

Automobile Aftermarket in Japan 2005



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~ A Comprehensive Report on Japanese Automobile Aftermarket Covering 12 Major Business Areas ~

This report covers:

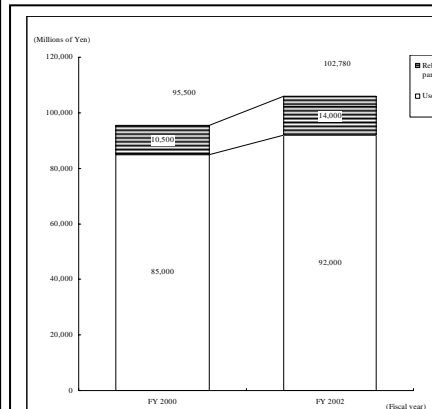
Used Cars	Car Auctions	Automobile Leasing	Car Rental Business
Automobile Products	Repair Components	Recycled Parts	Automobile Service
Auto Maintenance Equipment	Automobile Insurance	Gas Stations	Parking Lots

Japanese automobile aftermarket is now entering the third phase

Traditionally, automobile after market has been growing with increase in the number of automobiles owned. The period during which automobile aftermarket has been growing in accordance with the increase of cars owned could be named "the first phase" of the market, and used car sales, maintenance/ repair services and insurance business were the typical fields in this phase. As consciousness and forms of ownership have changed among drivers or car owners, other businesses have emerged and grown, such as auto products (accessories, equipment, auto supplies, etc.), auto leasing and car rental business. These businesses could be categorized as areas of "the second phase".

While these areas in the first and the second phases have been growing subject to the increase of car ownerships, Japanese automobile aftermarket is rapidly approaching the turning point because the number of cars owned is no longer expected to increase due to socio-environmental changes such as aging population and low birth rate, decrease in consumption expenditure, establishment of free competition resulted in deregulations, etc.

In such a circumstance of the market, used auto products and recycled components/ parts are expected to become increasingly more important in the future being regarded as areas of "the third phase" of the automobile aftermarket in Japan.



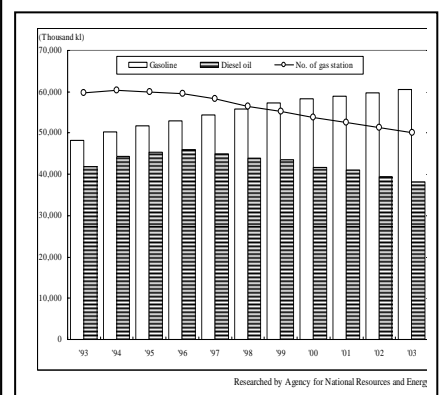
(Recycled parts shipment in fiscal 2000 and 2002)

Gas stations' new type operations progressing for survival

While the total number of establishments engaged in the gas station business has been on the decline, there were still 50,067 gas stations in Japan as of March, 2004.

In order to cope with recent low profitability of gas station business due to fierce price competition with

the gasoline price, the companies operating gas stations have been reorganizing their business and seeking for new types of operations. Various approaches have been taken by those companies to secure profitability, including shift to self-service gas filling, progress of scrap and build and conversion to complex stores (by building convenience stores and coffee shops together with the gas stations), as well as expansion of car-care services by ting up with maintenance service companies, development of new store/ facilities in anticipation of next-generation automobiles (flexibility to change the facility layout, future demand for hydrogen supply, etc.) and so forth.



(Changes in no. of gas stations and total gasoline (and diesel oil) sales)

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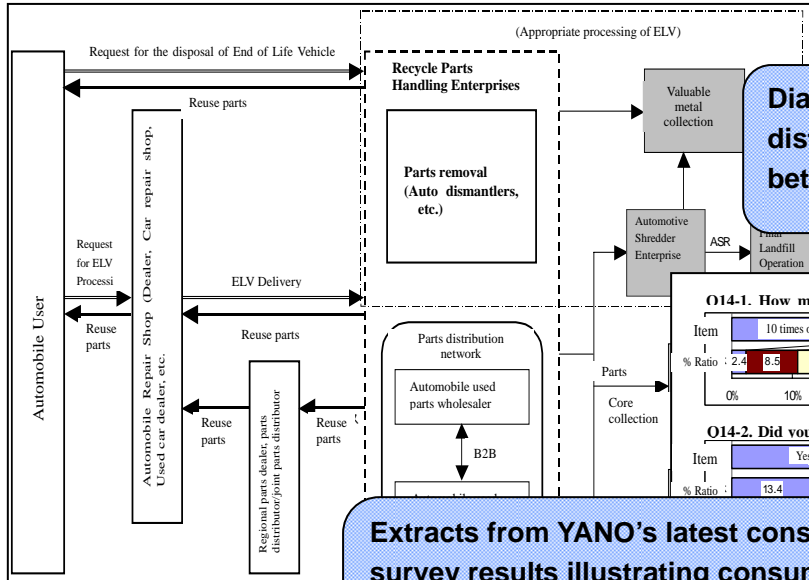
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This report provides you with following information:

