

Japan's Market is Open to the World

October 2013

***As a review of the situation surrounding the EU-Japan EPA, JETRO compiled data materials released or provided by the parties into this file.**

Some Examples of Openness

Recent Success Stories of European Business in Japanese Transportation Market(Aircraft)

- Skymark Airlines determined to adopt 6 Airbus (A330).
- Peach Aviation and Starflyer adopted respectively 10 and 7 Airbus (A320).
- Air Asia has been operating 3 Airbus (A320).

Airbus delivers 100th aircraft in Japan

Airbus delivered its first aircraft to a Japanese carrier in 1980 (an A300B2) and in the last two years deliveries have accelerated rapidly. In 2012, Airbus delivered a total of 16 A320s, and in 2013 nearly 30 A320s (28) will be delivered to four Japanese operators. . . . “With 100% market share, Airbus aircraft clearly are the preferred choice for Japanese low cost carriers” said John Leahy, Airbus Chief Operating Officer, Customers. (Press release by Airbus 15th March 2013)

Airbus's Share in Japanese LCC Market (2012)

Air line	Boeing	Airbus
Air Asia Japan	0%	100%
Jetstar Japan	0%	100%
Peach Aviation	0%	100%
Starflyer	0%	100%
(in Europe)		
Air Berlin	49%	51%
easyJet	0%	100%
Flybe	0%	0%
Ryanair	100%	0%

Results of the procedure for selecting manufacturers, considering the introduction of CBTC on the railway system

JR East have selected 2 European manufactures with whom we will continue to work, to discuss more details of the railway system.

Names of the manufactures selected

“ALSTOM” and “THALES”

Steps in the selection of manufacturers

On June 22, 2012, JR East placed an announcement on their website HP calling for experience of interest from manufacturers for the introduction of CBTC on the Joban Local Line. By July 15 we had received expressions of interest from 10 manufacturers both within Japan and overseas. JR East then asked these manufacturers to submit proposals by the end of October, providing a system outline, etc. They received all of theses proposals thoroughly, made comparisons, and selected the 2 manufacturers .

Plans for the future

We will now make a more detailed review with each of the 2 manufacturers that we have selected regarding the introduction of CBTC to their Joban Local Line, and the end of December, 2013 we will select one of these two manufacturers with whom they will officially place an order. We plan that actual introduction of CBTC to our Joban Local Line will occur around 2020.

EU Public Procurement Markets

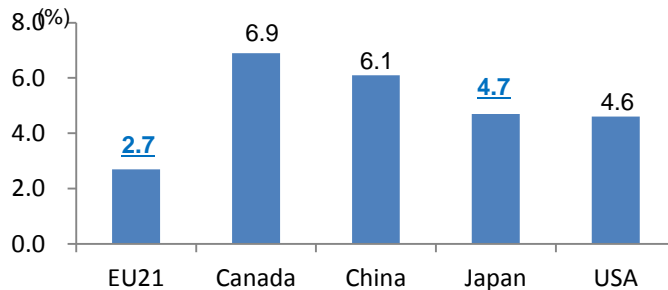
Professor, Patrick Messerlin's Policy Brief

Professor *Messerlin* at Sciences Po. Showed his analysis of EU public procurement markets. He suggests that “there is no evidence that the EU public procurement markets are more open than those of a few large trading partners”.

■ That “EU public procurement markets are relatively more open than those of key East Asian trading partners (China, Japan, Korea and Taiwan) is not substantiated by robust evidence”.

Penetration ratios of public procurement markets

Ratio3: Extra-EU public imports to public demand※



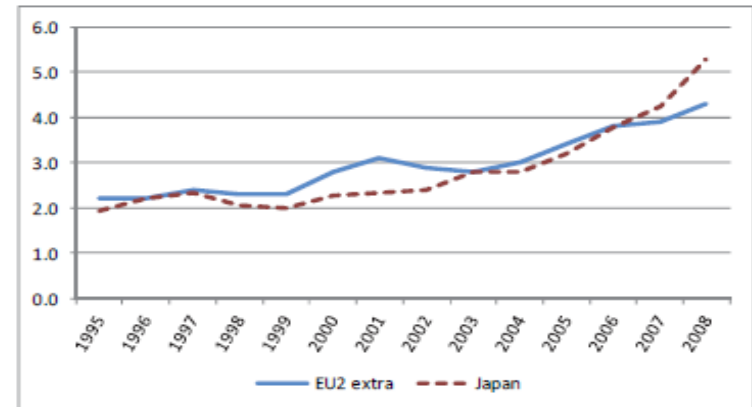
※Source: Ramboll [2012]

※EU21: GDP-weighted average for the 21 EU Member States

※Showing several ratios, Professor Messerlin suggests that “the correct comparison should rely on the shares of only extra-EU public imports to the EU public demand of goods and services”.

※Penetration ratios: The share of extra-EU public imports to total demand for public goods and services.

EU2 and Japan penetration ratios, 1995-2008



Source WIOD 2012. Authors' calculations.

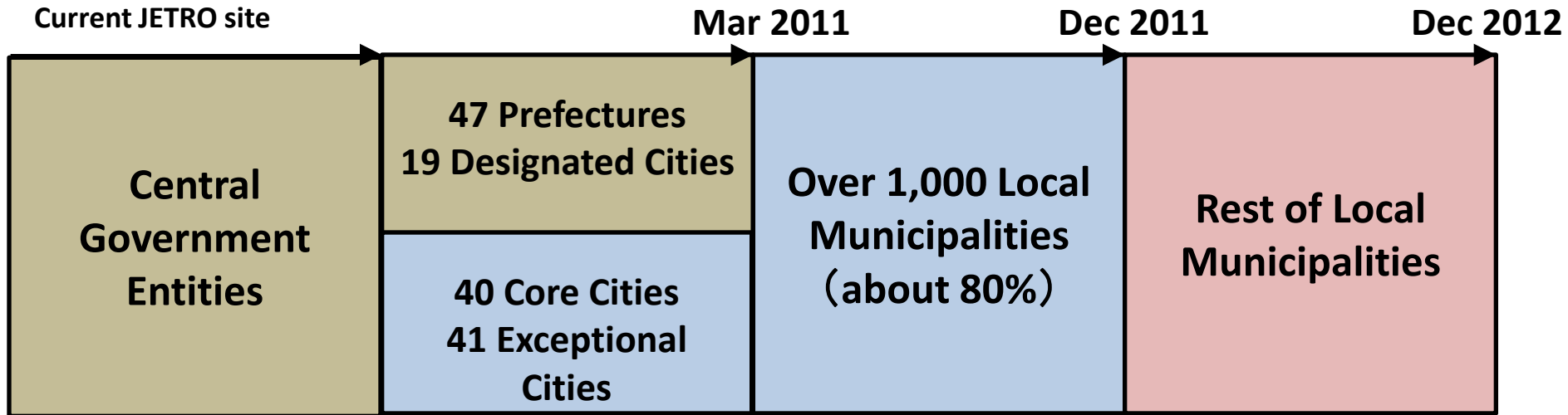
※EU2: Germany and France

※Japan's penetration ratios have caught up the EU 2 penetration ratios since 2002 and that Japan is more open than the EU since 2006.

- “EU situation would be similar to the one of a country with zero tariffs but no (or very limited) imports.”
- ✓ There are some hidden “non-tariff barriers” at work in the EU public procurement markets.
- ✓ There may be some reasons—the feeling that it is better to grant public procurements to the firms best known because they are geographically close and/or more trusted.

More procurement information available in English

Providing tender information from all relevant government entities in English



- JETRO website on government procurement information, including that of major local governments

<http://www.jetro.go.jp/en/database/procurement/>

- New Government Procurement Information Website, covers over 1000 local governments

<http://information1.gov-procurement.go.jp>

Examples of European Companies that Participate in Government Procurement in Japan

Veolia Water Japan

A Japanese corporation under a French company (environment)

Succeeded in signing contracts with five local governments
(more than 19 billion yen)

Siemens Japan

A Japanese corporation under a German company (industrial machinery)

Received orders for expensive medical instruments from institutions, including national university hospitals (more than 4 billion yen)

GlaxoSmithKline (Japanese corporation)
A Japanese corporation under a British company (pharmaceuticals)

Received a large order for an anti-influenza drug for government stock
(more than 5 billion yen)

Sales increase in the Japanese Market by individual makers

■ Imported car sales in Japan increased compared from 2011 to 2012.

Group	2011	2012	%Change
VW(VW , Audi) *1	71,801	80,354	11.9%
BMW(*BMW, BMWmini) *1	48,545	57,314	18.3%
Daimler(Mercedes, smart)	34,426	43,312	25.8%
Peugeot(Peugeot, Citroen)	9,231	9,445	2.3%
FIAT(Fiat, Alfa Romeo, Maserati, Lancia) *2	9,774	10,056	2.9%
Renault	3,068	3,108	1.3%
Total Imported Car Sales in Japanese Market	275,644	315,993	14.6%

*1; Including brands that their headquarters are located in Germany.

*2; Including brands that their headquarters are located in Italy.

Source: JAPAN AUTOMOBILE IMPORTERS ASSOCIATION(JAIA)

(Passenger cars, trucks and buses)

Bigger share of imported EU cars in Japan than that of imported Japanese cars in Europe

Share of import cars

(Passenger cars)

5.0% Share of European imported cars in the Japanese market.

