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Corporate Profile

HINO MOTORS, LTD.

Capital:

 $39.\bar{6}$ billion yen (as of March 31, 2001)

Number of employees:

8,686 (as of March 31, 2001)

Products:

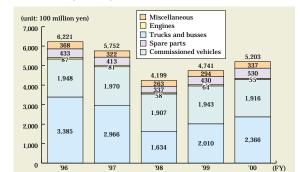
Trucks, busses, special-purpose vehicles, small commercial vehicles, passenger cars, and engines

Truck and bus shipment quantity:

Production quantity of commissioned vehicles (excluding parts for overseas production):

140,734 units

Sales: 520.3 billion (FY 2000)



Offices and Plants

Head Office and Hino Plant:

1-1, Hinodai 3-chome, Hino-shi, Tokyo 191-8660 Telephone: 81-42-586-5011

Hamura Plant:

1-1, Midorigaoka 3-chome, Hamura-shi, Tokyo 205-8660 Telephone: 81-42-579-0411

Nitta Plant:

10-1, Aza Hayakawa, Oaza Hayakawa, Nitta-machi, Nitta-gun, Gunma 370-0344 Telephone: 81-276-56-5111

Tamachi Office:

11-3, Shiba 4-chome, Minato-ku, Tokyo 108-0014 Telephone: 81-3-3456-8811

Ibaraki Gozenyama Proving Ground: Aza Ookurayama 2023, Oaza Nagakura, Gozenyama-mura, Higashi-ibaraki-gun, Ibaraki 311-4613 Telephone: 81-295-55-3122

Hokkaido Memuro Proving Ground: 26-1, Omabetsu 14-sen, Memuro-cho, Kasai-gun, Hokkaido 082-0382 Telephone: 81-155-66-2511

Hidaka Delivery Center: 689-1, Kamikayama, Hidaka-shi, Saitama 350-1234 Telephone: 81-429-85-4747

Oume Parts Center: 5-1, Suehiro-cho 1-chome, Oume-shi, Tokyo 198-0025 Telephone: 81-428-32-9911

Foreword

In this day and age we each continue to strive towards meaningful improvements in our everyday lives while making every possible effort to protect the natural environment not only of our own country, with its wealth of green and water, but of the rest of the world as well and thereby bequeath to future generations a rich and plenteous society. Until now, we gave priority to economic growth without taking environmental concerns into consideration. We enter the 21st century aware that all socioeconomic development must be made to be in harmony with nature.

The motor vehicle is both a symbol and an essential adjunct of modern life. Its importance for both the individual and society does not appear likely to change in the foreseeable future. As one of the world's leading developers and manufactures of vehicles, we must play a major roll in the protection of our environment. We have made significant reductions in the amount of CO2, PM (particulate matter) and NOx contained in vehicle emissions and minimized emissions overall. In addition to that, in view of the environmental impact of each vehicle throughout its entire life cycle, we will research and develop ways to maximize energy efficiency and lessen the amount of harmful substances released into environment at every stage of vehicle production and reduce the environmental impact of end-of-life vehicles in its recycling processes. These problems pose a significant challenge and all of these problems will demand a firm and sustained commitment with the resolve to produce results.

Last year, at the Tokyo Motor Show 2000, we unveiled our light-duty truck prototype which featured a totally novel hybrid system. Furthermore, our increased resolve to improve our environmental management system resulted in the successful acquisition of ISO14001 certification for our Head Office and Hino Plant. We have built on this accomplishment and have since acquired ISO14001 certification for all three of our plants, which are domestic production sites, and for all head-office functions including R&D and production engineering.

We were thus able to meet all of the targets we set for ourselves in the last year of the "Hino Global Environment Action Plan," our environmental performance improvement programs established in FY 1996. Most notably, we met our reduction target for greenhouse gas emissions laid down in the Kyoto Protocol and were also successful in attaining our zero-emission goal for landfill waste disposal outside the company a year ahead of schedule. Encouraged by the successful completion of our previous environmental improvement plan, we have decided to redouble our efforts for environmental betterment in the "Hino Motors Environmental Voluntary Plan," established in FY 2001 and published in February of the same year.

This FY 2001 edition of our "Environmental Report" has been published to disclose more detailed information on the results described above and to present a more exhaustive picture of our efforts by taking into account the suggestions and opinions elicited by our previous edition. This report is a part of our public relations activities to communicate with the general public and promote a fuller and deeper understanding of our endeavors. We hope that this report will generate wider interest and we look forward to your further encouragement and support in our efforts to be a member of a better society.

September 2001



Tadaaki Jagawa
President, Member of the Board
Chairman, Hino Environment



Hideaki Tobita
Senior Managing Director,
Member of the Board
in Charge of Environment Issues

Hideahi Tolita

1

Hino's Aspirations

The automobile plays an essential role in our modern life and has given society not only a mobility but also a prosperity and comfort.

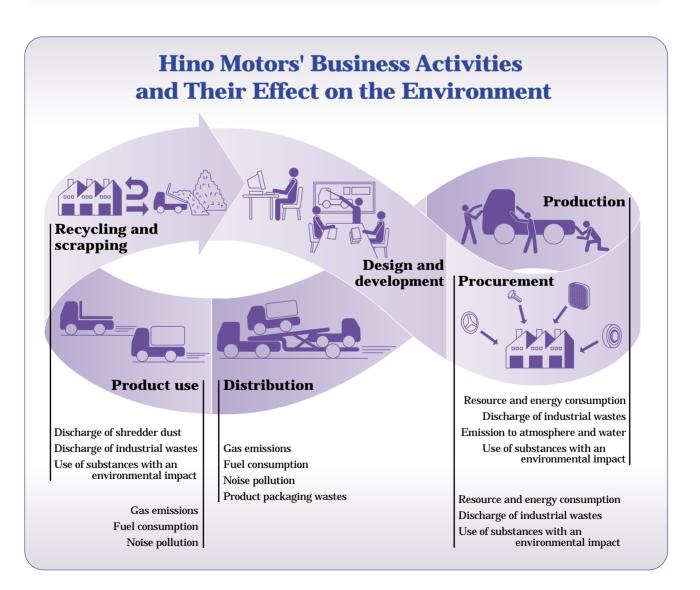
Our commercial vehicles -trucks and busses- are integral part of the way we live in our present-day world.

While society has substantially benefited from the automobile, it is also responsible for considerable environmental impacts that manifest themselves in all stages of its life-cycle from its development through production and use to its disposal.

Vehicle Performance, for the Environment

We have conducted intensive studies how such diesel engine emissions, including NOx and PM, affect the environment and how the production process can be modified to minimize the environmental impacts. At the same time, our efforts have equally focused on more effective ways to utilize scarce resources at all stages of the automobile's life-cycle.

We, as a leading manufacturer in the diesel engine vehicles field, accept a firm commitment to harness our technology in the interest of our global environment.



Hino Motors' Environmental Protection Activities

Corporate Philosophy

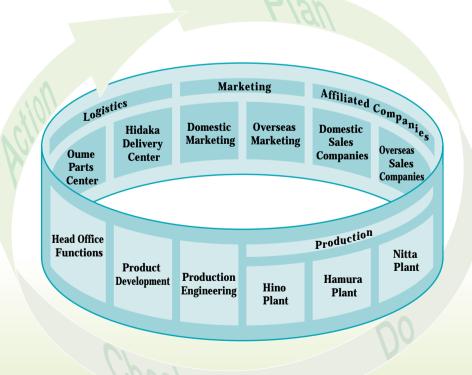
Hino Global Environment Charter

Hino Motors Environmental Voluntary Plan

Hino Motors
Hino Environment
Committee

Products
Environment Technology
Committee

Production
Production Environment
Committee



Environmental Management

Company-wide Environmental Management

Hino Motors recognizes that global environment issues play an important role in our management approach. In accordance with our corporate philosophy "to contribute to the development of a more prosperous and comfortable society by providing the world with a new set of values," in April 1993, we summed up our principles on the protection of the global environment in the "Hino Global Environment Charter" and established the "Hino Global Environment Action Plan," which gave concrete shape to the Charter. Based on these proclamations we have promoted action for the protection of the global environment.

To challenge new targets for the new century, we revised "Hino Global Environment Charter." The amended Charter was finalized and made public in February 2001. We also established our new Action Plan that will see us through to FY 2005 in the form of the "Hino Motors Environmental Voluntary Plan."

Hino Global Environment Charter (Revised FY 2001 Version)

- Environmental Policy of Hino Motors, Ltd. -

Hino Motors' corporate philosophy is "to contribute to the development of a more prosperous and comfortable society by providing the world with a new set of values." Guided by this philosophy, the company is promoting environmental protection in line with the policies below. These policies have been embraced by everyone working at Hino Motors.

Basic Policies -

1. Promote comprehensive and ongoing environmental protection.

As a leading manufacturer of diesel vehicles, it is our endeavor to offer superior products to customers in all countries of the world and we will continue to contribute to the achievement of greater prosperity through our products. In this, we are fully aware of the environmental impact of our production activities and products and pledge ourselves to an earnest commitment to human and global development sustainably through an ongoing efforts to improvement and betterment while focusing attention on the prevention of pollution wherever we engage in our corporate activities.

2. Take concrete and definite steps to protect the global environment.

Through the establishment and operation of our Environmental Management System, we maintain a continuous effort to define, assess and review environmental goals and targets while strictly adhering to all legal and other requirements placed upon us.

Action Guidelines

1. We are minimizing the environmental impact of our corporate activities in general and of our vehicles throughout their life cycle.

We are determined to offer the public products with top-level environmental performance and to engage in continuous technical development designed to minimize the environmental impact of our products and their distribution.

We are also engaged in the establishment and operation of our Environmental Management System embracing all life-cycle stages of our vehicles.

2. We are developing a closer partnership with our affiliated companies.

We critically depend on the cooperation of a great many companies for the effective pursuit of our business activities. In this sense we are closely in cooperation with vehicle manufacturers who are our partners both at home and abroad. This helps us extend the range of our environmental protection efforts on an ever-broadening front

3. We will make greater efforts within the areas of information disclosure, education and awareness-promotion activities.

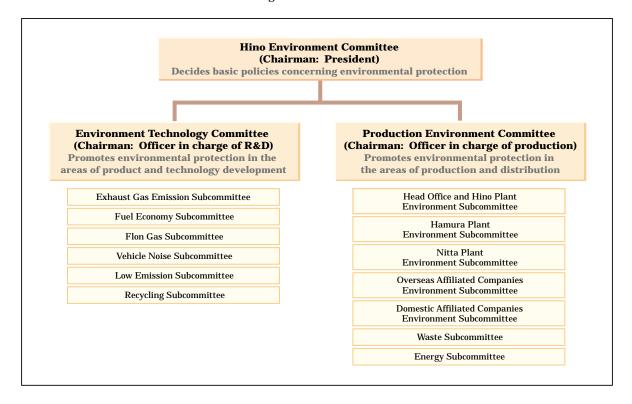
We are engaging in activities designed to disseminate as best we can a correct and proper understanding of what it is that we are trying to achieve and spare no effort to hone our own environmental sensitivity.

