15,1         14,00         15,2         14,00         15,2         14,00         15,2         14,00         15,2         14,00         15,1         14,00         7.3         204,403         15,2         14,10         25,437         10,2         111,88         34,13         34,13         35,143         10,2         111,88         34,13 <th< td=""><td>7         56.30         -1.7         100.010         11.7         <!--</td--><td>26,340 30,221 36,262 42,588 57,533 58,354</td><td>5 2</td><td>94 570</td><td>V 31</td><td>10,000</td><td>ł</td><td>2,314</td><td>,</td><td>113,547</td><td></td><td>28.500</td><td></td></td></th<>	7         56.30         -1.7         100.010         11.7 </td <td>26,340 30,221 36,262 42,588 57,533 58,354</td> <td>5 2</td> <td>94 570</td> <td>V 31</td> <td>10,000</td> <td>ł</td> <td>2,314</td> <td>,</td> <td>113,547</td> <td></td> <td>28.500</td> <td></td>	26,340 30,221 36,262 42,588 57,533 58,354	5 2	94 570	V 31	10,000	ł	2,314	,	113,547		28.500	
30.221         11.7         122.975         12.91         10.274         61.4         150.004         15.2         30.207         11.3           36.265         20.0         177.976         12.4         16.467         12.0         14.000         15.2         30.749         20.5         30.749         30.355         30.749         20.5         30.749         30.3         30.441         13.0         30.456         32.5         40.774         30.1         30.749         30.3         30.441         30.3         30.443         31.3         30.461         17.1         20.5         30.744         30.4         30.756         31.3         30.7441         30.7         30.741         37.7         30.756         22.2         213.607         11.8         77.9         214.66         17.1         20.756         213.67         30.7         30	0.121         11.7         127.06         12.0         10.274         11.0         12.0	36,252 36,252 57,538 57,533 58,354		100 810	0.01	12,000	- 2. 7	6,678	188.6	130,180	14.6	33,598	17.9
0.0000         112.010         12.1         14.704         15.1         13.001         27.0         190.704         20.5         57.355         50.7         57.355         50.7         57.355         50.7         57.355         50.7         57.355         50.7         57.355         50.7         57.355         50.7         57.355         50.7         57.355         50.7         13.3         50.463         15.1         14.667         12.0         14.704         12.0         14.704         12.0         14.71         12.35         50.7         57.355         50.7         13.3         50.463         13.3         50.463         13.3         50.7         <	36.446         10.1         122.07         21.9         14.704         15.1         13.061         27.0         15.1         13.061         27.0         20.1	36,265 36,265 57,533 58,354 98,354		100,010	T <b>A</b> . 0	12,772	0.0	10,274	61.4	150,004	15.2	38,207	1.1
36.365         20.0         137,976         12.4         16.467         12.0         14,040         7.5         204,645         13.3         99,463         13.3         99,463         13.3         99,463         13.3         99,463         13.3         99,463         13.3         99,463         13.3         99,463         13.1         12.3         12.1         12.4         11.0         255,497         10.2         111,98         35.1           98,356         13.6         13.1         13.1         23,005         16.1         11.4         261,150         17.1         112,37         39,463         37,4           118,516         20.9         231,550         10.0         31,530         12,7         28,453         10.1         13,530         12,7         30,463         37,4           118,519         20.7         234,566         10.0         31,530         12,7         28,453         11.6         232,661         14,53         37,4         37,4         37,4           118,074         181,07         237,461         27,63         12,3         24,53         10,7         213,627         31,4         37,3         31,4         38,441         36,431         11,4         37,441         36,4,4	36.265         20.0         137,976         12.4         16.467         12.0         14,000         7.5         20,645         13.7         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         30,453         31,31         13,133         21,230         11,1         0         25,493         11,2         11,496         31,1         30,453         30,433         30,433         30,43	36,265 42,588 57,533 98,354	14.1	122,676	21.9	14,704	15.1	13,051	27.0	190,704	5 06	57 50E	
42,569         17.4         150,612         09.2         18,306         11.2         12,464         -11.0         25,497         10.2         111,899         35.1           77,333         35.1         169,140         12.3         21,200         15.1         14,505         18.7         264,150         17.1         182,73         35.4           9,334         33.6         19,317         13.1         24,307         14.5         17,560         18.7         264,150         17.1         182,73         35.4         379,654         17.6         239,671         37.6           136,516         20.3         234,550         10.0         31,530         12.7         28,952         28.0         47.1,563         14.5         27.4         21.4         27.6         28.0         27.4         28.0         11.6         27.5         239,651         11.6         28.7	42.569         17.4         150,612         09         2         18.306         11.2         12.40         -11.0         25,497         10.2         111,898         34.1           67.533         35.1         109,3143         12.3         21,220         15.1         14,805         232,456         22.2         213,027         35.1           118,056         29.9         213,455         11.0         27,932         18.6         322,656         22.2         213,027         35.7           118,056         29.9         231,455         10.0         31,530         12.7         28,4150         17.1         182,734         36.7           118,074         19.1         20.9         15.1         21,530         12.7         28,61         17.5         587,411         37.1           118,074         19.1         20.7         315,056         6.6         34,187         28.6         17.5         587,411         37.1           118,074         19.1         20.7         327,461         232,566         12.3         507,411         37.1           218,074         18.1         23,556         11.1         10.7         239,461         11.1         12.32,355         553,491         16.1 <td>42,588 57,533 88,354</td> <td>20.0</td> <td>137,876</td> <td>12.4</td> <td>16,467</td> <td>12.0</td> <td>14,040</td> <td>7.8</td> <td>204,648</td> <td>13.3</td> <td>89,463</td> <td>~ . <b>8</b></td>	42,588 57,533 88,354	20.0	137,876	12.4	16,467	12.0	14,040	7.8	204,648	13.3	89,463	~ . <b>8</b>
