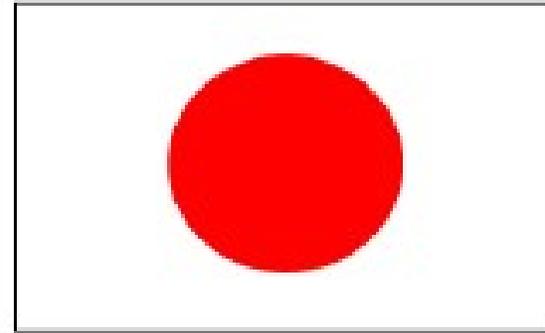


The revised EE&C Act related to transportation sector and follow-up on progress in decarbonizing commercial vehicles



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ACE



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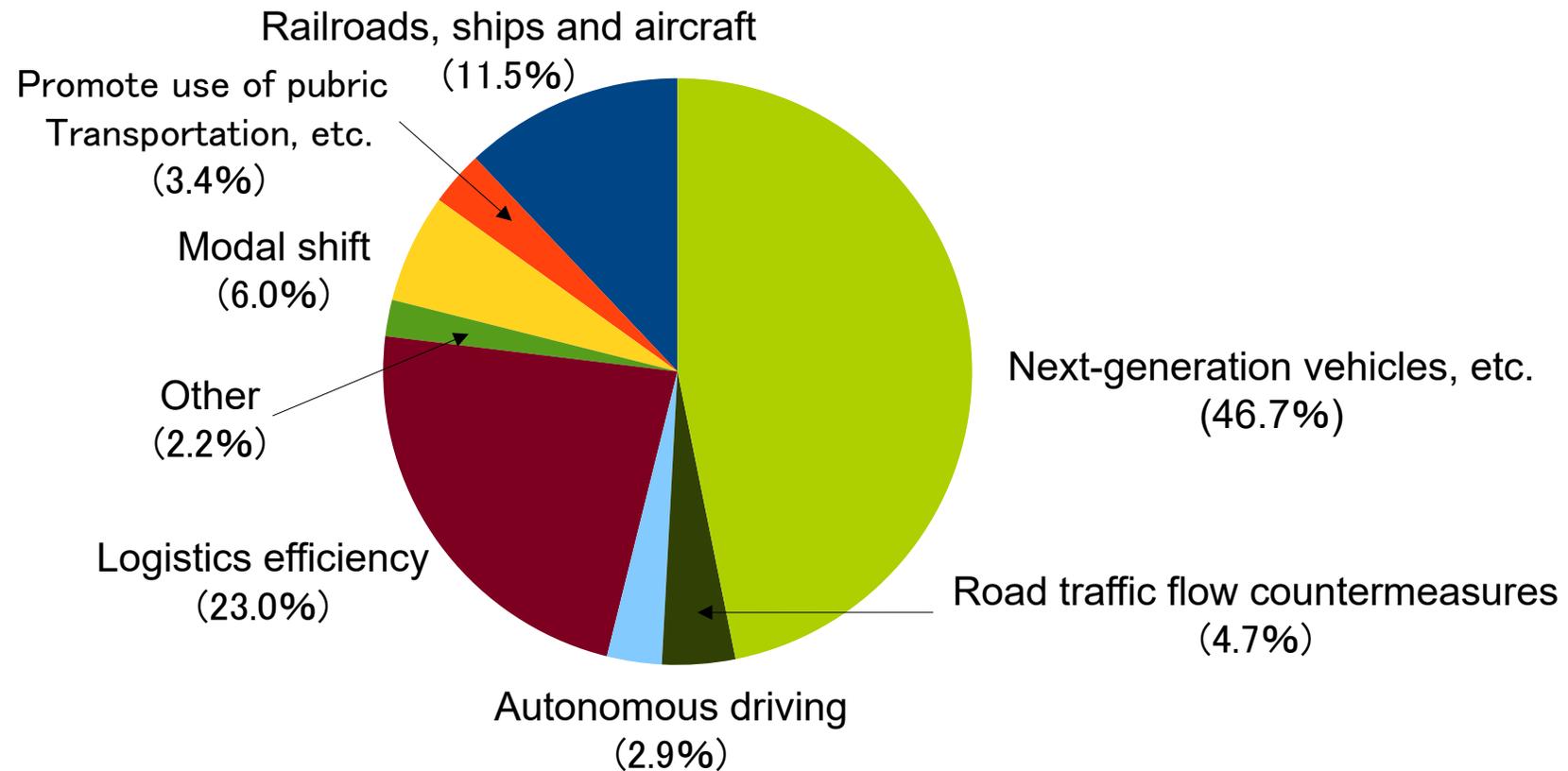
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1. Next-generation vehicle dissemination targets

CO2 emission reduction measures in the transportation sector

- ◆ Of the reductions in CO2 emissions in 2030, the most anticipated is the dissemination of next-generation vehicles.