4. As a corporate citizen, we take an active part in a range of community activities to benefit society.

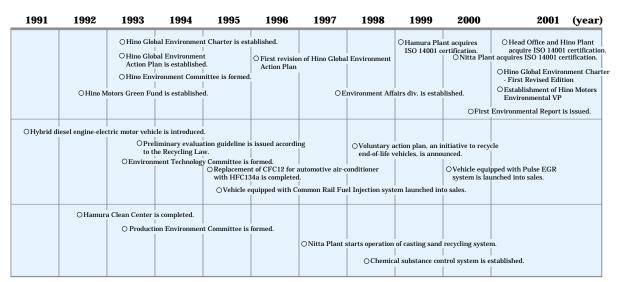
Our contribution as a corporate member of society is not limited to the offering of superior products alone. We see our role as a corporate citizen and as corporate personnel living with a local community in a positive involvement in the activities and efforts of society.

Promoting Organization

We established the "Hino Environment Committee" in March 1993 as a company-wide organization, headed by the president of Hino Motors himself, for the promoting effectively our corporate action plans of environmental protection. This went hand in hand with the foundation of two subordinate committees, the "Environment Technology Committee" and the "Production Environment Committee." The former works on environmental issues associated with product and technology development and the latter on environmental protection measures for the production and distribution processes. These committees are subdivided into subcommittees which are dedicated to designated themes.



History of Environmental Actions



Hino Motors Environmental Voluntary Plan

Action Guidelines

- 1. We are minimizing the environmental impact of our corporate activities in general and of our vehicles throughout their life cycle.
 (1) Environmental management system

 - (2) Development and offering of products with top-level environmental performance
 - (3) Minimizing the environmental impact due to production and distribution
- 2. We are developing a closer partnership with our affiliated companies.
- 3. We will make greater efforts within the areas of information disclosure, education and awareness-promotion activities.
- 4. As a corporate citizen, we take an active part in a range of community activities to benefit society.

Action	No.	Item	Action Policy	Timing	Target level
Guidelines 1-(1)	1	Comprehensive environ- mental management	Expand and supplement an applicable range of the environmental management system.	End of FY 2005	Acquisition of ISO14001 certification for all domestic offices and plants of Hino Motors
	2	Environmental accounting system	· Establish and operate the envir- onmental accounting system.	End of FY 2001 End of FY 2005	Upgrading the accuracy of the environmental accounting system at the unconsolidated company level Application of the environmental accounting system for consolidated companies
	3	Preliminary assessment system related to the environment	· Expand an applicable range of the preliminary assessment system related to the environ- ment and enrich its contents.	End of FY 2005 From FY 2001	· Establishment of a preliminary assessment system for environmental impact of product development from the viewpoint of LCA · Expansion of the preliminary assessment system for machinery, equipment and instruments
	4	Environment-oriented related business ventures	· Promote the environment-oriented related business ventures.	End of FY 2003 End of FY 2003 End of FY 2003	Completion of full lining up of proposals for vehicles equipped with industrial waste treatment system Establishment of a network for the sale of used parts Extension of the variety of rebuilt parts
1-(2)	5	Fuel efficiency	· Secure top-level efficiency in all vehicle classes in each country and region.	End of FY 2005	· Achieving top-level performance in a class through the development of elemental technologies and vehicle control technology
	6	Exhaust emissions	· Achieve a breakthrough in clean emission performance for diesel engines.	End of FY 2003 End of FY 2005	· Early introduction of the clean diesel vehicle · Establishment of the technology for the future clean-diesel vehicle
	7	Clean-energy vehicles	Positively develop the clean-energy vehicles and expand its sales.	End of FY 2005	Upgrading the technical level of the hybrid system with a view to its popularization and extension of models with this system Continuous commitment to development of various clean-energy vehicles including CNG
	8	Recoverability	· Promote development of recycling designs that can contribute to a vehicle recovery rate of 95% by 2015.	End of FY 2005	· Application of recycling-conscious design to vehicles
	9	Substances of environ- mental concern	Efforts to control chemical substances and promote actions to become top-class in this field. Reduce the substances of environmental concern.	End of FY 2005 - FY 2005	Expansion of the range of substances to be controlled and reinforcement of the follow-up implementation organization Efforts sustained for the time being to abolish the use of mercury, cadmium, arsenic, and to reduce the use of hexavalent chromium (This does exclude the use of mercury for discharge tubes.) Reduction in the use of lead to 1/3 or less as compared with 1996
	10	Automobile noise	· Upgrade product value by further reducing automobile noise.	From FY 2001	· Introduction of vehicles meeting the next noise regulations

Action Guidelines	No.	Item	Action Policy	Timing	Target level
1-(2)	11	Flon gas	· Cope with flon gas in vehicles.	From FY 2000 to the End of FY 2005	· 10% reduction in the use of refrigerants as compared with FY 1995 · Development of the CO ₂ refrigerant air- conditioning system
1-(3)	12	Global warming	· Promote active CO ₂ reduction measures.	End of FY 2005	\cdot Achieving a 5% reduction in CO2 emissions per sales by the end of FY 2005 as compared with FY 2000 (10% reduction in CO2 emissions as compared with FY 1990 by the end of FY 2010.)
	13	Substances of environ- mental concern	· Reduce PRTR substances.	End of FY 2005 End of FY 2002 End of FY 2005	Use of unleaded electrodeposition paints Average emission level of VOC at the body production line down to 55 g/m² 30% reduction in PRTR substances as compared with FY 1998
	14	Waste and resource	Reduce waste aiming for achieve- ment of zero emissions and promote resource conservation activities.	End of FY 2001 End of FY 2005	Achieving zero-landfill disposal of wastes for all plants company-wide Reduction of incinerated wastes to 1/3 or less as compared with FY 1990 Promoting efforts to reduce material losses by fixing internal targets
	15	Water resources	· Reduce water consumption.	End of FY 2005	$\cdot10\%$ reduction in water consumption per vehicle as compared with FY 2000
	16	Logistics	 Actively promote logistics ratio- nalization aiming to reduce CO₂ emissions and packaging and wrapping material waste. 	End of FY 2005 End of FY 2005	·10% reduction in overall CO ₂ emissions as compared with FY 2000 ·20% reduction of the overall use of packaging and wrapping materials as compared with FY 2000
2	17	Suppliers' cooperation	· Acquire ISO 14001 certification on a broader scale.	End of FY 2001 End of FY 2005 End of FY 2003 From FY 2001 From FY 2001	Acquisition of ISO 14001 certification for 23 companies of the Domestic Affiliated Companies Environment Subcommittee (One or more sites per company) Acquisition of ISO 14001 certification for all domestic suppliers (all member companies of the Hino Cooperation Group) Acquisition of ISO 14001 certification for the main overseas production plants (5 sites) (Successive acquisition by the overseas production plants in the order in which they have been put into operation since FY 2000) Deployment of Green Purchasing for parts Deployment of Green Purchasing for office utensils and machines
	18	Dealers' cooperation	· Promote establishment of an environmental management system for dealers.	Beginning of FY 2001 End of FY 2001	Issue of environmental guidelines for dealers Abolishing the use of incinerators at all domestic dealers
3	19	Among employees	Enhance environmental education system. Enhance environmental awareness- promotion activities.	End of FY 2001 Each fiscal year	· Establishment of a systematic environmental education system for all employees · Regular holding of events focusing on environ- mental themes and enriching them in content
	20	Among the public	· Implement environmental communication activities.	Each fiscal year End of FY 2001	· Annual publication of Environmental Reports with a broader and fuller content · More extensive offering of environmental information on the Internet
4	21	Socially-contributing activities	Enhance activities to contribute to local communities and sup- porting volunteer activities. Hino Motors Green Fund Activities	Each fiscal year Each fiscal year	Fuller range of measures and strengthening the system for supporting volunteer activities by employees Continued aid for conservation activities to protect the natural environment

Results of Activities to FY 2000

Hino Global Environment Action Plan

Ite	em	Target / policy	Activity results in FY 2000
Environmental protection at sites		·Before constructing or expanding a plant, study the environmental impact to prevent pollution.	· Continued to apply the "Preliminary Assessment System for Facilities Introduction" (practiced since FY 1998).
Prevention of pollution		· Promoted plant environmental protection action.	 Acquired ISO 14001 certification for all domestic plants, including head office functions, product development, production engineering and production. Revised the "Hino Global Environment Charter" and established the "Hino Motors Environmental Voluntary Plan" up to FY 2005. Continued to operate the "Chemical Substance Control System." Reduced in VOC emissions by 44% as compared with FY 1997.
		· Promoted all aspects of our environmental protection with the cooperation of domestic and overseas affiliates.	· Supported the construction of environmental management system through activities to acquire the ISO 14001 certification. (Acquired ISO 14001 certification by 6 domestic affiliated companies and 1 overseas company.)
Energy saving	Product development Resource conservation Production Reduce the industrial wastes outside of the company by 60% until FY 2000 compared to FY 1990 level.		· Reduced overall CO ₂ emissions by 33% as compared with FY 1990. Reduced CO ₂ emissions per sales by 15% as compared with FY 1990.
			· Extended the "Super Dolphin Profia" model series of high- fuel economy vehicles meeting the long-term emission regulations.
Resource conservation and recycling	Production		Reduced the industrial wastes outside of the company by 92% as compared with FY 1990. Achieved zero-landfill disposal of wastes for all domestic plants.
	Product development	· In the product development stage, assess the feasibility of reuse and environmental impact after incineration, and try to maintain or improve the current recyclable rate.	Recycling rate was increased to 90% (chassis) by advancing the conversion to thermoplastic materials and etc. Carried out a survey of the actual recycling rate by dismantling the actual vehicle.
	Technology development	 Work on the development of recycling technologies, by investigating recycled resin and rubber materials, and the development of technologies to decrease shredder dust and prevent its pollution. 	The cargo bed of the "Dutro" uses a blend of natural material kenaf. The 2000 target was achieved by replacing lead with aluminum in copper radiators, heater cores and others. A lead removal technology is being developed to meet the next target.
	Logistics	· Reducing wrapping and packaging materials in packing spare parts and promoting the resource energy conservation and the use of recyclable materials.	· Reduced in the use of packaging materials through containerization, and through the more extensive use of returnable racks and reusable packaging.
Reduce exhau emissions	ıst gas	· Efforts to reduce toxic air pollutants to achieve long-term reduction targets and aggressively develop low-emission vehicles.	Vehicles meeting the long-term emission regulations were developed and marketed by using the Common Rail Fuel Injection system, EGR system and an electronically controlled technology for controlling these systems. Added models fueled with LPG and CNG to light- and medium-duty trucks and busses models.
Reduce vehicle noise		· Advance research and development of technology to reduce the vehicle noise under acceleration running, etc. to achieve tolerable noise levels.	Promoted the development of technology to achieve the targets required by any noise regulation. Completed the compliance with new regulations for bus models. Promoted an effort to achieve compliance with the regulations also for trucks.
Rationalization logistics	on of	· Logistics to meet environmental concerns by improving the distribution system from procurement to shipping and delivery and developing and implementing a transport system with low environmental impact.	Reduced road transport for vehicle delivery, with a corresponding increase in the use of maritime transport. Improved efficiency of vehicle transport and extended vehicle transport through the full trailer coupling system.