37,533         35.1         169,143         12.3         21,220         11.1         22,5497         10.2         111,1888         34.1           98,336         53.6         191,317         13.1         24,307         14.5         17,595         36.1         102.2         111,888         34.1           98,336         53.6         191,317         13.1         24,307         14.5         17,595         36.1         11.6         27,982         15.1         14,495         17.6         239,654         17.6         239,674         37.441         <	77,333         35.1         169.143         12.3         21,220         15.1         14,06         17.43         10.2         111,686         38.1           114,686         29.5         131,131         21,307         15.1         14,56         11.6         27,303         11.6         27,303         36.1         11.6         32,666         121,201         131,207         38.1           114,686         20.3         23,1565         11.6         27,982         15.1         22,617         28.5         22.2         213,027         38.5           114,686         20.3         23,555         11.6         27,982         15.1         22,617         28.5         22.2         231,027         38.5           118,325         10.7         250,056         6.6         34,187         22,402         11.6         27,932         14.5         367,441         26.5         42,724         16.6         32,656         12.2         231,077         367,441         26.5         423,451         16.6         37,966         17.6         239,611         16.6         367,411         26.7         231,657         12.9         16.6         16.7         26.5         423,451         12.7         15.9         16.7	<b>57,533</b> 38,3 <b>54</b>	17.4	150,612	09.2	18.306	6 11	19 101					
9.34         53.4         10.1         11.2         21.220         13.1         11.2         21.220         13.1         13.1         21.220         13.1         13.1         21.220         13.1         13.1         21.220         13.1         13.1         21.220         13.1         13.1         21.220         13.1         13.1         21.220         13.1         13.1         21.220         13.1         13.1         21.220         23.1         13.1         2	9:34         53.6         19:1317         13.1         24:30         13.1         14.5         14.5         14.5         15.0         17.10         17.10         15.7         15.0         17.1         18.6         17.1         18.7         53.6         17.1         18.7         37.411         37.3         36.4         17.6         23.57         14.5         367.411         27.6         37.411         28.7	58, 3 <b>54</b>	35.1	160 143		000,01	7.11	14.4.77	- 11. 0	225,497	10.2	111,888	25.1
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	11         10         22         13         24         307         14.5         17.56         22.2         213,027         36.5           138,518         20.9         234,595         11.6         27,982         15.1         22,617         28.6         22.2         213,027         36.7           138,518         20.9         234,595         11.6         27,982         15.1         23,561         17.6         231,027         36.7           181,074         181         28.1         0.7         28,952         13.1         28.5         367,411         37.9           181,074         181         28.7         28.0         6.6         34,187         28.9         14.5         28.7         491         14.5           181,074         181         24,617         22.6         34,187         28.9         17.6         29.9         17.5         29.9         17.6         29.7         10.9           218,285         10.7         27.987         10.2         54.097         13.2         42.7497         11.6         27.57         11.6         27.57         12.9         17.57         12.9         11.6         27.57         12.9         17.57         17.57         12.5	<b>10</b> 0	50.1 50 5	101 012	14.3	022.12	15.1	14,836	18.7	264,150	17.1	152.734	36.5
113         113         27,902         15.1         22,617         28.5         379,654         17.6         293,674         377           136,518         20.3         234,566         10.0         31,530         12.7         28,932         28.0         434,583         14.5         367,441         28.1           153,325         10.7         19.1         244,213         17.6         38,050         11.3         29,400         21.0         553,949         17.5         493,639         18.1           218,524         20.7         21.3         17.6         38,050         11.3         29,400         21.0         553,949         17.5         493,639         18.1           218,524         20.7         20.0         54,181         26.7         10.0         54,781         16.1         1,009,122         23.2         47.2	114, 104       27, 3       21, 455       11.6       27, 92       15, 1       22, 617       28, 5       379, 654       17, 6       293, 574       377, 371         1130, 518       20.3       234, 566       10.0       31, 530       12.7       28, 952       28.0       471, 306       8, 5       459, 491       16.1         1151, 74       18.1       26, 005       6, 6       34, 187       26, 953       96       17, 5       594, 91       16.1         218, 335       10.7       372, 443       26, 6       23, 724       12.3       29, 400       21.0       553, 949       17, 6       296, 393       18, 2         218, 335       19.3       454, 617       26.6       24, 724       12.3       29, 400       21.0       553, 949       17, 6       296, 393       18, 2         218, 335       19.3       454, 617       26.6       24, 724       12.3       29, 400       21.0       10, 21, 206       23, 264       10, 21, 206       10, 21, 206       10, 21, 206       10, 21, 206       10, 21, 206       11, 21       20, 21, 206       11, 21       243, 206       11, 21       243, 206       11, 21       244, 21       21, 21       246, 212       21, 206       261, 21       26, 23,	909 VII	9. o	191,317	13.1	24,307	14.5	17,599	18.6	322,856	22.2	213 027	2
Longene         20.5         234,556         10.0         31,530         12.7         28,952         28.0         434,533         14.5         367,441         26.1           181,074         181         2.9         257.2         12.5         27.2         14.5         367,441         26.1           181,074         181.1         2.94,205         6.6         34,187         8.4         32,572         12.5         471,306         8.5         439,339         16.9           216,524         20.7         372,442         26.6         42,724         12.3         477,257         19.9         662,195         16.9         16.1         1,009,122         53.5         12.3         472,303         12.5         432,429         16.9         11.2         24,23,491         16.9         12.4         25.4         10.7         56.53,553         12.2         55.355         12.2         55.355         12.2         12.2         10.7         22.2         12.2         10.7         22.2         10.2         12.2         10.2         12.2         10.2         12.2         10.2         12.2         10.2         12.2         10.2         12.2         10.2         12.2         10.2         12.2         10.2 <td< td=""><td>Lun, and       Z0.3       Z0.4       S0.4       S0.4</td><td>114,030</td><td>5.9.0</td><td>213,455</td><td>11.6</td><td>27,982</td><td>15.1</td><td>22,617</td><td>28.5</td><td>379.654</td><td>17.6</td><td>T29 866</td><td></td></td<>	Lun, and       Z0.3       Z0.4       S0.4	114,030	5.9.0	213,455	11.6	27,982	15.1	22,617	28.5	379.654	17.6	T29 866	