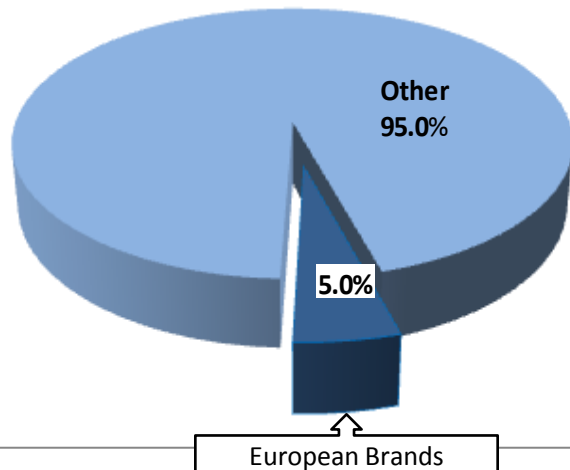
new car registrations of 2012 in Japan: 4,572,332 imported cars from Europe : 227,148

3.3% Share of import cars from Japan in the EU market

new car registrations of 2012 in the EU: 12,053,904 imported cars from Japan :398,127

Market Share in Japan

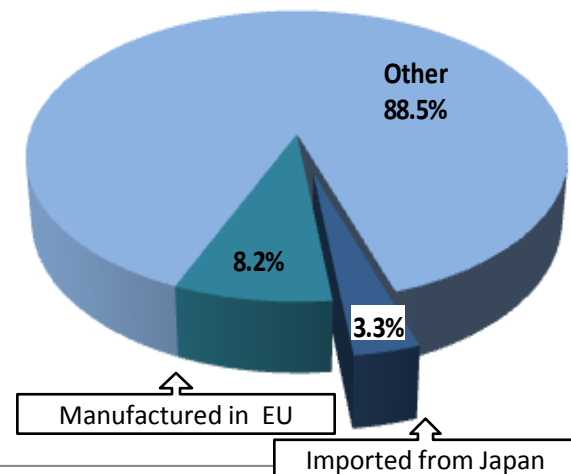
(2012)



(Source: JAMA)

Market Share in the EU

(2012)



(Source: ACEA, JAMA)

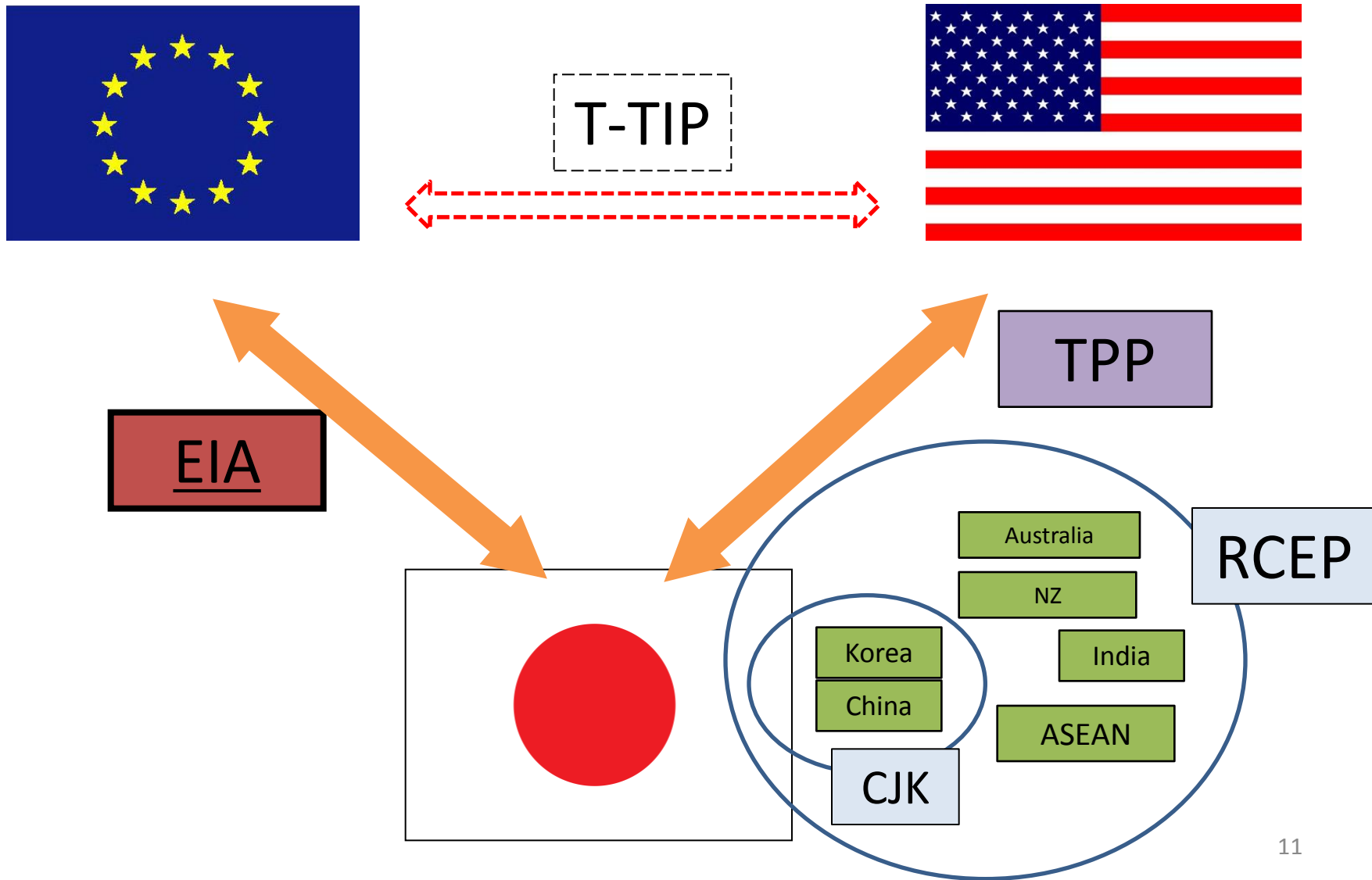
Beef Import

- On 1 Feb 2013, the ban on import of cattle meat and offal from France and the Netherlands was lifted to allow the imports derived from cattle aged 30 months or under, and 12 months or under, respectively.
- On-site visit to Ireland and Poland carried out in Jun 2012. Both countries submitted additional data (January, March 2013) and Japan is now preparing to request the risk assessment to Food Safety Commission.

FTA+ elements in FTAs Japan concluded

		Trade in goods			Trade in service				Investment				Government Procurement	Intellectual Property	Competition	Improvement Of Business Environment	Cooperation	Energy and Mineral Resources
		Market Access	SPS/TBT	Mutual Recognition	Market Access	National Treatment	MFN Treatment	Movement of Natural Person	MFN Treatment National Treatment	Prohibition of performance requirements	Dispute Settlement between state and investor							
ASEAN	Vietnam	○	○		○	○		○		○					○	○	○	
	Philippines	○		○	○	○	○	○	○	○				○	○	○	○	
	ASEAN	○	○														○	
	Brunei	○			○	○	○	○	○	○	○					○	○	○
	Indonesia	○			○	○	○	○	○	○	○			○	○	○	○	○
	Thailand	○		○	○	○	○	○	○	○	○			○	○	○	○	
	Malaysia	○	○		○	○	○	○	○	○	○			○	○	○	○	
	Singapore	○		○	○	○		○	○	○	○		○	○	○			
Latin America	Chile	○	○			○	○	○	○	○	○		○	○	○	○		
	Mexico	○	○			○	○	○	○	○	○		○		○	○	○	
Europe	Switzerland	○	○		○	○	○	○	○	○	○		○	○	○	○		

Trilateral FTAs



European CEOs in Japanese Companies in Europe

Most of Japanese companies based in Europe have been appointing European people as top executives of their companies.

Automobile

- Toyota: CEO of Toyota Motor Europe is French.
Most of sales companies' CEOs are local persons.
- Nissan: CEO of Nissan Motor Manufacturing is British.
- Honda: Main sales companies' CEOs (Spain, Austria, UK, Czech Republic) have been changed to local persons from 2010.

ICT

- Panasonic: CEO of Panasonic Europe was changed to European (French) from 2009
- Hitachi: CEO of Hitachi Europe was changed to European (UK) from 2004.
- NEC: Almost all sales companies' CEOs are local persons.
- Fujitsu: CEO of Fujitsu Services and Fujitsu Technology Solutions are European (UK and Germany).

Expanding Japan-EU Industry Partnership



PSA – Toyota Motors

Daimler – Toray

Isagro – Sumitomo Chemical

PSA – Mitsubishi Motors

FIAT – Toshiba

Areva – Mitsubishi Heavy Industries

& etc....

Successful EU-Japan Sector Discussion

EU and Japanese industries have started the discussion on EU-Japan EPA .

- Establishing common aim on EU-Japan EPA
- Identifying NTBs for both sides and seeking for possible solutions or the enhancement of market access

Business Europe - Keidanren

- Chairman's meeting in July 2011 (Agreed on starting the discussion on EU-Japan)
- B-B dialogue with the participation of 7 sectors in March 2012
- The second B-B dialogue in April 2013

Automobiles: ACEA-JAMA

- Meetings in April and May 2013
- Discussing on non-tariff issues (e.g. implementing UN regulations, zoning, WLTP, etc.)

