PORSCHE AUTOMOBIL HOLDING SE

Interim report

Report on the period from 1 August 2008 to 19 June 2009

This interim report of Porsche Automobil Holding SE ("Porsche SE") refers to the period from 1 August 2008 to 19 June 2009. To the extent that this interim report contains figures as of 30 April 2009, the prior-year figures (10-month period until 31 May 2008) were adjusted to the changed cut-off date as of 30 April 2009 to aid comparison. Volkswagen Aktiengesellschaft, Wolfsburg, ("Volkswagen" or "VW") and its subsidiaries ("Volkswagen sub-group") have been included in this interim report with the income statement for the period from 5 January to 31 March 2009 and with balance sheet figures as of 31 March 2009. The effects of the preliminary purchase price allocation as well as the unit sales and production figures published in this interim report also refer to this period. The difference of one month with regard to the figures of Porsche SE as well as those of Dr. Ing. h.c. F. Porsche AG and its subsidiaries ("Porsche sub-group") as of 30 April 2009 is a result of strict implementation of the approach used in the six-month report of Porsche SE as of 31 January 2009. In that report, the income statement of the Volkswagen group for January 2009 was not considered due to the different reporting dates.

At the publication date of this interim report, the purchase price allocation had not been fully completed. The purchase price allocation refers to the comprehensive revaluation of all assets and liabilities of the Volkswagen sub-group and the comparison of the values determined with the purchase price used to acquire VW shares in order to determine goodwill. After its completion, the final figures will be transferred to the consolidated financial statements of Porsche SE with retroactive effect as of 5 January 2009.

Although the Volkswagen sub-group has only been fully consolidated since 5 January 2009, comparative figures for the Volkswagen sub-group for the first quarter of 2008 and as of 31 December 2008 will be presented below in the interest of comparability and transparency.

Main events of the reporting period

Development of the VW shareholding

In the reporting period, Porsche SE increased its shareholding in Volkswagen in several steps from around 30.3 percent to a total of around 50.8 percent of VW ordinary shares, and since 5 January 2009 holds a majority of the voting rights in Europe's largest automotive group.

By raising its share in VW to around 35.1 percent of the ordinary shares on 16 September 2008, Porsche SE secured a lasting majority at the VW shareholders' meeting, and therefore gained de facto control over the Wolfsburg-based group. Porsche SE therefore had to submit a mandatory offer for Volkswagen's subsidiary Audi. The Audi shares acquired in this mandatory offer were resold to Volkswagen. Having exceeded the 50 percent threshold on 5 January 2009, Porsche SE indirectly gained control over Scania AB, Södertälje, Sweden, and was therefore required by Swedish law to submit a mandatory offer for the truck manufacturer. The Scania shares tendered to Porsche SE were also resold to Volkswagen (for details of the two mandatory offers, please refer to pages 2-3 of the six-month report of Porsche SE as of 31 January 2009).

BaFin finds no indication of market manipulation

On 26 October 2008, Porsche SE announced that it held 42.6 percent of the VW ordinary shares as well as 31.5 percent cash-settled options in VW ordinary shares for hedging purposes. The development of the share price of VW ordinary shares in the days following the announcement took Porsche SE completely by surprise and made it appear necessary to settle, depending on the state of the market, up to five percent of the hedging positions in VW ordinary shares. The aim was to avoid further erratic movements in the price of VW ordinary shares, and the resulting negative consequences for those involved (for further information about this, please refer to page 2 of the interim report on the first four months of the 2008/09 fiscal year). The Federal Financial Supervisory Authority ("BaFin") therefore carried out an investigation of suspected market manipulation in VW ordinary shares. At the end of March 2009, a BaFin spokesperson announced that their investigations had not revealed any indication of an infringement by Porsche SE of the prohibition of market manipulation.

Plans to create an integrated automotive group

Porsche SE plans to create an integrated automotive group. Under a common management company, the final structure would combine ten parallel brands, while at the same time preserving the independence of all the brands, and thus of Porsche itself as well. In April and May 2009, Porsche SE and Volkswagen held talks about the creation of an integrated automotive group. At present, the talks are continuing at management board level. There is a consensus among the family shareholders of Porsche SE about the goal to create an integrated automotive group.