153,325       10.7       250,005       6.6       34,197       8.4       32,572       12.5       471,306       8.5       429,491       16.9         181,074       18.1 <b>294,213</b> 17.6       38,050       11.3       29,400       21.0       553,949       17.5       493,639       16.9         218,524       20.7       372,442       26.6       42,724       12.3       47,257       19.9       682,196       53,535       12.3         259,563       18.3       574,481       26.6       42,724       12.3       47,257       19.9       682,196       53,555       12.3         319,758       22.3       574,481       26.4       51,030       9.7       65,586       11.1       1,993,526       34.1       12.3       12.3         457,333       43.5       10.1       64,286       1.1       1,099,122       23.5       742,340       21.2         457,333       43.5       10.0       54,196       10.1       64,286       1.1       1,353,526       34.1       10.3       12.3       10.2       10.4       10.4       10.4       10.4       10.4       10.4       10.4       10.4       10.6       10.2       10.4       10.	151,325       10.7       250,005       6.6       34,187       8.4       32,572       12.5       471,306       8.5       429,491       16.         181,074       181       294,201       17.6       38,050       11.3       29,400       21.0       553,949       17.5       493,839       18.5         216,524       20.7       372,442       26.6       42,724       12.3       47,257       19.9       682,195       17.5       493,839       18.5         253,563       18.1       24,617       22.1       46,557       19.9       682,195       18.1       10.09,122       23.5       612,342       12.3         315,758       22.3       574,481       26.4       51,030       9.7       65,586       16.1       1,009,122       23.5       612,342       10.7         457,333       43.5       23.5       55,478       15.9       10.1       64,286       11.1       1,353,526       34.1       82,439       12.3         457,333       43.5       3.5.0       56,430       12.9       66,212       19.2       10,09,122       23.5       612,342       10.1         453,733       31.5       1,677,467       44.7       72,235,526	910'90T	20.5	234 , 598	10.0	31,530	12.7	28,952	28.0	434,583	14.5	367,441	25.1
181,074       18,1       234,213       17.6       38,050       11.3       22,402       17.5       472,491       16.         218,524       20.7       372,442       26.6       42,724       12.3       47,257       19.9       682,196       17.5       433,839       15,6         218,524       22.9       574,481       26.6       42,724       12.3       47,257       19.9       682,196       612,342       10.8         318,758       22.9       574,481       26.4       51,030       57.7       63,588       16.1       1,009,122       23.5       433,491       16.8         457,333       43.5       775,715       35.0       56,192       10.1       64,286       1.1       1,353,526       34.1       82,349       10.8         457,333       45.2       1,50,542       19.0       16.1       1,009,122       23.5       742,340       21.2         663,961       45.2       1,677,467       44.7       72,029       13.5       07.76       18.2       27.29,304       39.0       90,232       23.5       45.1       904,522       10.9         1,572,333       45.2       13.0       110,038       21.2       19.6       10.1	181,074       18,1       249,23       17,6       35,050       10,3       25,502       12,5       411,306       8,5       429,491       16         218,524       20.7       372,442       26,6       42,724       12,3       47,257       19,9       653,196       17,5       493,639       18,1         218,524       20.7       372,442       26,6       42,724       12,3       47,257       19,9       653,196       17,5       493,639       18,1         218,758       22.3       574,481       26,6       42,724       12,3       47,257       19,9       652,196       23,2       543,959       18,1         457,333       43,5       73,5,715       35,0       56,192       10,1       64,286       1,1       1,009,122       23,5       742,340       21,2         457,333       43,5       16,1       12,3       47,257       63,586       16,1       1,009,122       23,5       742,340       21,2         455,733       43,5       53,69       13,5       64,286       1,1       1,363,556       44,1       72,349       20,2       23,5       742,340       21,2       10,1         1,57,2335       3,15,6       13,61,1       13,0	153,325	10.7	250.005	y y	34 197	a			1			<b>8</b> • •
218,524       20.7       372,442       26.6       42,724       11.3       29,400       21.0       553,949       17.5       493,839       18.         259,651       18.9       454,617       22.1       46,577       10.0       54,784       15.9       682,196       23.2       553,953       12.3         259,651       18.9       454,617       22.1       46,537       10.0       54,784       15.9       612,342       10.5         457,333       43.5       574,481       26.192       10.1       64,286       1.1       1,353,526       34.1       822,159       10.         457,333       43.5       15.6       56,192       10.1       64,286       1.1       1,353,526       34.1       822,159       10.         663,951       45.2       16.77,467       44.7       72,029       13.5       90,776       18.5       1,963,555       45.1       904,262       10.         889,07       33.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       93,496       -11         1,523,545       31,4       13.0       110,038       21.2       37.63,355       45.1       904,262       <	218,524       20.7       372,442       24.6       0.000       21.0       553,949       17.5       403,839       18.         259,631       18.9       454,617       22.1       45,56       42,724       12.0       54,734       19.9       662,196       23.2       533,939       11.2         319,758       22.3       574,481       26.4       51,030       3.7       65,568       16.1       1,009,122       23.5       533,939       11.2         457,333       43.5       775,715       35.0       56,192       10.1       64,286       1.1       1,009,122       23.5       53.193       12.2         663,961       45.1       20.1       775,715       35.0       56,192       10.1       64,286       1.1       1,009,122       23.5       54.1       21.2       11.1       1,335,556       45.1       904,262       10.1         989,07       33.9       1,677,467       44.7       72,029       13.5       90,776       19.2       19.2       52.159       10.1       10.2       23.5       54.1       90,4762       10.1       10.25,355       45.1       904,262       10.1       10.25,355       45.1       904,262       10.1       10.25,353 <td< td=""><td>181.074</td><td>18.1</td><td>294 213</td><td>17.6</td><td>00 VEV</td><td></td><td>2/0,20</td><td>C.21</td><td>471,306</td><td>8.5</td><td>429,491</td><td>16.9</td></td<>	181.074	18.1	294 213	17.6	00 VEV		2/0,20	C.21	471,306	8.5	429,491	16.9
