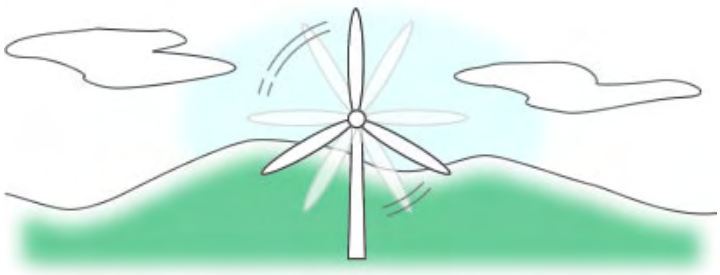
Suzuki aims to become a company loved and trusted throughout the world.

http://www.suzuki.co.jp/cpd/koho_j/kankyo/2006/

Suzuki Shimokawa Test Course in Hokkaido: This is used for testing and developing new motorcycles and automobiles. Aiming for harmony with nature, 287-ha woods in the premises are properly controlled.



[Editorial Policy]

The “Suzuki Environmental and Social Report 2005”, which introduces CSR (Corporate Social Responsibility) activities, is edited under the following concepts.

- “Suzuki Environmental & Social Report 2006” can be seen on our website, containing all information about our corporate activities. Separately, this brochure has been prepared and distributed as a guidebook to show the contents of the website.
- Layout a clear course so that Suzuki’s CSR activities are understood.
- The main focus of this report is on fiscal 2004 (April 1, 2004 through March 31, 2005) however, some activities taking place before or after this time period are included.
- Some of the descriptions in this report focus solely on the Suzuki Corporation, while some include Suzuki Group companies. (Unless “related companies”, “dealers”, or “overseas” is mentioned, all text refers to the Suzuki Corporation.)
- The following guidelines were referred to in creating this report; “Environmental Report Guidelines 2003” by the Ministry of the Environment, “Sustainable Report Guidelines 2002” by GRI (Global Reporting Initiative), etc.
- This is an English translation of the original Japanese text of the 2005 Suzuki Environmental and Social Report. It mainly covers domestic business activities of the Suzuki Motor Corporation.

* Please note that website addresses listed in this report may change without notice.

Introduction

Since our founding, we have always pursued the development of products that offer superior value and contribute to an affluent lifestyle for our customers. The Suzuki name and our current lineup of products, consisting mostly of motorcycles, automobiles, outboards, electric vehicles, etc., is respected by many not only domestically, but as a global brand in countries throughout the world.

We believe that in order to maintain our business activities and continue to hold the trust and respect, it is important to provide the customer with satisfaction through our valued products, be fair in obeying the rules, and show transparency in free activities as a global corporate citizen.

Corporate Social Responsibility (CSR) has become increasingly prominent and as described previously, we fully acknowledge its meaning and importance.

Corporate Social Responsibility to Suzuki is providing our customers with products of value and above all, obeying the laws and rules, and acting fair and in good faith. In a word “Compliance” in its literal sense. We must maintain the trust of our customers, business partners, investors, local communities, employees and other stakeholders, and build solid relationships through compliance.

Our first “Environmental Report” has been published since 1999. Last year, with the addition of social aspects, we published our “Environmental and Social Report. From this year we present Suzuki’s CSR Concepts and Activities, in a more comprehensive and systematic format so that more people can read with greater interest.

We hope that this report provides the reader with a good opportunity to understand our CSR activities.

Osamu Suzuki

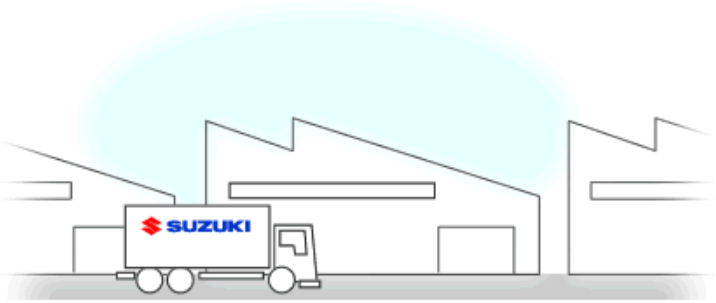
Chairman & CEO
(Business Ethics Committee Chairman)

Hiroshi Tsuda

President & COO
(Environmental Committee Chairman)

Corporate Philosophy and CSR

[Corporate Social Responsibility]



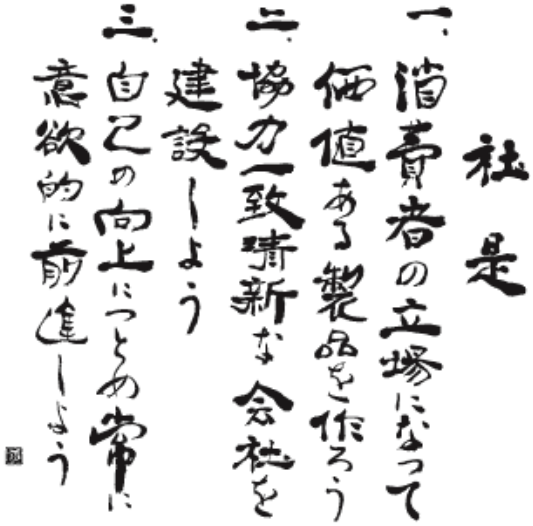
▶ CSR Concept
▶ Stakeholders
▶ CSR Management System

Our mission as a corporation is to fully consider the safety of our customers, take environmental conservation into consideration, obey all laws, and maintain good relationships with our stakeholders as members of society. This section describes our basic concept of CSR.

CSR Concept 1 2 3

1. CSR Concept

Our basic concept of CSR is included in our Mission Statement and the Suzuki Activity Charter.



1. *Develop products of superior value by focusing on the customer*
2. *Establish a refreshing and innovative company through teamwork*
3. *Strive for individual excellence through continuous improvement*

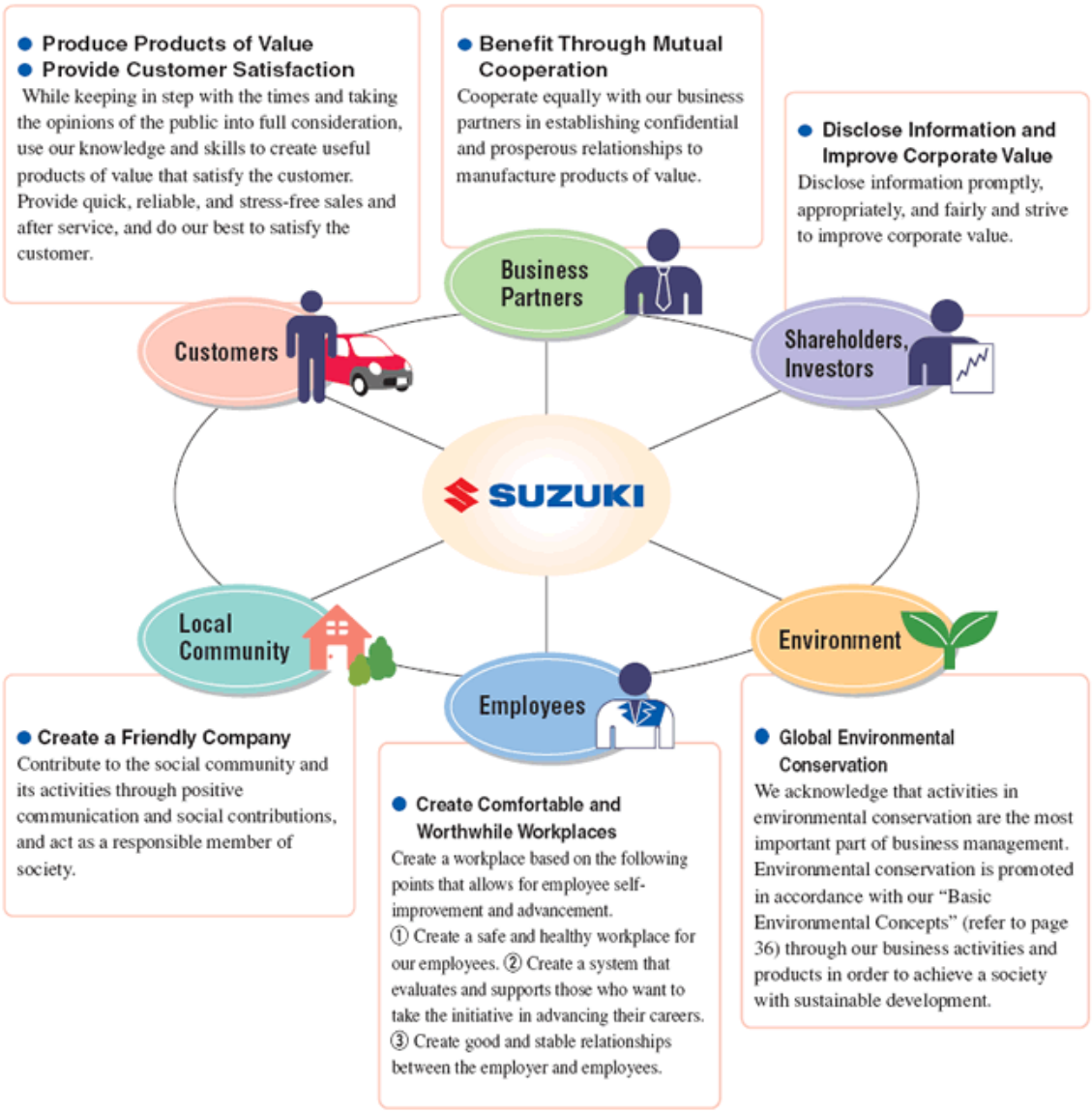
Suzuki Activity Charter

1. Develop and provide useful products and services that take the opinions of our domestic and overseas customers and of society into consideration.
2. Take environmental conservation into full consideration when developing and providing products and services.
3. Obey all laws and rules, never yield to anti-social groups or organizations that are a menace to society.
4. Fully disclose accurate and fair information to the public and build a proper relationship with society
5. Achieve long and stable growth through fair, clear, and free competition.
6. Make positive social contributions as a corporate citizen.