VW law occupies EU Commission

The EU Commission has not yet completed its investigation of the amended VW act. The Commission announced in April 2009 that it was still examining the response of the German federal government with regard to their objections to the VW act. Due to the VW ruling by the European Court of Justice of 23 October 2007 amendments to the VW act were necessary and entered into force on 11 December 2008 after having been passed by both chambers of the German parliament at the end of last year. The amended version of the VW act still contains a special provision requiring a majority of more than 80 percent for resolutions of the shareholders' meeting whereas generally applicable stock corporation law only requires a three-quarters majority of voting rights represented. This special provision reduces the blocking minority from 25 to 20 percent for the benefit of the state of Lower Saxony. Before the amendment to the law on 11 December 2008, the European Commission had already objected to fundamental parts of the VW act as contrary to European law, including the 20 percent minority blocking clause.

Porsche SE appeals

The appeal filed by Porsche SE with the Higher Regional Court in Celle against the rejection of its motion at the shareholders' meeting of VW on 24 April 2008 to adapt VW's articles of association in full to reflect the VW ruling of the European Court of Justice of 23 October 2007 is still pending (for background information about the proceedings, please refer to page 4 of the six-month report of Porsche SE as of 31 January 2009).

Resende plant sold

Having submitted all the official permits, Volkswagen finalized the transfer of all shares in Volkswagen Caminhões e Ônibus Indústria e Comércio de Veículos Comerciais Ltda, Resende/Brazil, to the MAN group in March 2009. The company therefore no longer belongs to the consolidated group of Porsche SE.

Volkswagen opens plant in India

A new production plant was opened by Volkswagen in Pune, India, on 31 March 2009. The plant, with an annual capacity of up to 110,000 vehicles, represents an important step towards achieving the Volkswagen sub-group's growth targets in India. Production of the Škoda Fabia started there in May 2009 and start of production of a version of the Polo specially developed for the Indian market is scheduled for the spring of 2010.

Letter of intent signed with Toshiba

On 12 February 2009, Volkswagen and Toshiba Corporation signed a letter of intent for the joint development of electric drives and the related power electronics for future vehicle projects. Another aspect of the cooperation is the development of high energy-density battery systems for the next generation of electric vehicles. The Volkswagen group aims to be the first automotive manufacturer to offer an emission-free, affordable and safe electric vehicle in volume production. To make the necessary progress in research and development, in particular in the field of lithium ion battery technology, Volkswagen is working with other potential technology partners in addition to Toshiba.

Business development

General downward trend

The Porsche group (Porsche SE together with its subsidiaries) was unable to buck the general negative trend in the global automotive industry in the first nine months of the current 2008/09 fiscal year. The Porsche group sold a total of 1,405,584 vehicles.

Unit sales of the Porsche sub-group fell 27.6 percent to 53,635 vehicles compared to the same period in the prior year. Analyzed by series, the 911 saw an 18.2 percent drop in unit sales in the period from 1 August 2008 to 30 April 2009 to 20,254 vehicles. The Cayenne sold 24,689 vehicles, a drop of 25.1 percent. Unit sales of the Boxster series including the Cayman models fell 46.7 percent to 8,692 units. This largest percentage decrease of the three model series reflects the model change of the mid-sized engine sports car; the new vehicles have only been available since February 2009.

In the Volkswagen sub-group, the Volkswagen passenger cars brand sold 765,335 vehicles in the first three months of 2009, that is 14.9 percent down on the same period in the prior year. Demand for the Suran, Gol and Tiguan models developed favorably. The new Scirocco and Passat CC models also achieved good unit sales.

With 259,738 vehicles sold in the first calendar quarter of 2009, unit sales of the Audi brand were 16.9 percent below the prior-year figure. Demand was greatest for the Audi A3 Cabriolet, Audi A4 Avant and Audi A5. Sales of the new Audi Q5 also developed particularly well. The figures of the Lamborghini brand, which are contained in the performance indicators of Audi, developed satisfactorily.

The Škoda brand sold 108,118 vehicles from January to March of this year. This is a drop of 38.6 percent on the prior year. Demand increased for the Superb. SEAT sales were adversely affected by the further deterioration of the situation on the Spanish passenger car market. In the first quarter 2009, 59,097 vehicles were sold, a decrease of 43.3 percent compared to the prior year. Demand for the new Exeo developed well. The

Bentley brand sold 985 vehicles. The Chinese joint venture boosted unit sales by 258,093 vehicles.

Volkswagen commercial vehicles sold 67,012 units in the first quarter of 2009, thus falling short of the prior-year figure by 45.5 percent. Following the sale of the Brazilian commercial vehicle business to the MAN group, unit figures for the heavy commercial vehicles are, however, only included for the months January and February 2009. Scania sold 11,304 vehicles.