259,631       18.9       45,124       12.3       47,257       19.9       682,196       23.2       553,953       12.3         318,758       22.3       574,481       26.4       51,030       9.7       65,53       19.9       682,196       23.2       553,953       12.3         457,333       43.5       574,481       26.4       51,030       9.7       63,586       16.1       1,009,122       23.5       612,340       21.2         457,333       43.5       55.0       56,192       10.1       64,286       1.1       1,009,122       23.5       612,342       10.8         457,333       43.5       55.0       56,192       10.1       64,286       1.1       1,353,555       47.1       822,159       10.8         663,951       45.2       13.5       63,450       12.9       76,612       19.2       10,09,122       23.5       47.1       12.2       10.8       10.8       10.8       10.8       10.8       10.8       10.8       10.8       10.8       10.8       10.8       10.8       10.8       10.1       10.9       10.8       10.8       10.1       10.8       10.8       10.8       10.8       10.8       10.8       10.8	259,601       18.9       454,617       22.1       46,557       12.3       47,257       19.9       682,196       23.2       553,958       12.3         318,758       22.3       574,481       26.4       51,030       9.7       653,556       19.9       682,196       23.2       553,958       12.3         457,333       43.5       755,715       35.0       56,192       10.1       64,286       1.1       1,009,122       23.5       742,340       21.2         457,333       43.5       755,715       35.0       56,192       10.1       64,286       1.1       1,009,122       23.5       742,340       21.2         457,333       43.5       15.7       11.55,542       49.5       55,115       90,776       19.2       10,09,122       23.5       10.1         663,961       45.7       33.9       1,677,467       44.7       72,029       13.5       765,355       45.1       904,262       10.0         1,572,359       35.6       3,166,27       19,2       19,277       19,2       10,295,555       45.1       904,262       10.1         1,572,359       30.4       3,66,478       25.1       10,414       13.0       10,106       537,655 <td>218.524</td> <td>2.0.2</td> <td>279 449</td> <td>0.01</td> <td>000,00</td> <td>11.3</td> <td>29,400</td> <td>21.0</td> <td>553, 949</td> <td>17.5</td> <td>493,839</td> <td>15.0</td>	218.524	2.0.2	279 449	0.01	000,00	11.3	29,400	21.0	553, 949	17.5	493,839	15.0
318,758       22.3       574,481       26.4       51,030       54,784       15.9       817,307       19.5       612,342       10.5         457,333       43.5       574,481       26.4       51,030       5,77       63,588       16.1       1,009,122       23.5       742,340       21.5         457,333       457,333       43.5       56,192       10.1       64,286       1.1       1,353,526       34.1       822,159       10.6         453,333       43.5       1,577,467       44.7       72,039       12.9       76,612       19.2       1,963,555       45.1       904,262       10.6         889,07       33.9       1,677,467       44.7       72,029       13.5       90,776       19.2       1,963,555       45.1       904,262       10.6         1,672,359       35.6       3,16       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1       1         1,672,359       35.6       3,14       13,0       10,038       21.2       3,79       879,277       -2,77       -2,17       -2,17       -2,17       -2,17       -2,17       -2,17       -2,11       2,03,146       23,16       2,16       2,16	318,758       22.3       574,481       26.4       51,030       54,784       15.9       817,307       19.9       612,342       10.0         457,333       43.5       775,715       35.0       56,192       10.1       64,286       1.1       1,353,526       34.1       822,159       10.         457,333       43.5       775,715       35.0       56,192       10.1       64,286       1.1       1,353,526       34.1       822,159       10.         663,961       45.2       1,159,542       49.5       63,450       12.9       76,612       19.2       10,60,122       23.5       45.1       904,262       10.         889,07       33.9       1,677,467       44.7       72,029       13.5       90,776       18.5       1,963,555       45.1       904,262       10.         1,672,359       35.6       3,090,969       32.2       53,011       14,12       13.0       110,033       21.2       37.9       879,277       -2.7       733,535       37.9       909,277       -2.7       733,535       37.9       909,277       -2.7       733,535       37.9       909,277       -2.7       733,535       37.9       37.9       379,235,255       37.9       37.9 <td>259 631</td> <td></td> <td>454 614 454 614</td> <td>0.02</td> <td>42,124 .0000</td> <td>12.3</td> <td>47,257</td> <td>19.9</td> <td>682,196</td> <td>23.2</td> <td><b>55</b>3,958</td> <td>12.2</td>	259 631		454 614 454 614	0.02	42,124 .0000	12.3	47,257	19.9	682,196	23.2	<b>55</b> 3,958	12.2
457,333       43.5       775,715       35.0       56,192       10.1       64,266       1.1       1,009,122       23.5       742,340       21.3         457,333       43.5       775,715       35.0       56,192       10.1       64,266       1.1       1,353,526       34.1       822,159       10.         457,333       43.5       775,715       35.0       56,192       10.1       64,266       1.1       1,353,526       34.1       822,159       10.         663,951       45.1       33.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,577,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,572,359       35.6       3.090,960       32.2       93.01       14.2       132.01       10.06,103       32.6       37.9       879,277       -2.7	Web       W	318 758	0.01 1	10,905	22.1	46, 557	10.0	54,784	15.9	817,307	19.8	612,342	10.5
457,333       43.5       75,715       35.0       56,192       10.1       64,266       1.1       1,353,526       34.1       822,159       10.0         663,951       45.2       1,159,542       49.5       63,450       12.9       76,612       19.2       1,963,555       45.1       904,262       10.0         889,07       33.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,233,55       51       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,233,55       53.6       3,141       13.0       110,038       21.2       3,762,352       37.9       879,277       -2.7       -2.7         1,672,359       30.4       3,900,960       32.2       90,11       14.2       132,111       20.1       4,986,450       37.9       879,277       -2.7       -2.7         2,181,275       30.4       3,070       32.6       34.1       14.2       132,111       20.1       4,986,450       37.9       879,277       -2.7       -2.7         2,181,275       30.4       3,060,96	457,333       43.5       775,715       35.0       56,192       10.1       64,266       1.1       1,353,526       34.1       822,159       10.         663,951       45.2       1,159,542       49.5       63,450       12.9       76,612       19.2       1,963,555       45.1       904,262       10.         663,951       45.2       1,577,467       44.7       72,029       12.9       76,612       19.2       1,963,555       45.1       904,262       10.         999,07       33.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,672,359       35.6       3,090,960       32.2       81,414       13.0       110,038       21.2       3,762,352       37.9       879,277       -2.7         1,672,359       30.4       3,965,478       23.1       14.2       132,111       20.1       4,988,450       37.6       793,635       -5.1       -7.7         2,181,275       30.4       3,965,478       25.1       16.4       132,111       20.1       4,988,450       37.6       59.5       -5.7       57.7       57.7       57.7       57.7       53.6       59.2 </td <td></td> <td>0.77</td> <td>2/<b>4</b>,481</td> <td>26.4</td> <td>51,030</td> <td>9.7</td> <td>63 , 588</td> <td>16.1</td> <td>1,009,122</td> <td>23.5</td> <td>742,340</td> <td>21.2</td>		0.77	2/ <b>4</b> ,481	26.4	51,030	9.7	63 , 588	16.1	1,009,122	23.5	742,340	21.2