ICT: Digitaleurope - JEITA

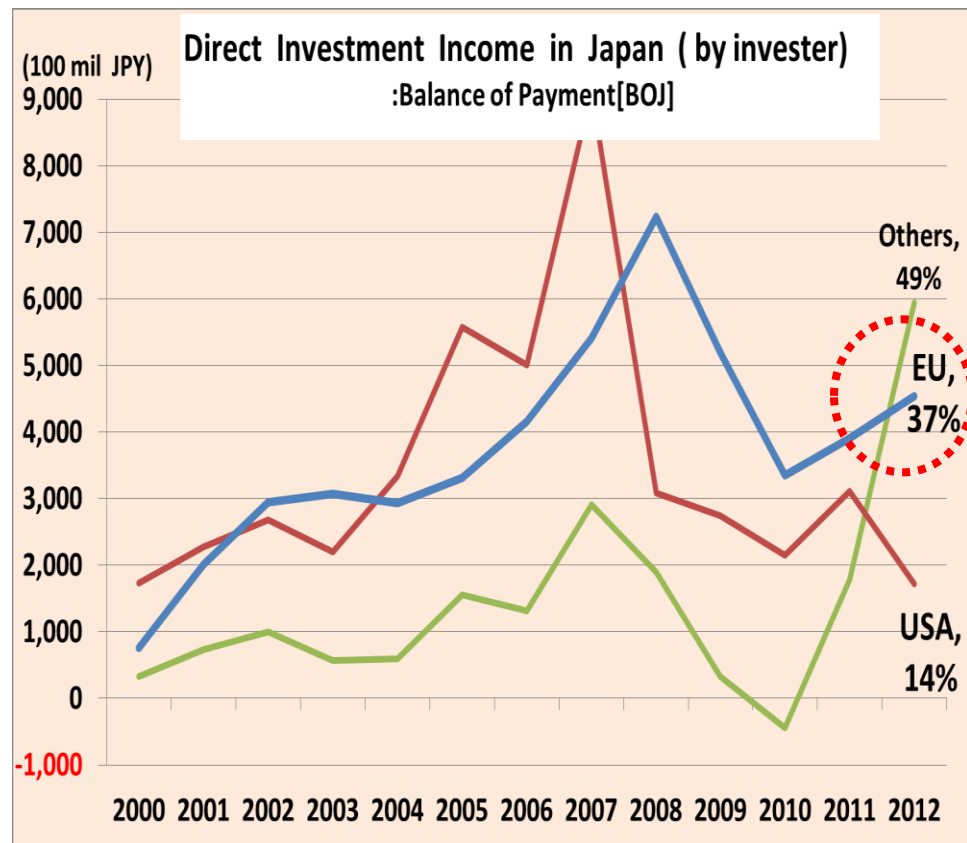
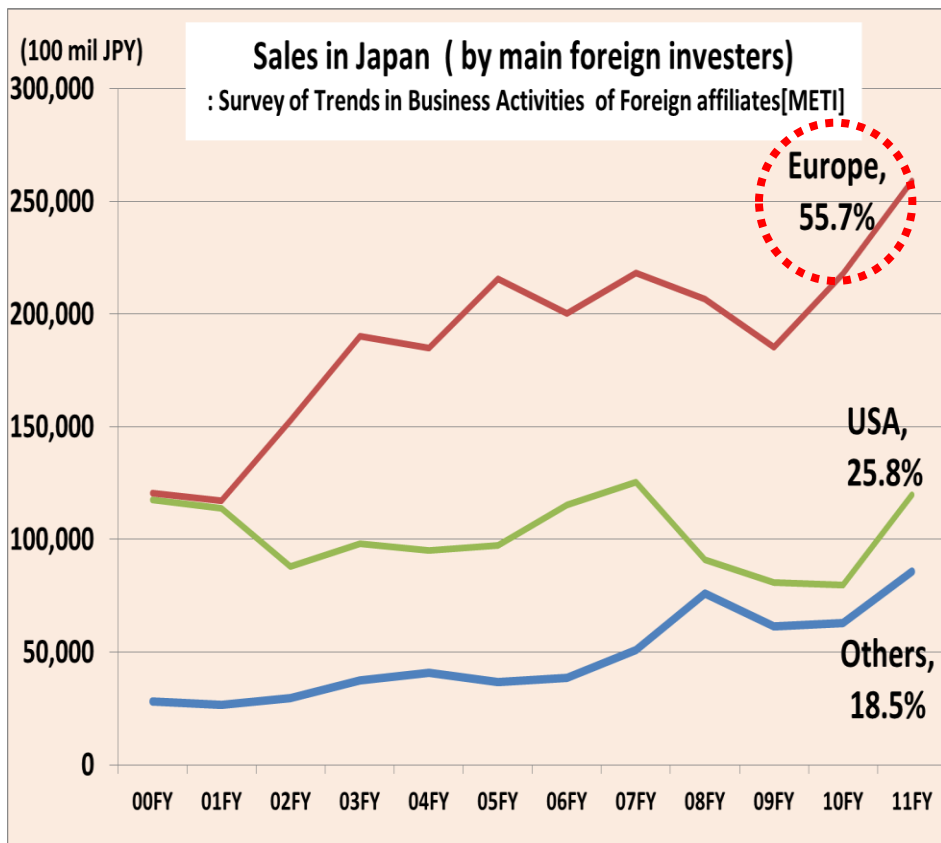
- Trade policy chairman's meeting in September 2011
- Publishing joint statement for promoting EU-Japan EIA in November 2011
- Publishing joint statement of the early concluding of the EU –Japan EPA/FTA in April 2013
- Discussing on the non-tariff issues
(e.g. Environmental regulation, intellectual property, movement of people etc.)

Railways : EU railway manufacturers - Japanese railway companies

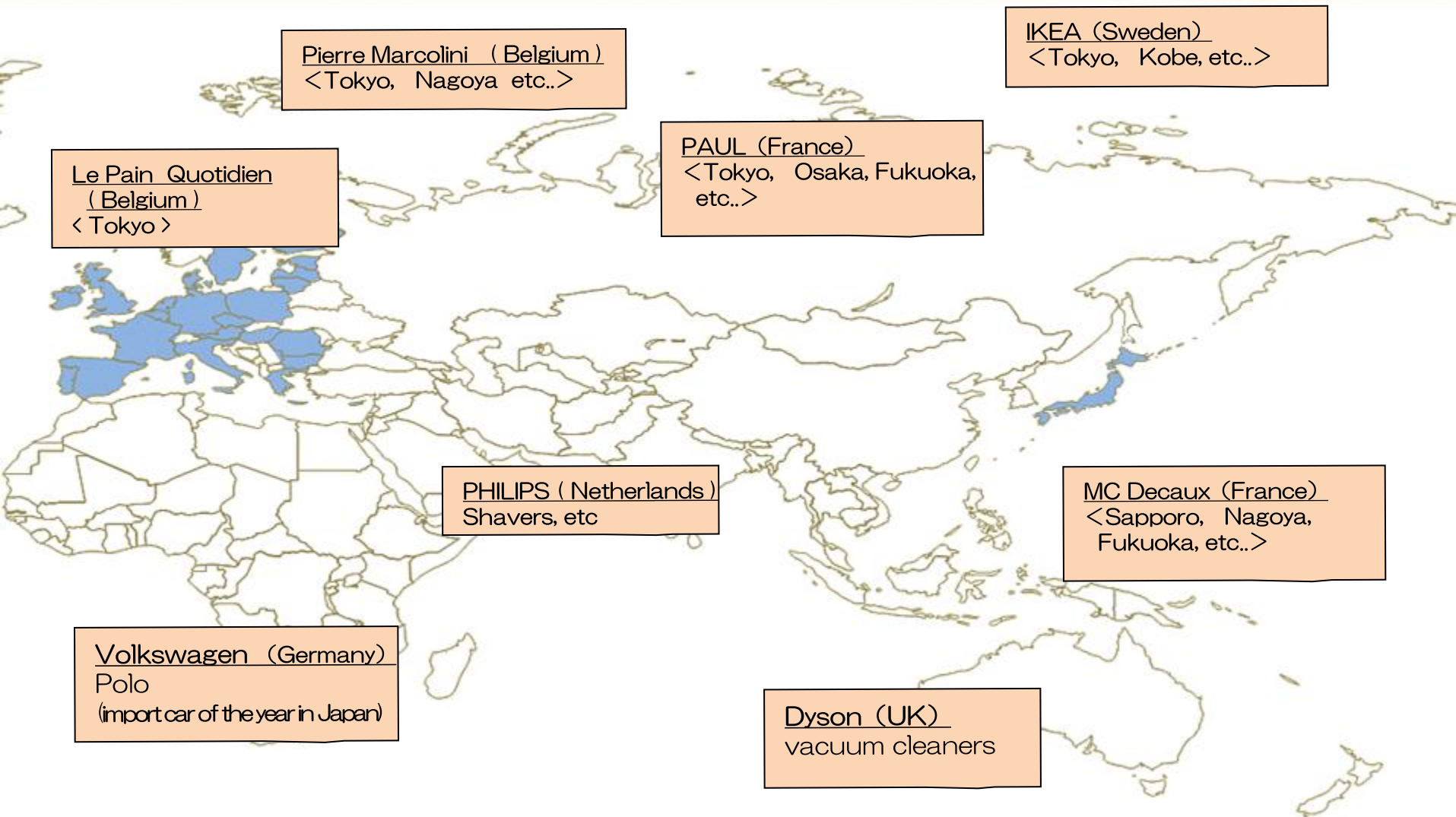
- Meeting in October 2011 organized by JR East and Tokyo Metro in response to the EU side's requests
- Exchanging views constructively on enhancing market access
(e.g. Japan's non-discriminatory procurement)
- Opening EAST JAPAN RAILWAY COMPANY Brussels Branch in November 2012

Potential of Japan's Market

High Performance of European Companies in Japan

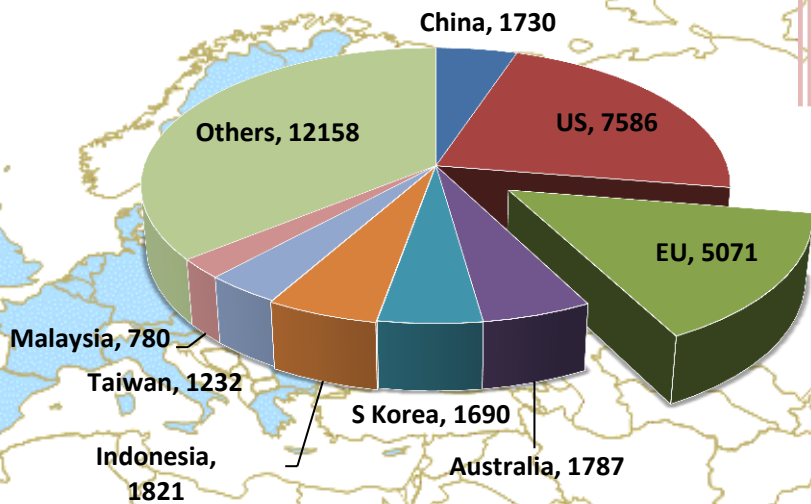


Popular European Products and Services in the Japanese Market

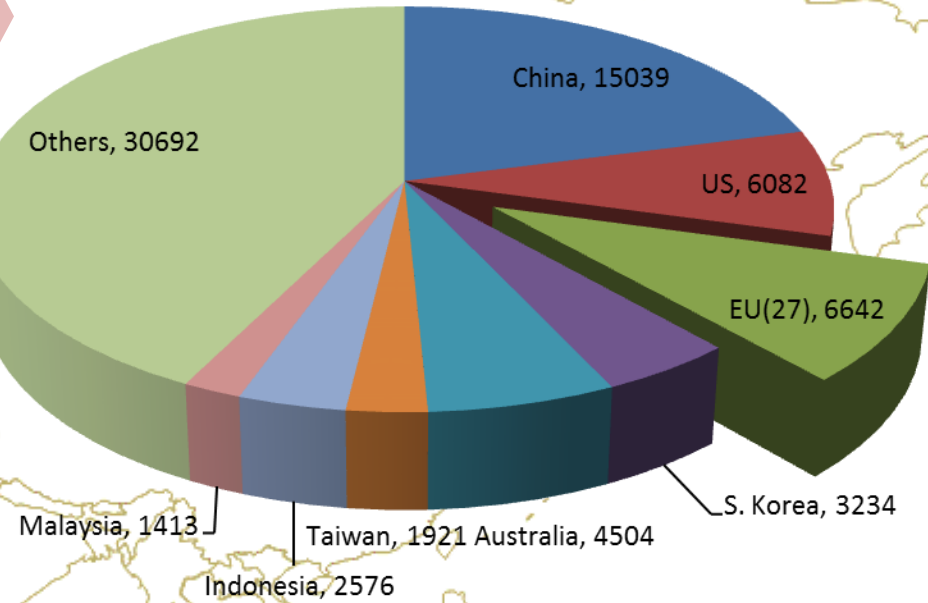


Missed Opportunities by European Companies

(1990)
33,855



(2012)
70,689



(Billion Yen)

Source: Ministry of Finance

Despite the growth of Japan's import market,
EU has not been capturing its benefit even after enlargement