Worldwide recession

A look at the worldwide distribution of unit sales shows that no region was spared from the dramatic downturn of the automotive markets.

In Germany, unit sales of the Porsche sub-group decreased from 1 August 2008 to 30 April 2009 by 18.7 percent to 7,685 units, while in North America the 17,597 vehicles sold represented a drop of 30.1 percent. In the rest of the world, the Porsche sub-group sold 28,353 units in the first nine months of the current fiscal year, 28.1 percent fewer than in the prior year.

In the first quarter of 2009, the Volkswagen sub-group sold 757,761 vehicles in the region Europe/other markets, a decrease of 20.3 percent compared to the same period in the prior year. In North America, 95,729 vehicles were sold in the period from January to March 2009, 24.3 percent below the prior-year figure. Compared to the development on the North American market as a whole this was, however, a moderate decrease. Unit sales in South America from January to March 2009 of 195,194 vehicles only fell slightly short of the prior-year level. Including the joint venture in China, the Volkswagen sub-group sold 303,265 vehicles on the passenger car markets in the Asia Pacific region in the first three months of 2009. This was 7.5 percent lower than the prior-year figure.

Production brought into line with sales

The difficult market environment led to a decrease in production of the Porsche group. A total of 1,312,293 vehicles were produced in the reporting period.

The Porsche sub-group reduced production by 25.5 percent. A total of 59,609 vehicles rolled off the line in the period from 1 August 2008 to 30 April 2009. In Leipzig, 26,192 units of the Cayenne series were built, 26.4 percent fewer vehicles than in the same period of the prior fiscal year. The new Panamera, which will be on sale from September 2009, already rolled off the line 296 times. The 21,722 vehicles of the 911 series produced at the Zuffenhausen plant represented a drop of 18.4 percent. Production of the Boxster series dropped a total 36.1 percent to 11,399 units. In Finland, the number of vehicles produced fell by 37.1 percent to 11,224 units. Here it should be noted that since February 2009 the Boxster models have been partly manufactured in Zuffenhausen.

In the first three months of 2009, the Volkswagen sub-group produced exactly 1,252,684 vehicles. This equates to 24.1 per cent fewer than in the same period of the prior year. The share of vehicles manufactured in Germany came to 32.8 percent compared to 33.3 percent the year before. The production volume has been impacted by adjustments to calibrate it to the current market situation, leading to a drop in inventories in the first three months of 2009.

Headcount development

On 30 April 2009 the Porsche group had a total of 376,780 employees.

Despite the sales crisis that has hit the whole automobile sector in the markets across the world, the Porsche group (without Volkswagen sub-group) was able to create further jobs in the first nine months of the 2008/09 fiscal year. The headcount of 12,685 as of 30 April 2009 was 4.0 percent higher than the figure from 31 July 2008, the last day of the 2007/08 fiscal year. New employees were mainly needed at the Leipzig plant and in service functions.

At the end of the first quarter of 2009, the Volkswagen sub-group had 347,065 active employees. A further 8,495 employees were in the passive phase of phased retirement and 8,535 young people were employed as apprentices and trainees. On 31 March of this year, the Volkswagen sub-group had a total headcount of 364,095. That is 1.6 percent fewer than as of 31 December 2008.

Net assets, financial position and results of operations

Increased sales

In the first nine months of the 2008/08 fiscal year, the Porsche group generated sales of € 28.4 billion. The € 22.9 billion increase compared to the prior year is due almost entirely to the full consolidation of Volkswagen since 5 January 2009.

In this period, sales of the Porsche group (without Volkswagen sub-group) suffered from the repercussions of the general economic and finance crisis, falling 15.0 percent to € 4.6 billion.

From January to March 2009, the Volkswagen sub-group generated sales of € 24.0 billion, before elimination of intercompany transactions with the Porsche sub-group amounting to € 0.2 billion. This is equivalent to a drop of 11.2 percent compared to the prior-year period. The automobile division accounted for € 20.9 billion of total sales. Compared to the period from January to March 2008, sales in this division dropped by 14.4 percent. As the Chinese joint ventures are accounted for using the equity method, the positive development of sales on the Chinese market is only reflected in the sales figures of the Volkswagen sub-group in the form of increased deliveries of vehicle parts. The financial services division recorded sales of € 3.1 billion in the first quarter of 2009, an increase of 20.1 percent compared to the same period in the prior year. This increase is largely due to higher proceeds in the leasing business from the sale of "Jahreswagen" (leased vehicles taken back).

