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CERTIFIED MAIL RETURN RECEIPT REQUESTED JUN 1 2010

Adam C. Sloane
Mayer Brown LLP
1999 K Street, N.W.
Washington, D.C. 20006-1101

Re: Toyota Request for Confidential Treatment/TQ10-001

Dear Mr. Sloane:

This responds to your April 9, 2010 letter on behalf of Toyota Motor Corporation ("TMC") and its subsidiaries and affiliates (Toyota) requesting confidential treatment for supplemental information submitted in response to an Information Request ("IR") issued by the Office of Defects Investigation on February 16, 2010 in TQ10-001. The information at issue was originally submitted to NHTSA on April 2, 2010. At that time, Toyota requested an extension of time to submit a request for confidential treatment.

You now submit your formal request for confidential treatment and explain that Toyota provisionally marked certain sections of its April 2, 2010 submission as confidential in the expectation of filing a formal request for confidential treatment. On behalf of Toyota you state that Toyota is not seeking confidential treatment for all of the information in the April 2, 2010 submission it had previously marked as confidential. Accordingly, you have provided an Excel spreadsheet (TQ10-001 Confidentiality Index Supplemental 01.xls) that sets forth those documents or portions of documents for which Toyota now requests confidential treatment. Toyota requests that the information listed as confidential on the foregoing spreadsheet be accorded confidential treatment permanently.

Toyota's request for confidential treatment addresses a number of categories of documents. These categories include design information (including design drawings, specifications, and standards), design change information, engineering specifications and standards, manufacturing information, and product standards. The data also includes information about parts costs, costs associated with suppliers, and warranty costs; and information about how costs are allocated among Toyota entities and between Toyota and its suppliers when addressing quality issues. In addition, you state that the information encompassed by your request includes internal analyses, quality control and product evaluation process information, information revealing Toyota's approach to formulating remedies for product issues, information about the scope and kinds of testing that Toyota performs and Toyota's proprietary test protocols, information about suppliers (including

information that would inform competitors about the quality of suppliers and how Toyota manages its relations with suppliers), information about how Toyota manages and disseminates information internally, and lead-time information.

Toyota contends that the information for which it seeks confidential treatment is subject to the substantial-competitive-harm standard set forth in *Nat'l Parks & Conservation Ass'n v. Morton*, 498 F.2d 765, 770 (D.C. Cir. 1974) and that release of the information described above would provide a huge windfall to Toyota's competitors and be likely to cause the company to suffer substantial competitive harm. Your request also contends that certain engineering drawings and specifications in the submission are subject to the Class Determination set forth in paragraph 1 of Appendix B of 49 CFR Part 512.

I note that your submission contains potentially identifying personal information for vehicle owners. Whenever this potentially personally identifying information pertains to individuals rather than entities, the name, address, telephone number and the last six digits of any vehicle identification numbers will be accorded confidential treatment pursuant to Exemption 6 of FOIA, 5 U.S.C. § 552(b)(6).

I have decided to grant your request in part and deny it in part.

Section 512.4(b) of 49 CFR Part 512 requires that all requests for confidential treatment be accompanied by a certification conforming to the example provided in Appendix A to Part 512. Materials or data generated by, or under the control of, parties other than the submitter must be accompanied by a certification from that entity. *See* 49 CFR 512.4, 512.9. A few documents within your submission appear to originate from third parties and are not accompanied by a certification from those entities. Toyota did not submit certifications from Image Solutions Print and Mail, Inc. and Charles F. Eaton, P.E. Accordingly, your request for confidential treatment for the documents listed in Appendix A and originating from the foregoing third parties is denied. In view of the absence of a certification, the substance of your claim relating to these materials was not reviewed.

To grant a request for confidentiality, NHTSA must have a sufficient understanding of what it is considering. Where it does not, a company's request is denied. For NHTSA to have an adequate understanding, the information must be readable and in English. The text in Toyota's submission was required to be in English, or Toyota was required to provide a translation for the Japanese language text where it appears. NHTSA's generally applicable regulations, 49 C.F.R. § 551.37, "Language of Communications," provide, in pertinent part: "Communications and attachments thereto shall be in English. Any matter written in a foreign language will be considered only if accompanied by a translation into English." This requirement is long-standing. See 33 Fed. Reg. 19602, 19700 (Dec. 25, 1968).