- I. Market environment, market size and market trends
- II. Business operations of major players
- III. Challenges and issues for the markets and businesses to be solved
- IV. Future prospects of the markets
- V. Business performance of major players
- VI. Related data and statistics

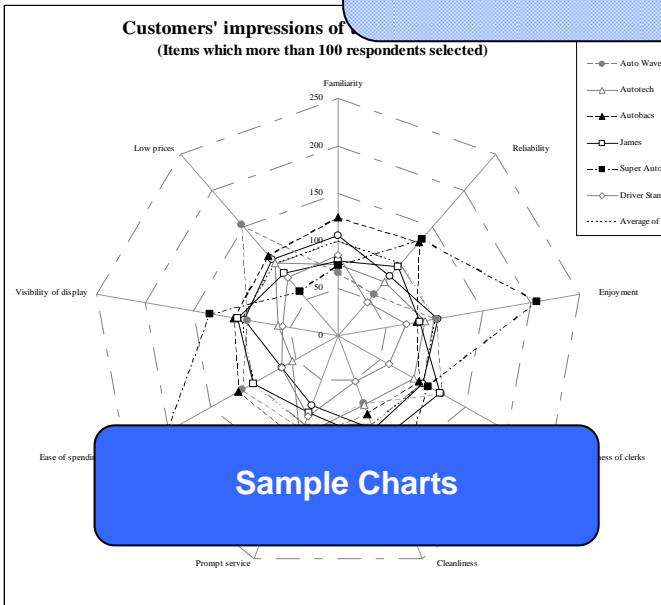
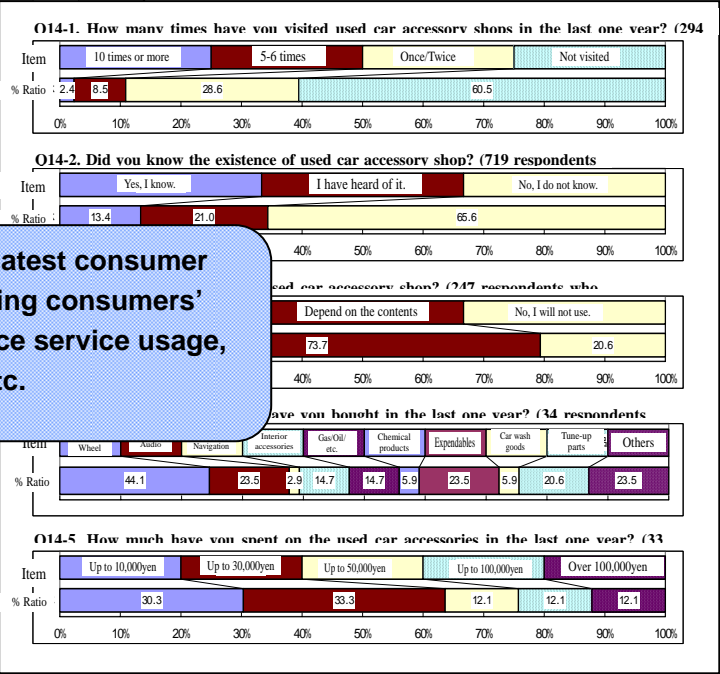
(* Types of information carried varies chapter by chapter.)

【Used Parts Distribution】



Diagrams to see a picture of distribution flow and relationship between players

Extracts from YANO's latest consumer survey results illustrating consumers' behavior in maintenance service usage, insurance purchase, etc.