Actions Concerning ISO 14001

Hino Motors Activities

Following in the footsteps of the Hamura and Nitta Plants that had already acquired ISO 14001 certification, the Head Office and Hino Plant was awarded certification on March 24, 2001. This concludes Hino Motors' efforts to acquire ISO 14001 certification for all domestic plants. The Head Office and Hino Plant was acquired comprehensive certifications covering Head Office functions including development, through production at the plant. Hino Motors is the first domestic completed-vehicle manufacturer to acquire such comprehensive certification.

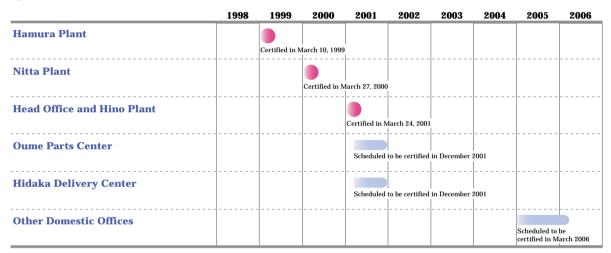
The next step will be to seek ISO 14001 certification for all domestic Hino's offices, including delivery

centers, by the end of 2005. Efforts are already in progress to prepare for this important event.



ISO Certification Award Ceremony

Certification Status



Environmental Audit

Hino Motors conducts an internal environmental audit in order to check whether Environmental Management System (EMS) is properly implemented or not. In order to pave the way for further improvements, the company assesses the extent to which the situation is being monitored and legal regulations adhered to. The audit results are also reported to the Hino Environment Committee.

Once every year an external surveillance inspection is conducted by the ISO 14001 Independent Inspection Bodies. No serious problems were pointed out at the surveillance inspection carried out at the Hamura and Nitta Plants in FY 2000.



Activities of Affiliates

Activities of Domestic Affiliates

In its commitment to improving environmental conservation, Hino Motors is not only engages in environmental conservation activities within its own company but also tries to enlist a fuller understanding of the principles of environmental protection among its parts suppliers.

These activities take shape at the "Domestic Affiliated Companies Environment Subcommittee" which consists of main 23 parts suppliers.

The 23 member companies of this Subcommittee

were requested in FY 2000 to seek and acquire ISO 14001 certification by the end of FY 2001, and a similar approach was made the another main 231 companies that are Hino's main suppliers to do likewise by the end of 2005. The supplier companies were also requested to conduct surveys and provide information on the substances with an environmental impact contained in their parts, materials, and supplementary equipment supplied to the Hino Motors.

Certification Status

	1998	1999	2000	2001	2002	2003	2004	2005	2006
Domestic Affiliates (23 companies)									
Domestic Affinates (23 companies)	Scheduled to	be certified in	March 2002						
Main domestic suppliers (231 companies)									
				Scheduled t	o be certified	in March 2006 	3 		

Affiliates Already Acquired ISO14001 Certification

Domestic Affiliates	Certified Year and Month
Sawafuji Electric Co., Ltd.	December, 1997
Musashi Pressworking Co., Ltd.	December, 2000
Showa Aircraft Industry Co., Ltd.	January, 2001
Shiroyama Industry Co., Ltd.	March, 2001
Hino Trading Co., Ltd.	March, 2001
Takebe Tekkosho Co., Ltd.	March, 2001



Domestic Affiliated Companies Environment Subcommittee

Activities of Domestic Sales Companies

Work is currently in progress to prepare an "Environmental Guidelines for Sales Companies." In anticipation of their issue, some sales companies have taken a lead in initiating activities designed to obtain ISO 14001 certification.





Kick-off Ceremony for Activity Program Designed to Acquire ISO 14001 Certification and Activity at Nagano Hino Motors, Ltd.

Activities of Overseas Affiliates

The "Overseas Affiliated Companies Environment Subcommittee" composed of 5 overseas affiliated companies, promotes the environmental management activities in various countries and the support activities, including ISO 14001 training, being provided for the benefit of local staffs.

Certification Status

		1998	1999	2000	2001	2002	2003	2004	2005	2006
Overseas	Thailand									
affiliates	Hino Motors (Thailand)				Certified in M	∣ March 2001 ∟				
	Pakistan									
	Hinopak Motors, Ltd			Schedu	iled to be certi	fied in June 20	001			
	Vietnam									
	Hino Motors Vietnam, Ltd						Scheduled to	be certified in	March 2004	
	Indonesia									
	PT Hino Indonesia Manufacturing						Scheduled to	be certified in	March 2004	
	Philippines									
	Pilipinas Hino Inc.						Scheduled to	be certified in	March 2004	





HINO MOTORS (THAILAND), LTD. Award of ISO 14001 Certification (March 2001)



HINOPAK MOTORS, LTD. Kick-off Ceremony for Activity Program Designed to Acquire ISO 14001 Certification



HINO MOTORS VIETNAM, LTD. ISO 14001 Training

Environmental Education and Awareness-Promotion Activities

Our view is that action is needed to generate a fuller awareness of environmental concerns among all employees. To achieve this wider recognition we are engaged in company-wide awareness-promotion activities focusing on environmental activities.

We have designated June "the Environment Month" and October "the Recycling Month" of Hino Motors. During these months we carry out an intensive program of awareness-promotion activities on a company-wide basis, including practical action programs for cleaning-up and greening our plant sites as well as awareness campaigns directed at the general public by organizing tours to our facilities and holding seminars.

Environmental awareness-promotion activities has also been an important subject of our initial training program for newly recruited employees since 1994. Its objective is to instill a greater sense of environmental responsibility and a more focused recognition of the environmental issues from the perspective of the automotive industry.

Our company newsletter is another means of disseminating environmental information and promoting awareness among all our employees.

Curriculum (classes in FY 2000)

Course	Number of attendants
General Education on Environment	555
Environmental Education for New Employees	85

Employees with Environment-related Qualifications (as of March 2001)

Qualification	Number
Environmental Management System Auditors (Assistants)	6
Internal Environment Auditors	131
Pollution Prevention Supervisors	71
Energy Supervisors	14



Cleaning of curbside mirrors

Green Purchasing

Hino Motors purchases its office utensils and machines by carefully selecting from a catalog of environmentally compatible products (listing products complying with the Green Purchase Law) only such items as have the least environmental impact.

All print-out paper used in Hino's Offices is recycled paper, with the rare exception of some very special paper grades.

Recall Actions in Relation to Environmental Impact

In FY 2000, there was one recall action in relation to environmental impact. (Notified in January 2001) The detail of the recall was as follows: Some of the device (sensor plate) that controls the fuel injection amount in heavy-duty trucks (Super Dolphin Profia) had developed micro-cracks during the stamping process. If used in this condition, there was a risk that, in the worst-case scenario, the sensor plates might be damaged so that the fuel injection amount and injection time could no longer be controlled, with the result that the standard values for exhaust gases would be exceeded.

The repair work is proceeding satisfactorily and most of the faulty parts have already been replaced.

Environmental Accounting

Hino Motors is in the process of considering the introduction of Environmental Accounting as a criterion for making management decisions. We will sustain our efforts to reduce environmental impacts by means of effective environmental investment on the basis of an accurate assessment of the cost/benefit ratio.

The following table classifies the environmental costs currently appearing in the statistics of Hino Motors. The classification is based on the "Guideline for Introducing the Environmental Accounting System" provided by the Ministry of the Environment. The statistics that the Environmental Protection Costs for FY 2000 reached a total of 16.7 billion yen (3.2% of sales). There are equipment

investment areas in which it is difficult to draw a sharp line between environmental and non-environmental purposes. For these investment areas, only those items that can be unequivocally identified as being "for environmental purposes" are shown in the accounts.

In terms of the Environmental Protection Effect, the accounting procedure is to calculate only those effects that can be verified on hard evidence as effects within a fiscal year. In specific terms, the total environmental effect for FY 2000 was worth 63 million yen in terms of decreased waste treatment costs resulting from fewer wastes and a reduced energy costs due to greater energy saving.

Environmental Protection Costs

[Unit: Million yen (Items marked by a dash (—) are under 1 million yen.)]

	[Office Williams 1]	on (nome man	tou by a daoii	() are ariaer	i illillion yen.)	
Item Ir		FY 1	999	FY 2000		
	item	Investment	Cost	Investment	Cost	
	Costs for pollution prevention, including atmospheric and water pollution					
1. Business area costs 1. Business area costs 2. Upstream/downstream costs 3. Management activity costs 4. Research and development costs 5. Social activity costs 6. Environmental damage costs And continuous costs Cost cost cost cost cost cost cost cost c	Costs for the protection of the global environment, including energy saving equipment	261	811	139	653	
	Resource recycling costs, including recycling and waste treatment					
2. Upstream/downstream	Costs for appropriate product recycling, recovery and treatment			Investment		
costs	Additional costs for efforts to reduce environmental impact	_	_	_	_	
	Costs for establishing and operating EMS and acquisition of ISO certification					
1 "	Costs for monitoring and measuring environmental impact	_	185	_	351	
	Personnel costs for environmental protection measures organization					
4. Research and	R&D costs for environment-friendly products		14,100		15,500	
development costs	R&D costs for controlling environmental impact	_	14,100	_	15,500	
Social activity costs	Costs of environmental improvement measures, including protection of the natural environment and greening				8	
	Costs for environmental information disclosure					
6. Environmental damage	Costs for restoring destruction of the natural environment	_			_	
costs	Insurance premiums for measures in case of environmental damage		_		_	
	Total	261	15,096	139	16,512	
	i otal		15,357		16,651	

Environmental Protection Effect

[Unit: Million yen

		[Unit: Million yen]
Item	FY1999	FY2000
Reduction in waste treatment costs	20	5
Reduction in energy costs	270	58
Total	290	63

- Accounting Scope: Hino Motors only
- Accounting Period: From April to March of following year
- The data for FY 1999 were corrected in view of the change in our accounting method and are therefore different from the values presented in last year's Report.