Some of the documents submitted by Toyota did not appear to have accompanying English translations. Other documents contained partial or incomplete translations that prevented complete review of the document. We acknowledge that translation of a large volume of documents takes time, but will not grant a request for confidential treatment to

materials presented only in a foreign language. Because the lack of complete translations for the information, your request for confidential treatment for the pages listed in Appendix B is denied and the substance of your claim for these materials was not reviewed.

Toyota was required to submit this information in response to an agency information request. Accordingly, I reviewed the claims for confidential treatment under the test set forth in *National Parks & Conservation Ass'n v. Morton*, 498 F.2d 765 (D.C. Cir. 1974) and its progeny. Under the *National Parks* decision, information concerning a commercial or financial matter may be withheld under Exemption 4 of the Freedom of Information Act if disclosure of the information would be likely to cause substantial harm to the competitive position of the submitter, or would be likely to impair the Government's ability to obtain necessary information in the future. *Id.* at 770.

With the exception of the requests denied for procedural reasons as discussed above and the documents discussed below, I am granting your request for confidential treatment. Subject to the foregoing exceptions, the information submitted by Toyota, including but not limited to, design information, engineering specifications, manufacturing information, product standards, costs, internal analyses, quality control information, supplier data and management data would, if disclosed, be likely to cause Toyota to suffer substantial competitive harm. Accordingly, this information will be withheld under Exemption 4 of the FOIA.

Toyota's request seeks confidential treatment for several categories of documents that are publicly available or whose contents are now in the public domain. Among these are accessory catalogs, recall and other communications from Toyota to vehicle owners, communications to Toyota dealers and service and repair information. Insofar as this information is identical to that in the public domain, it is not exempt from disclosure. *Niagara Mohawk Power Corp. v. U.S. Dep't of Energy*, 169 F.3d 16, 19 (D.C. Cir. 1999). Even if not identical, release of this information would not be likely to cause Toyota to suffer competitive harm. Accordingly, your request for confidential treatment (either for the entire document or portions of the document) is denied for the documents listed in Appendix C.

Your request for confidential treatment also asks that confidential treatment be granted to a number of documents either originating from NHTSA or that have been filed with the agency by Toyota. These include responses to information requests, test information, email messages and Part 573 reports. To the extent that these documents are publicly available, they are not entitled to confidential treatment. Toyota's request for confidential treatment (either for the entire document or those portions of the document claim as confidential) for the agency documents listed in the attached Appendix D is denied.

Some of the documents encompassed by your request for confidential treatment contain information that is not public, but could be easily developed or reproduced without substantial effort. For example, Toyota seeks confidential treatment for measurements and photographs of floor mats placed in their own production vehicles as well as vehicles produced by Toyota's competitors. These measurements and photographs could easily be reproduced by examining existing vehicles. Under the reasoning set forth in *Worthington Compressor,* data in the hands of the government is commercially valuable under exemption 4 if private reproduction of the data would be so expensive or arcane to be impracticable.

Worthington Compressors, Inc. v. Costle, 662 F.2d 45, 56 (D.C. Cir. 1981). As private reproduction of some of the data Toyota claims as confidential would not be difficult, your request for confidential treatment (either for the entire document or those portions of the document claimed as confidential) is denied for the documents listed in Appendix E.

To satisfy FOIA requirements for confidential treatment, manufacturers must demonstrate that the disclosure of their responses to information requests would be likely to cause substantial competitive harm. Manufacturers are required to justify their claims for confidentiality. They must state what the harmful effects of disclosure would be and why the effects should be viewed as substantial. *See* 49 CFR § 512.8; 49 CFR § 512.4(c). Toyota has not justified its claims for confidential treatment for a number of documents. In some cases, such as some email messages forwarding other emails, routine requests for information and simple status reports, the content of the documents appear to be routine, innocuous and not competitively valuable. Absent a showing that disclosure of such documents would be likely to cause competitive harm – which has not been made here – these documents will be released.