Total Value 209%

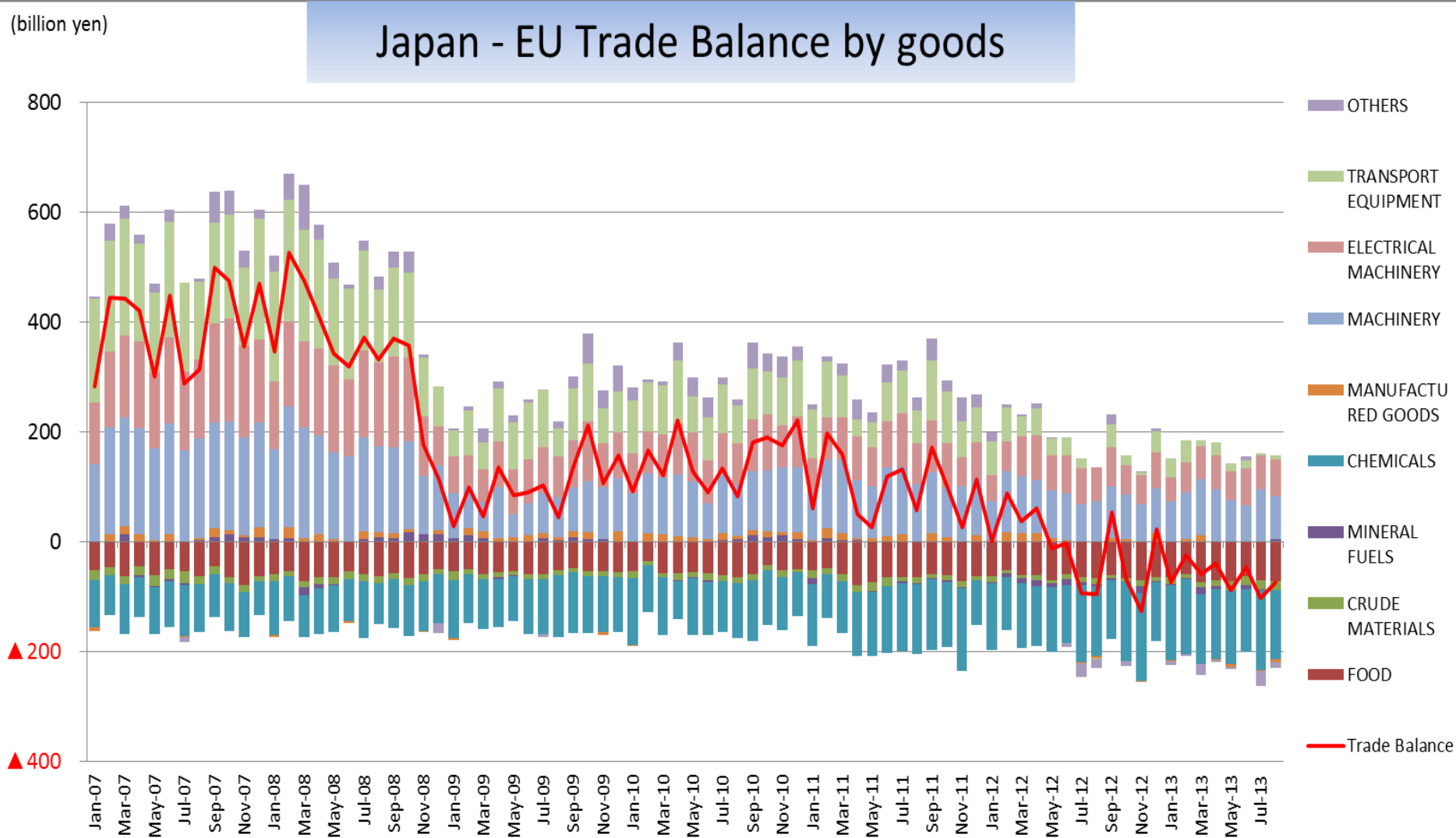
China 869%, EU(12⇒27) 131%, Australia 252%

S. Korea 191%, Indonesia 141%, Malaysia 181%

Source: METI

Current Japan-EU Trade and Investment

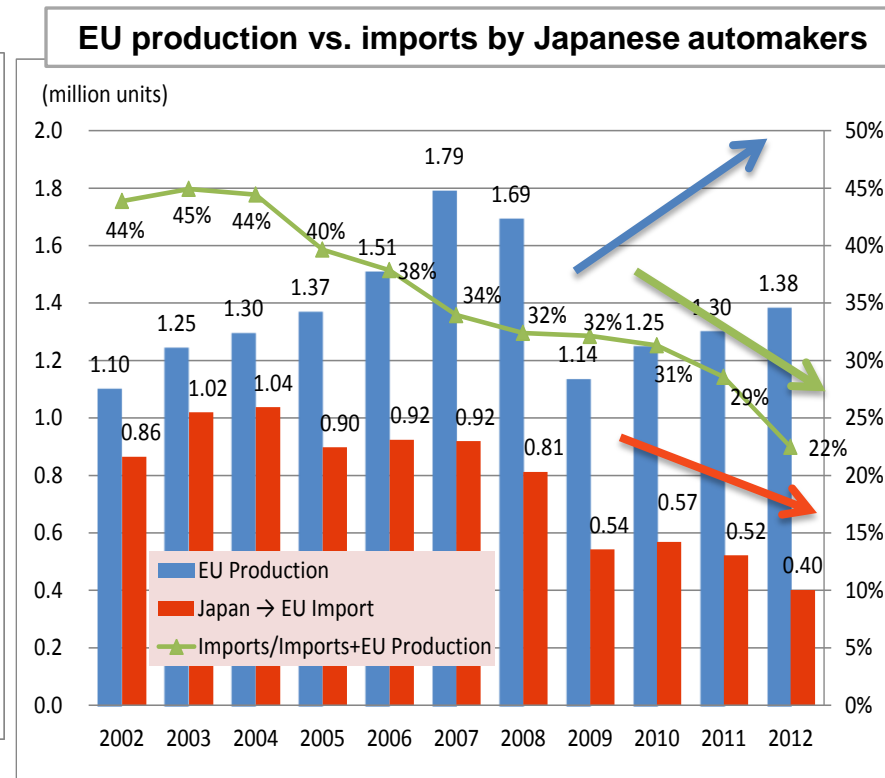
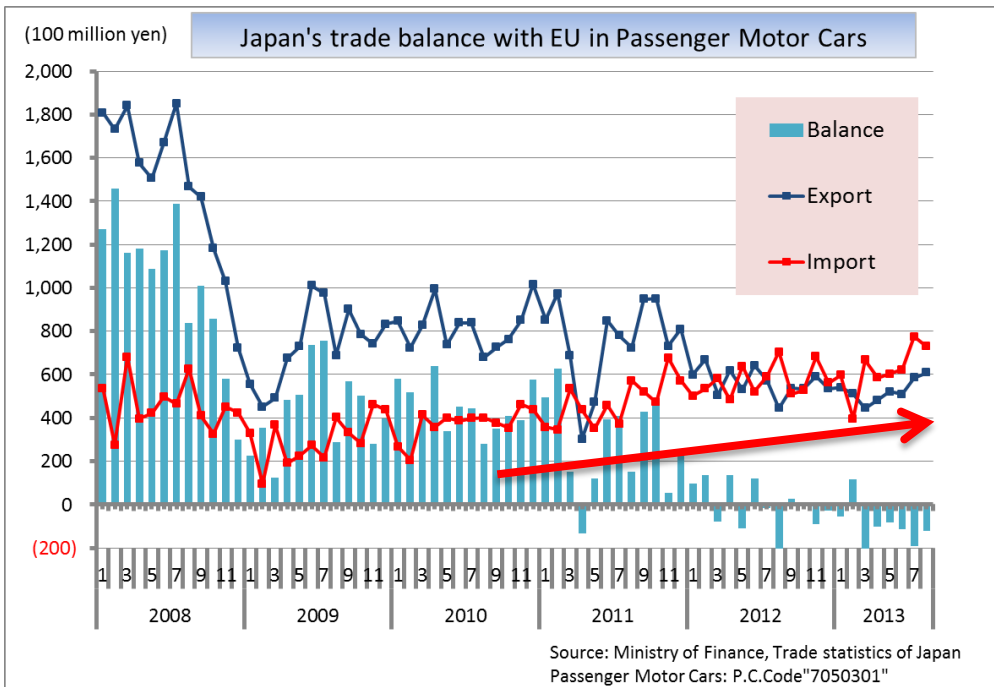
Japan's trade balance with the EU



Source: Ministry of Finance, Trade Statistics of Japan

Japan's trade balance in motor vehicles

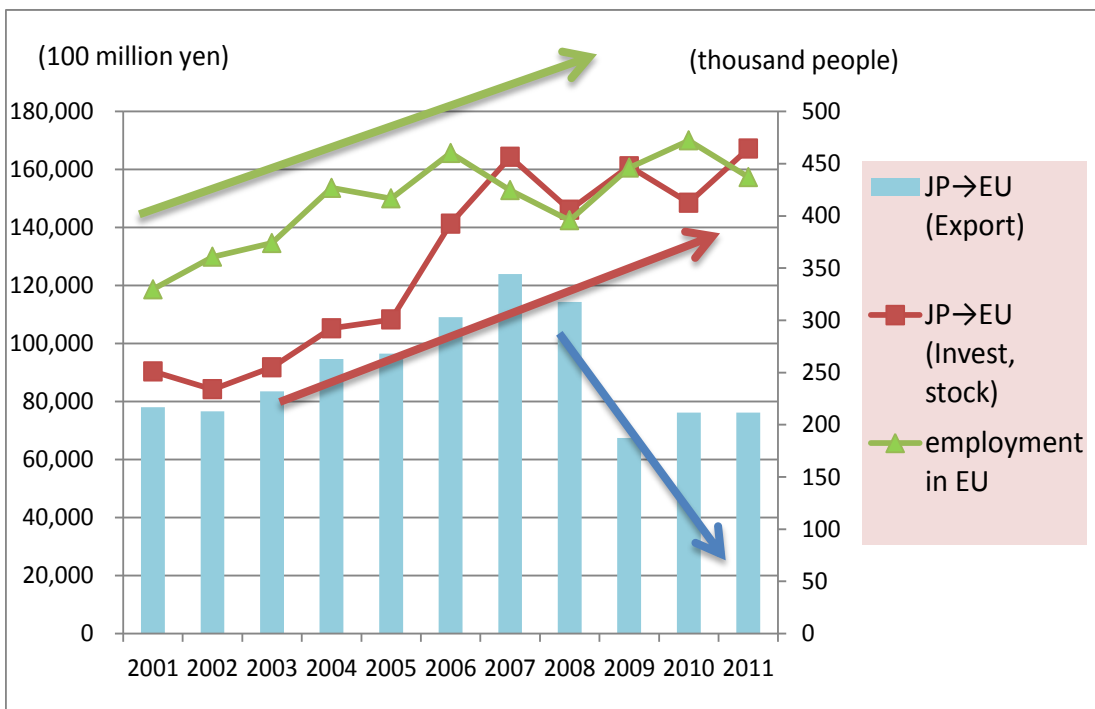
- Japanese automakers' investments have contributed to the European economy and employment. EU production by Japanese automakers increased to 1.3 million units in 2011.
- Due to Japanese makers' investments and an increase in European makers' exports, the trade balance in the auto sector approached equilibrium.