663.951       45.2       1,159,542       49.5       63,450       12.9       76,612       19.2       1,033,525       45.1       904,262       10.         989,07       33.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       904,262       10.         989,07       33.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,233       31.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,672,359       35.6       3,090,969       32.2       93,011       14.2       132,111       20.1       4,986,450       32.6       793,635       -1.7       -2.7         2,181,275       30.4       3,865,478       25.1       164.1       150,672       14.1       20.1       4,986,450       32.6       793,635       -9.7       -2.7         2,181,275       30.4       3,865,478       25.1       164,26       10.1       4,986,450       32.6       793,635       -6.1       -7.3         2,836,409       35.4 <t< td=""><td>663.961       45.2       1,159,542       49.5       63,450       12.9       76,612       19.2       1,033,322       34.1       822,159       10.         889,07       33.9       1,677,467       44.7       72,029       13.5       90,776       19.2       1,963,555       45.1       904,262       10.         889,07       33.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,233,51       38.8       2,337,249       39.3       81,414       13.0       110,038       21.2       3,762,352       37.9       879,277       -2.7       -2.17         1,672,359       30.4       3,965,478       25.1       14.2       132,111       20.1       4,988,450       32.6       793,635       -9.1       -2.7         2,181,275       30.4       3,965,478       25.1       164.0       6,300,020       26.3       682,949       -13.8       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       2.616,191       2.14,10</td><td>457,333</td><td>43.5</td><td>775,715</td><td>35.0</td><td>56.192</td><td>1 0 1</td><td>84 798</td><td>-</td><td></td><td></td><td></td><td></td></t<>	663.961       45.2       1,159,542       49.5       63,450       12.9       76,612       19.2       1,033,322       34.1       822,159       10.         889,07       33.9       1,677,467       44.7       72,029       13.5       90,776       19.2       1,963,555       45.1       904,262       10.         889,07       33.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,233,51       38.8       2,337,249       39.3       81,414       13.0       110,038       21.2       3,762,352       37.9       879,277       -2.7       -2.17         1,672,359       30.4       3,965,478       25.1       14.2       132,111       20.1       4,988,450       32.6       793,635       -9.1       -2.7         2,181,275       30.4       3,965,478       25.1       164.0       6,300,020       26.3       682,949       -13.8       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       -2.13       2.616,191       2.14,10	457,333	43.5	775,715	35.0	56.192	1 0 1	84 798	-				
889.07       33.9       1,677,467       44.7       72,029       13.5       90,776       19.2       1,963,555       45.1       904,262       10.6         1,233       31.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,573       31       38.8       2,337,249       39.3       81,414       13.0       110,038       21.2       3,762,352       37.9       879,277       -2.7         1,672,359       35.6       3,090,969       32.2       93,011       14.2       132,111       20.1       4,988,450       32.6       793,635       -9.1       -2.7         2,181,275       30.4       3,865,478       25.1       16.4       150,672       14.0       6,300,020       26.3       682,949       -13.7       -2.7         2,181,275       30.4       3,865,478       25.1       10.4       150,572       14.0       6,300,020       26.3       682,949       -13.6       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1       -0.1 <td< td=""><td>889.07       33.9       1,677,467       44.7       72,029       13.5       90,776       19.2       1,963,555       45.1       904,262       10.         1,233       31.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,575       35.6       3,090,960       32.2       33,011       14.2       132,111       20.1       4,988,450       37.9       879,277       -2.7         2,181,275       30.4       3,865,478       25.1       16.6       10.038       21.2       3,762,352       37.9       879,277       -2.7         2,181,275       30.4       3,865,478       25.1       16.6       10.0       10.038       21.2       3,762,352       37.9       879,277       -2.7         2,181,275       30.4       3,865,478       25.1       16.6       10.01       4,988,450       32.6       733,63       -9.7       -2.7         2,633,346       29.9       14.1       14.2       150,6572       14.0       6,300,020       26.3       682,949       -13.8         2,636,409       35.4       5,413       11.3       174,876       16.1       7,921,372       &lt;</td><td>663,951</td><td>45.2</td><td>1.159.542</td><td>49.5</td><td>63 450</td><td>10.01</td><td>007'20</td><td>1.1</td><td>1, 105, 525, 1</td><td>. I . I</td><td>822,159</td><td>10.8</td></td<>	889.07       33.9       1,677,467       44.7       72,029       13.5       90,776       19.2       1,963,555       45.1       904,262       10.         1,233       31.9       1,677,467       44.7       72,029       13.5       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,575       35.6       3,090,960       32.2       33,011       14.2       132,111       20.1       4,988,450       37.9       879,277       -2.7         2,181,275       30.4       3,865,478       25.1       16.6       10.038       21.2       3,762,352       37.9       879,277       -2.7         2,181,275       30.4       3,865,478       25.1       16.6       10.0       10.038       21.2       3,762,352       37.9       879,277       -2.7         2,181,275       30.4       3,865,478       25.1       16.6       10.01       4,988,450       32.6       733,63       -9.7       -2.7         2,633,346       29.9       14.1       14.2       150,6572       14.0       6,300,020       26.3       682,949       -13.8         2,636,409       35.4       5,413       11.3       174,876       16.1       7,921,372       <	663,951	45.2	1.159.542	49.5	63 450	10.01	007'20	1.1	1, 105, 525, 1	. I . I	822,159	10.8