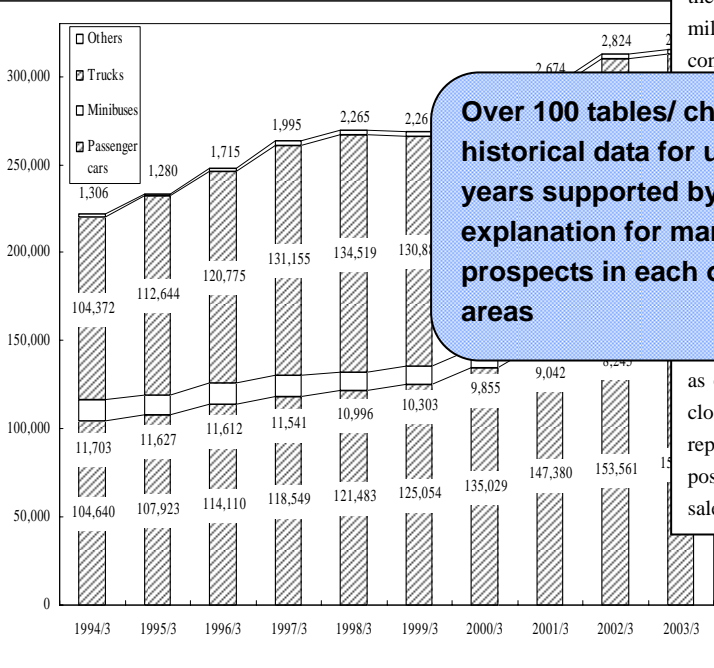
Sample Charts

3. AutoAutomobiletive Leasing

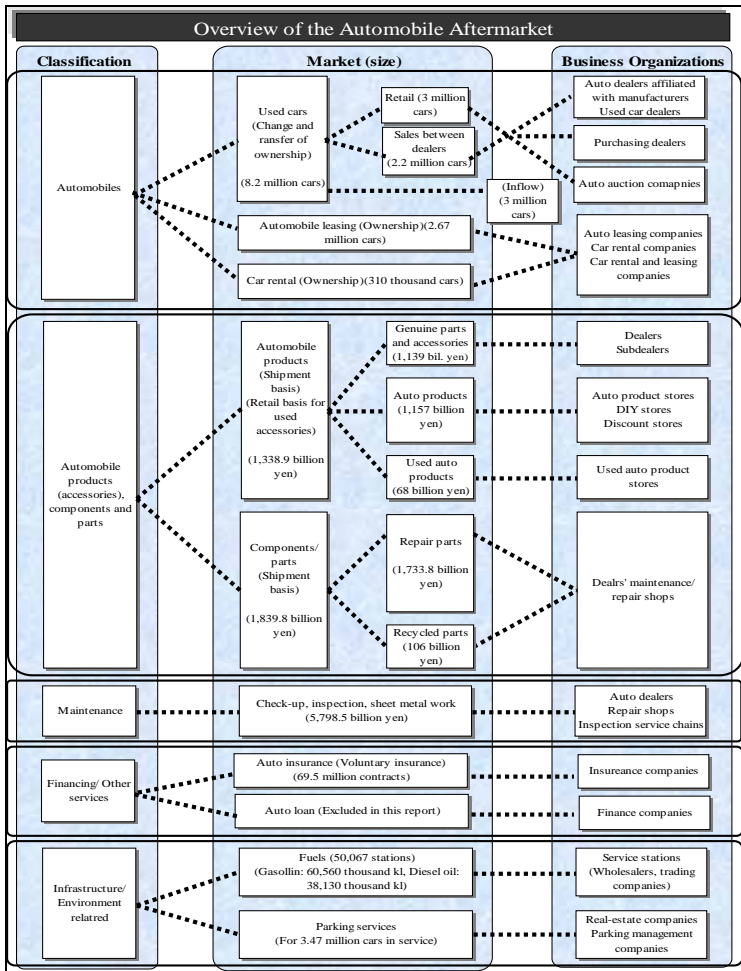
1. Market Scale

Japan's automobile industry is under maturity, and since the end of 1998, the number of new cars sold each year has moved in a range between 5.8 and 6 millions. On the other hand, the number of cars contracted for lease has continued to grow, with the exception of the end of December 2002. According to statistics compiled by the Japan Automobile Industry Association, the number of cars owned for lease as of the end of March 2003 was 288,000 (104.1% vs. previous year, 288 member cars), while the number of cars contracted for lease as of the end of March 2003 was 153,561 (104.0% vs. previous year), while the percentage of leased cars to the total number of new cars sold was 10.0%.

Even though the number of cars contracted for lease on a flow basis (number of cars sold) was less than 4% as of the end of March 2003, that on a stock basis (number of cars owned) was close to 10%. These figures indicate that the interval at which leased cars are replaced is shorter than that associated with the overall sales trend, suggesting a possibility that the expansion in the demand for leased cars is supporting the sales of new cars. Assuming that the number of new cars sold will remain



Over 100 tables/ charts including historical data for up to the past ten years supported by detailed explanation for market trends and prospects in each of 12 business areas



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Yano Research Institute Ltd.

2-46-2 Honcho, Nakano-ku, Tokyo 164-8620, Japan
 Phone: +81-3-5371-6907 / Fax: +81-3-5371-6965

URL: <http://www.yanoresearch.com>
 e-mail: yri_info@yano.co.jp

Contact: Koichi Seto (Mr.), International Business Development