【Scenarios for CO2 emission reductions in FY2030(transportation sector)】
Japan initiatives



Additional xEV dissemination targets for commercial vehicles

- ◆ Synchronized with the revised EE&C Act and added commercial vehicle dissemination targets.
Light-duty trucks : 100% by xEVs and synthetic fuel vehicles in FY2040.
(Note) Passenger vehicles : 100% by xEVs and synthetic fuel vehicles in FY2035. (No change)

		FY2024 (Sales volume)	FY2030 (dissemination target)
P V	ICEs (Gasoline engine vehicles)	51.6%	30~50%
	HEVs	45.9%	30~40%
	BEVs and PHEVs	2.5%	20~30%
	FCEVs	0.02%	~3%
C V	Light-duty trucks (Less than 8tons)	---	xEVs : 20~30%
	Heavy-duty trucks (Over 8tons)	---	~5,000 units



2. Introduction of the contents of the revised EE&C Act (related to the transportation sector)

Overview of the revised EE&C Act

- ◆ Due to changes in actual conditions resulting from the dissemination of RE, etc., the official name and content of the EE&C Act were changed as follows.

conventional: Act on the rational use of energy

→after the revision: Act on the rational use of energy **and conversion to non-fossil energy**

① Expansion of the scope of rationalization of energy use 【Review of definition】

- Expand the definition of energy **to include non-fossil energy and require rationalization of energy use.**
- The primary energy conversion factor for electricity is based on a uniform nationwide average factor for all power sources.

② Measures for conversion to non-fossil energy 【Newly organized】

- Require specified business operators, etc. **to submit mid- to long -term plans regarding the goal of conversion to non-fossil energy and periodic reports on the status of non-fossil energy use, etc.**
- The evaluation of electricity procured from electric utilities will reflect the ratio of non-fossil power source by retail electric utility.

③ Measures to optimize electricity demand 【Review of electricity demand leveling】

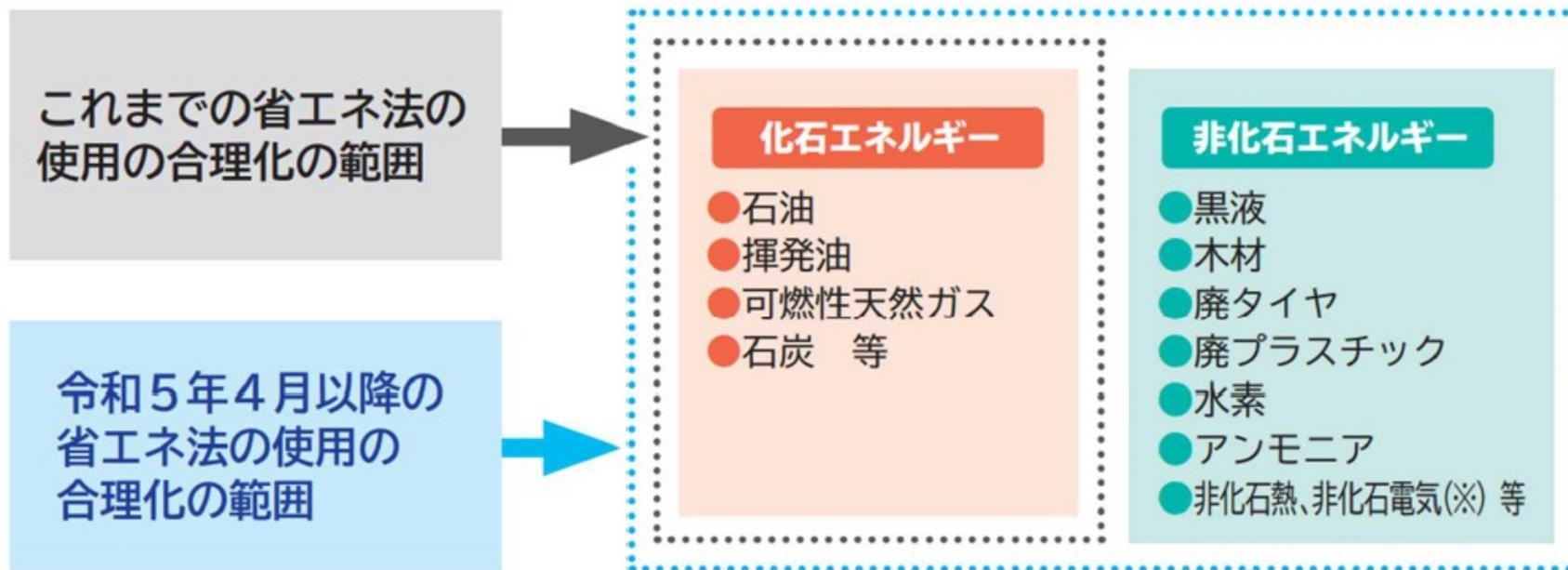
- Establishment of a framework to encourage a shift in demand to times when renewable energy output is controlled (up-DR) and a reduction in demand during times when supply and demand conditions are severe (down-DR).
- Require electric utilities to prepare plans for the development of rate structure that contribute to electricity demand optimization.
- Obligation to make efforts to improve performance related to electricity demand optimization for electric utility equipment

Scope of energy handled by the revised EE&C Act

- ◆ In addition to fossil energy, non-fossil energy will be added to the scope.
- ◆ Specified consignors and specified carriers will select transportation methods that increase the non-fossil energy share.