1,233       38.8       2,337,249       39.3       81,414       13.0       90,776       18.5       2,729,304       39.0       903,496       -0.1         1,672,359       35.6       3,090,969       32.2       93,011       14.2       132,111       20.1       4,988,450       32.6       793,635       -9.7       -2.7         2,181,275       30.4       3,665,478       25.1       16.2       132,111       20.1       4,988,450       32.6       793,635       -9.7       -2.7         2,181,275       30.4       3,665,478       25.1       16.2       132,111       20.1       4,988,450       32.6       793,635       -9.7       -2.7         2,181,275       30.4       3,665,478       25.1       16.4       150,672       14.0       6,300,020       26.3       682,949       -13.9         2,633,346       29.9       4,798,961       24.1       114,260       11.3       174,876       16.1       7,921,372       25.7       673,643       -13.6       -9.15.9         3,636,409       35.4       5,556,191       22.0       136.1       174,876       16.1       7,921,372       25.7       673,643       -16.6       -16.6       -16.6       -17.9       -1	1,233       31       32.6       30.4       39.0       303,496       -0.1         1,672,359       35.6       3,090,969       32.2       39,01       10,038       21.2       3,762,352       37.9       879,277       -2.7         1,672,359       35.6       3,090,969       32.2       33,011       14.2       132,111       20.1       4,988,450       32.6       793,635       -9.7         2,181,275       30.4       3,865,478       25.1       166,60       10.4       150,572       14.0       6,300,020       26.3       682,949       -13.9         2,181,275       30.4       3,865,478       25.1       166,60       10.4       150,572       14.0       6,300,020       26.3       682,949       -13.9         2,835,409       35.4       5,856,191       22.0       11.3       174,876       16.1       7,921,372       25.7       573,643       -13.6       9.6         3,836,409       35.4       5,856,191       22.0       139,217       13.1       207,207       16.1       7,921,372       25.7       573,643       -13.6       9.6       9.6       9.6       472,075       -14.7         3,636,409       35.4       5,856,191       22.0	589,07	33.9	1 677 467	2.24		12.2	210,012	19.2	1,963,555	45.1	904,262	10. •
1.672,359       35.6       3.090,969       32.2       93.011       14.2       132,111       20.1       4,988,450       32.6       793,635       -8.7       -8.7         2,181,275       30.4       3,865,478       25.1       162,001       14.2       132,111       20.1       4,988,450       32.6       793,635       -9.7       -9.7         2,181,275       30.4       3,865,478       25.1       162,001       10.4       150,572       14.0       6,300,020       26.3       682,949       -13.9       9.13.0         2,633,246       29.9       4,798,961       24.1       114,260       11.3       174,876       16.1       7,921,372       26.3       682,949       -13.9       9.16.0         3,636,409       35.4       5,856,191       22.0       120,21       13.1       174,876       16.1       7,921,372       25.7       673,643       -16.0         3,636,409       35.4       5,856,191       22.0       120,21       13.1       207,207       18.5       10,029,024       26.6       472,075       -17.7	1,672,359       35.6       3,090,960       32.2       93,011       14.2       132,111       21.2       3,762,352       37.9       879,277       -2.7         2,181,275       30.4       3,865,478       25.1       162,572       14.0       6,300,020       32.6       793,635       -9.7         2,181,275       30.4       3,865,478       25.1       166,572       14.0       6,300,020       26.3       682,949       -13.9         2,633,346       29.9       4,798,961       24.1       114,266       10.4       150,572       14.0       6,300,020       26.3       682,949       -13.9         3,836,409       35.4       5,856,191       22.0       11.3       174,876       16.1       7,921,372       25.7       673,943       -16.0         3,836,409       35.4       5,856,191       22.0       139,217       13.1       207,207       16.1       7,921,372       25.7       673,943       -16.0         Note:       As of the end of December       13.1       207,207       18.5       10,029,024       26.6       472,075       -17.7	1,233 .51	30.00	2 337 249		12, U23	0.01	90, 776	18.5	2,729,304	39.0	903,496	
2,181,275       30.4       3,865,478       25.1       14.2       132,111       20.1       4,988,450       32.6       793,635       -9.7         2,181,275       30.4       3,865,478       25.1       102,001       10.4       150,572       14.0       6,300,020       26.3       682,949       -13.9         2,833,246       29.9       4,798,961       24.1       114,20       174,876       16.1       7,921,372       25.7       673,643       -16.0         3,836,409       35.4       5,856,191       22.0       129,217       13.1       207,207       18.5       10,029,024       26.6       472,075       -17.7	2,181,275       30.4       3,865,478       25.1       14.2       132,111       20.1       4,988,450       32.6       793,635       -9.7         2,181,275       30.4       3,865,478       25.1       100,405       10.4       150,572       14.0       6,300,020       26.3       682,949       -13.9         2,836,409       35.4       5,956,191       22.0       11.3       174,876       16.1       7,921,372       25.7       673,943       -16.0         3,836,409       35.4       5,956,191       22.0       13.13       207,207       18.5       10,029,024       26.6       472,075       -17.7         Note:       As of the end of December       13.1       207,207       18.5       10,029,024       26.6       472,075       -17.7	1.672.359	3.5.6	3 000 000		171, 10	0.61	110,038	21.2	3,762,352	37.9	879,277	-2-1
2,181,275 30.4 3,865,478 25.1 102,005 10.4 150,572 14.0 6,300,020 26.3 682,949 -13.9 2,633,246 29.9 4,798,961 24.1 114,200 11.3 174,876 16.1 7,921,372 25.7 573,843 -16.0 3,836,409 35.4 5,856,191 22.0 129,217 13.1 207,207 18.5 10,029,024 26.6 472,075 -17.7	2,181,275       30.4       3,865,478       25.1       102,605       10.4       150,572       14.0       6,300,020       26.3       682,949       -13.9         2,833,346       29.9       4,798,961       24.1       114,266       11.3       174,876       16.1       7,921,372       25.7       573,943       -16.0         3,836,409       35.4       5,856,191       22.0       130,21       13.1       207,207       18.5       10,029,024       26.6       472,075       -17.7         Note:       As of the end of December       13.1       207,207       18.5       10,029,024       26.6       472,075       -17.7				32.2	110,58	14.2	132,111	20.1	4,988,450	32.6	793,635	-9.7
2,833,246 29.9 4,798,961 24.1 114,260 11.3 174,876 16.1 7,921,372 25.7 573,943 -13.9 3,836,409 35.4 5,856,191 22.0 129,217 13.1 207,207 18.5 10,029,024 26.6 472,075 -17.7	2,833,246 29.9 4,798,961 24.1 114,200 11.3 174,876 15.1 7,921,372 25.7 573,943 -13.9 3,836,409 35.4 5,856,191 22.0 129,217 13.1 207,207 18.5 10,029,024 26.6 472,075 -17.7 Note: As of the end of December	2,181,275	30.4	3,865,478	25.1	102.005	10.4	150 579		000 000 g			
3,636,409 35.4 5,856,191 22.0 129,217 13.1 207,207 18.5 10,029,024 26.6 472,075 -17.7	3, 836, 409 35.4 5, 856, 191 22.0 129, 217 13.1 207, 207 18.5 10, 029, 024 26.6 472, 075 -17.7 Note: As of the end of December	2,833,246	29.9	4.798.961	24.1	114.200		174 076		a, 300, 020	20.3	682,949	- 13. 9
17.7 18.5 10,029,024 26.6 472,075 -17.7	Note: As of the end of December	3,836,409	35.4	5 856 191					10.1	1, 921, 372	25.7	<b>573, 84</b> 3	- 16. 0
	Note As of the end of December			101 000 10		172'227	13.1	207, 201	18.5	10.029.024	26.6	472,075	-11.7