Activities in the Product Area

Hino Motors has been committed to a whole host of technological development activities in the quest for measures to prevent global warming. The most important thrust of these activities is directed at a further reduction of CO₂ emission levels as the major advantage of diesel vehicles and a reduction in the NOx and particulate matter (PM) as well as diesel smoke emission levels from diesel vehicles.

Only too often, however, attempting to reduce exhaust gas emissions will conflict with measures designed to improve engine performance. Improvements must therefore be targeted at an optimum balance between environment-friendliness and performance-acceptability.

Hino Motors has devoted years and years of research to the development of new environmental protection technologies, including the Common Rail Fuel Injection System, the Variable Geometry (VG) turbocharger, the EGR (Exhaust Gas Recirculation) and their electronic control systems. These systems are making a major contribution to saving our environment and boosting performance.

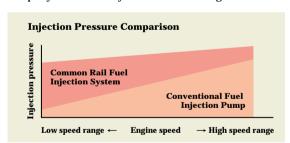
Harnessing and honing our well-proven leading-edge diesel technology, we will focus our efforts in the immediate future on product development with a desire to offer lower emission vehicles.

Improvement of Fuel Consumption

Common Rail Fuel Injection System

This fuel injection system stores fuel at high pressure in a common rail and injects the fuel into each engine cylinder from an electronically controlled injector. The advantage of the system is that fuel injection timing, volume and pressure can be controlled independently out of the engine speed, in accordance with engine load. The fact that fuel injection takes place at a high-pressure regardless of engine speed ensures clean combustion conditions and improved fuel consumption.

Hino Motors succeeded in the development and mass production of its world-first Common Rail Fuel Injection System. It was first installed on our company medium-duty truck model "Ranger" in 1995.

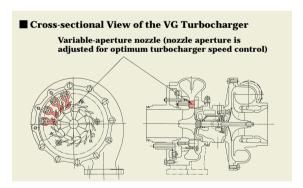


K13C <**KT-II**> Total displacement: 12.882L Equipped with the common rail fuel injection system, the pulse EGR and the VG turbocharger



Turbo Intercooler (TI)

The heavy-duty truck model "Super Dolphin Profia" was equipped with the newly developed Variable Geometry (VG) turbocharger. The VG turbocharger controls the turbocharger speed by adjusting the aperture of the variable air inlet nozzle to optimize the air intake volume in accordance with engine speed and engine load. The role of the intercooler is to lower the intake air temperature in order to reduce the combustion temperature, accordingly. This leads to lower NOx emission levels and helps to improve fuel efficiency.



The development of vehicles with law-fuel consumption is dependent on a whole range of improvements that include not only the engine but also aerodynamic body styling to reduce air resistance, the design of aero-bumpers and window deflectors, the development of lightweight vehicle and optimum power-line series.

The optimization of fuel consumption is not limited to hardware but also includes a service from which drivers and haulage companies stand to benefit. We analyze vehicle driving conditions and performance and compile road data on a computer to offer information helpful to users in selecting and driving the vehicles best suited to their requirements.

"Pro Shift" Automatic Transmission

Fuel consumption will vary in accordance with the way the vehicle is driven. The "Pro Shift" automatic transmission uses an electronic control system for continuous selection of the optimum speed-change timing and gear to boost fuel economy. The use of the clutch is required only for starting and stopping the vehicle. During travel, the "Pro Shift" functions similarly to an automatic transmission system. The combination of FS (auto) cruising is the best way to improve economic travel performance by eliminating inefficient travel.

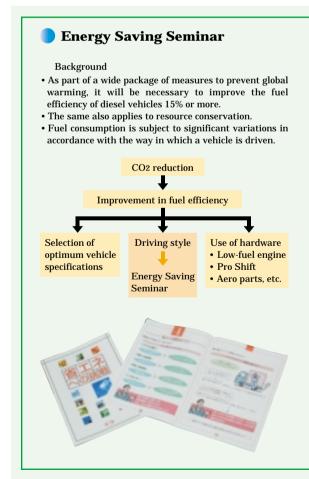
Expanded Use of the Idling Stop System

Originally, the Idling Stop System was developed in order to reduce the fuel consumption of route buses. The system cuts out the engine automatically in the stationary condition at bus stops and traffic signals and restarts the engine on resumption of motion. It has been effective in reducing CO2 emission and noise due to the reduction of fuel consumption. At present, the system is also being used on sightseeing buses and efforts are made to expand its application still further to great many light- and medium-duty trucks passing through our cities.

Ecology Heater and Cooler

Trucks, the Hino Motors' main product, are in continuous service, day and night, hauling goods across the country. While the driver stops for a break, an essential requirement for safety, the Hino Motors' "Ecology Heater" assures comfort even when the engine is turned off. The Cooler uses a regenerative coolant so that the trucks, especially their bedroom compartments, will remain air-conditioned even when the engine is stopped. This ensures lasting comfort in the cabin and also contributes to further reductions in CO2 and other exhaust emissions as well as noise.





Energy saving seminars have already been as many as 150 (with total attendance of 3,000 persons) since 1997, with gaining support and cooperation of a great many users. In FY 2000, 47 of these seminar events were staged nationwide (with an attendance of approx. 1,000 persons). These Seminars are attended by drivers and transport managers of the user firms and absorbed in the following three steps.

- Step 1: Travel on a predetermined driving course with the driver following his usual driving style on a vehicle equipped with a precision fuel-meter.
- Step 2: Receiving instructions in the form of lectures according to a text covering, among other things, the quantitative energy saving effect associated with 1) vehicle specification, 2) driving skills for fuel-saving, 3) fuel management, 4) maintenance and servicing.
- Step 3: Riding on the same course as in Step 1 and for roughly the same time, by remembering the instructions of the lectures of Step 2.

Finally, the fuel consumption data for Steps 1 and 3 are compared to let the participants of the seminar lectures see with their own eyes the results of Step 2 and translate what they have learned into action by endeavoring to drive in a fuel-conscious manner.

Experience has shown that there is an average improvement of about 20% in fuel efficiency after the Energy Saving Seminars as compared with before.

The many users attending the Energy Saving Seminars have shown a very favorable reaction by stressing that these are "not only effective in improving fuel economy but also help upgrade safety driving." The seminars will also be held in the future

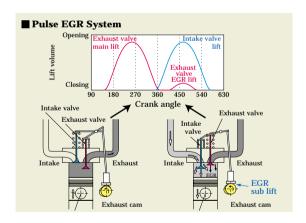
Reduction of Exhaust Gas Emissions

Pulse EGR System

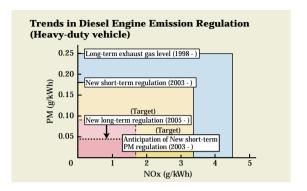
The Exhaust Gas Recirculation (EGR) System recirculates the exhaust gases to the combustion chamber regardless of whether the engine has a supercharger or not. The exhaust gas is mixed with fresh intake air to reduce the oxygen concentration in the combustion chamber to create a milder combustion in the cylinder. The resulting lower combustion temperature leads to reduced NOx.

Hino Motors has coupled the ERG system with an electronically operated fuel injection control system for optimum functioning to reduce exhaust gas emissions.

The "Pulse ERG System" is a world-first, revolutionary step in the development of conventional EGR. This new technology uses pulse control to open the exhaust valve momentarily during the intake phase of the engine cycle for a part of the exhaust gas to be entered into the cylinders and be mixed with fresh intake air in the cylinder. While the conventional EGR system uses external piping the Pulse EGR system does not require any external piping because of its simpler structure. This does not improve only the system's reliability but also provides lightweight advantages. As the system has no throttle valve, no pressure loss occurs in the exhaust system with the result that fuel consumption is significantly improved.



Trends in Diesel Engine Emission Regulation



Hino Motors is vigorously engaged in the development of new technology with a view to achieving cleaner emissions for power system using diesel engines.

In this context, work is in progress to develop a Hino's own DPF (Diesel Particulate Filter) to anticipate the PM legislation meeting the new long-term regulation at the time of the new short-term regulation's coming into force. The way Hino Motors proposes to meet the new long-term regulation is to bring together the Hino's diesel engine technology and Toyota Motor's new catalyst system DPNR (Diesel Particulate NOx Reduction System). The outcome will be a clean engine unit deserving to be called an engine of the 21st century. The DPNR consists of a NOx storage reduction catalyst applied onto a newly developed porous ceramic structure for continuously eliminating both NOx and PM concurrently.



Award of the Society of Automotive Engineers of Japan Prize for the Pulse EGR System

The pulse EGR system pioneered by Hino Motors marks a world-first. The system won Hino which succeeded in its development and commercial manufacture the Technical Development Prize, the Society of Automotive Engineers of Japan for FY 2000.

The award of the prestigious distinction has spurred us to modify and develop the system still further.



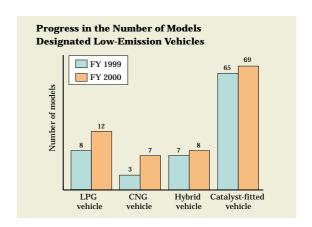


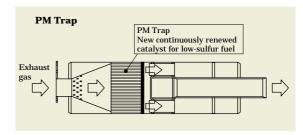
Low-Emission Vehicle Designation System Enforced by Municipal Authorities

7 prefectures in the Kanto region have introduced a "Low-Emission Vehicle Designation System" and 6 prefectures in the Kansai region have enforced a similar system for "LEV-6." Hino Motors has engaged in initiative development work to meet the requirements of these designation systems, with a total of 96 models having been designated under the systems, including mainly the models designed for use in cities as well as heavy-, medium- and light-duty trucks and route buses, that is, LPG, CNG, and hybrid (HIMR) vehicles and diesel engine models with a built-in high-reliability oxidation catalyst.

(As of March 2001)

In conjunction with the anticipated phasing-in of low-sulfur fuel, Hino has succeeded in the development of a "PM trap" for popular urban use. The "PM trap" improves a further reduction of PM emissions thanks to the development of a catalyst compatible with the new fuel by using the unique features of the present oxidation catalyst. The PM trap has already proven itself in monitoring test runs.





Reduction of External Running Noise

Change in Noise Regulations

Vehicle running noise reduction measures are required to meet progressively more stringent regulations. Noise reduction technologies have been developed for the engine, power train, air intake, exhaust systems and the tires including noise insulation, shielding and vibration dampening.

With the benefits of its leading-edge analytical technology for the evaluation of noise sources, including the engine and power train, Hino Motors has made significant breakthroughs in improving combustion through structural modifications and reducing noise by optimizing the location of noise insulation and shielding. At present, the program to meet with the new noise regulation has been completed for buses. Efforts are underway to extend these noise reduction technologies to meet the trucks regulation starting in October 2001.