Specified consignors · · traffic : 30,000k ton-km or more

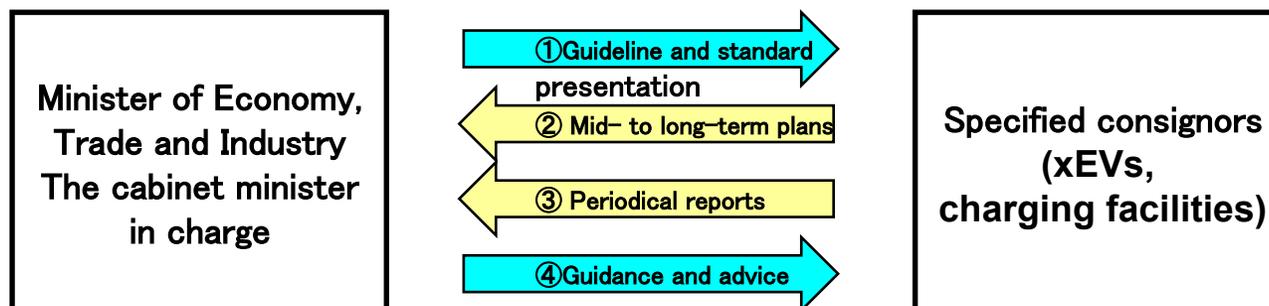
Specified carriers · · passenger transport : owns over 200 buses and 350cabs
freight traffic : owns over 200 trucks



※太陽熱、太陽光発電電気など

Description of medium- and long term plans and periodical reports

- ◆ Targets for conversion to non-fossil energy shall be started in mid- to long-term plans, etc., **as utilization ratio targets.**



① Guideline and standard presentation

- Guidelines for preparation of medium- and long-term plans
- Criteria for conversion to non-fossil energy

④ Guidance and advice

- Conduct on-site inspections, recommendations, guidance, advice, etc. when necessary in light of the judgement criteria.

② mid- to long-term plans

- **Target for percentage of non-fossil energy use**
- Specific initiatives: see the following table
Short term: introduction of BEVs, solar power generation
Long term: introduction of FCEVs, hydrogen stations

③ periodical reports

- One year initiatives and results

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Company A	20%	28%	36%	44%	52%	60%
Company B	20%	20%	20%	50%	50%	60%

Targets for initiatives in the transportation sector (Trucks)

- ◆ Specified consignors will strive for non-fossil conversion by selecting transportation methods through their carriers. In addition, infrastructure improvements such as electric recharging and hydrogen filling will encourage non-fossil fuel conversion.
- ◆ Carriers will choose transportation methods that increase the percentage of non-fossil energy in their freight shipments.

	Indicator 1 :percentage of xEVs used	Indicator 2 :Number of quick chargers installed
Light van Light-duty trucks (less than 8 tons)	<p>Percentage of non-fossil vehicles used in FY2030: 5%</p> <p>※Non-fossil vehicles: BEV·FCV·PHEV and trucks using CN fuel (baio or synthetic fuel) ※Although HEVs are not included in xEVs, since they play an extremely important role in energy conservation in the transportation sector, the guideline for the percentage of non-fossil vehicle use, including HEVs, is 10% as a reference index.</p>	<p>Number of quick chargers installed in FY2030 (reporting from FY2024)</p> <p>※Allow consignors to report from 2023 with a view to encouraging them to consider voluntary targets. ※The target figures are based on the assumption that consignors and freight forwarders will work together to build a truck charging infrastructure, and will be determined based on the expected electrification of freight transportation and the needs for quick charging on the part of consignors.</p>
Heavy-duty trucks (over 8 tons)	<p>(Continuous investifation)</p> <p>※Allow consignors to report from 2023 with a view to encouraging them to consider voluntary targets.</p>	<p>(Continuous investifation)</p> <p>※Targets for the development of hydrogen refueling infrastructure will be studied separately, taking into account the status of FCEV dessimination.</p>



Methods to be included in the medium- to long-term plan

◆ **Submit Light van, light-duty trucks, heavy-duty trucks (3 types)**

Targets: Percentage of non-fossil energy vehicles for Light van and light-duty trucks is **5% or more**

◆ Trucks that use biofuels and synthetic fuels as needed, in addition to non-fossil vehicles.