Table 12 Main Countries' Automobile Registrations and Population, 1962 - 1967

1. Registrations

	aly	Pass. Cars	3,006.8 3,864.2 4,631.8 5,465.0 6,322.4 7,311.4 243.2
(la t	4	All Autos	3,535.6 4,442.4 5,251.7 6,141.7 7,002.8 8,084.5 228.7
	0	Pass. Cars	6,220.0 7,075.0 7,960.0 8,777.5 9,635.2 10,410.0 167.4
I	Fra	All Autos	7,850.0 8,800.0 9,786.0 10,687.8 11,625.7 12,430.0 158.3
	mopSur	Pass. Cars	6,706.2 7,546.7 8,436.2 9,131.1 9,746.6 10,554.2 157.4
		All Autos	8,836.5 9,291.4 10,235.0 10,958.5 11,622.7 12,487.3 141.3
		Pass. Cars	6,340.0 7,756.4 8,689.7 9,718.8 9,718.8 10,302.1 11,299.7 178.2
		All Auto <b>s</b>	7,192.0 8,689.1 9,645.8 10,714.7 11,354.0 11,354.0 12,352.7 171.8
States		<b>Pass.</b> Cars	65,928.5 69,026.7 71,950.2 75,260.8 78,315.0 81,051.0 122.9
United		All Autos	79,022.9 82,747.9 86,297.1 90,370.2 94,179.0 94,179.0 97,527.0
u e c		Pass. Cars	889.0 1,233.7 1,672.4 2,181.3 2,833.3 2,833.3 3,836.4 431.5
ie (		Autos	2,736.6 3,770.0 4,997.1 6,309.3 7,931.7 10,029.0 366.5
	Year		1962 1963 1964 1965 1966 1967 1967

# 2. Population

Italy	1 Population	car per veh. per car	.4 14.0 16.8 .7 11.0 12.9 .0 9.8 11.1 .6 8.4 9.4 1 7.5 8.3 8 6.5 7.1
France	<b>Population</b>	per veh. per	0.4.4.4.4.4. 0.4.0.8.0. 0.9.0.0.4.
Kingdom	lation	per car	7.9 6.3 6.1 .2 6.1
United	Popu	per veh.	
<b>Anany</b>	ation	per car	∞ - 7 - ∞ ອີອີອີອີອີອີອີອີອີອີອີອີອີອີອີອີອີອີອີ
West G	Popul	per veh.	7.8 6.6 7.3 8.9 8.9 8.9
States	ation	per car	2.5 2.5 2.5 2.5 2.5 5 5 5 5 5 5 5 5 5 5
United	Popul	per veh.	2.2.2.3 2.2.2.3 2.1.2.2.3
ue	ation	per car	105.1 78.1 58.1 44.9 34.9 34.9 26.1
a a	Popul	per veh.	34.0 25.5 19.4 15.5 10.0
	Year		1962 1963 1964 1965 1966 1966

Source: Figures other than Japan, the Society of Motor Manufacturers and Traders.

# Table 13 Japan's Automobile Sales, 1955 - 1967

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# 1) Passenger Cars (Standard- and Small-size)

Year	Private ]	Persons	Passenger Transportation Companies		<u>Other</u> Establis	hments	Tol	<u>al</u>
	Units	%	Unit <b>s</b>	%	Units	%	Units	%
1955	147	0.9	10,595	66.4	5, 221	32 7	15 0.69	100.0
1956	806	2.7	20,519	67.7	8 979	20 A	10,900	100.0
1957	1,550	3.6	23.477	53 9	18 508	40.0 40.5	30,304 49 B96	100.0
1958	2,014	4.2	22.205	45.9	24 201	42,5	43,030	100.0
1959	3,935	5,9	26,505	39.5	36,600	45.5 54.6	48,420 67,040	100.0
1960	9,006	7.9	34,128	29,9	70,964	62.2	114 098	100 0
1961	21,117	12.2	43,726	25.2	108.464	62.6	173 307	100.0
1962	27,443	13.9	41,711	21.2	127,950	64 9	197 104	100.0
1963	46,177	16.1	55,146	19.2	186.079	64 7	287 402	100.0
1964	84,555	22.0	61,171	15.9	238,166	62.1	383,892	100.0
1965	130,668	28.3	52,620	11.4	278.255	60 3	AR1 549	100 0
1966	174,976	30 <b>.3</b>	55,562	9.6	346 934	60.0	577 470	100.0
1967	312,534	39,1	60, 816	7.0	426,720	53, 3	800,070	100.0