Other documents provided by Toyota, including routine field reports, analyses of complaint data, warranty information and certain test reports, will also be released. The analyses and methodologies shown in these documents are not novel or unique and your request does not show how release of this information would be likely to cause Toyota to suffer substantial competitive harm. For example, Toyota seeks confidential treatment for periodic reports on safety and regulatory issues by its Washington office. In some cases, the content of these reports has been redacted. In others, the substantive data that remains consists of brief descriptions of pending rulemakings, short status reports on investigations and brief recitations of activities performed by the Washington office. The analyses presented are terse and not unique. They do not present any in-depth analysis or reveal any methodologies that would be useful to competitors and Toyota has not presented any arguments or evidence establishing that release of this information would be likely to cause competitive harm. Documents which Toyota has not shown to be likely to cause substantial competitive harm if released are listed in Appendix F. Your request for confidential treatment (either for the entire document or those portions of the document claimed as confidential) for these documents is denied.

Your request for confidential treatment also asks that compliance test information be granted confidential treatment. While we recognize that such test results may have competitive consequence, the agency's longstanding view is that the public's interest in having access to a company's basis for certification to applicable federal motor vehicle safety standards outweighs the manufacturer's more limited interest in protecting competitively sensitive information that may be revealed through compliance testing. Further, we do not believe that disclosure will discourage such testing or discourage the development of other means of documenting compliance (such as computer modeling). Section 30115 requires a good faith basis and exercise of reasonable care in certification of compliance and, by documenting that basis, manufacturers generally are able to justify their certification should it be later questioned.

Section 30167(a)(4) of the Vehicle Safety Act provides the agency with the authority to disclose otherwise confidential information "when the Secretary of Transportation decides that disclosure is necessary to carry out section 30101." Section 30101, in turn, sets forth the purpose of the Vehicle Safety Act, which "is to reduce traffic accidents and deaths and injuries resulting from traffic accidents," including through the prescription of vehicle safety standards. Section 30115 requires certification to those safety standards and Section 30112 prohibits the sale of noncompliant vehicles.

To the extent a company bases determinations of compliance with federal motor vehicle safety standards on vehicle testing, the public has a strong interest in access to that information. We believe the public's access to information relating to the manufacturer's compliance with legal obligations to meet the federal motor vehicle safety standards, including its margin of compliance, outweighs the potential competitive harm flowing from the disclosure of such compliance information. Accordingly, we will not protect from disclosure test data that forms the basis for certification with federal motor vehicle safety standards. Your request for confidential treatment is denied for the compliance test data and related information listed in Appendix G.

Subject to the conditions below, this partial grant of confidential treatment will remain in effect for the periods requested.

This partial grant of confidential treatment is subject to certain conditions. The information may be disclosed under 49 CFR § 512.22 based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances that may affect the protection of the information (49 CFR § 512.10). If necessary, you will be notified prior to the release of any information under the procedures established by our regulations (49 CFR § 512.22(b)).

If you disagree with this determination, you may request reconsideration. If you seek reconsideration, your request must be addressed to NHTSA's Chief Counsel and filed within 20 working days after the receipt of this letter (49 CFR 512.19(a)). Any such request should contain additional justification supporting your claims for confidential treatment consistent with 49 CFR Part 512 and applicable case law.

Sincerely,

Original Signed By

Otto G. Matheke, III
Senior Attorney

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Appendix A

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TOY-TQ001-00009959.pdf
TOY-TQ001-00010280.pdf
TOY-TQ001-00011078.pdf
TOY-TQ001-00017822.pdf

Appendix B

Attachment13-17_M-156_j.pdf
Attachment30-101_M-028_j.pdf
Attachment30-102_M-045_j.pdf
Attachment30-10_Z007.pdf
Attachment31-17_M-035.pdf
Attachment31-17_M-035_j.pdf
Attachment31-19_M-076.pdf
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Appendix C

Attachment30-141_M-036.pdf
Attachment30-142_M-037.pdf
Attachment30-143_M-038.pdf
Attachment30-144_M-039.pdf
Attachment30-145_M-040.pdf
Attachment30-15_QL052.pdf
Attachment30-28_30612.pdf
Attachment30-42_M-194.pdf
Attachment30-84_H-003.pdf
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Appendix D

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Appendix E

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Appendix F

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