Stakeholders 1 2 3

2. Stakeholders

This section describes our philosophy regarding individual stakeholders.



CSR Management System 1 2 3

3. CSR Management System

Strengthening Corporate Governance

Suzuki always intends to be trusted by our customers, partner companies, shareholders, investors, local communities and employees, while continuously growing and making a further contribution to the international community through fair and efficient corporate activities.

In order to realize that intention, we consider that the enhancement of the corporate governance is one of the most important issues for proper corporate management and are aggressively taking various kinds of measures. Some of the ongoing activities are as follows.

① Directors and Board of Directors Meeting

For the purpose of enabling the agile corporate management and operations and clarifying the individual responsibilities, we are implementing a drastic improvement of the corporate governing structure as follows.

- Since June 2006, the number of Board Members has been halved from 29 to 14. Also, a new management structure has been employed (Senior Managing Exective Officer and Managing Exective Officer).
- In order to eliminate the negative effects of the vertical organization and to check the ongoing businesses from a cross-cutting managerial standpoint, we employ a system that makes our directors take care of two or more business divisions.
- In order to clarify managerial accountability for individual directors and flexibly respond to the changing of business environment, the term of each director is set to one year.

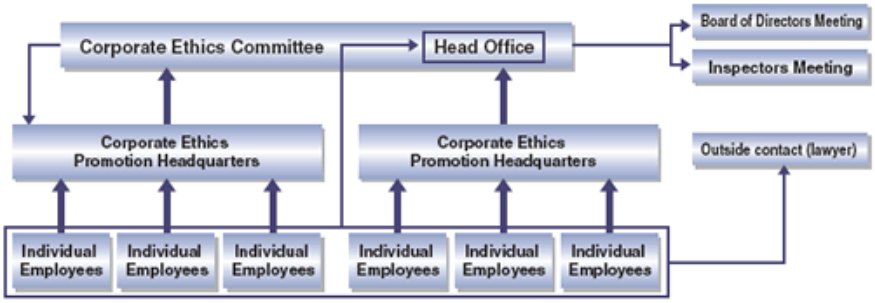
② Corporate Auditors and Auditors Meeting

We employ the auditing system. The auditors consist of 2 internal and 3 external auditors to enhance our auditing function. Also, in addition to the internal auditing department, a department to audit associated companies has been established. Thus, audits are conducted concerning compliance with laws, internal control and management efficiency, as well as accounting, on which auditing is conducted by the accounting auditors. Those auditors always exchange information at the auditors' meeting and strengthen cooperation with one another.

③ Compliance (Corporate Ethics) System

In order for Suzuki to continue business activities and make a further contribution to the international community, while being loved and trusted by customers and users, it is a very fundamental thing for every one of us to strictly follow the laws and regulations and social rules, as well as to act in good faith and fairness; in other words, thorough compliance with the corporate ethics. For that purpose, Suzuki established "Suzuki's Corporate Ethics Code," which specifies "behavioral criteria," in April 2002. Also, we have established "Corporate Ethics Committee" and periodically hold corporate ethics seminars.

Corporate Ethics System Organization



3. CSR Management System

Rules of Conduct

- All Suzuki board members and employees shall recognize the social responsibilities of the company, and carry out business management in good faith.
- All Suzuki board members and employees shall obey all related laws, guidelines, and other fair rules while carrying out business activities.
- All Suzuki board members and employees shall respect all aspects of human rights, and never discriminate against race, religion, gender, social status, etc.
- All Suzuki board members and employees shall always make a distinction between company business and personal affairs and never use the company's possessions and business position for personal gain.
- All Suzuki board members and employees shall keep all corporate information confidential, with the exception of that information that is open to public inspection. And also pay close attention to the use of customer information.
- All Suzuki board members and employees shall never yield to anti-social groups, organizations, etc., and never yield to or have links with them.
- All Suzuki board members and employees shall recognize that they are members of the corporation even during activities outside of working hours, shall not obstruct the affairs of the company by violating the law, rules, etc.
- All Suzuki board members and employees shall recognize the potential crises that impropriety, fraud, disasters, etc., can cause to the corporation and local community, and act with caution. And if a crisis should occur, take prompt action, follow the rules, regulations, procedures, manuals, etc., in order to prevent expansion of damage.

● Employee Consultation Service

As a system established under the Suzuki's Corporate Ethics Code, we provide the "Employee Consultation Service" throughout the company. This service allows our employees to address illegalities, injustices, and unreasonableness in Suzuki's business activities and aims to achieve sustainable company development through the creation of a more comfortable workplace for our employees and establish ourselves as a trustworthy company.

Issues that are handled by this service include not only law violation and potentially illegal matters, but also employees' questions about individual operations, worries their suggestions for job improvement, and other various kinds of matters.

Also, in order to ensure fairness, this system allows employees to directly consult with outside lawyers other than the in-house consultation service section.

3. CSR Management System

Risk Management System

Risk management procedures are laid down within the “Suzuki Corporate Ethics Code” as a countermeasure to crises that may occur from illegalities and injustices inside/outside the company, or natural disasters or terrorism, which are impossible to prevent.

When the Corporate Ethics Committee finds risks that may cause urgent and serious damages to the corporate management and business operations, the committee immediately sets up a “Risk Management Headquarters” in line with the “Risk Management System” in order to deal with the crisis. This organization swiftly decides on the policies and measures to be taken against the occurred risk and gives instructions to the appropriate divisions and departments who are then able to communicate with each other to resolve the problem.

Risk Management System Chart

3. CSR Management System

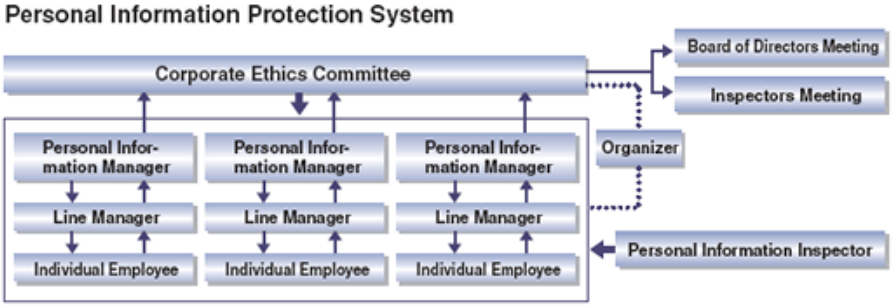
Protecting Personal Information

We fully recognize that personal information (information regarding our customers, business partners, shareholders, employees, etc.) is a valued asset that we receive from individuals, and it is our obligation under the law and our accountability to society, to handle this information properly and with care. In response to this, we established the “Suzuki Personal Information Protection Code” in April 2005, which sets the basic rules governing the proper handling of personal information.

To familiarize our employees with this code, the “Manual for Handling Personal Information” (a handling book is included) was established for use in employee seminars and individual divisions. In addition we provide points to keep in mind when handling personal information through our in-house homepage, and the organizing office provides a reference service to respond to more detailed questions from individual sections. All employees come to fully understand the proper way to handle personal information through these activities.

Our sales distributors receive guidance along with the rules, manuals, and the “Manual for Handling Personal Information” for all employees, and are provided with reference services, etc., through the related sections in regard to detailed questions from individual companies. We also offer occasional employee seminars, etc., to familiarize everyone in regard to the protection of personal information. In the future, the Suzuki Group will continue to reexamine the system and make improvements.

Personal Information Protection System



Further details on the handling of personal information can be found at the following website: (http://www.suzuki.co.jp/notes/privacy_statement.html)

Economic Responsibility

[Promoting a Robust Business]

▶ Financial Statistics for the Period Ending in March 2006
▶ Suzuki's Five Year Medium-Term Plan .
▶ Environmental Accounting

Under our basic corporate policy for fiscal 2005-summed up by the slogan “In order to survive, let us stop acting in a self-styled manner and get back to basics”-our goal is to maintain sustainable improvement and efficient management. This section introduces our business conditions, environmental accounting, etc

Financial Statistics for the Period Ending in March 2006 1 2 3

1. Financial Statistics for the Period Ending in March 2006

The business results for the fiscal year ending in March 2006, the consolidated net sales stood at 2,746,453 million yen (up 16.1% from the previous year). For the consolidated income, the increases in depreciation expenses, R&D cost and overhead costs were absorbed by the reduced manufacturing cost, increased sales, and foreign exchange gain, resulting in 113,865 million yen of operating income (up 5.9% from the previous year), 119,321 million yen of ordinary income (up 8.9%), and 65,945 million yen of current net income (up 9.0%).

The ratio of capital to assets at the end of March 2006 was 33.3%, down 10.7 points from the last fiscal year, mainly because the expense to acquire our shares from GM Group in March was deducted from the total capital.

