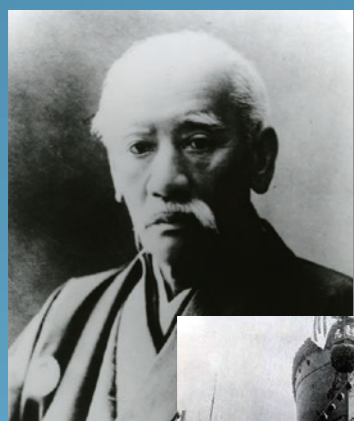


Continuing to be a pioneer

Inheriting the spirit of our founder, Shozo Kawasaki, of “contributing to the nation and society through expertise,” we have constantly asked ourselves what is needed now, challenged new technologies, and come up with new solutions. The numerous Japan firsts and world bests are testimony to our stance throughout the ages of continuing to be a challenger.

Q.
What can we do for **Japan's modernization?**



A. 1878
Our founder, Shozo Kawasaki, established the Kawasaki Tsukiji Shipyard in Tokyo's Tsukiji in 1878. This was the start of our company.

Q.
What is the challenge in **moving away from reliance on other countries** for railway infrastructure?



A. 1911
We completed the first domestically produced steam locomotive and up to 1971 manufactured a total of 3,237 steam locomotives, thereby contributing to the diffusion and expansion of railways in Japan.

Q.
What is needed to **make the movement of people, which has become brisk together with modernization, speedy and comfortable?**



A. 1964
We delivered the Series 0 Shinkansen bullet train to Japanese National Railways. Dubbed a “dream super express,” this Shinkansen began operations linking Tokyo and Osaka in four hours (reduced a year later to 3 hours 10 minutes).

Q.
How can we give riders **even more joy in riding?**



A. 1972
We launched the Kawasaki 900 Super 4 motorcycle, commonly known as the Z1, which, with advanced mechanisms unparalleled in the world, became a long-selling product.

Q.
Can we develop a helicopter **required by the market?**



A. 1979
Through international joint development, we developed Japan's first helicopter, the BK117. With highly safe and stable operability, it is being used in multiple ways.

Q.
What is necessary to **realize the long-desired undersea railway tunnel** linking England and France?



A. 1991
In 1987 we received an order for tunnel boring machines for the undersea railway tunnel linking England and France. Although the conditions were extremely difficult, the boring was successful, and the Channel Tunnel was bored through in 1991.

1900

Q.
What is needed to **open Japan's airspace** as a new means of transportation?



A. 1922
We completed our first aircraft, the Type Otsu 1 Surveillance Airplane, and carried out test flights. Its performance was recognized to be excellent, and up to 1927 we manufactured 300 planes.

1960

Q.
How can we **solve the labor shortage** in the era of rapid economic growth?



A. 1969
As a pioneer in the field of industrial robots in Japan aiming to develop and produce labor-saving machines and systems, we gave birth to Japan's first domestically produced industrial robot, the Kawasaki-Unimate 2000.

1970

Q.
What can we do to **increase the efficiency of energy use** in plants?



A. 1976
We completed the GPS200, Japan's first domestically produced gas turbine generator. With our original technology, we were a trailblazer the field of industrial gas turbines in Japan.

1980

Q.
How can we **transport and store new energy?**



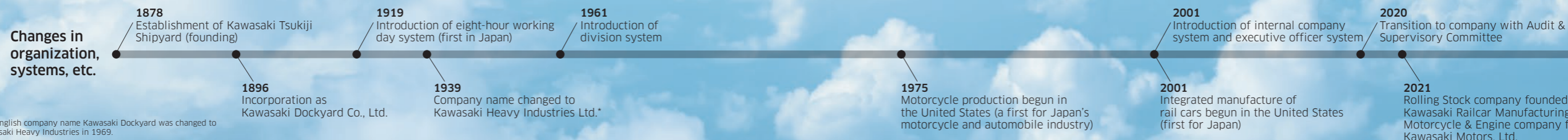
A. 1981
As well as responding to the tanker boom, we also promoted R&D in the field of shipbuilding, where the level of added value is even higher, and completed Japan's first LNG carrier.

2000

Q.
How can we increase the effective use of energy and **reduce the environmental load?**



A. 2007
The Kawasaki Green Gas Engine achieved the world's highest generation efficiency of 48.5%.



*The English company name Kawasaki Dockyard was changed to Kawasaki Heavy Industries in 1969.