車両区分ごとに提出 ○を記入→ (軽自動車 ・ 車両総重量8トン以下(軽を除く) ・ 8トン超) (台数)

Bio fuel
Synthetic fuel

			2023年度	2024年度	2025年度	2026年度	2027年度	2028年度	2029年度	2030年度	合計
電気自動車(BEV)	①	計画									
		実績									
プラグインハイブリッド車(PHEV)	②	計画									
		実績									
燃料電池車(FCV)	③	計画									
		実績									
非化石エネルギー自動車合計	④ =①+②+③	計画									
		実績									
保有車両台数 ^{注3}	⑤	計画									
		実績									
ハイブリッド車(参考)	⑥	計画									
		実績									
電動車割合(参考)	(④+⑥)/⑤	計画	%	%	%	%	%	%	%	%	%
		実績	%	%	%	%	%	%	%	%	%
非化石エネルギー自動車割合	④/⑤	計画	%	%	%	%	%	%	%	%	%
		実績	%	%	%	%	%	%	%	%	%
2030年度における貨物トラックの非化石エネルギー自動車の使用割合が5%以上→ (車両総重量8トン超は目標無し)											↑
非化石エネルギーへの転換の定量目標										判定	可・不可



3. Mechanisms for following the progress of decarbonization of commercial vehicles

Subsidies for Next-generation vehicles (xEV) (#1)

◆ Eligibility and concept of subsidy provision

【Buses】 ..Including PHEVs



EVバス



FCVバス

【Trucks】 ..Including PHEVs



EVトラック



FCVトラック

【Cabs】 ..including hydrogen engine vehicles



EVタクシー



PHEVタクシー



FCVタクシー

【GX construction machinery】



electric shovel

Subsidies for Next-generation vehicles (xEV) (#2)

- ◆ A subsidy project executing organization will be determined for each subsidy target and will operate on an annual budget basis.
- ◆ The amount of subsidy depends on the type of xEV to be subsidized.

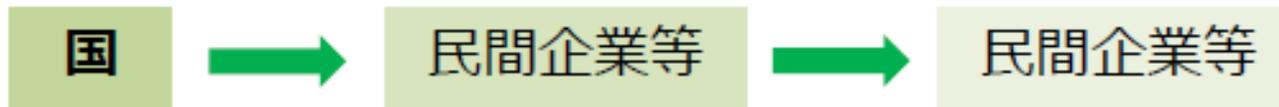
	Trucks, Charging facilities (LEVO) Organization of Low Emission Vehicle	Cabs, Buses, CF (JATA) Japan Automobile Transport Technology Association	Construction Machinery, CF (JCMA) Japan Construction Machinery Association
FY2023	Trucks Budget: ¥12.8billion BEV: difference × 2/3 PHEV: difference × 1/2 FCEV: difference × 3/4 Charging: fixed amount or 1/2 H2 filling: 2/3 or 1/2	Budget: ¥9.0billion Cabs BEV: 1/4 PHEV: 1/5 FCEV: 1/3 H2 engine vehicles: 1/3	---
FY2024	↑ Budget: ¥34.5billion	Budget: ¥8.19billion Buses BEV: difference × 2/3 PHEV: difference × 2/3 FCEV: 1/2 Charging: fixed amount or 1/2 H2 filling: 2/3 or 1/2	Budget: ¥1.73billion Construction Machinery BEV: difference × 2/3 Charging: 1/2

Subsidies for electric power charging facilities and hydrogen filling facilities

- ◆ Targets by FY2030: **Mainly for light-duty trucks** · **Annual budget: 30-40 billion yen (total amount of xEV+ charging/hydrogen)**
 - Install quick chargers for public use: 30,000 units, regular chargers: 120,000 units for passenger cars and commercial vehicles
 - Install hydrogen station: 1,000 units for passenger cars and commercial vehicles
- ◆ Quick recharging facilities will also be installed at consignors bases to enable recharging during loading and unloading, thereby increasing the utilization rate of BEVs and encouraging their use.

【Charging facilities】

Purchase and construction cost

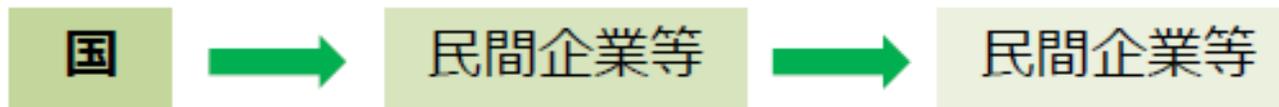


Only those that are installed together with the vehicle

For quick chargers
over 90kW: full amount
under 90kW: 1/2

【Hydrogen station】

Equipment and Management cost



Subsidies for low-carbon diesel trucks

- ◆ Eligibility and concept of subsidy provision : **Mainly for heavy-duty trucks**
- ◆ Subject: Small and medium-sized trucking companies (capital : 300 million yen or less or 300 employees or less or companies that lease vehicles to the above companies.)