Financial Statistics for the Preiod Ending March 2006

Consolidated Balance Sheet

(Unit: ¥100,000,000)

		Fiscal 2006	Fiscal 2005	Gains
Assets	Current Assets	10,677	9,999	+678
	Fixed Assets	7,820	6,935	+885
Total Assets		18,497	16,934	+1,563

		Fiscal 2006	Fiscal 2005	Gains
Liabilities	Current Liabilities	9,736	7,438	+2,298
	Fixed Liabilities	1,658	1,322	+336
	Total	11,394	8,761	+2,633
Minority Interests		936	723	+213
Shareholder's Equity	Capital	1,202	1,202	-
	Other	4,966	6,248	Δ1,282
	Total	6,168	7,450	Δ1,282
Total		18,497	16,934	+1,563

Consolidated Income and Expenditures

(Unit: ¥100,000,000)

		Fiscal 2006	Fiscal 2005	Gains
Sales		27,465	23,656	+3,809
	Sales Costs	20,327	17,346	+2,981
	Sales Expenses & Administrative Expenses	5,999	5,234	+765
Operating Income		1,139	1,075	+64
	Other Income	255	217	+38
	Other Expenses	200	197	+3
Ordinary Income		1,193	1,095	+98
	Extraordinary Gains	28	18	+10
	Extraordinary Loss	3	43	Δ40
Income Before Taxes, etc.		1,218	1,071	+147
Current Net Income		659	605	+54

Other Consolidated Financial Information

			Fiscal 2006	Fiscal 2005	Gains
Business Investments (¥100,000,000) (Main Subsidiaries)			2,459 (585)	1,633 (273)	+826 (+312)
Depreciation (¥100,000,000)			1,265	977	+288
Research and Development (¥100,000,000)			899	869	+30
Segment of Individual Business (¥100,000,000)	Motor-cycles	Sales	5,613	4,606	+1,007
		Business Profits	460	382	+78
	Auto-mobiles	Sales	21,200	18,458	+2,742
		Business Profits	579	601	Δ22
	Other	Sales	652	592	+60
		Business Profits	100	92	+8
Net Assets per Share (¥)			1,397.11	1,398.78	Δ1.67
Current Net income per Share (¥)			125.64	112.94	+12.7
Ratio of Capital to Assets (%)			33.3	44.0	Δ10.7
Net Profit to Net Worth (%)			9.7	8.4	+1.3

2. Suzuki's Five Year Medium-Term Plan

In the fiscal year 2005 (ending in March 2006), which was the first year of the Suzuki Five-Year Medium-Term Plan (April 2005 through March 2010) prepared in May 2005, the increased expenses resulting from prior investments in R&D and production equipment initially forced us to predict a profit decline. However, as a result of the Suzuki Group-wide strenuous efforts, both the sales and profits reached the highest levels in our history.

[News Release dated on May 11, 2005]

May 11, 2005
SUZUKI MOTOR CORPORATION

Re: Suzuki's Five-Year Medium-Term Plan

For further growth of the Suzuki Group, Suzuki Motor Corporation has made a "Suzuki Five-Year Medium-Term Plan (April 2005 through March 2010)," aiming to achieve 3 trillion yen of consolidated net sales at the earliest possible time over the five years with an investment of 1 trillion yen in production equipment throughout the entire group over that period of time.

The basic policy and managerial goal for the 5-year mid-term plan are as follows:

[Basic Policy]

For further growth, we promote investments in research & development and production equipment, while enhancing the revenue base to support the investments, as well as the human resources development.

[Mid-Term Managerial Goal]

	Fiscal 2009 (ending in March 2010)	Fiscal 2004 (ending in March 2005)
Consolidated net sales	**More than ¥3,000,000,000,000**	¥2,365,600,000,000
Consolidated ordinary income / (Ratio of Consolidated Profits)	**More than ¥150,000,000,000 (5.0% or more)** (Exchange rate:¥100 per US$ ¥130 per Euro)	¥109,500,000,000 (4.6%)
Global production volume	**More than 4,400,000 units**	2,970,000 units
Motorcycles	**More than 2,700,000 units**	2,010,000 units
Automobiles		
Total of 5-year accumulated investments in production equipment	**¥1,000,000,000,000** (including major affiliated companies' investments)	

[Major Business-Specific Mid-Term Goals]

		Fiscal 2009 (ending in March 2010)	Fiscal 2004 (ending in March 2005)
Motorcycle business	Total sales	More than ¥580,000,000,000	¥460,600,000,000
	Global production volume	More than 4,400,000 units	2,920,000 units
	(Japan)	(140,000 units)	(130,000 units)
	(Europe)	(240,000 units)	(160,000 units)
	(North America)	(290,000 units)	(220,000 units)
	(Asia)	(3,480,000 units)	(2,260,000 units)
	(Others)	(250,000 units)	(150,000 units)
Automobile business	Total sales	More than ¥2,350,000,000,000	¥1,845,800,000,000
	Global production volume	More than 2,600,000 units	1,890,000 units
	(Japan)	(700,000 units)	(670,000 units)
	(Europe)	(350,000 units)	(240,000 units)
	(North America)	(250,000 units)	(80,000 units)
	(Asia)	(1,230,000 units)	(830,000 units)
	(Others)	(70,000 units)	(70,000 units)
Sales from other businesses		More than ¥70,000,000,000	¥59,200,000,000

* The motorcycle business includes ATV.

2. Suzuki's Five Year Medium-Term Plan

The fiscal 2006 (ending in March 2007), the second year in the 5-year medium-term plan, started with the consolidated net sales target of 2.8 trillion yen. However, as shown in the news release "Re: Consolidated Net Sales Target of 3 Trillion Yen and Future Policy" announced on August 9, 2006, the consolidated net sales target of 3 trillion yen, which was initially set in the Suzuki Five-Year Medium-Term Plan as a goal to be achieved as early as possible by fiscal 2009, is now planned to be achieved in the fiscal 2006.

Moreover, by constructing a new plant designed to annually produce 240,000 units of compact cars in the Sagara Plant site and enhancing the production capacities at overseas plants, Suzuki now aims to achieve the world-wide production of 3 million units (1.24 million in Japan and 1.76 million in other countries) by fiscal 2009.

[News Release dated August 9, 2006]

To whom it may concern

August 9, 2006
Suzuki Motor Corporation

Re: Consolidated Net Sales Target of 3 Trillion Yen and Future Policy

Considering the probability of dramatic growth in compact car export markets, Suzuki Motor Corporation now aims to achieve the consolidated net sales target of 3 trillion yen in the current fiscal year (ending in March 2007).

Also, in order to cope with the insufficient production capacity, we have determined to set up a new plant designed to annually produce 240,000 units of compact cars in the Sagara Plant site (Makinohara city, Shizuoka prefecture).

1. Production enhancement of compact cars for export and production adjustment of mini-vehicles

Due to rush of orders for Swift, SX4 and Grand VITARA in Europe, North America, Central and South America, and Oceania regions, the large back-order state continues, and production increase is strongly requested by many overseas distributors.

Among Suzuki group's plants, those that can respond to these orders are only two domestic plants (Kosai and Iwata) and Magyar Suzuki Corporation (Hungary), all of which have been in full production.

Under such a circumstance, we have determined to reduce the production of mini-vehicles by 30,000 units for the purpose of increasing the domestic production of compact cars for export by 60,000 units. In the next fiscal year, we plan to further increase the compact car production by 30,000 units, while further reducing the production of mini-vehicles by 30,000 units.

2. Construction of a compact car plant for achieving worldwide production of 3 million units

In order to cope with the chronic shortage of production capability and the strong request by overseas distributors, we will set up a new plant designed to annually produce 240,000 units of compact cars in the Sagara Plant site.

With an investment amount of 60 billion yen, the construction of the plant is started in the autumn of 2006, and the operation is planned to be started in the autumn of 2008.

In fiscal 2009, when this new plant will be fully operated, Suzuki plans to produce 1.24 million units in Japan and 1.76 million units in other countries (3 million units in total).

3. Other policies

① Early achievement of 100,000 units of compact car domestic sales

Coupled with the establishment of a new plant for compact cars, we have moved up the mid-term plan for one year and decided to achieve the initial goal of 100,000 units of compact car domestic sales in fiscal 2008. (Initially, the target was supposed to be achieved in fiscal 2009.)

② OEM supply to be controlled within 10% of production volume

③ Enhancement of major overseas plants' production capacities

- MAGYAR SUZUKI CORPORATION LTD (Hungary): The production capacity will be increased from 160,000 units (fiscal 2006) to 300,000 units (fiscal 2008).
- MARUTI UDYOG LIMITED (India): The production capacity will be increased from 630,000 units (fiscal 2006) to 960,000 units (fiscal 2009).
- PAK SUZUKI MOTOR CO., LTD (Pakistan): The production capacity will be increased from 110,000 units (fiscal 2006) to 170,000 units (fiscal 2009).