Significant increase in profit
Compared to the prior-year period, the profit before tax of the Porsche group increased significantly.

In the Porsche group (without Volkswagen sub-group), the operating profit in the first nine months of the 2008/09 fiscal year was – like sales and unit sales – below the prior-year level. However, a high return on sales was still generated. The non-operating result from cash-settled stock option transactions through which Porsche participates in changes in the market price of the VW shares rose significantly compared to the same period in the prior fiscal year, due above all to the high market price of the Volkswagen ordinary share as of 30 April 2009. The profit before tax for the first nine months of the 2008/09 fiscal year is, however, impacted by expenses for the fourth model series, the four-door Gran Turismo Panamera, and the hybrid drive for the Cayenne. Higher refinancing costs also had a negative impact on profits.

Despite strict cost management, the operating profit of the Volkswagen sub-group decreased significantly year on year in the first three months of 2009. This is due above all to falling unit sales. Since its inclusion in the Porsche group on 5 January 2009, the sub-group has recorded a small profit, although it remained below the figure for the first three months of 2008.

The consequences of the purchase price allocation, i.e. the scheduled write-off and settlement of the hidden reserves recognized to date on a preliminary basis in the non-current assets and inventories, have reduced the profit before tax of the Porsche group by an amount in the region of € 1.8 billion. This amount also includes the gain on the sale of the Resende plant of around € 0.6 billion realized at Volkswagen which could not be recognized in the Porsche group. These hidden reserves were already considered by increasing the carrying amounts concerned in the course of the purchase price allocation as of 5 January 2009.

Net assets and financial position

Since the voting right threshold of 50 percent was exceeded on 5 January 2009, the Volkswagen group has been included in full in the consolidated financial statements of Porsche SE. As a result of this, the total net assets of the Porsche group have increased significantly compared to the end of the prior fiscal year.

The non-current assets of the Porsche group (without Volkswagen sub-group) only rose slightly compared to 31 July 2008. Other assets, securities and cash and cash equivalents decreased as a result of the acquisition of the share in Volkswagen.

The preliminary adjustment of the assets and liabilities of the Volkswagen sub-group on account of the purchase price allocation with retroactive effect as of 5 January 2009 led to an increase in the values for non-current and current assets of Volkswagen allocable to Porsche SE.

Before considering these adjustments of the carrying amounts of the Volkswagen sub-group, there was only a slight change in non-current assets of the sub-group compared to 5 January 2009. The current assets of the Volkswagen sub-group increased due in particular to the higher cash and cash equivalents. A significant reduction in inventories, lower receivables and other financial assets as well as the disposal of the held-for-sale assets of the plant in Resende partly offset this increase. On the liabilities side, long-term bonds and commercial papers and notes increased in particular, as did deposits from direct banking business. By contrast, short-term liabilities to banks and the liabilities held-for-sale decreased.

The net liquidity of the Porsche group is slightly positive. The net liquidity of the Porsche group (without Volkswagen sub-group) is considerably negative and has further decreased compared to 31 July 2008. The reason for this change is above all the increase of the investment in Volkswagen AG from around 30.3 percent of ordinary shares as of 31 July 2008 to around 50.8 percent of ordinary shares on 5 January 2009.

Credit facility successfully redeemed

In the past fiscal year, Porsche SE fully utilized a credit facility of € 10 billion provided by a syndicate of banks. At the end of March 2009, Porsche secured a new credit facility of € 10 billion which was utilized to redeem the existing credit facility. An arrangement was made with the bank syndicate that on the basis of the loan agreement an additional amount up to € 2.5 billion can be drawn within a certain period of time. In the meantime, an increase of € 750 million has already been arranged. Negotiations for an increase by a further € 1.75 billion have not yet been concluded. The planned increase of the credit facility is intended to cover future capital requirements. In December 2007, the Porsche sub-group had issued a hybrid bond with a nominal volume of € 1 billion. At the beginning of the coming fiscal year, a portion of the bond of € 640 million will be redeemed.

Preparations for rating

To improve its ability to refinance in future, Porsche is working towards receiving a rating from internationally recognized agencies. Preparations are already underway.

Attractive new models

Porsche AG introduced the next-generation Boxster and Cayman with new-developed boxer engines onto the markets in February 2009. These are not only more powerful, they are also more economical than the engines of preceding models. Porsche’s dual clutch transmissions allow further improvements with regard to fuel consumption, emissions and driving performance. The consumption figures for vehicles equipped with both direct fuel injection and a dual clutch transmission are up to 16 percent lower than those of the first-generation Boxster.