- ◆ Subsidy amount

(Note) For vehicles compliant with the FY2025 fuel efficiency standard
For heavy-duty vehicles, the standard amount +50,000 yen

Vehicle type classification (Gross Vehicle Weight)	FY2015 Fuel efficiency standard	Standard amount (k yen)		Emission control identification code
		Out of service	No out of service	
Large (over 12tons)	+10% or more	750	500	2RG • 2TG
	+5% or more	500	375	2PG
Medium (7.5tons~12tons)	+10% or more	420	280	2RG • 2TG
Small (3.5tons~7.5tons)	+10% or more	150	100	

4. Progress in decarbonization in FY2023-2024

Progress of decarbonization in FY2023 (Trucks)

- ◆ Total xEV subsidy payments : 9.4 billion yen
Number of decarbonized trucks : 2,527 units
(Note) The breakdown is shown in the table below

Estimate that many BEVs (light vans)
are being introduced
 $940,000 \div 2,525 \div 2/3 = 5,580$ k yen/vehicle

Type of xEV	Number of units installed
BEV (light-duty trucks and light vans)	2,519 units
PHEV (light-duty trucks and light vans)	0 units
FCEV (light-duty trucks and light vans)	6 units
total	2,525 units

- ◆ Total amount of charging/filling infrastructure subsidy paid : 0

When the program was first launched, only subsidies were provided for xEVs. However, in response to industry calls for subsidies to be provided in combination with charging/filling infrastructure in order to promote the use of xEVs, the program was changed to accept applications for a set of subsidies starting in FY2024, with a supplementary budget for FY2023.

Progress of decarbonization in FY2024 (Trucks)

- ◆ Total xEV subsidy payments: 13 billion yen
Number of decarbonized trucks: 4,081 units
(Note) The breakdown is shown in the table below

**Estimate that many BEVs (light vans)
are being introduced**
 $1,300,000 \div 4,081 \div 2/3 = 4,780$ k yen/vehicle

- ◆ Total amount of charging/filling: included in the left
High-voltage power receiving units: 7 units
Quick chargers: 19 units
Regular chargers: 281 units
V2H charging and discharging: 1 unit
Hydrogen filling facilities: 0 unit

Type of xEV	Number of units installed
BEV (light-duty trucks and light vans)	4,074 units
PHEV (light-duty trucks and light vans)	0 units
FCEV (light-duty trucks and light vans)	7 units
total	4,081 units

Progress on replacing diesel engines with low-carbon diesel engines (Trucks)

- ◆ Total subsidy payment in FY2023: 2.8 billion yen
Number of low-carbon type trucks: 7,532 units
(Note) The breakdown is shown in the table below

Large number of heavy-duty trucks with no destination to be replaced by xEVs.

Vehicle Type Classification (Gross Vehicle Weight)	Number of units installed
Large (over 12tons)	5,515 units
Medium (7.5tons~12tons)	963 units
Small (3.5tons~7.5tons)	1,054 units
total	7,532 units

- ◆ Total subsidy payment in FY2024: 3.0 billion yen
Number of low-carbon type trucks: 6,840 units
(Note) The breakdown is shown in the table below

The number of large, fuel-efficient trucks increased, achieving a 100% budgeted rate.

Vehicle Type Classification (Gross Vehicle Weight)	Number of units installed
Large (over 12tons)	5,204 units
Medium (7.5tons~12tons)	1,636 units
Small (3.5tons~7.5tons)	
Total	6,840 units



Progress of decarbonization in FY2024 (Buses) #1

- ◆ The project report of the Japan Automotive Transport Technology Association (JATA) for which FY2023 was not detected in an internet search, so details are not available.

- ◆ Total xEV subsidy payments: 4.65 billion yen
Number of decarbonized buses installed: 78 units
(Note) The breakdown is shown in the table below

The difference between BEV and diesel is
 $3.12 \text{ billion yen} \div 67 \div 2/3 = 70 \text{ million yen/unit}$

The vehicle price of FCEV is
 $1.06 \text{ billion yen} \div 11 \div 1/2 = 193 \text{ million yen/unit}$

The installation price of the charging facilities is
 $0.47 \text{ billion yen} \div 66 \div 1 = 7.12 \text{ million yen/unit}$

Type of xEV	Number of units installed
▶ BEV (Buses)	67 units
PHEV (Buses)	0 unit
▶ FCEV (Buses)	11 units
▶ Charging facilities	66 units
total	144 units

Progress of decarbonization in FY2024 (Buses) #2

- ◆ Domestic EV bus introduced in Omiya City
Business operator: Kokusai Kogyo
Bus manufacturer: Isuzu motors
Charging facilities: 150kW (Full charge in 5 hours)
(Note) Sold super-quick charging with Power-X, Inc



- ◆ Domestic EV bus introduced in Fukuoka City
Business operator: Nishitetsu bus
Bus manufacturer: Isuzu motors
Target: 10% (250 units) by FY2030
(Note) Already installed 51 retrofit buses.