3. Environmental Accounting

Cost of Environmental Conservation

(Unit: ¥100,000,000)

		Fiscal 2003	Fiscal 2004	Fiscal 2005	Fiscal 2006		
					Investment	Expenses	Total
Business Costs: Costs incurred due to the implementation of measures that reduce environmental impact resulting from our main business activities within our business sector.	**Pollution Prevention**	8.5	9.4	6.1	0.6	4.8	5.4
	Environmental Conservation	6.8	8.0	6.4	0.1	4.2	4.3
	Recycling of Resources	7.5	10.7	7.7	0.8	6.3	7.2
	Total	22.8	28.1	20.3	1.5	15.3	16.8
Upstream/Downstream Costs: Cost incurred due to the implementation of environmental impact controls in the upstream or downstream along with our main business activities.		0.2	0.3	0.3	-	0.3	0.3
Managerial Costs: Management activities for environmental conservation. These are indirect costs incurred due to the implementation of measures that control environmental impact resulting from our business activities, or costs resulting from the distribution of environmental information to the public, etc.		8.2	7.1	7.3	-	5.8	5.8
Research and Development Costs: Cost of research and development activities that are related to environmental conservation.		221.2	275.9	302.3	30.5	273.5	303.9
Social Activities Costs: Costs resulting from environmental conservation in social activities that are not directly related to business activities.		2.8	4.6	9.1	-	4.3	4.3
Environmental Damage Costs: Costs incurred due to environmental damage caused by business activities.		0.3	0.3	0.3	-	0.3	0.3
Total		255.5	316.2	339.4	31.9	299.4	331.4

Effectiveness of Environmental Conservation

(Unit: ¥100,000,000)

Item		Fiscal 2004	Fiscal 2005	Fiscal 2006
Economical Effect	**Energy Cost Reduction**	3.0	3.9	2.3
	Waste Management Cost Reduction	0.2	0.07	0.02
	Resource Cost Reduction	0.6	0.7	1.0
	Total	3.8	4.7	3.3

(Note) These are in-house environmental figures.

Social Responsibility

[Suzuki, For the Benefit of All]

▶ With our Customers
▶ With Our Business Partners
▶ Suzuki Foundation Activities
▶ With Our Employees
▶ Our Shareholders and Investors
▶ With Local Communities
▶ Activities in Overseas Manufacturing Companies

Our Corporate Social Responsibility is based on “Compliance” through which we desire to establish credibility and build good relations with our customers, business partners, employees, shareholders, investors, local communities, etc. This section introduces some activities in relation to individual Suzuki stakeholders.

Listening to the customer's voice, and looking at things from the customer's perspective has allowed us to develop products and provide services that have won the trust and support of our customers. We constantly strive to fulfill their expectations.

1. Customer Service

As the word "CSR (Corporate Social Responsibility)" has increasingly attracted attention in our society in recent years, every company is required not only to fulfill customer satisfaction (CS), but also to properly respond to the inquiries and requests from consumers, regional community, shareholders, investors, government, and administrative agencies.

For that reason, the role of the customer service section has become more and more important as a bridge between our customers and Suzuki. At the same time, higher levels of response to customer's inquiries and requests, as well as the improvement in ease of access, have been increasingly required.

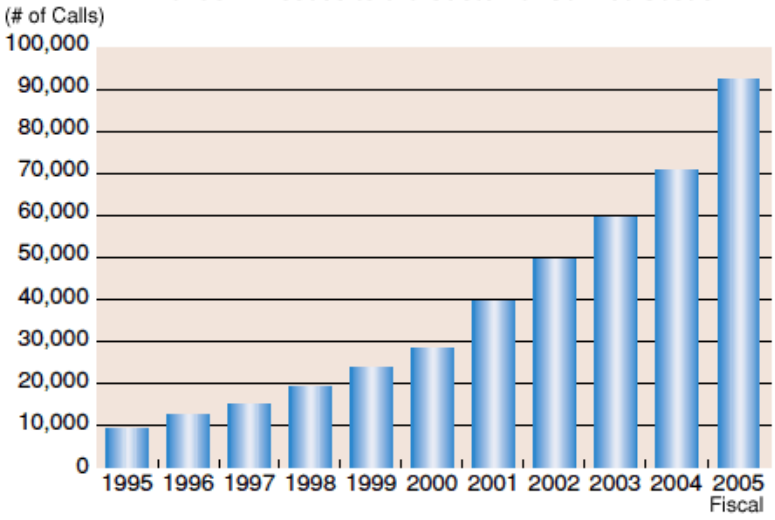
In keeping with that trend, our customer service section now offers services not only on week days, but also Saturdays, Sundays and national holidays. Also, customers can access this service via toll free phone numbers with both cellular and line phones.

In addition, for the purpose of improving the quality of our customer services, the service system has been properly arranged, and the telephone receptionist and counselor training has been enhanced to enable quick, accurate, polite, and kind response to any kinds of customers' inquiries and requests.

Customer inquiries have steadily increased since the customer service section was established, and more than 90,000 calls were received in fiscal 2005. Those inquiries and requests are sent to the related sections and shared on the company's intranet. They are used in product development, quality improvement, sales and service activities.

In order to provide more reliable and easier-to-use services, our customer service section will be continuously improved.

Trends in Access to the Customer Service Section



2. Customer Satisfaction (CS) Activities

Creating Comfortable Showrooms

The following section describes activities being carried out to provide our customers at our domestic automobile dealers with as comfortable a shopping experience as possible.

Improving Employee Manners

To provide our customers with higher quality service at our showrooms we have established and distributed to all dealers the “Suzuki CS Standard [Manner Manual]” and its video, which cover important points such as meeting the customer, greetings, telephone courtesy, and business meetings. Based on this manual, we provide in-house training to improve and unify all Suzuki group services.

Higher Quality Showrooms

Providing quality service does not guarantee the customer a comfortable experience when visiting our showrooms. A messy and disorganized showroom can cause the customer to leave quickly.

We have established and distributed to all of our dealers the “Suzuki CS Standard [Showroom Manual]”, which describes how to create a comfortable environment for the customer and a showroom that brings the customer back again and again.

Suzuki CS Standard

Following this manual, dealers can check their showrooms on 124 items divided into 7 categories like appearance, showroom, service facilities, etc. Using radar graphs to show the results, it is easy to compare the results with other dealerships, easily recognize their good and bad points, and make improvements.

[Management Training for Suzuki Dealers]

We support our domestic privately owned dealerships in creating close, local community-based networks. The “Management Training for Suzuki Dealers” program in particular, was created in 1979 to help train upcoming management for privately owned Suzuki dealerships. Participants of the program work at Suzuki distributor where they learn both management and maintenance sides for future dealer operations. Suzuki also assists them in gaining licenses. This contributes to high quality services, creates stronger ties between the Suzuki group and privately owned dealers, and greater reliance for their customers.

3. Electric Wheelchairs & Welfare Vehicles

Our line of electric wheelchairs and welfare vehicles (“With series”, “Electric wheelchairs”*1) are designed to meet the purpose and needs of seniors and the disabled. We are still acribely developing new vehicles that take into consideration physical positioning, applications, driving situation, etc., and contributing to society.

Electric Wheelchairs*1

We have been producing electric wheelchairs since 1974 to provide seniors and disabled persons with greater mobility.

Types

Three types are available: “Senior Car,” “Motor Chair,” and “Kind Chair.”

Senior Car

Sale of the steering tiller equipped self-controlled electric “Senior Car” started in 1985 (three-wheel and four-wheel electric). This vehicle is designed to provide senior citizens with greater mobility and travels at a speed of from 2km/h to 6km/h.

Motor Chair

Sale of the standard type self-controlled electric wheelchair “Motor Chair” started in 1974. Specially designed as a self-propelled motor chair, this vehicle is controlled by means of a joystick and is propelled by the two rear wheels, which allows the vehicle to rotate 360Ú while remaining in the same position. Since it can be used indoors as well as outdoors it offers greater versatility.

Kind Chair

Sale of the basic type self-controlled electric wheelchair “Kind Chair” started in 2001. Its electric power units can be fitted onto a standard manual wheelchair adding 29kg to its weight. Its light weight and foldable design lets the whole wheelchair fit into a compact car.*2 And since the Kind Chair’s electric power units are optionally available, they make it possible to transform a manual wheelchair into an electric wheelchair by attaching the unit.*3

• Town Cart

Introduced in October 2005, the compact “Town Cart” is designed to provide its user with access in public facilities, housing complexes, shops, etc., in metropolitan areas. Its light and stylish design offers quick adjustment and control, comfort, and easy operation. This vehicle is designed to provide more people with greater comfort.

*1 Electric Wheelchairs (Suzuki Senior Car, Motor Chair, Kind Chair and Town Cart) are regarded as pedestrian traffic. A driver’s license is not needed.
*2 It may not fit in some compact vehicles due to type and specifications.
*3 Due to the wheelchair’s design, it may not be possible to attach the electric drive units.

3. Electric Wheelchairs & Welfare Vehicles

Safety Drive Training

Working in conjunction with local police departments, etc., the “Suzuki Electric Wheelchair Safety Drive Program” provides users who are currently using, or those who are considering the purchase of an electric wheelchair with training that helps them gain greater safety and enjoyment from the vehicle.

We try to improve the trainee’s awareness of traffic safety and accident prevention through seminars and practical training. In fiscal 2005, we carried out 114 training programs, which drew a total of 4,851 participants. We are also working to foster more Suzuki Senior Car Safety Drive Instructors.*4

*4 Suzuki Senior Car Safety Drive Instructors graduate from an instructor-training program designed by Suzuki. There are 3,043 instructors registered nationwide (as of the end of March 2006).

Electric Wheelchair Association Safety Activities

The Electric Wheelchair Safety Promotion Association was established by manufacturers and dealers to promote safe and proper use of electric wheelchairs for the disabled and senior citizens.

Program workshops contribute to smoother and safer traffic flow and help putting the electric wheelchairs to practical use. As a member of the association, and as an organizer, Suzuki works with authorities and other related groups to educate the public on the safe use of these devices, and create a society in which wheelchairs can be used safely.