Japan's investment and employment in the EU

- Japan's investment and employment in the EU has increased, while Japan's exports have decreased.

Japan's export/investment/employment in the EU



Japanese overseas affiliates in the EU in FY2011

Number of employees: over 437,225

Sales: 247 B euros

Intraregional procurement: 51 B euros

*Number of Employees by Japanese affiliates

UK	140,705
Germany	59,304
Netherland	58,227
Belgium	33,226
France	25,319
Italy	21,545
Spain	12,848

Japan's Trade in Medical Products

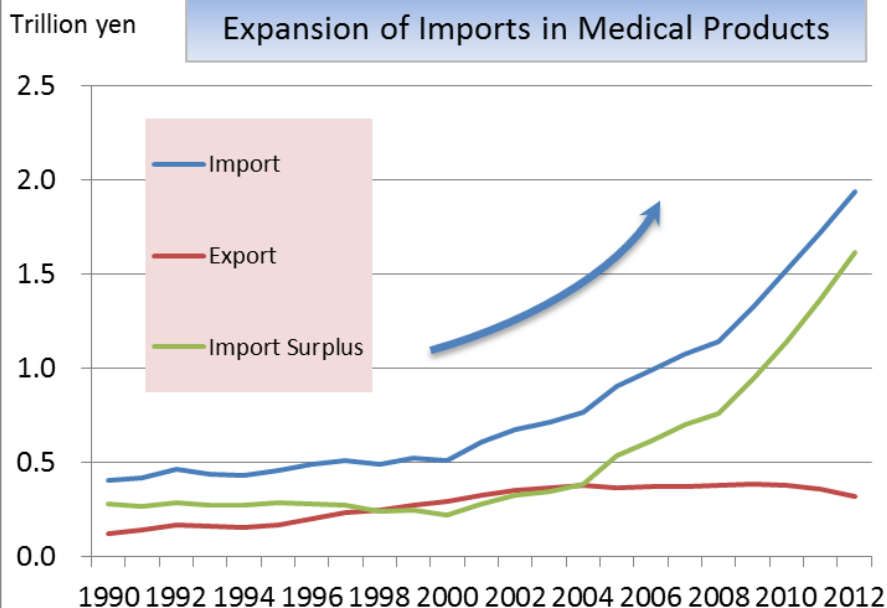
Surging Drug Imports Hit Japan's Trade Balance (Nikkei, 15 May, 2012) <Summary>

Japan's pharmaceutical imports are growing at a blistering pace due to the rapid aging of the population and the weak global competitiveness of domestic drugmakers.

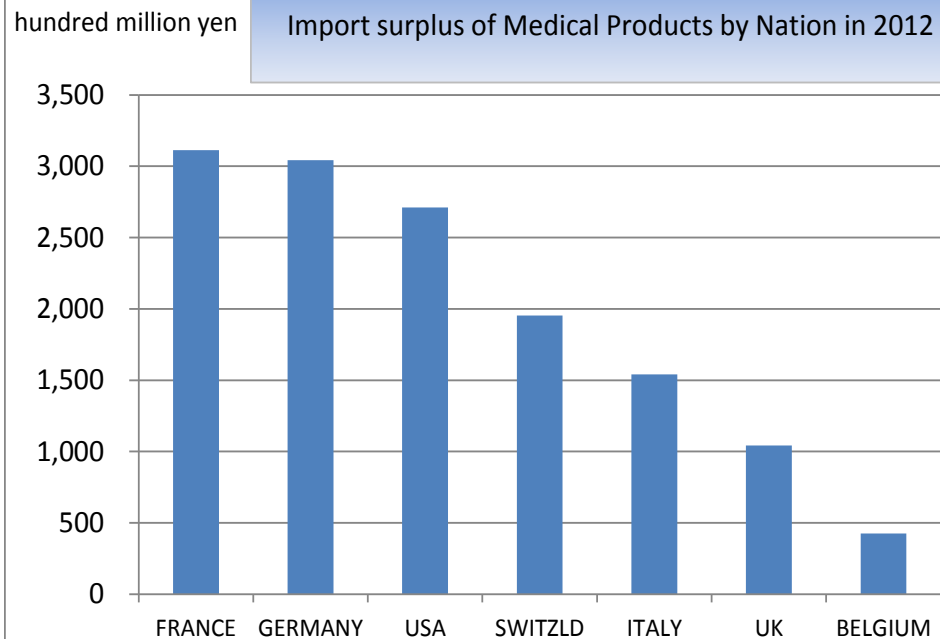
Japan incurred an overall trade deficit of about 2.5 trillion yen in 2011, as exports slumped while imports surged. More than half of that amount came from the pharmaceutical trade alone.

Japan's pharmaceutical imports are expected to keep growing in the long term, putting further pressure on the nation's trade balance.

Japan's pharmaceutical imports expanded by about 730 billion yen in the past five years alone, while exports have remained almost unchanged during the same period, at around 370 billion yen.



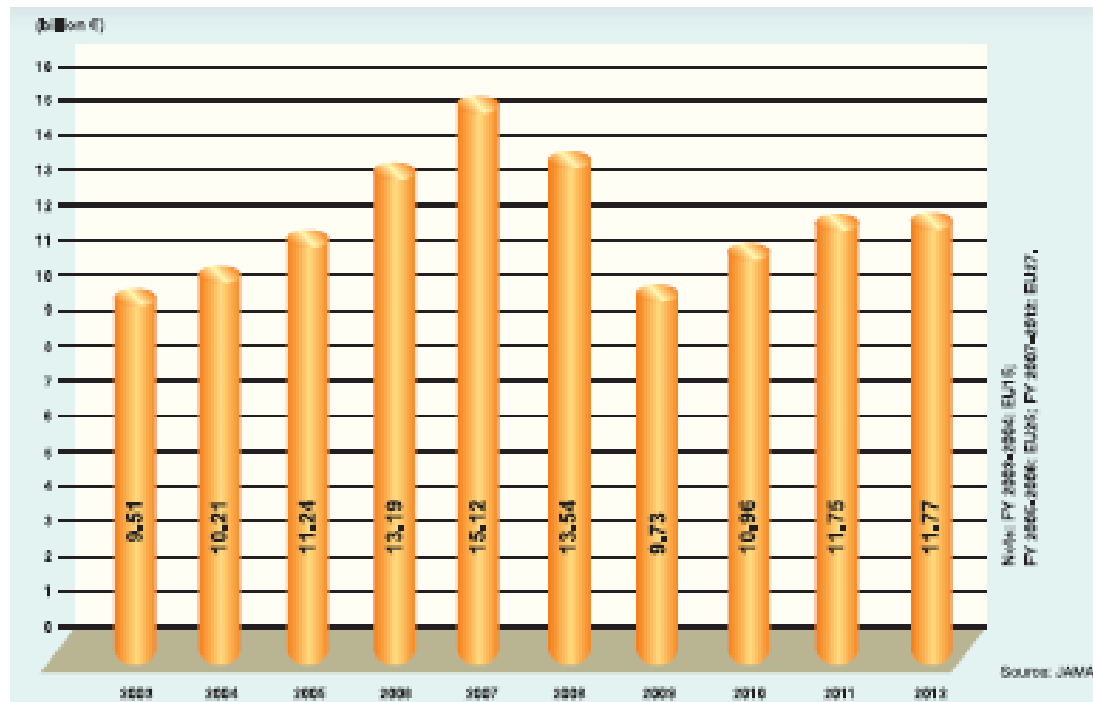
Source: Ministry of Finance, Trade statistics of Japan
Medical Products: P.C. Code"507"



Source: Ministry of Finance, Trade statistics of Japan
Medical Products: P.C. Code"507"

Japanese Automaker's Purchases of EU Parts

- Purchases of EU-made parts by Japanese automakers totalled €11.77 billion in 2012.
- In their pursuit of maximised global purchasing, JAMA members open their contact points to all potential European suppliers looking for long-term partnerships.



Source: JAMA

Japanese Automakers ' Recent Investment and Contribution to the Economy and Employment in the EU

1) Honda

- Announced £267 million investment program in Swindon plant, the single biggest investment into its UK manufacturing base, creating 500 new jobs for the launch of new *CR-V* and new 1.6 liter diesel engine for *Civic*. (September 2012)

2) Toyota

- PSA will supply medium-size vans to Toyota from the second quarter of 2013. The agreement also includes collaboration on next-generation vehicles which are to be produced by PSA. The collaboration is expected to last beyond 2020. (July 2012)
- PSA decided to produce next-generation light commercial vehicles, including vehicles to be supplied to Toyota, at the Valenciennes-Hordain plant following their withdrawal of joint-venture with Fiat expiring in 2017, which contribute to maintaining jobs in the EU. (August 2012)

3) Mitsubishi

- Agreed on share transfer with VDL with the transfer price of just €1, enabling to assure the employment of its entire employees. (July 2012)

4) Toyota

- Started production of *Yaris Hybrid* at Valenciennes plant with new investment of €25 million. (April 2012)
- *Yaris* became the first car ever to be awarded the label of “France Origin Guaranteed” status. (September 2012)

Addressing “Non Tariff Measures”

Progress of NTM issues

- **UN/ECE regulations** → MLIT had published the roadmap toward the adoption of UN/ECE Regulations in March 2013. MLIT also adopted 2 UN/ECE regulations(R121 and R127).
- **Zoning for automobile service shops** → MLIT published the result of the facilitation of the establishment of automobile service shops in March 2013 and the Technical Guideline affected well on the facilitation of the establishment.
- **Radio equipment** → The process of public comments for the amendment of Ministerial Ordinance had been completed in April.
- **Food additives** → Two food additives(Magnesium hydrogen phosphate, and Calcium saccharin) had been designated in 2012. Other two additives(Potassium lactate, and Potassium sulfate) also had been designated in May 2013. Isopropanol is in the process of designation. Roadmap for designation process for internationally used food additives had been formulated and been published in September 2012.
- **Medical Devices** → Revision of the Pharmaceutical Affairs Law was submitted to the Diet session.
- **Pharmaceuticals** → GCP Ordinance was amended in December 2012. Revised “Minimum Requirements for Biological Products” is expected to be promulgated soon.
- **Pyrotechnic Safety Devices** → The Ministerial Notice(METI) of the Explosive Control Act came into force in February 2012.
- **Liquor wholesale license** → The amended public notice entered into force in September 2012, establishing new license categories such as liquor wholesale license for cash-and-carry wholesalers.
- **Beef Import** → On 1 Feb 2013, the importation of beef and bovine products from France (aged 30 months or under) and the Netherlands (aged 12 months or under) into Japan was reopened.
- **Organic food** → A comprehensive package agreed by MAFF and DG-AGRI was implemented on 1 April 2013.