Progress of decarbonization in FY2024 (Cabs) #1

- ◆ The project report of the Japan Automotive Transport Technology Association (JATA) for which FY2023 was not detected in an internet search, so details are not available.

- ◆ Total xEV subsidy payments: 2.3 billion yen
Number of decarbonized cabs: 82 units
(Note) The breakdown is shown in the table below

The installation price of the BEV cab is
 $230,000 \div 73 \div 1/4 = 126$ million yen/vehicle

Type of xEV	Number of units installed
BEV (cabs)	73 units
PHEV (cabs)	1 unit
FCEV (cabs)	8 units
total	82 units

Progress of decarbonization in FY2024 (Construction machinery)

- ◆ The JCMA's business report for FY2023 could not be detected in an internet search, so details are not available.
- ◆ MLIT launches GX construction equipment certification system. Subsidies are provided after GX construction equipment is certified.
- ◆ Twenty models of electric shovel, etc., including Komatsu, Kobelco, Hitachi construction machinery, etc., have been certified.



5. Summary

Summary

- ◆ Details of the revised EE&C Act to the transportation sector
 - Non-fossil energy sources will also be covered starting in FY2023, and specified consignors and specified transportation companies are required to include plans for the introduction of xEV in their medium- to long-term plans.
 - To electrify light-duty trucks, the program will subsidize the purchase of electrically powered vehicles and the development of charging and filling infrastructure.
(Note) As for heavy-duty trucks, as in the past, only small and medium-sized businesses will be subsidized for the cost of replacing their vehicles with fuel-efficient ones.
- ◆ Mechanism for following up on progress in reducing CO2 emissions
 - The targets for FY2030 shall be as follows.
Percentage of light-duty trucks using xEV: 5% or more,
Number of quick recharging facilities: To be discussed in the future
The tentative target for heavy-duty trucks is to introduce more than 5,000 xEVs.
 - Progress follow-up mechanism
Maintain numerical values in the xEV usage percentage column of the mid- to long-term plan.
(Note) Conversion to CO2 emission reduction benefits will be consulted by LEVO.

Future trends

- ◆ In Japan, the combination of a medium- to long-term planning document and a survey of the actual subsidy payments made it possible to follow the progress of commercial vehicle decarbonization.
A periodic reporting disclosure system is scheduled to be launched in the transportation sector in the future, which is expected to ensure that quantitative decarbonization progress is managed.
- In commercial vehicles (light-duty trucks, buses, cabs, and GX construction machinery), Japanese manufacturers are now offering a full lineup of products. For heavy-duty trucks, we will continue technological development and proceed with a schedule that sets a dissemination target for FY2030.
- The dissemination commitments of the light-duty trucks to be achieved by FY2030 (e.g., 5% for light-duty trucks) and take corrective measures as necessary to ensure that commitments are met.

Thank you for your attention !



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METI's Approach to Promoting FCEVs

- ◆ METI has designated priority regions where significant demand for commercial FC vehicles such as trucks is anticipated and where local governments are demonstrating.
- ◆ Background
To achieve the 2050 Carbon Neutrality goal, while various options exist, hydrogen FC commercial vehicles leverage their strengths of short refueling times and long driving ranges. Therefore, the government and private sector will work together to promote hydrogen utilization. METI will select priority regions for early adoption of FC commercial vehicles and advance cross-industry solutions to address challenges.
- ◆ Results of Priority Area Selection
①Fukushima Pref. ②Tokyo, Kanagawa Pref. ③Aichi Pref. ④Hyogo Pref. ⑤Fukuoka Pref.
- ◆ Additional government support
Regarding hydrogen prices for FCEVs, costs have been reduced by subsidizing part of the expenses for hydrogen station operators. However fuel costs remain higher than diesel fuel, and private operators bear the difference. Going forward, the national government will provide an additional subsidy of 700 yen/kg for the price difference between diesel fuel and hydrogen in priority regions. This measure, combined with independent support from local governments, aims to significantly reduce the burden.



Initiatives for Realizing a Hydrogen Society : Examples of Initiatives by the Tokyo Metropolitan Government

- ◆ In response to the aforementioned national measures, the TOKYO Metropolitan Government has set the following adoption targets as part of its FC commercial vehicle development plan.