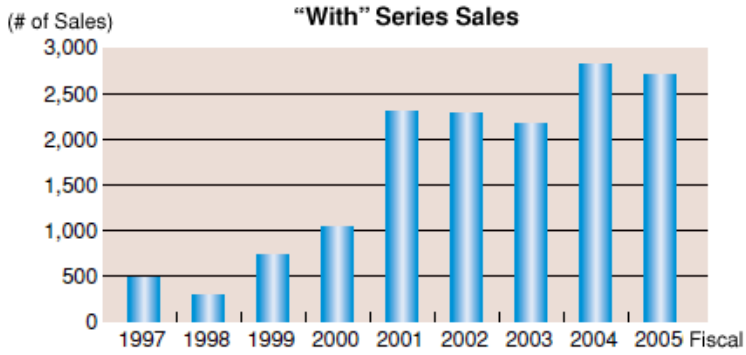
Electric Wheelchair Safety Instruction Commendation System

Sponsored by the Traffic Bureau of the National Police Agency, the Electric Wheelchair Safety Instruction Commendation System promotes traffic safety public education and recognizes and commends concerned parties that take an active role in the prevention of wheelchair related traffic accidents. Suzuki take an active part in this commendation system as an organizer of the Electric Wheelchair Safety Promotion Association.

4. Welfare Vehicles ("With" Series)

Sales of our "With" series welfare vehicles began in 1996. These vehicles are designed to provide seniors and the disabled with greater ease of entry and exit of the vehicle.

At present, nine different models and three variations, such as the "Courtesy Car", "Lifting Seat Type", and "Rotating Seat Type" are available. We are working to develop a lineup of vehicles that accommodate specific needs and situations.



Wheelchair Courtesy Car

Wheelchair courtesy cars make it easy for persons requiring special care to get into and out of the rear of the vehicle while seated in the wheelchair. The low-floor vehicle allows the care personnel to easily support the passengers who require special care during getting on and off. This vehicle can accommodate either a manual or electric wheelchair, or with the use of an optional attachment, a senior car.

Lifting Seat Type Vehicle

In lifting seat type vehicles, the passenger seat can be rotated as well as raised and lowered by remote control to aid those requiring special care. Since the seat can be brought into a position that makes it easy to get in and out of, it places less strain on those assisting. The MR Wagon, Wagon R and Every Wagon can be fitted with the lifting passenger seat.

Rotating Seat Type Vehicle

This vehicle is equipped with a 90-degree rotating front-passenger seat, which is also designed to slide out of the vehicle. Unlike the lifting seat-type vehicle, the seat rotation and slide are operated by hand. With the use of an assist grip (handle) at the lower portion of the left front pillar and a footrest under the seat, the front seat passenger can easily get in and out of the vehicle when the front-passenger seat faces to the outside. Suzuki offers three models of this type of vehicle.

5. Efforts for Safety Assurance

Regarding the development and employment of safety assurance technologies as the most important subject to ensure that all of pedestrians, automobile drivers, and motorcycle riders can safely live in the mobility society, Suzuki continuously improves the vehicle safety.

Safety assurance technologies incorporated in Suzuki's vehicles include Active Safety Technologies that are designed to prevent accidents, such as ABS, ESP*, and brake assist system; and Passive Safety Technologies that are designed to minimize the damage in case of accidents, such as TECT (total effective control technology including a lightweight shock-absorbing body for relieving pedestrian's damage), SRS air-bags, and head impact absorbing systems. In addition, as a member of community and society, Suzuki will continue to participate in traffic safety campaigns and conduct the driving safety guidance activities.

* ESP is a trademark registered by Daimler Chrysler AG.

* At the time of actual collision, the SRS curtain air-bag and the front-passenger seat SRS air-bags are activated on the collision side only.

6. Motorcycles

Activities on safety and crime-prevention in cooperation with motorcycle industry

As a member of Japan Motorcycle Safety Association, Suzuki holds various motorcycle safe riding schools in cooperation with Motorcycle Safe Riding Promotion Committee. The schools include a seminar called “Good Rider Meeting,” to which some instructors are sent from Suzuki. In addition, for the purpose of ensuring safety of both people and vehicles, we cooperate in a “Good Rider Crime-Prevention Registration” program. Also, we cooperate in various motorcycle safety activities by sending instructors and judges to such events as a motorcycle safe riding competition organized by JTSA (Japan Traffic Safety Association) and a juvenile motorcycle sports school organized by NMCA (Nippon MotorCycle Association).

Riding the JAJA Ryuyo Proving Grounds

Riding events for purchasers of large displacement Suzuki motorcycles are organized and held 10 to 12 times a year at the Suzuki Ryuyo Proving Grounds. These events are held to provide purchasers of large-displacement Suzuki motorcycles with a chance to learn more about safe riding, high speed driving with the owner’s motorcycle, and test drive of new models. Tandem riding was added to the program which allows tandem riding on the nation’s expressways. Many customers have participated in this program.

* JAJA stands for the JAJA-UMA CLUB, which is a Suzuki riding club organized for the enjoyment of motorcycling, touring, racing, etc.

Suzuki Meeting Test Ride

Suzuki holds test rides of new Suzuki motorcycles for riders holding large displacement motorcycle endorsements on their driving licenses. As anyone who meets the requirements can join these events and test ride a new Suzuki motorcycle free of charge, they are very popular. The participants can enjoy riding Suzuki’s new motorcycles safely.

Sunday SRF in Ryuyo Off-Road Seminar

To promote off-road motor sports, a technical riding school for a broad range of motocross riders, from beginners to experienced riders, who purchased Suzuki’s competition model RM series motorcycles, is held seven to ten times a year at the Ryuyo Off-Road Course. As International A-Class riders teach the participants one-on-one, it provides a high-quality technical lesson. Many Suzuki customers have taken part in this event and learned basic and high-level motocross riding techniques. This event will be held on a regular basis.

In-House Safe Driving Seminars

As a manufacturer and seller of motorcycles, we regularly hold motorcycle driving safety seminars for our employees and employees of related companies. Six seminars were already offered in 2006 for new employees who have graduated from high-school or university. Future seminars will be held to improve awareness of driving safety and basic motorcycle operation. As participants are employees of a motorcycle manufacturer, we encourage them to be role models for other riders.

With Our Business Partners 1 2 3

We feel that the highest priority must be placed on our mission statement "Develop products of superior value by focusing on the customer" when contributing to society. And in creating products of value, it is our belief that the procurement section's role is to work in mutual cooperation with our business partners so that both parties may prosper. We select our business partners through an impartial procedure based on quality, cost, deadline delivery, and technical development capabilities. And we have an open door policy, which offers the chance of teaming up with Suzuki regardless of size or track record.

1. Sustainable Relationships

In creating trusting relationships with our business partners we hope to build sustainable relationships. And because we feel that mutual communication is an important part of this, we promote the sharing of ideas not only with the top management but also among middle management and project heads, etc.

2. Global Procurement

We are working to develop stronger global procurement activities by working with global manufacturing bases. Procurement activities in the past were mainly focused on individual bases, but we have shifted to a more global approach to obtain the most suitable parts at competitive prices. This benefits not only Suzuki, but also our business partners who benefit with volume order stability, and also give way to the accumulation of technology. By sharing these merits we can build more confident relationships.

3. Business Continuity Plan

In addition to earthquake-proof reinforcing of individual office buildings, we have started compilation of a business continuity plan (BCP). We also recognize our responsibility to local communities, our business partners and customers for being prepared for large-scale disasters, including earthquakes, and recommend quakeproofing measures to our partners located in areas that are likely to experience heavy damage. We are also prepared to aid our business partners in their recovery if they should fall victim to such disaster.

Suzuki Foundation Activities 1 ■ 2 3 4

1. The Suzuki Foundation

Supporting scientific and technological research through the Suzuki Foundation since 1980.

Policy

The compact car industry helped to create Japan's comfortable standard of living and has contributed to its scientific technologies. This is thanks in large part to many of the researchers and engineers who are the backbone of our industrial technologies. We feel that these researches and engineers are a vital asset and strength to our nation, which has so few resources.

For the sake of environmental conservation, we feel that the automobile industry must solve the problems associated with limited natural resources and address environmental issues in order to meet society's demands.

In pledging to work on these issues, we established a benevolent corporation (now known as the "Suzuki Foundation") through funds received from Suzuki and its affiliates in commemoration of Suzuki's 60th anniversary in 1980. Through the Suzuki Foundation we offer support to researchers and engineers for their projects and developments. With these efforts we hope to find solutions to many of these issues, help build an affluent society, and do our part in nurturing the engineers who will be the leaders of the 21st century. Suzuki Foundation activities also fulfill Suzuki's social responsibilities.

Suzuki Foundation Activities 1 ■ 2 3 4

1. The Suzuki Foundation

Foundation Activities

① Brants for Basic and Original Project

The foundation offers grants for basic and original projects related to environmental and natural energy resources technologies, safety and welfare, materials and scientific technologies, which are the framework of social development. As of April 1, 2006, we have contributed to the basic development research of technologies by providing grants totaling â896,700,000 for 630 researchers at universities, junior colleges, and research institutes.

② Grants for Theme-Based Project Assignments

Grants also fund high-priority theme-based projects that concentrate the combined intellect of researchers in finding a solution high priority concerns such as global environmental conservation, natural energy resources conservation, etc.

To date (as of April 1, 2006), 26 million yen of grants have been provided to three projects, including “Development of emission gas purification system for mini and compact vehicles.”

③ Research Grants for Projects by Foreign Researchers

Concerns such as those related to global environmental conservation, etc., should be addressed not by one country, but by numerous nations. The results of research done in Japan should be shared with researchers and engineers in other countries and vice versa. For this reason we offer grants to researchers from foreign countries.