The Cayenne diesel has also been at dealerships since February 2009. This sporty all-terrain vehicle is equipped with a three-liter V6 turbo diesel engine with 240 hp (176 kW). The engine offers a sporty experience, while at the same time conveying the joy of driving that is typical for Porsche. Despite this, the Cayenne diesel consumes just 9.3 liters of fuel for every 100 kilometers driven, while CO2 emissions are 244 grams per kilometer. The diesel version is the seventh member of the Cayenne family.

The new 911 GT3 revealed itself to be even more powerful, fast and agile than its predecessors at the Geneva Motor Show in March 2009. A number of innovations from the field of motorsports went into the development of the sportiest road-going 911 of all time with a suction engine. This is why the new GT3 cuts a good figure not only on the street, but also on the racetrack. The trusty six-cylinder suction engine now puts out 435 hp (320 kW), 20 hp more than its predecessor. The new 911 GT3 went on sale throughout Europe in May 2009.

The Auto Shanghai followed in April 2009, with the new Gran Turismo Panamera debuting to rapturous applause from the international public. This fourth Porsche series will be launched on the world markets from September 2009.

The highlight at the Volkswagen passenger cars stand at the international motor show in Geneva was the world premiere of the new Polo. The fifth generation of the popular model has been revamped in terms of image and technology, while also convincing customers with its high quality. With its clean, fuel-efficient engines and intelligent design, the new Polo sets the standard in the small car segment. The new Polo BlueMotion concept was presented at the same time. Its 1.2-liter TDI engine needs only 3.3 liters of diesel for every 100 kilometers driven, while emitting a mere 87 grams of CO2 per kilometer. These outstanding values are achieved in part using an Idle Stop & Go system and a system for reusing the energy generated by the brakes. The most economical five-seater in the world will be launched in 2010. The Volkswagen passenger cars brand also introduced a range of other environmentally friendly models in Geneva. In addition to the BlueMotion versions of the Golf and Golf Plus, the Touran TSI Eco-

Fuel with natural gas engine and 110 kW (150 hp) made a particular impression. With average consumption of 5.2 liters per 100 kilometers, the Passat CC Blue TDI showed that sporty sedans do not have to harm the environment.

The Audi brand presented the Audi A4 allroad Quattro in Geneva. The model, based on the Audi A4 Avant, is also a winner off the beaten track thanks to its permanent all-wheel drive and increased ground clearance, while offering a range of innovative technologies and economical engines. At the same time, Audi presented the coupe version of its high-performance Audi TT RS to the world for the first time.

The SEAT brand mainly drew the attention of visitors to the trade fair with the debut of the new Exeo ST. The station wagon variant of the new mid-class sedan from the Spanish company is characterized by a high level of quality, comfort and safety combined with fuel-efficiency and dynamic handling. All of the Exeo ST’s engines are also already compliant with the future Euro 5 emissions standard. With the second generation of the Leon ECOMOTIVE, SEAT presented the world’s first glimpse of one of the cleanest and most fuel-efficient cars in the Golf class. Thanks to more advanced technology and aerodynamic refinement, the compact model boasts average fuel consumption of 3.8 liters per 100 kilometers, and CO2 emissions of 99 grams per kilometer.

The highlight of Škoda’s trade fair stand was the Yeti, the first SUV from the Czech brand. The vehicle gives the impression of power and offers a high degree of safety despite its compact dimensions. This represents the Škoda brand’s fifth model series. Škoda has also added the Octavia GreenLine to its environmentally friendly range. Volkswagen’s utility vehicles division presented the Caddy 4Motion in Geneva, the all-wheel drive version of its successful Caddy series. The Comfortline with a long wheelbase was also on show.

The Bentley and Lamborghini brands presented high-performance new vehicles based on existing models in the form of the first Bentley model fitted for biofuel and the Lamborghini Murcielago LP 670-4 SuperVeloce. Visitors to the Bugatti brand’s trade fair stand were fascinated by a unique Bugatti Veyron. The Veyron Bleu Centenaire was given a distinctive blue paint job to mark the brand's centenary.

At the end of March 2009, the Volkswagen passenger cars brand presented the Golf GTD, an extremely fuel-efficient and at the same time sporty variant of the new Golf, for the first time at the AMI show in Leipzig. The model, which comes with sports chassis and light-alloy hubcaps as standard, reveals its connection with the GTI on the one hand through its highly agile handling characteristics and on the other through parallels in terms of appearance and fittings. The Audi brand celebrated the world premiere of the roadster variant of the Audi TT RS. Škoda presented the Fabia Combi Scout.