Contribution of Japan to Europe

Huge Job Creation by Japanese Companies in Europe

The EU: No.1 Investor to Japan 8,214 billion yen(2012)
 Japan: No.3 Investor to the EU 144 billion euro(2011)

Source: BOJ, Eurostat

Japanese overseas affiliates in the EU

Survey of Overseas Business Activities as of 2011(FY), METI

Number of employees: over 437,000

Sales: 27,437 bln Yen

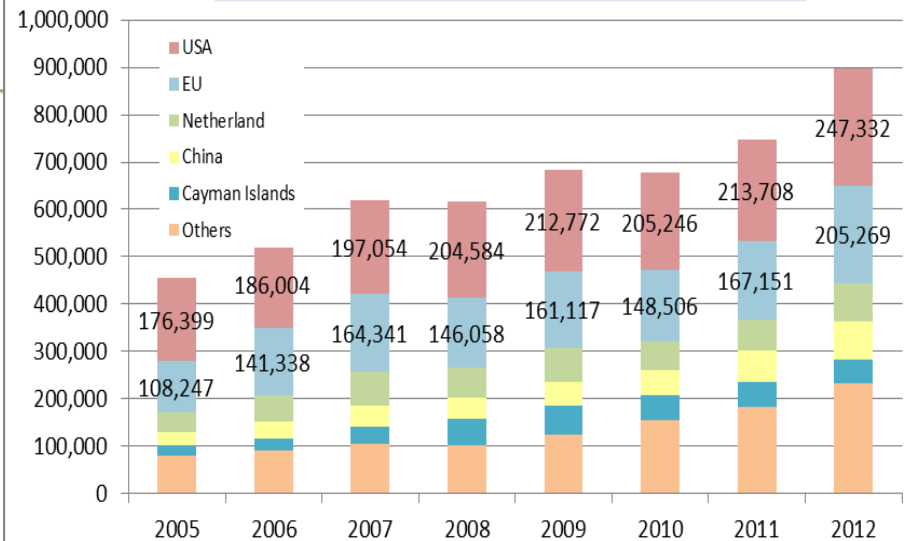
Intraregional procurement: 5,646 bln Yen

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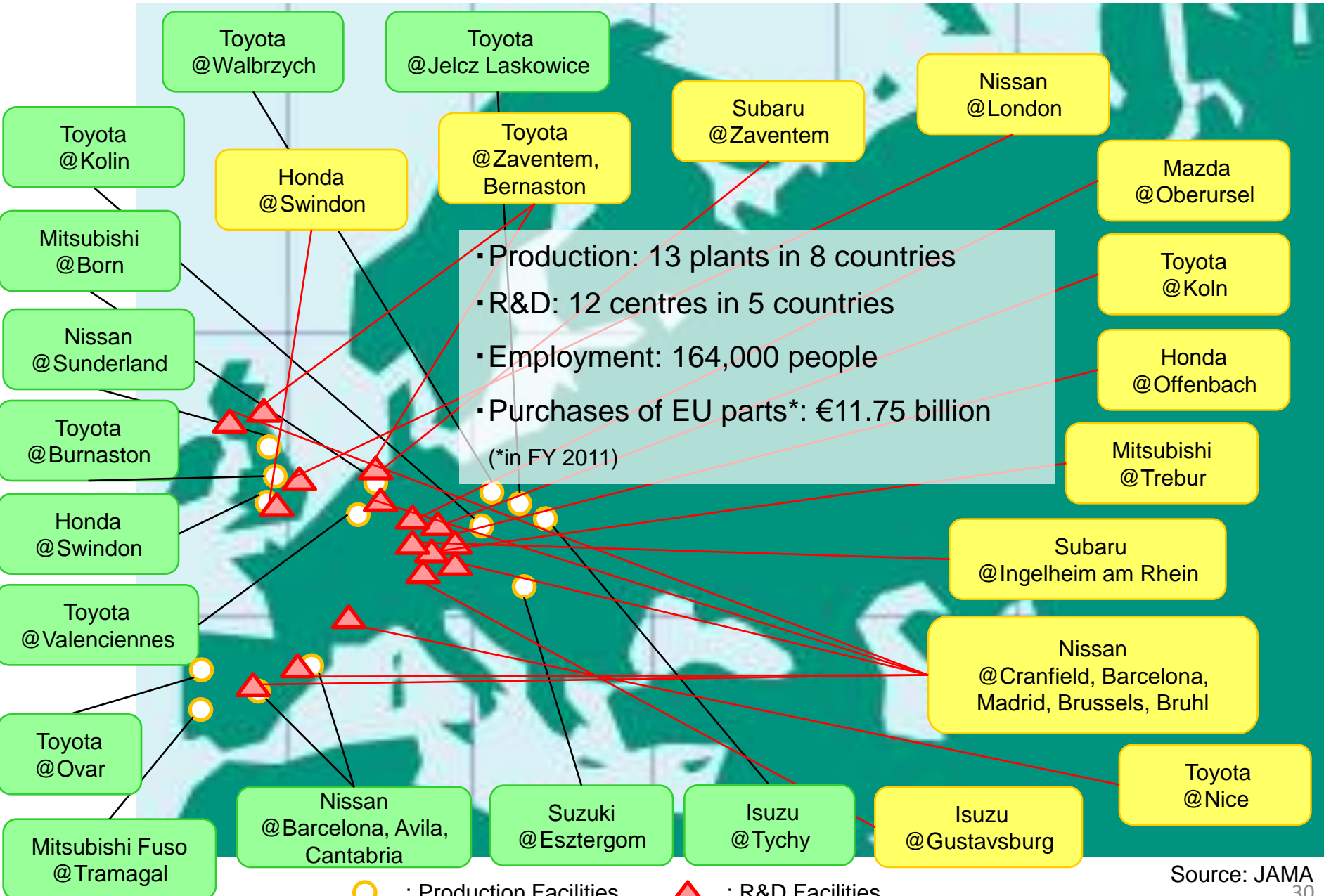
(100 million yen)

Japan's foreign direct investment

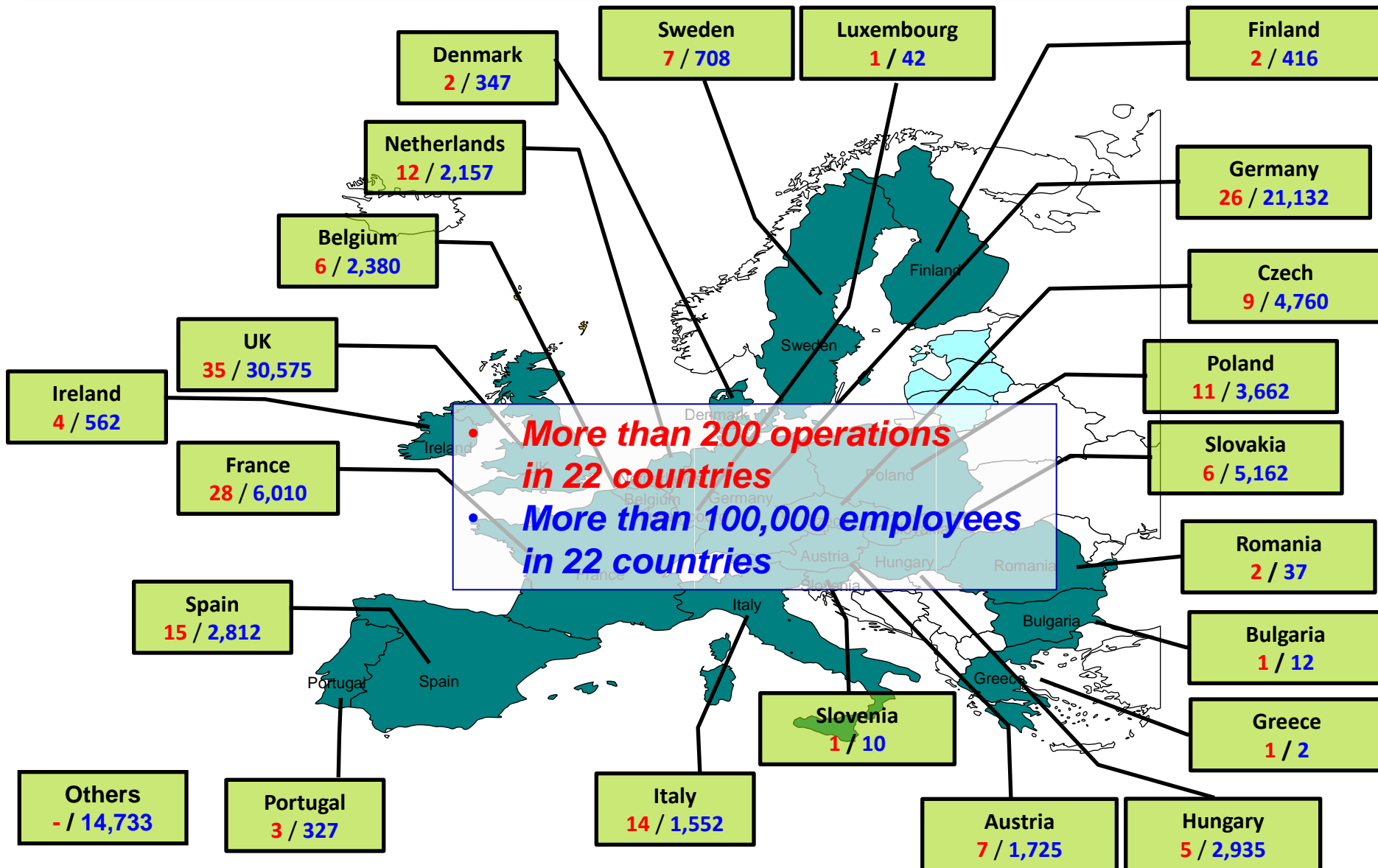


Source: Bank of Japan

Japanese Automakers' Production/R&D Facilities in the EU



Japanese IT Companies' Operations and Employment in the EU



Number in the box: **Operations of the companies of Japanese IT industries association**
/ Employees of the companies of Japanese IT industries association