We have funded four researchers who came from Budapest Engineering and Economics College. Some of the projects they are working on are international collaborative research development.


2005 international research student (in the middle of the front row) and Prof. Sudo, Shizuoka University (right in the front row)

④ Supporting Inter Academia

Five European universities and Shizuoka University have a research exchange program related to natural science. They hold international conferences (Inter Academia) in which results from their research are utilized in their own countries. The Suzuki Foundation actively supports these activities.

⑤ Number and amount of grants

• Number of grants in 2005:40 (accumulated number: 836)

• Amount of grants in 2005:46.77 million yen (accumulated amount: 1,019.72 million yen)

⑥ Supporting Public Interest-the Motoo Kimura Evolutionary Studies Fund

It is our wish to find causes of disease so that we may all live pleasant and plentiful lives. In admiration of the efforts of Motoo Kimura who was nominated for a Nobel Prize for his research in genetic sciences, we established the “Motoo Kimura Evolutionary Studies Fund” in December 2004 through funds received from Suzuki. This fund rewards those who have made a great impact in genetic science research.

2. Suzuki Education and Culture Foundation

Commemorating the 80th anniversary of Suzuki's founding, the Suzuki Education and Culture Foundation was established in 2000 through funds received from the Suzuki Group.

The foundation offers scholarships to high school students living in Shizuoka Prefecture or university students who are graduates of high schools in Shizuoka Prefecture who, due to economic hardship, are unable to continue their studies. We also support sports programs for children and students, and educational activities that contribute to the nurturing of healthy youths.

•Total amount of grants :¥34,980,000
(as of April 1, 2006)
•Scholarships (Fiscal 2005) :39 Scholarships (¥11,160,000)
•Free use of facilities :331 cases (2001 to 2005)
(gymnasiums, athletic fields, etc.)
•Support of educational activities :¥2 million of charitable contribution to Canarinho Class
Management assistance to Mundo de Alegria School

3. Management Assistance for the Mundo de Alegria School for South Americans

The Mundo de Alegria School located in Hamamatsu city is a school for Japanese-South American children, and the number of students (as of June 2006) is 110, mainly consisting of Brazilians and Peruvians. The school was established to support children who cannot attend school due to economic hardship or language skills so that they may experience the joys of learning and adjust to life in Japan.

The school was established in February 2003 with private donations, however it was difficult to manage the school privately. When the school was almost closed in January 2005, Suzuki decided to support the continuance of the school with collaboration from the local industries in Hamamatsu. Since then (for about one year), the number of local companies participating in this project and the accumulated contributions for management assistance have reached about 60 companies and 37 million yen, respectively. With this fund, the tuition has been reduced, allowing for bringing back the children who had quitted the school for economic reasons. In August 2005, the school became the first domestically incorporated school for the Japanese-South American students, with people from the local industrial community taking part as board members (founder, trustee, whip, and councilor).

We hope to nurture admirable second- and third generation Japanese-South American youths living in Hamamatsu city.

4. Suzuki Opens Endowment Lectures at University

We established the Suzuki Endowment Lectures at a local university, and send lecturers to report on the current industry status. This program also endeavors to nurture human resources, organize collaborative projects, etc.

We have been lecturing at Shizuoka University (Engineering) since 2003 on engine environmental engineering in order to improve the progress of research in the field, nurture researchers, and put their findings to practical use.

- Research Theme: Projects related to environmental conservation (technologies for emission reduction, investigating alternate methods such as improving engine combustion, after treatment, etc., to reduce emissions when operating the vehicles air conditioning system).
- Lectures : Company employees as professors and assistant professors.
- Term : 3 years from April 2003 to March 2006

We also signed an agreement with Shizuoka University on November 16, 2005, to help advance scientific technologies, academic research and the practical use of related findings, and promote the nurturing of human resources.

We also contribute with lectures that introduce current industry status, activities, etc., every year at Shizuoka Industrial University (Fujieda campus) since 2001, at Hamamatsu University since 2002, and at the newly completed Hamamatsu Gakuin University since 2005.

- Theme: Fiscal 2001 Mini Vehicle Industry
  : Fiscal 2002 Suzuki's Way
  : Fiscal 2003 Suzuki's Challenge
  : Fiscal 2004 Pursuing Global Business
  : Fiscal 2005 Pursuing Global Business
  Suzuki's approach to survival in a fiercely competitive world market
- Lecturers: Corporate board members or executives depending upon the theme
- Term : One lecture- 90 minutes, 13 to 14 times per year.

Supporting the "We Love Math and Science" Model Area Project

The "We Love Math and Science" model area project focuses on nurturing interest in math and science of local elementary and junior high school students and is mainly promoted by the Japan Science and Technology Agency which is affiliated with the Ministry of Education, Culture, Sports, Science and Technology.

Hamamatsu city (Shizuoka prefecture) where Suzuki's headquarters is located has been also designated as a "model area," and the local school board is promoting a "We Love Math and Science" model area program in which 25 local elementary and junior high schools participated in fiscal 2006. Suzuki also has aggressively taken part in this project since fiscal 2005.

In November 2005, Suzuki held a seminar targeting elementary and junior high school teachers in the model area, using texts that are used for our worker training.

In fiscal 2006, we plan to implement classroom lectures and practical training of dismantling and assembling of automobile engines, model making with the use of clay models, aiming for elementary and junior high school students living in the model area.

Using real engines and fixtures, and guided by real designers and engineers, the participants can experience operations close to the actual ones. We still have plans in the future to continue such activities that are helpful in stimulating public interest in "manufacturing."

With Our Employee 1 ■ 2 3 ■ 4 5

At Suzuki we believe that the foundation of our business activities lies in employees cooperating to manufacture products of value, and communication through which opinions are freely exchanged regardless of rank or division to keep company vitality high.

In regard to employee relationships, we strive to create systems and environments that promote development of a group that works in good faith and look to the future rather than rely past methods. In this we place emphasis on the following points.

① Create a safe and healthy workplace for our employees.
② Create a system that evaluates and supports those who want to take the initiative in a dvancing their careers.
③ Create good and stable relationships between the employer and employees.

1. Safety, Health and Traffic Safety Related Activities

Safety and Health

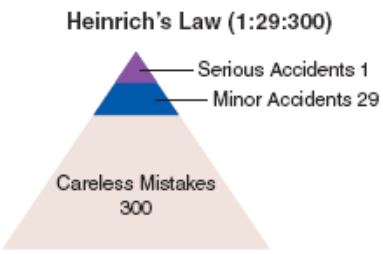
Safety and health management are promoted through our basic safety concept.

Basic Safety Concept
- **Make safety a priority**
- **All accidents are preventable**
- **Safety is our responsibility**

The number of occupational accidents has declined these last several years, however an increase in incidents was seen in fiscal 2004. To counter this, we have heightened training to raise employee safety awareness, reassess our safety operation manual, and sort out risk factors in the work place.

As the saying goes, “Behind every serious accident, there are 29 minor accidents, behind which there are 300 careless mistakes*1 ”.*2 In order to prevent accidents from occurring, we need to implement activities that eliminate careless mistakes.

Since 2001, we have relied on risk assessment, which looks at case examples of careless mistakes in order to counter and improve on careless mistakes.



*1 A careless mistake is a failing in which an on-the-job error in judgment can lead to injury. This could mean something that causes the worker sudden alarm.

*2 Heinrich’s Law

1. Safety, Health and Traffic Safety Related Activities

Health Management

Starting 12 years ago, we require that all employees 40 years and older have medical and dental checkups for early detection and rapid cure of illness. As a follow up to health checks, we regularly carry out health education, nutrition instruction, etc.

We also provide the following programs as measurements for stress and mental health problems, which have been on the rise in recent years.

•Provide health information on the corporate intranet for such problems as mental health, etc., so employees can perform effective self-care.
•Offer mental health education by visiting therapists to supervising managers in order to promote line care.
•To make consultations easier, we opened a mental counseling corner in our company medical clinic.

Traffic Safety

To encourage each and every employee to set an example in their driving that befits that of a member of an automobile and motorcycle manufacturer, we have implemented a number of programs like those described below, that are aimed at preventing traffic accidents that could occur on the job.

- Create commuting route accident maps
- Traffic safety education at the jurisdictional police stations
- Training in traffic carelessness and risk prediction
- Individual instruction with driving simulators and proper driving checks
- Instruction on and strict control of traffic rules
- Alert employees to traffic safety before long company holidays within the plants

2. Activities for Career Advancement

It is our belief that career advancement through self-development is a source of job satisfaction. For this reason, we offer activities that allow employees to advance depending upon their qualifications or abilities. We pursue the development of human resources by supporting those who wish to challenge and achieve higher goals.

Goal Challenge System

Rather than set easy goals that are soon achieved, we feel that setting high goals is an excellent way to improve one's self. Our Goal Challenge System allows employees to set and achieve high standards. Every half period, employees confer with their supervisors and set specific goals to be achieved over the course of six months, and everyone in the company works to achieve their goal. The implementation of this system has produced the following results:

① Specifying goals has improved motivation.

② Supervisors can appropriately appraise the individual's achievements and offer specific guidance and development.

We also shifted to a new personnel system in October 2005. The new system allows the development of professional human resources by letting employees grow on their own initiative and judge them on abilities, roles, and responsibility. This system parts with the seniority system putting greater faith in job responsibility.

Self-Actualization and In-House Staff Recruitment Systems

We are pursuing a standard that can be used to accurately evaluate employee performance and maximize their abilities. A self-actualization system has been implemented as a support system that lets employees fully exercise their abilities in jobs that they choose to do. It also lets employees request transfers and allows for in-house staff recruitment.