Outlook

In recent months, automobile markets across the globe have seen a dramatic drop in the number of vehicles sold. With very few exceptions, including Germany, Brazil and China, sales were down in all markets.

As the financial and economic crisis persists, global economic conditions remain difficult. At present, it is not even possible to rule out a further deterioration of the situation. The global economy looks set to shrink in 2009. Based on current estimations, of the large economies only China and India will continue to grow. The continuing climate of uncertainty will have a negative impact on consumption and investment activities. The automobile markets around the world have been hit particularly hard and are expected to see negative growth compared to the prior year. The downward trend is expected to be particularly pronounced in North America, South America and Europe where the slump in demand is likely to be felt more in central and eastern Europe than in western European countries.

In response to the sales crisis of the global automobile industry, the Porsche sub-group had already extended the Christmas break by three days at its main plant in Zuffenhausen. Work will also cease at Porsche on an additional 21 days between now and the beginning of the summer break. Since February 2009, part of the Boxster production has been moved to the main plant in Zuffenhausen to ensure better capacity utilization.

Porsche has also initiated a rigid savings program of several hundred million. This does not concern those projects which are crucial to the continuing success of the company. These include, for example, the market launch of the Gran Turismo Panamera, the development of the hybrid drive and the ongoing development of the existing model series.

With its nine brands and young model range, the Volkswagen sub-group is well prepared for the anticipated market developments. In 2009, the individual brands will again present a large number of new and low-consumption models which will complement the product portfolio of the sub-group and cover new market segments. Although Volkswagen will not be able to completely escape the downward trend, we therefore expect it to fare better than the market as a whole, even capturing additional market shares as a result of the crisis.

Due to declining unit sales, the sales of the Volkswagen sub-group will fall below the prior-year figure. The rising cost of refinancing and an adverse shift in international sales patterns will have an additional negative impact on results. Volkswagen will respond to this development by reigning in its spending and capital expenditures and by implementing further measures to optimize processes.

Reliable statements regarding the rest of the fiscal year 2009 are impossible due to the continuing uncertainty surrounding future market development. In light of the extremely poor business in the first three months of 2009, we still believe that it will not be possible to match the earnings level of prior years.

The results of Porsche SE were positively influenced in the current 2008/09 fiscal year by the results of cash-settled stock option transactions, which in turn have allowed Porsche SE to benefit from the changes in the market price of the Volkswagen share.

However, should the market price of the Volkswagen share drop by 31 July 2009, this would directly reduce the results from stock option transactions, and thus the results of the Porsche group for the current fiscal year.

The subsequent measurement of hidden reserves recognized in the purchase price allocation will also reduce the Porsche group's results. Porsche SE will also have to take into account the increasing cost of refinancing.

Porsche SE plans to raise additional debt and equity capital in order to obtain the necessary business capital and to avoid future liquidity bottlenecks inter alia resulting from the global recession. Above all Porsche SE aims to increase the syndicated credit facility concluded at the end of March to € 12.5 billion.

In line with the general downward trend in the industry, unit sales and sales of the Porsche group in the 2008/09 fiscal year will be below the figures of the prior year.

The Porsche Group (without VW) in Figures

		2008/09 (Aug. – Apr.)	2007/08 (Aug. – Apr.)	Change (percent)	
Sales	Billion Euros	**4.64**	5.46	–	15.0
Unit sales (new cars)	Vehicles	**53,635**	74,058	–	27.6
911		**20,254**	24,775	–	18.2
Boxster/Cayman		**8,692**	16,303	–	46.7
Cayenne		**24,689**	32,976	–	25.1
RS Spyder / Carrera GT		**0**	4		
Regions	Vehicles	**53,635**	74,058	–	27.6
Germany		**7,685**	9,447	–	18.7
North America		**17,597**	25,164	–	30.1
Rest of world		**28,353**	39,447	–	28.1
Production	Vehicles	**59,609**	80,044	–	25.5
911		**21,722**	26,614	–	18.4
Boxster/Cayman		**11,399**	17,838	–	36.1
Cayenne		**26,192**	35,589	–	26.4
Panamera		**296**	0		
RS Spyder / Carrera GT		**0**	3		
Employees (30 April 2009 and 31 July 2008)		**12,685**	12,202	+	4.0

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