Japan's Large Contribution to the IMF

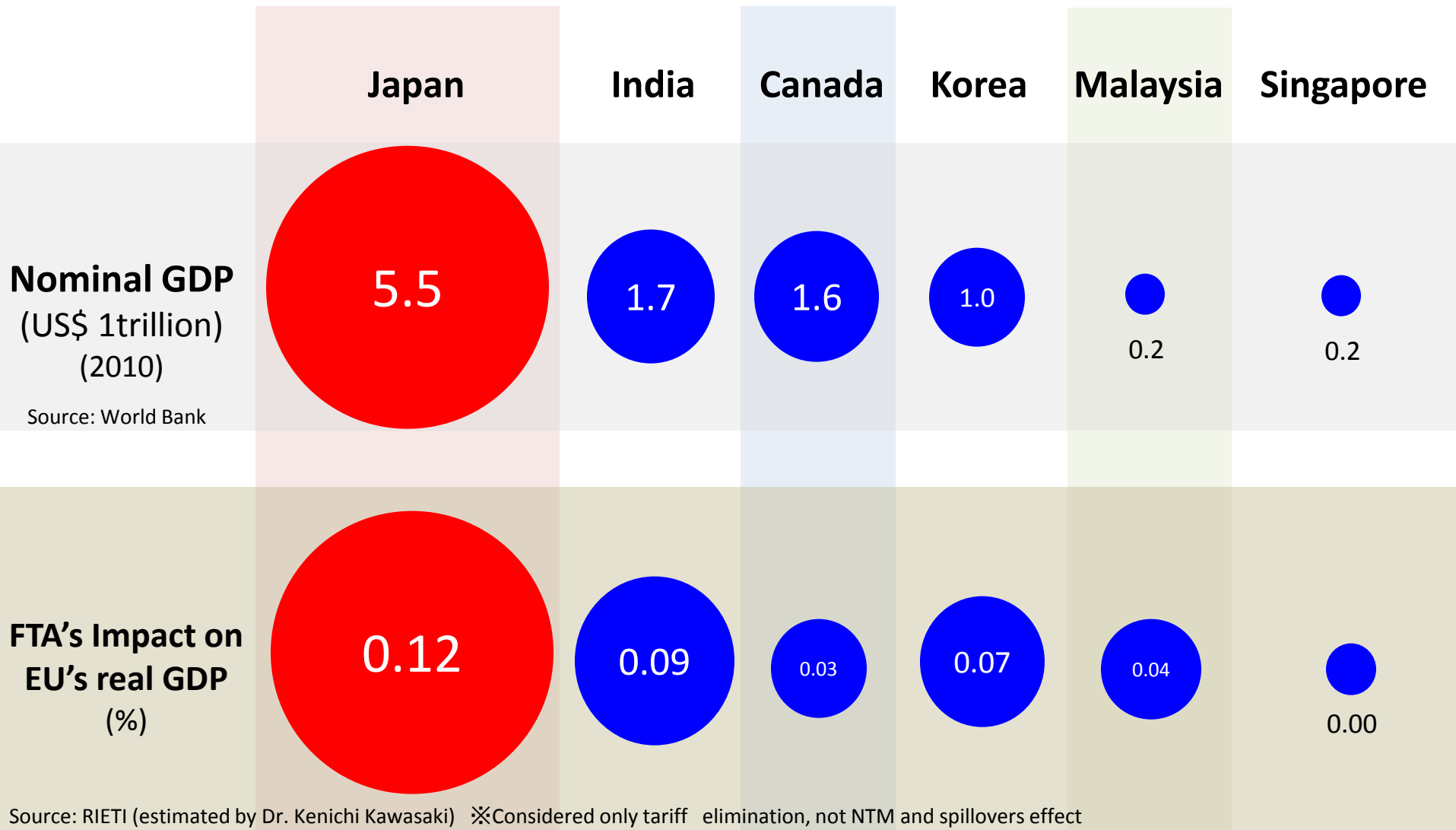
■ A contribution of over 43 billion USD was announced at the G20/IMFC (Meeting of the International Monetary and Financial Committee) on Apr 20. Japan announced a contribution of 60 billion USD.

■ These resources are being made available for crisis prevention and resolution and to meet the potential financing needs of all IMF members.

Total	430 over Billions of USD		share
Euro Area	about 200	Billions of USD	46.5%
Japan	60	Billions of USD	14.0%
Korea	15	Billions of USD	3.5%
Saudi Arabia	15	Billions of USD	3.5%
UK	15	Billions of USD	3.5%
Sweden	at least 10	Billions of USD	2.3%
Switzerland	10	Billions of USD	2.3%
Norway	about 9	Billions of USD	2.2%
Poland	about 8	Billions of USD	1.9%
Australia	7	Billions of USD	1.6%
Denmark Nationalbank	about 7	Billions of USD	1.6%
Singapore	4	Billions of USD	0.9%
Czech	about 2	Billions of USD	0.5%

Benefit of EU-Japan FTA

Possible Benefit of FTAs for the EU



*EU's real GDP: 16.25 trillion US\$ (2010)

Source: World Bank

Impact Assessment Report on EU-Japan Trade Relations

- ◆ The European Commission concluded the EU-Japan FTA/EPA will bring benefit for both the EU and Japan, in the Impact Assessment issued in August 2012;

“Option (b), calls for full-scale FTA negotiations, with different degrees of trade liberalization, and reductions in the costs of trade, all of which result in considerable benefits in both the EU and Japan. Benefits include increases in GDP, increases in exports, overall increases in employment, increases in wages for both semi-skilled and skilled employees, together with increases in competitiveness and an improved standing for both the EU and Japan in respect of other global competitors.”

< Policy Option>

A: No policy change (baseline scenario)

B: EU-Japan FTA (all tariff elimination and reduction of NTBs)

B1: Conservative - A-symmetric reduction of NTBs

(20% NTBs reduction in Japan, 6.6% reduction in the EU for goods, and 20% reduction in the EU for services)

B2: Conservative - Symmetric reduction of NTBs

(20% NTBs reduction both in Japan and the EU)

B3: Ambitious - A-symmetric reduction of NTBs

(50% NTBs reduction in Japan, 16.5% reduction in the EU for goods, and 50% reduction in the EU for services)

B4: Ambitious - Symmetric reduction of NTBs

(50% NTBs reduction both in Japan and the EU)

35

Economic impact of the asymmetric scenarios (Mln €, percentage change)

Policy options	Baseline values (Mln C)	Conservative		Ambitious	
		Asym. B1	Sym. B2	Asym. B3	Sym. B4
Impact in the EU					
GDP	17,642,509	0.34	0.75	0.79	1.88
National Income (Mln €)	17,642,509	42,006	92,805	99,774	319,292
Global exports fob	5,334,549	1.2	2.7	2.8	6.7
Global imports cif	5,611,441	1.2	2.8	2.9	N/A
Bilateral exports to JPN	68,553	22.6	23.7	32.7	N/A

Sectoral impact of the asymmetric scenarios (percentage change)

Policy options	Conservative FTA (B1)				Ambitious FTA (B3)			
	Exports		Imports		Exports		Imports	
	Global	Bilateral	Global	Output	Global	Bilateral	Global	Output
Impact in the EU								
Processed foods	4.4	182.6	3.3	0.6	7.6	202.2	8.6	0.5
Chemicals	1.0	21.9	1.4	-0.3	2.7	51.8	3.2	-0.5
Electrical machinery	4.1	8.1	-0.1	3.5	10.9	20.8	-0.4	9.3
Motor vehicles	0.6	8.2	1.3	-0.3	2.0	18.1	2.7	0.0
Other transport equipment	0.9	20.6	1.6	-0.1	2.1	47.3	3.5	-0.1
Other machinery	1.1	3.3	1.2	0.1	3.1	7.6	2.7	0.6
Finance	1.6	0.9	2.5	0.1	3.9	1.3	6.4	0.1
Insurance	0.8	2.3	1.8	0.2	1.9	4.7	4.7	0.4
Business services	2.3	8.9	3.8	0.1	5.8	22.2	9.7	0.3

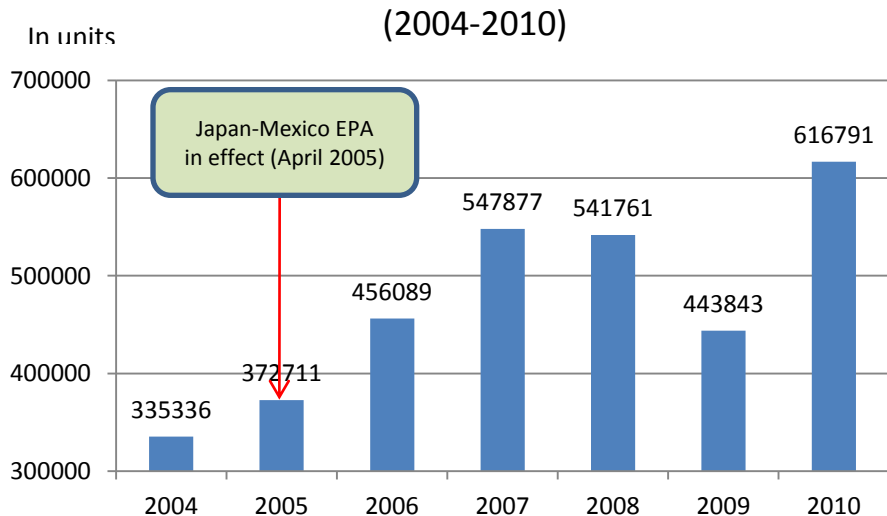
Surge of Investment to Mexico after the Japan-Mexico EPA

New Direct Investment in Mexico by Japanese Automakers following Implementation of the Japan-Mexico EPA

- Tariff reduction on auto parts through the Japan-Mexico EPA, in effect from April 2005, encouraged an 84% increase in local production by the Japanese automakers between 2004 and 2010.
- The EPA is stimulating many new direct investments.
- Japanese automakers currently operate 6 production facilities in Mexico. Mazda and Honda recently announced the construction of new production plants in Salamanca City (starting in FY2013) and Celaya (starting in 2014), respectively.