	FC cabs 	FC buses 	FC light-duty trucks 	FC heavy-duty trucks 	total
Sept. 2025	7 units	---	---	---	---
Dec. 2025	100 units	---	---	---	---
Mar. 2026	200 units	---	---	---	---
FY2028	450 units	200 units	2,000 units	250 units	2,900 units
FY2030	600 units	300 units	3,600 units	500 units	5,000 units
FY2035	? units	? units	? units	? units	10,000 units

Revised EE&C Act @FY2030

(CO2: ▲30%)
(xEV: 40%)

Including heavy-duty trucks
(no target)

Nationwide:
50,000 units
(20~30%)

Nationwide:
5,000 units
(tentative)



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Source : Tokyo Metropolitan Government Website 28

National and Metropolitan Government Subsidy Program for FCEVs

- ◆ Approach to the subsidy system: Using national and metropolitan subsidies, **enable the introduction of FCEVs at the same price (difference=0) as conventional vehicles with equivalent specifications when replacing vehicles.**
- ◆ As an additional subsidy, when a company increases its FCEV fleet by a specified number or more over 5 years or simultaneously installs hydrogen stations, an additional subsidy equivalent to approximately 3 to 5 vehicles will be provided based on the company's size.

(Note: UL=Upper Limit)

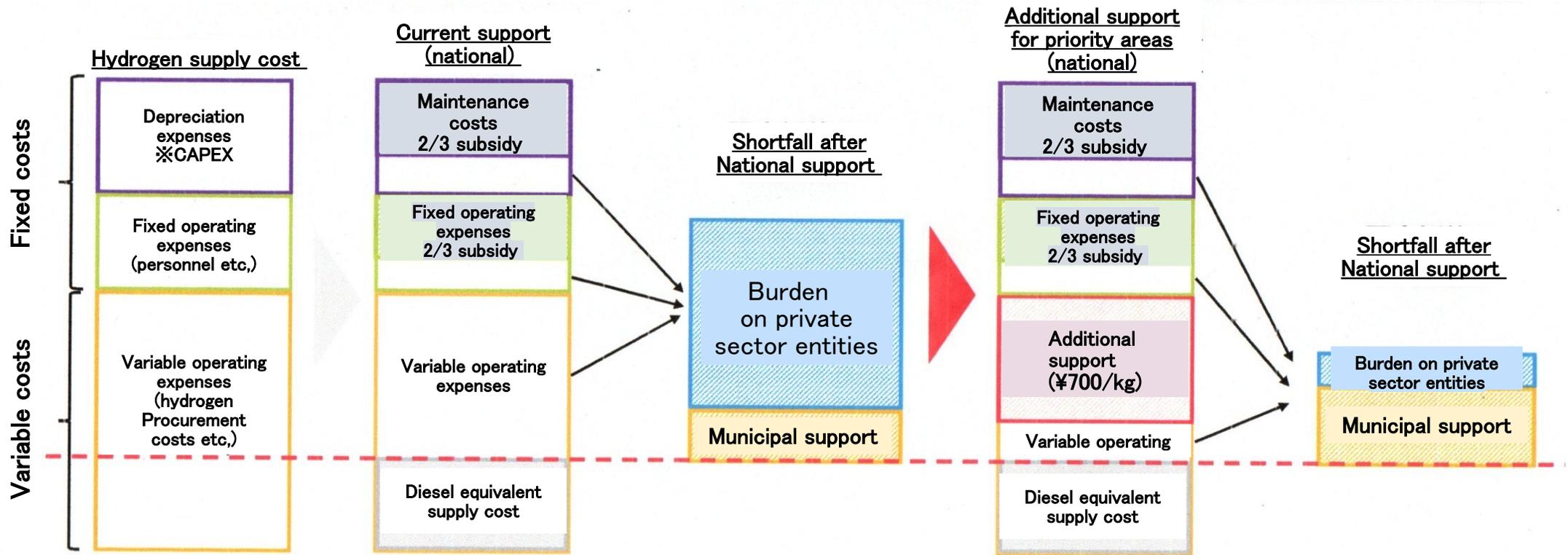
	FC cabs	FC buses	FC light-duty trucks	FC heavy-duty trucks	H2 engine vehicles
Subsidy (national)	1/3(¥2.75million/unit)	1/2(¥54.55million/unit)	difference × 3/4	difference × 3/4	---
Base subsidy (metropolitan)	UL¥3.7million/unit	UL¥50million/unit	UL¥13million/unit	UL¥56million/unit	UL¥11million/unit
Additional subsidy (metropolitan)	UL¥2.4million/unit	UL¥20million/unit	UL¥34million/unit	UL¥115million/unit	UL¥11million/unit
Vehicle Price	¥8.27million/unit	¥109.1million/unit	¥40.88million/unit	¥174.53million/unit	---
Fuel cost (national)	¥700/kg(difference × 3/4)				
Fuel cost (metropolitan)	UL¥1.3million/year	Support through hydrogen station	UL¥9.0million/year	UL¥28.8million/year	UL¥12million/year
Total Fuel cost	?		?	?	?