Trends in Acceleration Noise Regulations

Vehicle	e Model	Regulation v Present - Ne		1998	1999	2000	2001	2002	2003
Heavy-duty	All-wheel drive vehicles	83	82				10		9
vehicles GCW > 3.5t	Trucks	83	81						
Over 150kW	Buses	83	81	10	9				
Medium-duty	All-wheel drive vehicles	83	81				10	9	
vehicles GCW > 3.5t	Trucks	83	80						
150kW or less	Buses	83	80			10	9		

Development of Clean-Energy Vehicle

Hybrid Vehicle

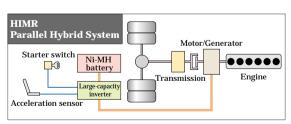
HIMR [Hybrid Inverter-controlled Motor & Retarder System]

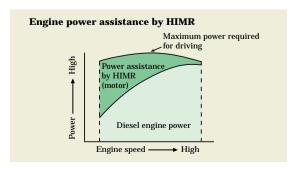


Hino Motors completed the development of its HIMR system in 1991. It is the world's first diesel-electric hybrid HIMR system, which gave Hino Motors a lead in the industry. The HIMR system enhances the inherent characteristics of the diesel engine while taking advantage of the clean operation of electric vehicles.

The engine of this revolutionary system has a built-in three-phase AC motor specially developed by Hino Motors for the HIMR system. A computer-controlled inverter system which provides the functional range of a starter, motor, power generator, energy regenerator and brake retarder.

Buses equipped with the HIMR system have gone through a process of further improvement modifications. As a result, the Blue Ribbon HIMR scheduled to be marketed in July 2001 uses the common rail fuel injection system and the oxidation catalyst muffler. It meets new short-term exhaust gas regulations and marks a dramatic improvement in fuel efficiency thanks to the use of a nickel hydrogen battery. In addition, HIMR system type medium-duty trucks benefiting from their multi-functional capability come into their own in various application areas.





New Diesel-Hybrid Truck



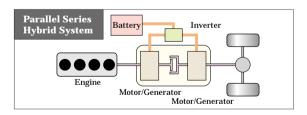
This jointly developed new type of high-fuel economy, clean light-duty diesel-hybrid truck integrates Hino Motors' low-emission diesel engine and Toyota Motor's hybrid system as well as the diesel catalyst system (DPNR). Its development has already advanced to the preparatory stages for an imminent market release in time for the start of supplying low-sulfur light oil.

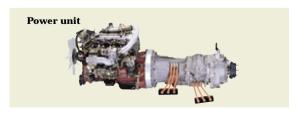
Diesel Engine

This low-emission engine uses a new combustion system, an electronically controlled common rail type high-pressure fuel injection system and a cool EGR system.

Hybrid System

The electric infinitely variable speed function using a two-motor drive-generator system controls the engine to an operating range characterized by the cleanest exhaust gas emission and the most favorable fuel economy. Under light load conditions, the engine is stopped and the EV mode is initiated. During acceleration and steady travel, the engine is started and runs at optimum performance to suit the various travel conditions.





Built for urban traffic with a breakthrough in clean emission (suitable for low-sulfur fuel, 50ppm) and a 1.5-fold improvement in fuel economy, this vehicle aims a smooth, easy ride and will be ideal for urban use because of its quiet running properties.

LPG (Liquefied Petroleum Gas) and CNG (Compressed Natural Gas) Vehicles

LPG and CNG vehicles have a superior environmental performance, with significantly lower NOx, PM, and diesel smoke emission levels as well as low noise.

Hino Motors produces LPG and CNG models for light-duty 2-ton truck "Dutro" and produces CNG model for medium-duty truck "Ranger" and "HU-type route bus." Both LPG and CNG vehicles are subject to certain limitations that are inherent in their use of gas as the fuel. Most important is the limited distance over which these vehicles can travel between consecutive refills because of their larger fuel tank requirement. In view of their superior environmental performance, however, Hino Motors is seriously contemplating the application of this technology to other model series focusing on the city-cruising types by taking into account the need for developing the necessary infrastructure of gas filling stations.

Vehicle Models Complying with the Green Purchasing Law

The following four vehicle models comply with the Green Purchasing Law that was established in April 2001.

- Light-duty truck "Dutro" series
- Dutro CNG engine vehicle Medium-duty truck "Ranger" series
- Ranger HIMR Large route bus "Blue Ribbon City" series
- Blue Ribbon City HIMR one step bus
- Blue Ribbon City CNG step less bus

(For fuller details on vehicle specifications please refer to our home page.)

Opening of CNG Eco-Station under Direct Hino Motors Management

Hino Motors opened "Hino Motors Eco-Station," a CNG fuel filling station, on the Koshu Kaido Route close to the Head Office in Hino City in December 2000.

The company is making powerful efforts to develop lowemission vehicles and spread their use, and the development and promotion of the CNG-powered lowemission vehicle is part of this wider commitment. The greatest impediment to the diffusion of CNG is the scarcity of facilities offering a CNG fuel supply service.

In an attempt to popularize the CNG vehicle, the "Hino Motors Eco-Station" is strategically located in the western region of Tokyo which has relatively fewer filling stations than the inner Tokyo area.



Hino Motors Eco-Station
Fuel Supply Capacity: 250Nm³/h
(Around 50 light-duty trucks / 40 medium-duty trucks a day)

Research on Other Next-Generation Fuel

In addition to the above improvement and research efforts, Hino Motors also maintains a positive research commitment in other next-generation fuel areas.

Our current research efforts concentrate on the development of a DME (dimethyl ether) engine using the HIMR system. This project has been commissioned by the Ministry of Economy, Trade and Industry.

Hino Motors also cooperates with Toyota Motor in the development of a large bus model provided with a fuel cell hybrid system using highly compressed hydrogen as the fuel.



Fuel Cell Bus (FCHV-BUS 1)

Promotion of Recycling

Recyclable Rate

Target; Recyclable Rate for new models

The target to be reached by 2002 and onward will be in excess of 90%.

Hino Motors took immediate action through our "Voluntary Action Plan" in which we spelt out our recycling policies for the future in addition to our ongoing activities.

For new models, the recyclable rate is to reach 90% or more in the without rear body condition, with further attempts to boost the recyclable rate being made.

Efforts are also underway to upgrade the actual recycling efficiency by taking into account the recycling conditions for end-of-life commercial vehicles. Dismantling surveys have been conducted on actual vehicles to study the current level of actual recycling rate and issues in order to improve the recyclable rate.





Dismantling survey on actual vehicles

Increased Use of Recycled Materials

Recycled felt is used for lining the backside of floor mats and the light-duty truck model "Dutro" uses the natural material Kenaf in the tailgate of its cargo bed. The seat cushions (part of backrest) uses recycled urethane and the battery cover uses recycled plastic bumpers. Recycled materials are used in many other parts also.

Although not in actual use yet, FRP resins, nylon alloy resins for the external body and woods extensively employed for truck loading platforms are also the targets of attempts to make them recyclable.



■ Battery cover

Use of Materials That are Easy to Recycle

Thermosetting and rubber materials have been replaced by thermoplastic resin in parts, including multi-layer components made from more than one material because thermoplastics are easier to recycle. Moreover, efforts are underway to unify the PP resin grades currently used for interior resin parts such as instrument panels and console boxes, with the TSOP (Toyota Super Olefin Polymer) material. The conventional ABS resin + urethane coated materials has been replaced by a newly developed (non-coated) high-luster AES materials which are used for door trims, heavy-duty truck radiators and bumper grilles.



Preliminary Material Evaluation

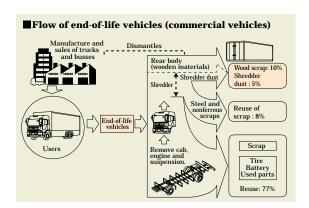
The "Recycling Law" revised in April 2001. Hino Motors lays down design guidelines that provide not only for the preliminary evaluation of the Recycling (reuse as raw materials) that has been promoted in the past but also for the Reduction of wastes (controlling the generation of wastes) and the Reuse of materials (reuse of products and parts) as added items following the review of the law. These guidelines will be extended to serve as design standards in the near future.

Reuse and Rebuild

Trucks and busses are essential to meet present-day transport needs. Thanks to improved technology, these vehicles may still be perfectly road-worthy after well over a million kilometers. However, some vehicles were scrapped before reaching the end of their service life owing to unexpected accidents or problems. To ensure the optimum use of end-of-life vehicles, the member companies of the Hino Motors Group specializing in the reuse and rebuild field take a leading role in their implementation of the following activities in close cooperation with the sales companies.

The plans for the future envision the establishment of a sales network for detached parts and an expansion of the range of rebuilt parts offered.

 Although the vehicle is no longer functional its individual components may still be serviceable. After dismantling, the practice is therefore to inspect the detached parts and reuse all components found to be reusable.



 The engine as the heart of the vehicle is a particular target for our reuse and rebuild effort. Engines that have broken down are inspected and damaged parts replaced to build the engine which is reused after appropriate performance inspection procedures.

Reduction of Substances with Environmental Impact

Hino Motors has stated precise reduction targets for chemical substance with environmental impact released in the vehicle scrapping process. These targets are binding upon us and our research and development efforts are directed towards their achievement.

Reduction of Lead Content

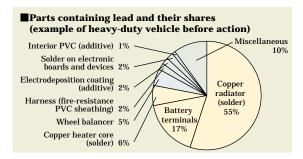
Lead content of new models (excluding battery)

1/2 or less of 1996 level by the end of 2000 1/3 or less of 1996 level by the end of 2005

Action Plan and Actual Results

In view of the replacement of copper by aluminum radiators and heater cores, our targets for the end of 2000 were reached. Technical development is underway with a view to reaching the next targets that will consist primarily of the use of alloys for battery

terminals and the discontinuation of the use of lead in harnesses and electronic boards. The goal set for 2005 is to reduce lead use to 1/3 or less as compared with 1996. Efforts are also in progress to reduce the use of other substances with environment impact in addition to lead. In this context, studies are made to assess the present level of their use and select the substances that should be prohibited or reduced to use. The future will see definite moves toward their reduction in accordance with specific plans.



LCA [Life Cycle Assessment]

We have maintained a determined commitment to environmental protection covering all stages of the life cycle of our products, including the procurement of materials, production, transportation, product use, disposal at the end of the life cycle and recycling. To ensure more effective environmental protection measures we need to quantify the environmental impact of our products throughout the life cycle. Despite the shortcomings and shortfall of Life Cycle Assessment procedures, we take an active part in the LCA Working Group for trucks within the Japan Automobile Manufactures Association. In the near future, we will feed back the LCA data into our vehicle design process.

Product Introduction

The following overview gives an outline of Hino Motors' main products, their technical specifications and features.