Vehicle Production by Japanese Automakers in Mexico

Japanese Automakers' Production Facilities in Mexico



Source: Marklines Database

Manufacturer	Location
Honda	El Salto
Toyota	Tijuana
Nissan	Aguascalientes
	Civac (Cuernavaca)
Isuzu	Cuautitlan
Hino	Silao

Benefit of EIA for EU and Japan through Reducing Tariffs and NTMs

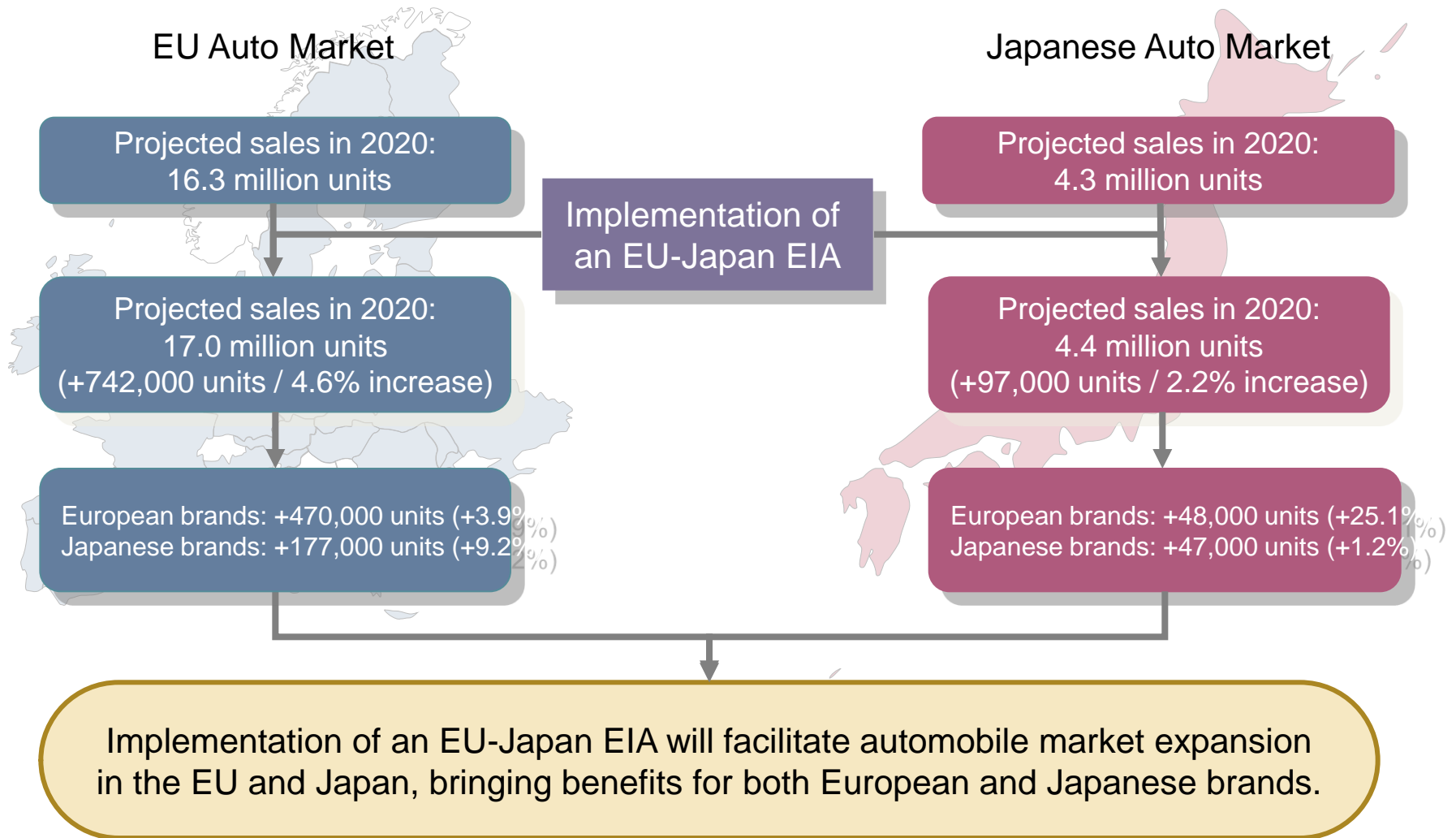
“Assessment of barriers to trade and investment between the EU and Japan” (3 February, 2010) prepared for the European Commission, DG Trade, by Copenhagen Economics

- While tariff dismantling would be beneficial to both economies, the real gains would be reaped by lowering regulatory differences.
- The study focuses predominantly on regulatory measures in seven key sectors in Japan.
(Pharmaceuticals, medical devices, processed foods, cars, transport equipment, telecoms and financial services)
 - The study estimates that trade flows could increase by €43 billion for the EU and €53 billion for Japan.
 - e.g.) - EU motor vehicles exports to Japan could increase by up to 84% (by up to €4.7billion)
 - EU pharmaceutical exports to Japan could increase by 60-100% (by up to €3.4billion)
 - EU medical devices exports to Japan could increase by 51% (by €1.1billion)
 - While more than half of the trade benefits go to Japan, two-thirds of the welfare benefits go to the EU (€33 billion for the EU and €18 billion for Japan).
- The study uses information on the trade costs of regulatory barriers obtained through a survey of European firms operating in Japan.

Summary of Impact	EU	Japan
Export Effects (Tariffs)	+€14bn	+€25bn
Export Effects (NTMs)	+€29bn	+€28bn
Welfare Effects	+€33bn	+€18bn

EIA benefits EU autos more

Impact of EU-Japan EIA to auto industries (report by Mitsubishi Research Institute)



Joint Statement by European business organizations

(Chemical, Digital tech, Cultural and creative, Pharmacy, Retail, Service, Sports, Food and drink, Trade, Record, Leather, Metals, Textile, Ceramic)



Call for a Free Trade Agreement with Japan - Brussels, 12 November 2012

The signatories of this statement strongly call upon the EU and Japan to launch the negotiations for a deep and comprehensive Free Trade Agreement (FTA) as soon as possible. An FTA will deliver significant economic benefits and contribute to the development of both the EU and Japan.

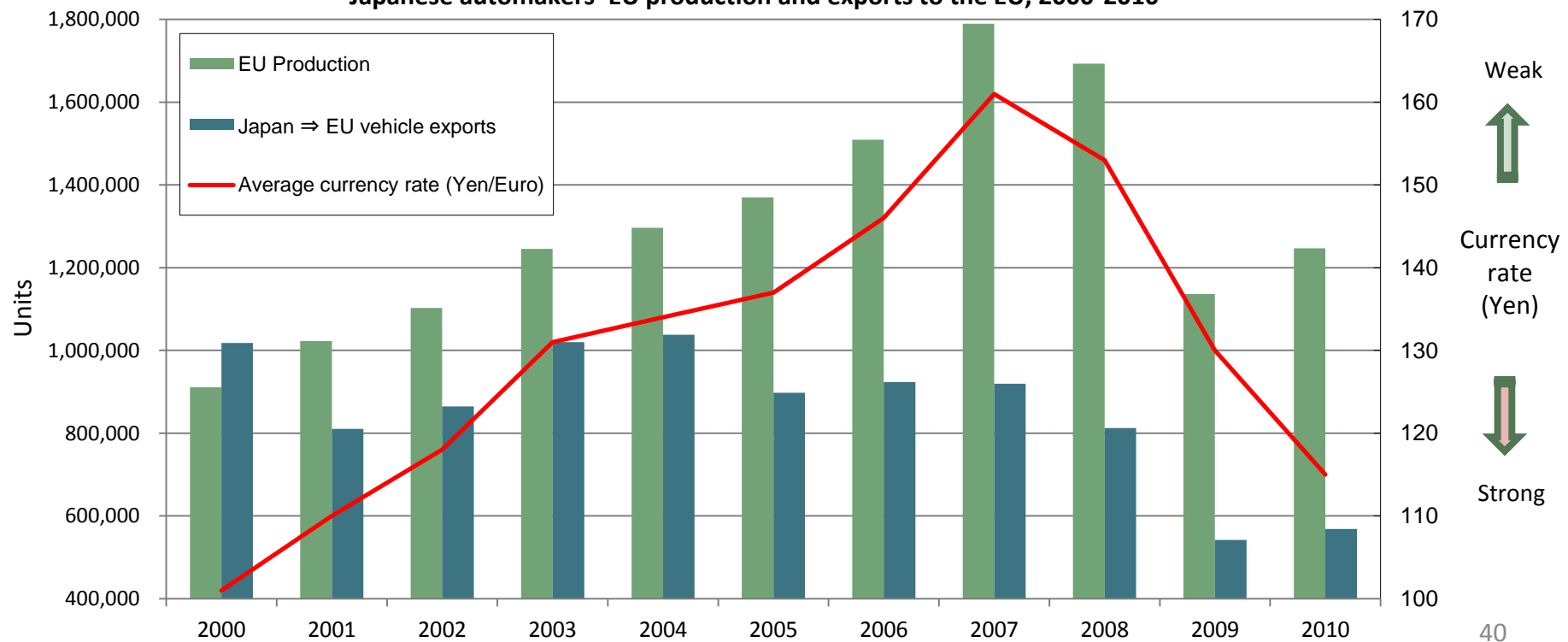
An FTA with Japan has the potential to improve market access and regulatory coherence, and thus expand trade and investment, enhance productivity, contribute to mutually enhanced competitiveness of both economies, promote economic growth, and increase employment.

...The EU and Japan economic relations are vital for European companies, whose business links with Japan extend beyond import/export to include alliances and partnerships in supply chains, joint research projects and direct investments... (citation)

Surge of Japan's Car Exports? Not Likely

- From 2000 to 2007, Japan ⇒ EU vehicle exports slightly declined, while Japanese automakers' production in the EU nearly doubled, despite the fact that the Japanese yen depreciated against the euro by nearly 60% during that period.
- Although currency rates can be a critical factor in pricing, directly affecting cost competitiveness, history shows that factors which should favour increased exports do not necessarily do so.
- Japanese automakers are committed to contributing to the further growth of the European auto industry, and therefore we are confident that tariff reduction via an EU-Japan EIA will not lead to increases in exports from Japan.

Japanese automakers' EU production and exports to the EU, 2000-2010



Japan's Innovation Efforts

	France	Japan	Germany	UK	China	Korea
GDP (2010, bil. euros)	1 865	4 006	2 412	1 637	4 284	739
GDP per capita(2010,euros)	28 751	31 431	29 516	26 303	3 201	15 124
Patent applications (patented)	16 104 (10 529)	348 596 (193 349)	59 583 (14 435)	22 465 (5 428)	314 573 (128 489)	163 523 (56 732)
Patent applications (patented)/100,000 people	26 (17)	273 (151)	73 (18)	36 (9)	24 (10)	335 (116)
R&D Expense, 2009 mil. euros)	42 596	122 463	68 483	29 625	61 884	22 833
Nobel Prize Winners in Science ('00-'10)	4	9	6	8	0	0
Expense for Consumption, 2009 (bil. euros)	1 127	2 201	1 428	1 031	1 298	321
Consumption per capita, 2009 (euros)	17 452	17 254	17 439	16 687	975	6 575
License fee paid, 2010 (mil. euros)	4 050	13 676	9 509	7 050	9 501	6 532
License fee received, 2010 (mil. euros)	7 583	19 440	10 480	10 408	605	2 292

Sources:

- World Bank
- IMD World Competitiveness Yearbook 2011
- Agence française pour les investissements internationaux (AFII)

• World Intellectual Property Office (WIPO)

Taux de change utilisé: 1 dollar = 0,72862 euro

* Hong Kong non inclus