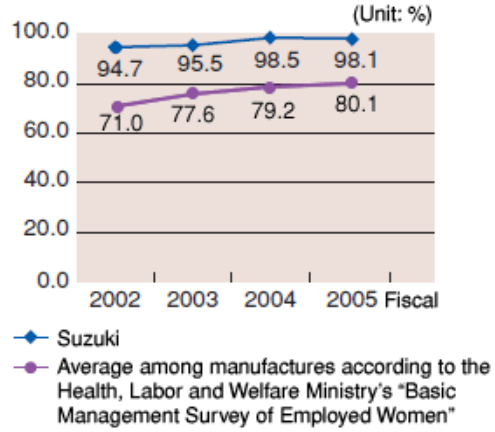
In the future, we are thinking to implement an employee-led in-house FA system that allows employees to market themselves to other sections.

Child-Care, Caring for an Aged Family Member, Re-employment System

We provide baby breaks and breaks for caring for an aged family member to employees regardless of gender who, due to personal reasons such as child-care, nursing care, etc., have difficulty working even though they have the will and ability to work. This system is popular with many of our employees.

Since July 12 1991 we have put a re-employment system into effect to give employed positions to those who are willing and able to work even after retirement. This system applies to those from 60 to 65 years old.

Percent of women who took maternity leave



3. In-House Education System

To promote continuous development, based on the policy of our mission statement, we have installed an in-house education system to improve employee capabilities, develop talent that can adapt to environmental changes.

Group Training (Off the Job Training (Off- JT))

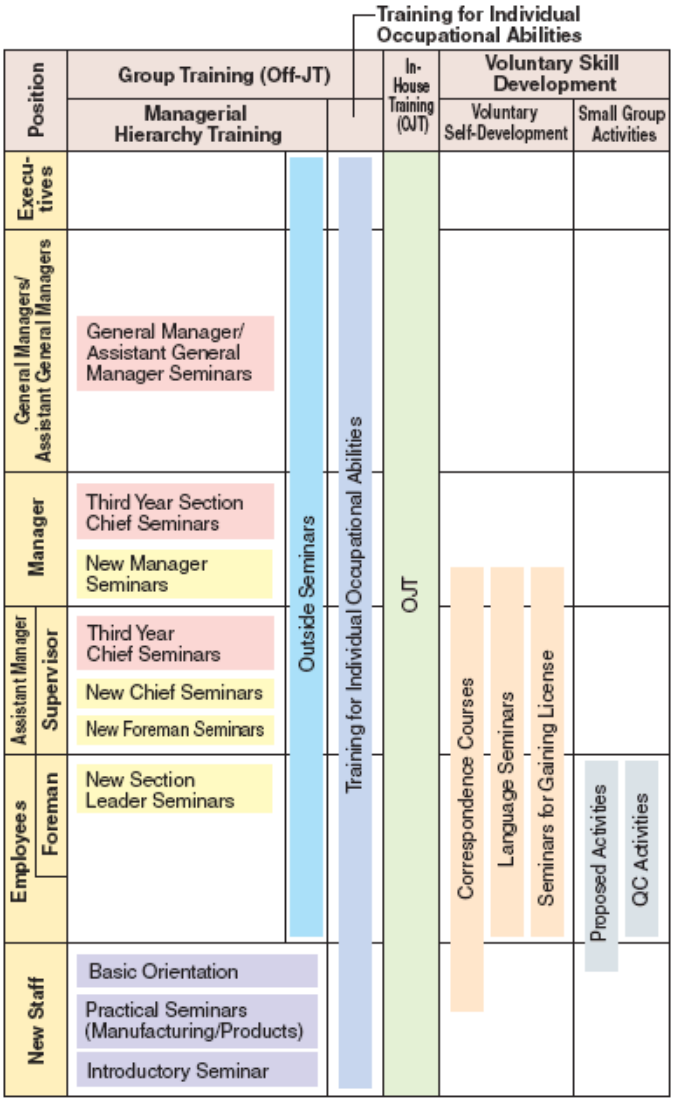
Group Training, also known as “Off the Job Training” consists of seminars given in our in-house school, training center, etc. and out of company training seminars, etc. Seminars are generally given according to management hierarchy* and cover basic and common subjects.

* **Management hierarchy:** Seminars that are carried out according to corporate rank such as General Manager/Assistant General Manager Seminars, Section Chief Seminars, Chief Seminars, Foreman Seminars, Section Leader Seminars, etc. Seminars cover the knowledge, technology, and skills required of those in the target group, and attendance by all in the target group is, by a rule, mandatory.

Number of Seminar Participants
(Overall Suzuki Group)

Fiscal 2001	13,430
Fiscal 2002	13,932
Fiscal 2003	17,699
Fiscal 2004	14,430
Fiscal 2005	14,518

Suzuki In-House Training System



3. In-House Education System

In-House Training (On the Job Training (OJT))

In-house training refers to supervisors or senior employees teaching junior employees through the course of daily work. What is taught varies from employee to employee and has a direct effect on their work. For this reason, it is considered the first step in the education process, and is regarded as the most important aspect of our in-house training system. The professional education that is required in each section within the company is mainly given through in-house training.

Voluntary Skill Development

Self-Development

Scholarships are available to support those employees who actively work to improve the vocation abilities on their own through correspondence courses, language seminars, and gaining of official certification.

Providing our employees with support so that our employees can gain further knowledge and skills, we provide support so that they can attend seminars held by groups outside of the company.

Small Group Activities

We also promote such in-house group activities as proposed activities, quality control circles, etc., in order to create a more cheerful work environment or increase self-development.

4. Employee Relations

Through mutual confidence, we have developed a good relationship with the Suzuki Labor Union, which represents Suzuki Employees.

Among the labor union's goals are stable employment and maintaining and improvement of work conditions. In order to meet these conditions, stable development of the company is required. When negotiating salaries, bonuses, labor hours, etc., our opinions sometimes differ, however we do share the same basic vector, which aims to stable development of the company.

Employee Communication

We arrange frequent labor-management consultations to ensure that employee ideas are reflected in all of our departments, such as research and development, design, manufacturing, sales, etc.

In addition to discussing requirements (salaries, bonuses, labor hours, etc.) we hold monthly discussions that regularly cover a wide range of issues such as business policies, production planning, business hours, welfare, safety and health, etc., and serious by exchange ideas on what Suzuki and the labor union can do to deliver quality products to the customer.

Building a Stable Relationship with the Labor Union in the Suzuki Group

Suzuki consists of 135 group companies (manufacturers, non-manufacturers, sales companies) located domestically and abroad. It is our hope that the residents, society, and customers living in the areas where they are located trust each of these companies.

We invite union officials and labor union leaders of our overseas companies to realize the importance of confident labor union relationships, the importance of communication, the need for a fair, equal and clear personnel system, etc. We also work with the labor union to promote global personnel exchanges both domestically and abroad, and we strive to establish a work climate, which allows our 40,000 employees in 135 companies to enjoy working with a highly creative and stable labor union relationship.

5. Establishment of an Affiliate "Suzuki Support"

Suzuki Support, a special affiliate company established in February 2005, started the business in full swing on April 1, 2005.

Twenty employees including those having mental disabilities (as of the end of March 2006) are brightly and vigorously performing janitorial services at the Suzuki's main office, employee dormitories and related facilities.

Their sincere and cheerful attitude toward work greatly encourages all the people in Suzuki.

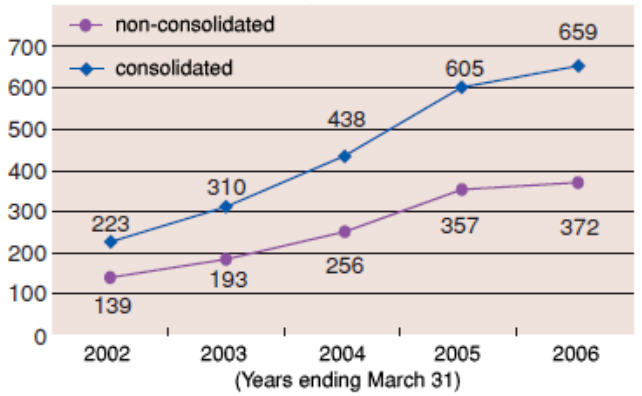
In line with the corporate philosophy, which is intended to make a contribution to society, Suzuki Support will further provide job assistance for people with disabilities in order for them to feel happy through working and to build up their experience through social participation.

Our Shareholders and Investors 1 2 3 4

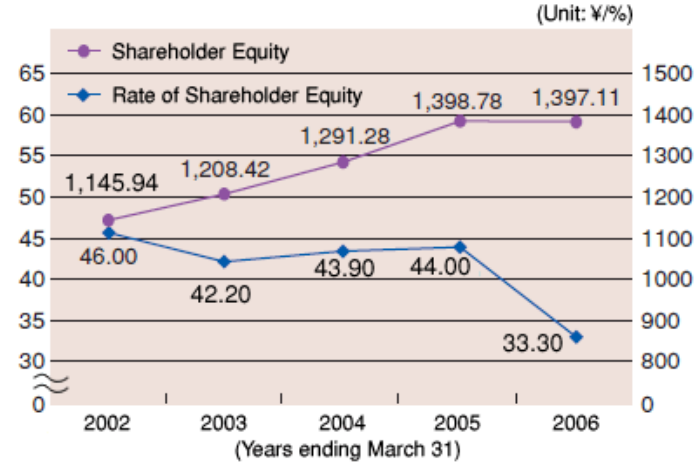
1. Improving Corporate Value

Suzuki has done its utmost to improve the corporate value to maintain the support and confidence of the shareholders. For further growth, we established the “Suzuki Five-Year Medium-Term Plan” in May 2005. (The details about the Suzuki Five-Year Medium-Term Plan are as follows.)