Light-Duty Truck: "Dutro"



Vehicle type:	KK-XZU306					
Engine type:	S 05 D					
Cylinder configuration:	L 4					
Valves:	4 valves					
Total displacement:	4.899 L					
Maximum output (net):	103kW (140PS) / 3,000RPM					
Maximum torque (net):	353N·m (36kg·m) / 1,600RPM					
Meets the 1998 emission regulation. Meets the certified model regulation (NOx).						



This light-duty truck model was jointly developed with Toyota Motors launched in May 1999.

Its advanced engine uses an electronically controlled fuel injection pump and EGR system for optimum performance, efficiency and environmental protection.

This model featuring the Hino oxidation catalyst muffler meets the requirements of the Low-Emission Vehicle Designation System of 7 prefectures and cities in the Kanto region and the "LEV-6" System of 6 prefectures and cities in the Kansai region.

This series also includes LPG, CNG and gasoline engine models.

The refrigerant-saving type air-conditioning system of this model uses HFC134a. (18% less than previous model)

Medium-Duty Truck: "Space Ranger"



Vehicle type:	KK-FD1J					
Engine type:	J08C (JT-V)					
Cylinder configuration:	L 6 (TI)					
Valves and injection system:	4 valves, Common Rail					
Total displacement:	7.961 L					
Maximum output (net):	191kW (260PS) / 2,700RPM					
Maximum torque (net):	745N·m (76kg·m) / 1,600RPM					
Meets the 1998 emission regulation. Meets the certified model regulation (NOx).						



Features the Common Rail Fuel Injection system that optimally controls fuel injection volume, injection timing and injection pressure by electronic control. The results are much greater torque at extremely low speeds, improve fuel economy, quieter operation, and lower exhaust gas emissions (3 to 5% improvement in fuel economy compared to the previous model).

The instrument panel construction was changed from the plate insert type to single PP material structure to facilitate removal for recycling.

This series also includes CNG and Diesel-Hybrid engine models.

The vehicle's recyclable rate is 90% for the chassis and 85% for the completed vehicle (with flat body).

Lead content has been reduced to 1/2 of the 1996 level, such as by using an aluminum radiator and others.



Heavy-Duty Truck: "Super Dolphin Profia Teravie"





Vehicle type:	KL-FR1K						
Engine type:	K13C (KT-II)						
Cylinder configuration:	L 6 (TI)						
Valves and injection system:	4 valves, Common Rail						
Total displacement:	12.882 L						
Maximum output (net):	294kW (400PS) / 2,000RPM						
Maximum torque (net):	1,667N·m (170kg·m) / 1,100RPM						
Manta tha 1000 and add							

Meets the 1999 emission regulation. Meets the certified model regulation (NOx). Features Common Rail Fuel Injection system, VG turbocharger, the world's first pulse EGR system and an electronic control system that controls these systems for optimum combustion, superior fuel economy and low gas emission (approximately 5% improvement in fuel economy as compared with previous model).

Equipped with the new transmission "Pro Shift" (7M semiautomatic transmission) for easier driving and better fuel economy.

Lead content has been reduced to 1/2 of the 1996 level, such as by using an aluminum radiator and others.

Large bus: "Blue Ribbon City" - Step less type





Vehicle type:	KL-HU2P
Engine type:	P11C (PT-I)
Cylinder configuration:	L 6 (TI)
Valves and injection system:	4 valves, Common Rail
Total displacement:	10.520 L
Maximum output (net):	184kW (250PS) / 2,100RPM
Maximum torque (net):	883N·m (90kg·m) / 1,000RPM

Meets the 1999 emission regulation. Meets the certified model regulation (NOx).

Meets the 1998 noise regulation.

Features Common Rail Fuel Injection system, the world's first pulse EGR system and an electronic control system that controls these systems for optimum Combustion efficiency and a substantial reduction in NOx.

The model equipped with the oxidation catalyst muffler meets the requirements of the Low-emission Vehicle Designation System in 7 prefectures and cities in the Kanto region and the "LEV-6" System in 6 prefectures and cities in the Kansai region.

Features the Idle Stop system that eliminates unnecessary idling to saving energy, reduce exhaust emissions, and cut down engine noise.

Lead content has been reduced to 1/2 of the 1996 level, such as by using an aluminum radiator and others.

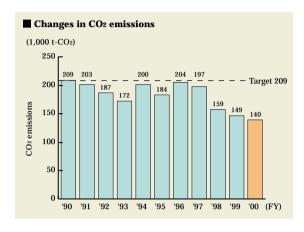
Activities in the Production Area

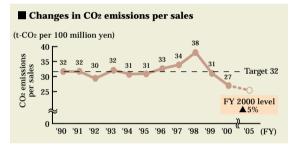
Energy Saving Activities

Hino Motors is actively committed to energy saving as a means of preventing global warming.

CO2 Reduction and Energy Saving Targets

Reducing CO₂ emissions and CO₂ emissions per sales to FY 1990 level by FY 2000.





In order to achieve the above targets, a range of measures has been adopted, including introduction of co-generation, line integration or discontinuation in accordance with production volume, review of the temperature and pressure settings, etc.

As a result, the target was reached, with the total CO₂ emissions volume reduced 33% as compared with FY 1990 and the CO₂ emissions per sales down 15% as compared with FY 1990.

More resolute efforts will be undertaken to reduce energy consumption still further with a view to reaching the new target that envisages a 5% reduction in CO₂ emissions per sales by the end of FY 2005 as compared with FY 2000.

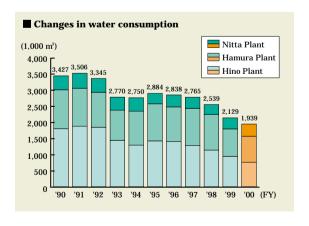
The CO₂ emissions per sales data are no longer converted to C but shown in the CO₂ equivalent.

Conversion formula: (t-CO2)=(t-C) × 3.67

Water Saving Activities

Water saving efforts are being made at the plants focusing on the conservation of resource.

In FY 2000, a variety of measures were put into practice, including leak check on water pipes, fitting water faucets with flow-regulator valves, reuse of the cooling water previously discharged from co-generation facilities as boiler water and discontinuing the water-rinse process in the paint coating line. As a result, it was possible to achieve a 9% reduction in water use as compared with the previous fiscal year.

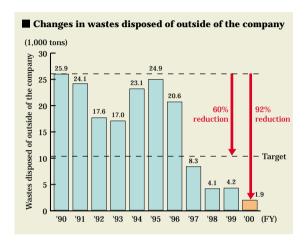


Waste Reduction and Recycling Activities

Hino Motors is actively committed to reducing wastes and improving its recycling ratio.

Waste Reduction Target

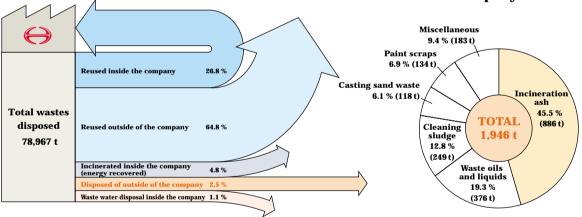
Reducing wastes disposed of outside of the company by at least 60% of the FY 1990 level by FY 2000.



We have achieved our FY 2000 target for the wastes disposed of outside of the company by installing a casting sand recycling system at Nitta Plant in 1997. Our waste reduction efforts were sustained also after this so that the total of wastes disposed of externally reached 1,946 tons, a 92% reduction that is substantially above the 60% reduction target set in comparison with FY 1990.

Waste Disposal Status in FY 2000

Breakdown of Wastes Disposed of Outside of the Company in FY 2000



Poised toward further waste reduction efforts, Hino Motors announced in its "Environmental Voluntary Plan" in February 2001 that intends to reach the target of zero-landfill disposal from our plants by the end of FY 2001. In FY 2000, wastes were quantified in each their disposed department and recycling was promoted further by classifying and collecting wastes. As a result, the target of zero-landfill disposal of wastes has been reached one year ahead of schedule in all plants.

The next step will be to reduce the volume of incinerated wastes to 1/3 or less by the end of FY 2005 as compared with FY 1990.

Landfill disposal

- = Wastes disposed of outside of the company
 - (Incineration ash + Waste disposal put out to contract)

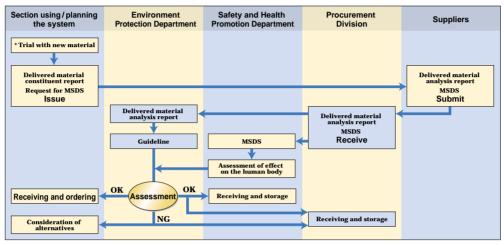
Zero-Landfill Disposal

= Under 5% as compared with FY 1995

Preliminary Assessment System for Chemical Substances

In view of the PRTR (Pollutant Release and Transfer Register) Law's coming into effect Hino Motors is in the process of establishing and implementing a system for carrying out preliminary assessments of environmental and safety aspects using MSDS (Material Safety Data Sheets) prior to the first purchase of chemicals - including raw and supplementary materials.

Overview of Chemical Substance Preliminary Assessment System



^{*}Excluding raw materials such as metals and parts

PRTR [Pollutant Release and Transfer Register]

The PRTR Law designates a total of 354 chemical substances as Type 1, and approx. 40 of these chemicals were used by Hino Motors in FY 2000. There were 14 chemicals subject to notification and the total amount used was approx. 2,000 tons, with 33% of this amount having been released into atmosphere and waterways.

In order to alleviate the environmental impact due to chemicals, Hino Motors efforts to achieve the voluntary target of 30% reduction in chemical release. (The target year will be FY 2005 and the reference year FY 1998.)

[Unit: ton/year (In case of dioxins: mg/year)]

Substance	Name of substances	Quantity	Release	amount	Tra	ansfer amou	ınt	Quantity	Concumption
No.	designated as type 1	handled	Atmosphere	Waters	Wastes	Public sewerage	Recycling	removed	Consumption
1	Water-soluble zinc compounds	11.6	0	0.1	3.3	0.1	0	0	8.1
16	2-Amino ethanol	4.0	0	0	1.0	0	0	3.0	0
40	Ethyl benzene	55.0	33.6	0	0	0	0	1.9	19.5
43	Ethylene glycol	896.6	0	0	0	0	0	0.2	896.4
63	Xylene	520.8	352.3	0	21.1	0	31.7	24.7	91.0
101	2- Ethoxyethyl acetate	29.3	28.5	0	0	0	0	0.8	0
179	Dioxins (unit:mg/year)	0	(300)	0	(1,000)	0	0	0	0
224	1,3,5-trimethylbenzene	3.8	3.5	0	0	0	0	0.3	0
227	Toluene	406.2	228.9	0	0.9	0	1.4	26.4	148.6
230	Lead or its compounds	5.8	0	0	0.5	0	0	0	5.3
232	Nickel compounds	2.0	0	0	0.9	0.3	0	0	0.8
266	Phenol	4.2	0	0	0	0	0	4.2	0
299	Benzene	26.1	0.1	0	0	0	0	0	26.0
311	Manganese and its compounds	3.2	0	0	1.3	0	0	0	1.9
	Total	1,968.6	647.2	0.1	30.0	0.4	33.1	61.5	1,197.6

[•] Quantity removed: Amount removed by incineration treatment, decomposition, and etc.