# 2) Standard-size Trucks

Year	Cargo Trai portation C	ompanies	Other Estab	lishments	Tota	at
	Units	%	Units	%	Unițe	%
1955	5,281	26.6	14.569	73 4	10 950	100 0
1956	7,907	28.1	20,279	71 0	19,000	100.0
1957	10,243	28.5	25 640	71 E	20,180	100.0
1958	7.265	26.5	20,010	11,0 70 E	35,883	100,0
1959	11,184	22 3	40,117 99 400	73.5	27,382	100. u
	,	02.0	23,409	67.7	34,593	100.0
1960	15,906	30,4	36,435	69 6	52 941	100.0
1961	21,481	30. <b>6</b>	48.744	89 A	70 00F	100.0
1962	19,214	28.2	48.867	71 9	10,220 69 001	100.0
1963	23,286	32.6	48 198	67 A	08,081	100.0
1964	28,216	34 0	64 926	07,4	71,482	100.0
	,	01,0	010	06.0	83,051	1 <b>00.</b> 0
1965	22,413	31.1	49,683	68,9	72.096	100 0
1966	31,346	33.3	62,869	66.7	94 215	100.0
1967	42,621	33,8	63, 894	66.2	126,715	100.0

#### 3) Small-size Trucks

Year	<u>portation</u> Cargo Tran	<u>s-</u> ompanies	Other Estab	lishments	_Tota	1
	Units	%	Units	%	Units	%
1955	537	2.6	20,494	97.4	21.031	100 0
1956	1,363	3.3	39,544	96.7	40,907	100.0
1957	3,469	4.7	70,424	95.3	73, 893	100.0
1958	3,877	4.7	79,491	95.3	83,368	100.0
1959	6,364	5.3	113,120	94.7	119,484	100.0
1960	9,543	5.7	158,300	<b>94</b> .3	167 843	100 0
1961	13,051	5.5	225,354	94.5	238,405	100.0
1962	14,590	4.8	292,322	95.2	306 912	100.0
1963	20,671	5.1	384,585	94.9	405 256	100.0
1964	21,609	4.3	486,383	95.7	507,992	100.0
1965	19,966	3.5	551.469	96.5	571 435	100 0
1966	22, <b>5</b> 25	3.3	657.424	96.7	679 949	100.0
1967	24,831	2.9	832,099	97.1	<b>856,9</b> 30	100.0



Table 14 Investment in Plant and Equipment by the Japanese Automobile Manufacturers, 1953 - 1967

lac. %	2	34.7	-7.4	6. 29 6. 19		<b>2</b> .0	n Ý	12.4	63. 8	·	
Value		70,834	65, <b>566</b>	107, <b>408</b>		919,211	105,7 <b>49</b>	118,826	194,700		
Fiscal Year		1961	1962	1963	1064		1965	1966	1967		
Inc. %	102.7	• 7		-26.5	102.1	84.3	-14.3			122.6	
(in million yen)	3,945	5.400		2,871	8,025	14,785	12,672	23.613		52 , 572	
iscal Year	1953	1954	1066	0061	1956	1957	1958	1959		1960	

Lo. % represents a percentage of increase over each preceding year.

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# Table 15 Japan's Domestic Cargo Transportation

a) Transportation in Terms of Ton

(in	m	11	lions)	
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Piecel	By Auto	mobiles	By Ra	ilways –	By Coas	tal Ships	To	tal
Iter_	Ton	<b>%</b>	Ton	<b>%</b>	Ton	<b>H</b>	Ton	R
1960	1,156	76.9	239	15.9	108	7.2	1,503	100.0
1961	1,437	79.6	252	14.0	116	6.4	1,805	100.0
1962	1,602	81. <b>2</b>	247	12.5	125	6.3	1,972	100.0
1963	1, <b>94</b> 8	<b>8</b> 1 , <b>9</b>	253	10.7	177	7.4	2,379	100.0
1964	<b>2,2</b> 10	83,9	259	9.8	165	6.3	<b>2,63</b> 3	100.0
1965	2,193	83.5	2 <b>52</b>	9.6	180	6.9	2,625	<b>100</b> .0
1966	2,654	85. 5	249	8.0	202	6.5	3, 105	100.0
1967	3, 272	86. 8	257	6. 8	242	6. 4	3,771	100.0

# b) Transportation in Terms of Ton/Km

							(1A <b>H</b>	111110 <b>ns</b> )
<b>Fiscal</b>	By Autor	nobiles	By Rai	lways	By Coast	al Ships	Tot	al
Year	Ton/Km	K.	Ton/Km	R	Ton/Km	<b>%</b>	Ton/Km	<b>%</b>
1960	20,801	15.2	54,515	39.8	61,500	<b>45</b> .0	136,816	100.0
1961	26,572	17.4	58, <b>469</b>	38.4	67,300	44.2	152,341	100.0
1962	32,428	20.7	57,230	36.6	66,800	42.7	156,458	100-0
1963	42,031	23.2	60,120	33.2	78,800	43.6	180,951	100,0
1964	47,215	25.6	59,886	<b>32</b> .5	77,100	41.9	184,201	100.0
1965	48,392	26.0	57,364	<b>30</b> , B	80, <b>6</b> 00	43,2	186,356	1 <b>0</b> 0.0
1966	<b>64</b> ,910	31.0	55,841	26.7	88,700	42.3	209,451	<b>100</b> , 0
1967	<b>81 , 094</b>	33.1	59,542	24.3	104,700	42.6	245,336	<b>100</b> .0

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	_		_					(in mil)	ione)
	1	19681 1967 (	<u>A)</u>	<u>F</u>	iscal 1963 (	<u>B)</u>			
(Km)	Trucks	National Railway	Total	Trucks	National Railway	Total	Tricks	National	Total
Up to 10	1,607.3	5, 3	1,692.6	t,110.8	5.6	1,116.4	1.52	0. 95	1 52
11 - 50	l,195.0	32.2	1,227.2	628-7	32.8	661 , 5	1.90	0,98	1.86
51 - 100	231.7	<b>29</b> , 7	261.4	101.4	28.0	129,4	2.29	1.06	2 02
101 - 200	105.3	48.4	150,7	63.4	47.0	110.4	1.66	0.97	1 97
201 - 3 <b>00</b>	24, 7	25.6	50.3	10.4	26.0	36.4	2.38	0.98	1.37
301 - 400	10.6	17.7	28, 3	4.7	18.8	23,5	2.26	0.94	1,30
Over 400	17.8	41.7	59.5	7.3	44.6	51.9	2.14	<del></del>	1.40
Total	3,272.4	197.6	3,470.0	1, <b>926</b> .7	202, 8	2,129.5	t. <b>79</b>	0.97	1.15

#### Jepsa's Domestic Cargo Transportation (Cont'd) Table 15 .

e) Land Cargo Transportation by Distance

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