Additional Support for Hydrogen Stations

◆ **Target: Hydrogen refueling equipment for stationary FC buses**

The cost of supplying hydrogen at hydrogen station is higher than the fuel cost burden for diesel vehicles, and private operators are bearing the difference.

This time, by focusing on priority areas and providing national support of approximately ¥700/kg while encouraging local government assistance, the burden on businesses will be significantly reduced.



Conditions Required for CN Achievement (Feasibility)

◆ **Hydrogen utilization** and **CN fuel utilization** can achieve CN even beyond **electricity use**.

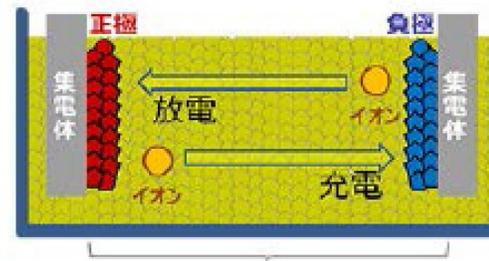
Energy source (CN technology)	Means of achievement (xEVs)	Infrastrucute investment	Feasibility
Thermal power generation with CCUS	BEVs	Electric power charging equipment	Depending on CCUS
Green electricity (RE • Nuclear etc.)	BEVs	Electric power charging equipment	Depending on green electricity
CN (synthesis) fuel	HEVs	Gas station (liquid • gas fuel)	Depending on CN (synthesis) fuel
Green hydrogen	FCEVs H2 engine vehicles	H2 refueling equipment (liquid • gas H2)	Depending on green hydrogen
Hydrogen power generation	BEVs	Electric power charging equipment	Depending on green hydrogen

Solving Current Battery Issues Through All-Solid-State Battery Technology

- ◆ Commercialization of All-Solid-State batteries (around 2027–2028): **A 10 minute charge enable driving for 1,000km**
In Japan, Toyota, Nissan, Honda have completed demonstration tests and entering the production preparation stage.

【Confirmed facts】

- Solid electrolyte → No risk of electrolyte leakage, and **no fire hazard**
- Fast ion mobility and high voltage tolerance → **Short charging time (Elimination charging congestion)**
- High resistance to high temperature → Cooling is not required, **making it easier to achieve compactness and lightness**



Solid electrolyte

The movement of ions is fast

High resistance to high voltage

High resistance to high temperatures

High output

Long range

Reduced charging time

Summary : Infrastructure Investment Reduction Effects from All-Solid-State Battery Adoption

- ◆ **The infrastructure investment required to achieve the same conditions** when switching from lithium-ion batteries to all-solid-state batteries is **reduced to 1/30**. → When introducing charging infrastructure in ASEAN, we recommend purchasing it in conjunction with Japanese all-solid-state battery vehicles.

	Lithium-ion battery	All-Solid-State battery	Judgment
Charging cost and capacity	<ul style="list-style-type: none"> ▪ Charging equipment to be used: 350KW-class (extremely ¥50 million) ▪ A 30-minute charge enables driving for 500km. 	<ul style="list-style-type: none"> ▪ Charging equipment to be used: 100kW-class (extremely ¥10 million) ▪ A 10-minute charge enables driving for 1,000km. 	<ul style="list-style-type: none"> ▪ Charging equipment cost: 1/5 ▪ Number of charging stations: 1/6 ▪ total: 1/30
Number of Chargeable BEVs (Enable driving for 1,000km)	1 vehicle/unit·hour	6 vehicles/unit·hour	<ul style="list-style-type: none"> ▪ Productivity: 6 times
Side effect	<ul style="list-style-type: none"> ▪ Batteries with poor quality control may leak electrolyte or short circuit, posing a fire hazard. ▪ Battery performance may decrease in extremely hot or cold climate. 	<ul style="list-style-type: none"> ▪ Since the electrolyte is solid, there is no risk of leakage or short circuits. ▪ From extreme heat to cold climate, the battery operate just as reliably as it does in warm regions. 	<ul style="list-style-type: none"> ▪ Safety will be dramatically improved.

(For Reference) Vehicle Sales Prices for Conventional Vehicles and xEVs

◆ Vehicle Sales Prices are determined in relation to demand, so the information provided here is for reference only. However, xEV prices decrease over time.

	Cabs	Buses	Light-duty trucks	Heavy-duty trucks
Conventional vehicles	Toyota Japan Taxi ¥2.45 million 	Isuzu Elga ¥27.58 million 	Isuzu Elf ¥5.88 million 	Hino Profia ¥43.63 million 
BEVs	Nissan Leaf ¥5.18 million 	Isuzu Elga EV ¥59.8 million 	Mitsubishi Fuso e-canter ¥13.70 million 	Under development No sales ---
FCEVs	Toyota Crown ¥8.27 million 	Toyota SORA ¥109.1 million 	Toyota CJPT ¥40.88 million 	Hino Profia Z ¥174.53 million 