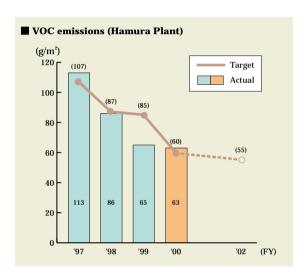
[•] Consumption: Amount converted to other substances through chemical reactions or amount transferred outside the premises due to inclusion in products or accompaniment therewith.
• While efforts are made to improve the accuracy of the statistics for the FY 2001 Report the data may somewhat differ from the final figures.

Activities to Reduce Substances with Environmental Impact

VOCs [Volatile Organic Compounds]

We are committed to reducing the volatile organic compounds (VOCs) released in the body painting process by setting voluntary targets.

In FY 2000, progress was made in improving the recovery rate for the thinners used in the painting process. As a result, it was possible to achieve a 4% reduction of VOCs as compared with the previous fiscal year. The next step will be to improve the recovery rate still further toward a target of 55g/m² to be reached by the end of FY 2002. This should lead to a further reduction in thinner use.



Dioxins (PCDDs)

The Hamura Clean Center has put large incinerators into operation to accept wastes from the company and also from some other companies for treatment.

The incinerators meet the new 5 ng dioxin emission standard that will come into effect in December 2002. In anticipation of a further tightening of the regulations, efforts are already in progress to strengthen the control system and improve the incineration process.

Polychlorinated Biphenyls (PCBs)

We are safely storing end-of-life transformers and capacitors containing PCBs as part of an insulating oil, in accordance with the standard specified by law. End of FY 2000, Hino has 165 capacitors in storage.

HFC134a

The HFC134a used as the refrigerant for automotive air-conditioners is also known to have an impact on global warming. Efforts are therefore made to improve the prevention of its leaking during the filling of this refrigerant. In FY 2000, a gas recovery system was installed on the heavy-duty truck assembly line. This was the last step to complete the installation of gas recovery equipments on all lines.



■ Gas recovery equipment

Logistics

Hino Motors is engaged in activities to reduce the environmental impact of logistics. These efforts take place on the basis of specific plans for each area and focus on the following two items:

- 1) Reduction in CO2 emissions due to more streamlined distribution
- 2) Reduction in material use by simplifying packaging and wrapping material specifications and using returnable containers

Hino Motors' Logistics System

A) Completed vehicles distribution:

Transportation to deliver completed vehicles to the domestic dealers and overseas distributors from the plants

B) Distribution between plants:

Transportation for parts supply between the Hino, Hamura and Nitta plants and to the cooperative plants

- C) Knock-Down (KD) parts distribution:
 - Transportation to deliver parts for vehicle assembly to overseas assembly plants
- D) Spare parts distribution:
 - Transportation to deliver spare parts to domestic dealers and overseas distributors

In addition, procurement logistics is also required for the delivery of parts from the suppliers to the plants.

Distribution of Completed Vehicles

Transportation of completed vehicles on carrier cars

We are working to improve transport efficiency by using carrier cars for delivery where possible instead of driving itself. Because our products are larger than passenger cars, only a few products can be loaded on a carrier car. This is one of the problems that prevent us from improving transport efficiency. We intend to deliver our light-duty 2-ton vehicles, and also some medium-duty 4-ton vehicles, by using carrier cars whose structure has been modified.

■ CO₂ Reduction Rate due to the Use of Carrier Cars (Rough Calculation Value)

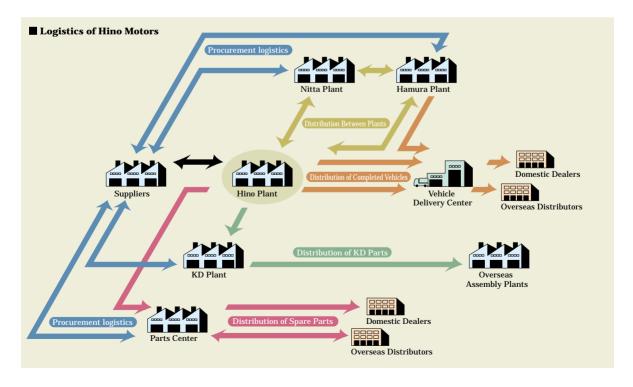
CO2 reduction rate for carrier cars compared with selfdriving transport

- · with a carrying capacity for 2 vehicles --- 10%
- with a carrying capacity for 3 vehicles --- 35%
 with a carrying capacity for 4 vehicles --- 47%

It is logical that with increase in the number of vehicles capable of being transported on a carrier car the rate of CO₂ reduction will increase. Since the overall vehicle length and height specifications are subject to various legal regulations it may be difficult to increase the carrying capacity of the carrier car.



Carrier car

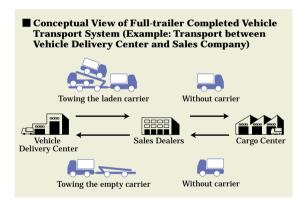


Completed Vehicles Transport using Full Trailers

The full trailer system of completed vehicle transport affords a further improvement in transport efficiency as compared with the carrier car system. Already, the trailer system is being put into the execution in some regions. This transport system, which is operated with linking the carrier loaded with completed vehicles to a general cargo truck, offers a substantial reduction in CO2 emissions compared with self-driving transport.



Full-trailer link



Maritime Transport

The carrier car transport system cannot cope with more than light- and medium-duty trucks and can hardly be used for transporting heavy-duty trucks and buses because of the many limitations of this system. The same also applies to rail transport.

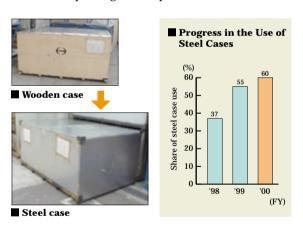
All vehicles bound for Okinawa and Hokkaido and about 60% of all vehicles destined for Chugoku, Shikoku and Kyushu regions are freighted by the maritime shipping route. Efforts will be made to increase maritime transport efficiency still further to promote CO₂ reduction.

Inter-Plant Distribution and Procurement Logistics

Efforts are made to improve logistics in a number of ways. Thus, for example; improvements in loading efficiency can be achieved through the loading plans that are consistent with production plans and the regular transport operation; utilization of return routes from parts deliveries for inter-plant transport with the cooperation of the suppliers; transportation in packaging- and wrapping-free condition with the use of special pallets.

Distribution of KD Parts

In view of protecting the world's forests, moves are underway to stop the use of wood as the packaging material for transporting knock-down (KD) parts for overseas production and change over to steel containers instead. Further efforts to reduce the use of packaging materials include the use of returnable containers and reused packaging as a way of ensuring repeated use. In the wrapping material area the same reduction efforts are underway to the inclusion of packing-free shipment.



Distribution of Spare Parts in Japan

Hino Motors is reducing its use of packaging and wrapping materials by using more chartered shipments and returnable boxes. To further intensify these activities, we are sharing the use of trucks with Toyota and Daihatsu.

Streamlining efforts in the logistics are being pursued with great intensity in order to meet the targets of a 10% reduction in CO₂ emissions and a 20% reduction in use of packaging and wrapping materials by FY 2005 as compared with FY 2000.

Production Site Information

Head Office and Hino Plant

Plant Manager



Bunji Hagiwara Senior Executive Officer

Head Office and Hino Plant, operating among the lush greenery and clear streams of the Tama area with in this natural setting, attempts to be a "Plant which is kind to the environment and the people." Its greatest concern is to live and work in harmony with the community, prevent environmental pollution, strictly abide by all legal regulations and eliminate wastes. Focusing on these objectives, the Plant has reaped the fruits of its plant-wide activities to protect the environment when it was acquired ISO 14001 certification on March 24, 2001. This comprehensive certification covers the Head Office functions including product development, production engineering and production.

Amid a worldwide effort to tackle our present environmental problems, we, too, have embarked on taking action in this direction. To bring our efforts to fruition we will apply our Environmental Management System already in place in order to pave the way for the creation of a "clean vehicle," the zeroing of wastes from the plants, and the ascent of this ideal to the notion and reality of a "Plant in harmony with its local community and the global environment."

Hino Plant

Address:

1-1, Hinodai 3-chome, Hino-shi, Tokyo Main products:

Heavy-duty truck "Super Dolphin Profia" Medium-duty truck "Space Ranger" Number of employees:

4,842 (as of March 2001)



Water release

(Water Pollution Prevention Law, Tokyo Ordinance)

Quality analysis of discharged water (Discharged into river / Tamagawa River via Yajigawa River)

Item		Regulation value	Maximum	Minimum	Average
Water discharged	[m³/day]	_	5,296	760	2,090
рН	[-]	5.8 - 8.6	7.5	6.6	6.9
BOD	[mg/L]	20	5.1	ND	1.8
COD	[mg/L]	_	28.1	1.3	10.6
SS	[mg/L]	40	6	ND	2.7
Oil	[mg/L]	4.7	ND	ND	ND
Total phosphorous	[mg/L]	2	0.7	0.1	0.3
Total nitrogen	[mg/L]	20	9.8	2.9	6.9
Zinc	[mg/L]	4.75	0.19	0.1	0.15
Fluorine	[mg/L]	14.2	0.13	0.07	0.1

ND: Below lower quantitative limit (not detected)

Air release

(Air Pollution Prevention Law, Tokyo Ordinance)

Facilities	Measure	ement item	Regulation value	Maximum	Minimum	Average
Boiler	NOx	[ppm]	97	90	88	89
crude oil	Soot	[g/Nm³]	0.3	0.039	0.024	0.033
Cogenerator	NOx	[ppm]	35	25	23	24
	Soot	[g/Nm³]	0.05	0.004	0.003	0.003
Carburizing furnace No.1	NOx	[ppm]	180	137	124	131
city gas	Soot	[g/Nm³]	0.2	0.076	0.016	0.0046

Environment-related complaints received by Hino Plant

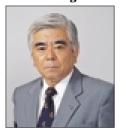
In FY 2000, Hino Plant received 10 complaints related to environmental protection.

- \bullet 2 complains about noise and 2 complaints about vibrations from the stamping plant
- 2 complaints about offensive smells from the casting plant
- In addition there were 4 complaints, including complaints about dismantling noise at the medium-duty truck assembly plant

Effective measures were taken to prevent a recurrence of any of the above complaints.

Hamura Plant

Plant Manager



Koichiro Nagaoka Executive Officer

Focusing as a builder of vehicles which are used and accepted around the world, environmental factors are an extremely important indicator.

At Hamura Plant, merely observing the law is not sufficient. We have promoted environmental protection activities based on the motto of "Creating comfortable environment for people." Our efforts culminated in acquisition of ISO14001 on March 1999. In March 2001, the plant underwent its second surveillance check. The activities undertaken over the last three years have already brought success, with a 13% reduction of CO2 emissions as compared with FY 1990, not to mention such achievements as the zero-landfill disposal of wastes, the use of lead-free paints and a reduction of VOCs.

FY 2001 will see a fuller range of software support such as a complete review of the EMS in a never ending effort to improve the environment.

Hamura Plant

Address:

1-1, Midorigaoka 3-chome, Hamura-shi, Tokyo Main products: Light-duty trucks "Dutro," "Dyna," "Hilux," "Hilux-Surf" Number of employees: 2,492 (as of March 2001)



Water release (Sewa

(Sewage Water Law)

Quality analysis of discharged water (Discharged into sewer)

Item		Regulation value	Maximum	Minimum	Average
Water discharged	[m³/day]	_	3,297	94	1,415
рН	[-]	5.7-8.7	7.3	6.5	7.0
BOD	[mg/L]	300	4.8	ND	2.3
SS	[mg/L]	300	6	ND	3.5
Oil	[mg/L]	5	ND	ND	ND
Total phosphorous	[mg/L]	20	3.3	0.5	1.6
Total nitrogen	[mg/L]	150	8.8	1.4	3.1
Zinc	[mg/L]	5	0.28	0.23	0.25
Fluorine	[mg/L]	15	0.9	0.6	0.7

ND: Below lower quantitative limit (not detected)

Air release (Air Pollution Prevention Law, Tokyo Ordinance)

Facilities	Measurement item		Regulation value	Maximum	Minimum	Average
Boiler	NOx	[ppm]	97	77	44	62
	Soot	[g/Nm³]	0.25	0.05	0.007	0.021
Cogenerator	NOx	[ppm]	950	790	690	740
	Soot	[g/Nm³]	0.1	0.024	0.023	0.024
Drying booth	NOx	[ppm]	180	57	3	16
	Soot	[g/Nm³]	0.1	0.007	ND	0.002
Incinerator	NOx	[ppm]	250	110	86	98
	Soot	[g/Nm³]	0.5	0.005	0.004	0.005
	Hydrogen chloride	[mg/Nm³]	750	200	74	137
	Dioxin	[ng/Nm³]	80	4.5	ı	ı

ND: Below lower quantitative limit (not detected)

Environment-related complaints received by Hamura Plant

In FY 2000, Hamura Plant received 2 complaints related to environmental protection.

- 1 complaint about noise from carrier cars traveling at night
- 1 complaint about noise from work at the unloading site

Effective measures were taken to prevent a recurrence of any of the above complaints.

Nitta Plant

Plant Manager



Shinji Fujimoto Associate Director

The Nitta Plant, operating within the green landscape of Gunma Prefecture, was successful in acquiring ISO 14001 certification in March 2000. This was the result of a plant-wide effort in which every employee took part, motivated by the catch phrase "Creating comfortable environment for people." In March 2001, the plant had its first surveillance check that confirmed our Plant's compliance.

The next step here will be to achieve an even greater degree of "harmony with the local community," "adherence to the legal regulations" and "prevention of environmental pollution." At the same time, attention will be particularly focused on the "zero-target for wastes" from the Plant, a challenge which will be faced with a plant-wide commitment.

Nitta Plant

Address:

10-1, Aza Hayakawa, Oaza Hayakawa,
Nitta-machi, Nitta-gun, Gunma
Prefecture
Main products:
Engines for light-duty and
medium-duty trucks
Transmissions for heavy-duty and
medium-duty trucks
Axles for medium-duty trucks
Number of employees:
928 (as of March 2001)



Water release

(Water Pollution Prevention Law, Prefectural ordinance, Pollution Prevention Agreement undertaking with Nitta-machi)

Quality analysis of discharged water (Discharged into river / Hayakawa River)

Item		Regulation value	Maximum	Minimum	Average
Water discharged	[m³/day]	-	1,083	33	334
pН	[-]	6.0-8.0	7.7	6.9	7.4
BOD	[mg/L]	10	6	1	3
COD	[mg/L]	15	11	6	8
SS	[mg/L]	15	4	ND	3
Oil	[mg/L]	3	1	ND	1
Total phosphorous	[mg/L]	8	0.12	0.07	0.1
Total nitrogen	[mg/L]	60	25.2	24.2	24.7
Zinc	[mg/L]	1	0.17	ND	0.14
Fluorine	[mg/L]	1.5	0.11	ND	0.1

ND: Below lower quantitative limit (not detected)

Air release

(Air Pollution Prevention Law, Prefectural ordinance, Pollution Prevention Agreement undertaking with Nitta-machi)

Facilities	Measure	ement item	Regulation value	Maximum	Minimum	Average
Boiler	NOx	[ppm]	180	100	68	79
10t	Soot	[g/Nm³]	0.1	0.004	ND	0.003
Heat treatment line	NOx	[ppm]	180	120	75	96
	Soot	[g/Nm³]	0.1	0.067	0.004	0.023

ND: Below lower quantitative limit (not detected)

Environment-related complaints received by Nitta Plant

None.

Social Contribution Activities

Contributing to a More Prosperous Society

Harmony with the local environment should be one of the foremost concerns in our corporate activities. Hino Motors recognizes the role that it must play as a "good corporate citizen." Every Hino Motors employee is doing their part to bring about a more prosperous society by opening their eyes to the needs of the local community and society in general.

Outline of Activities

Our social activities can generally be classified into education and academic research, international contribution and cooperation, social welfare, natural environment and local community. In the area of community activities, we have held a Cherry Blossom Festival to which we invited all members of the general public to enjoy with us the various events staged and thereby cultivates friendship. We also seek a better understanding of what it is that we do and that makes us a "good corporate citizen" by taking part in the City's Industry Festival and Environmental Festival and by organizing a tour of our plants.

Number of people touring to our plants (FY 2000)

Plant	Number of groups	Number of people
Hino Plant	257	9,788
Hamura Plant	170	13,873
Nitta Plant	46	1,545
Total	473	25,206

Volunteer Activity Support

Support for "KIDS" and other volunteer groups



■ "YUAI GAKUEN" Festival (participated as staff)



Support for "KIDS" Disneyland Project (provided busses and volunteers)

Community Events



■ Hino Plant Cherry Blossom Festival



Hino Plant Cherry Blossom Festival



■ Hachioji Environmental Festival



■ Ibaraki Test Course Tour



Tokachi Daiheigen International Cross-Country (provided Memurocho Test Course in Hokkaido)

Hino Motors Green Fund

1. Background of Establishment

True to our philosophy of seeking "harmony with society and the nature" and based on our concept of creating a new motorcar "in resonance with people and our cities," Hino Motors had offered a variety of vehicles, including "Cruising Ranger" and hybrid low-emission bus models. When the company celebrated its half-centenary in May 1992, as part of the commemorative events and acts, Hino Motors established this Green Fund to deploy a variety of activities contributory to environmental conservation in accordance with the above philosophy.

2. Date of Establishment

The Green Fund was established on July 30, 1991.

3. Contents of Activities

The following activities (projects) have been launched basing on the motto "Think Globally, Act Locally."

- 1) Carrying out and supporting activities to plant trees and plants
- 2) Supporting activities to prevent the natural environment
- 3) Supporting studies and research contributing to the conservation of the natural environment
- 4) Carrying out and supporting awareness-promotion activities contributing to the conservation of the natural environment

4. Basic Assets

Capital: 640 million yen

The Green Fund owns 8 ha of forest land under contract (normally called: HGF Forest) of the Forest Ownership System within the Itaatari National Forest, Hachioji City.

5. Main Events (in FY 2000)

May: Live-with-Forest Gathering (in the HGF Forest)

June: General Meeting

: Lecture Seminar (The marine and terrestrial environment)

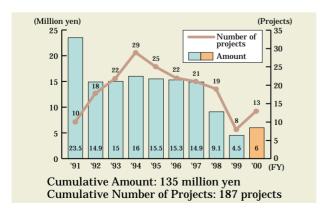
August: No.1 Committee Meeting for Selecting Support Candidates to be Subsidized

September: No. 2 Committee Meeting for Selecting Support Candidates to be Subsidized

November: Grant Presentation Ceremony and Activity

Announcement Meeting

6. Variation in Grant Awards over the Years





■ Live-with-Forest Gathering (HGF Forest)



■ Tree Planting Ceremony in Commemoration of the Beginning of the 21st Century



■ Tree planting festival (Ginkgo club)



■ Grant presentation ceremony



■ Meeting Announcing the Grant Recipients

Your comments or opinions on this report would be much appreciated.

FAX 81-42-586-5934

Environment Protection Dept., Hino Motors, Ltd.

Please complete the questionnaire below and return it to us by fax.

Your comments will help us make further improvement and prepare our next Environmental Reports.

	1 Fireflant 2 Cood
1. Excellent 2. Good 3. Average 4. Unsatisfactory 5. Poor	1. Excellent 2. Good 3. Unsatisfactory 4. Poor
Why did you choose the answer above? Please give specific reasons (e.g., topics covered or simplicity).	Why did you choose the answer above? Please give specific reasons.
Q2. What impressed you the most about this report? What information did you find most interesting?	Q6. What would you expect Hino Motors to do concerning the environment? Please give specific reasons.
Q3. Is there any part of this report that should be supplemented with more information or improved in any other way?	Q7. Why did you receive this report and how did you become aware of it? (Circle as many as relevant.) Why did you receive the report?
Q4. To all who have read last year's Environmental Report. What is your impression of this year's report as compared with last year's?	Live in a community with Hino Motors's plant or office. Have transactions with Hino Motors Member of government or administrative office Member of NPO such as environment group Member of the press
Much fuller in content 2. A little fuller in content No change 4. Last year's report was better	Hino Motors employee or family member None of the above
Why did you choose the answer above?	(Be specific:
Please give specific reasons.	How did you become aware of the report?
	Newspaper 2. Magazine Hino Motors web site 4. Hino Motors dealer Heard from a friend or acquaintance None of the above (Be specific:)
▶Thank you for your cooperation. Please tell us ab	out yourself, if you do not mind.
Name	Sex 1. Male 2. Female Age
A 11	
Address	

About the Environmental Report

This report, for the most part, provides information on Hino Motors' environmental protection activities in FY 2000 (from April 2000 to March 2001). As this report is issued in September, it also contains major progress made in or after April 2001.

This report is presented in PDF format in Hino Motors homepage.

http://www.hino.co.jp/

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