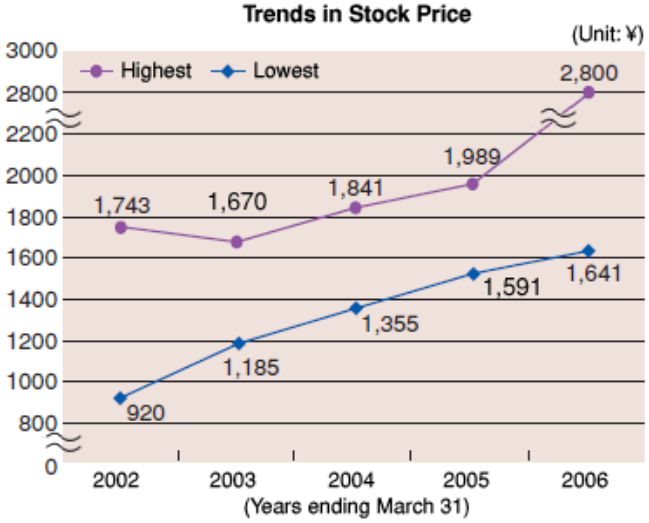
Trends in Current Net Profits



Shareholder Equity per Share/Rate per Share (Consolidated)



Trends in Stock Price



2. For Our Shareholders and Investors

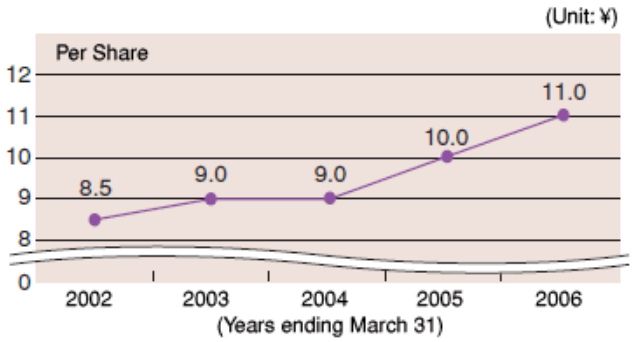
Suzuki's basic profit sharing policy is focused on maintaining a continuous and stable payout of dividends. At the same time, however, from a middle-and long-term perspective, we are always looking at how to improve our performance, how to increase the dividend payout ratio and how internal reserves can be improved as a basis for enhancing our corporate structure to allow us to expand our business operations in the future.

The Suzuki group's business performance largely depends on the activities of overseas production plants, mainly in developing countries, and is subject to exchange fluctuations. Also, the Suzuki group now plans for aggressive equipment investments in overseas production bases. For further stable growth of Suzuki group, it is important to enhance the corporate strength and prepare for any contingency.

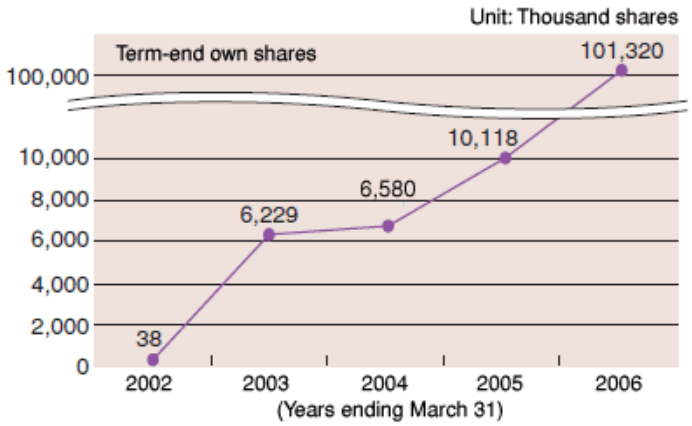
Suzuki has repurchased own shares from the market. In March 2006, when GM sold the Suzuki's 92.36 million shares (equivalent to 17% out of 20% of Suzuki's stock possessed by GM), Suzuki repurchased its 91.09 million shares in order to minimize the disadvantage to the existing shareholders due to the release of a large amount of our stock into the market. The benefit from the minimized disadvantage is returned to the shareholders or used to maintain the shareholder value.

As a result, with regard to the dividend for the year ending March 2006, an extra dividend of 1 yen has been added to the ordinary dividend of 10 yen per share, resulting in 11 yen per share, for the purpose of returning the benefit from the repurchase of own shares to the shareholders.

Trends in Dividends



Trends in Own Shares



* The convertible bonds and convertible-type bonds with subscription warrant issued by Suzuki are as follows:

Name	Issuing date	Redemption date	Issuing amount	Conversion value
Third bond	March 2002	March 2010	¥30,000,000,000	¥2,000
Fourth bond	June 2006	March 2013	¥150,000,000,000	¥3,054

2. For Our Shareholders and Investors

For the purpose of making our stocks purchasable with fewer financial resources, we lowered the minimum sale unit of shares from 1,000 shares to 100 shares in September 2003.

Moreover, in December 2005, to expand the number of individual shareholders of Suzuki fans who are willing to support the Suzuki brand, we sold our own 5,000,000 shares. Also, we have established a shareholder special benefit plan in commemoration of winning two awards: “RJC Car of The Year” and “Car of The Year Japan 2005-2006” (“Most Fun” Prize) for the Suzuki’s world-class vehicle “Swift.”

Shareholder special benefit plan (Honey and jam made in Hungary)

3. Investor Relations*

We address disclosure of information to all of our shareholders and investors based on the spirit of our charter “Fully disclose accurate and fair information to the public and build a proper relationship with society”.

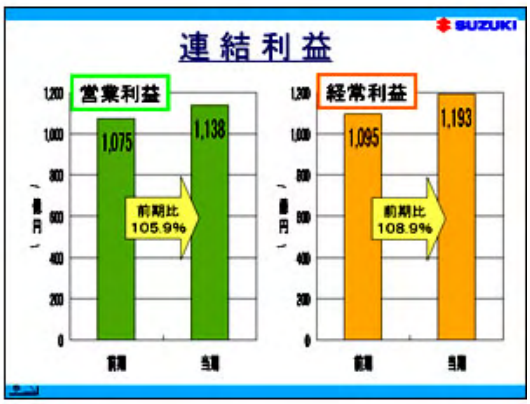
In particular, we provide investor relation information such as results briefings, corporate information and data, which are required in making investment decisions, through the Suzuki homepage. (http://www.suzuki.co.jp/ir/index.html)

- Corporate Information
- Notice of a shareholders meeting and a resolution
- Business Report
- Financial Information
- Announcement of financial result
- Securities Report
- Annual Report
- Investor Briefings

* Investor Relations provide corporate information fairly and on a timely basis, which is required in making investment decisions by shareholders and investors.

4. Open Shareholders Meetings

In 2002 we moved the place for shareholder meetings from our corporate headquarters conference room to the Grand Hotel Hamamatsu, which can accommodate a larger audience so that more shareholders can attend. We also started utilization of a large projection screen so that all attending shareholders can understand the presentation more easily. We will continue searching for ways to improve upon our open meetings.



With Local Communities

1. Cleanup Activities

Improving Goodwill and Manners

In order to encourage employees to improve their manner, aggressively participate in volunteer activities, and increase awareness of environmental protection, Suzuki took part in a program called “Hamamatsu-city Road and River Preservation Program*” in September 2004, and since then, we have carried out cleanup activities in the Takatsuka underground passage and the roads in its vicinity a few times every month.

In fiscal 2005, the cleanup activities were carried out 19 times, with a total of 1,563 employees participating in them to collect burnable and unburnable garbage, discarded bicycles, etc., which were filled up 13 mini-trucks.

The number of employees who participate in the cleanup activity has increased each time the activity was held. And we are now planning to expand the field of activities to tree planting, etc.

* The groups who want to take part in the road and river preservation program select an area and their services, such as road cleanup, etc., and report to the mayor’s office.

Cleanup Project

The Suzuki group participates in “Cleanup Projects” that are carried out four times a year by the local government of Hamamatsu city.

In fiscal 2005, we took part in a project called “Welcome Turtle Cleanup Campaign” to clean up the beach area (site for the Hamamatsu Kite Festival) in preparation for the sea turtle spawning season in May. Also, in September, 30 employees of the Suzuki group took part in the event to clean up the Hamamatsu downtown area.

Forest Conservation Activities

Also, Suzuki carries out a long-term forest protection activity in Inasa town Hamamatsu-city Shizuoka prefecture, where we have leased a 0.82-ha national forest as a “Suzuki forest” from the national government (Forestry Agency) for the purpose of re-forestation. The forest protection activity is performed by the Suzuki group’s employees, retired persons and their families. In March 2006, 106 persons from 46 families participated in the activity of planting 400 seedlings of quercus serrata, mountain cherry, etc. We will continue such activities as tree plantation and bottom weed cutting in order to conserve the forest and reduce CO_2.

1. Cleanup Activities

Forest Conservation Activities at Shimokawa Test Course (in Hokkaido)

Shimokawa town in Hokkaido, where our proving ground is located, is surrounded by forest, which accounts for about 90% of its total area. In order to conserve this valuable forest resource and pass it to the next generation, the Shimokawa town forest owners' cooperative made arrangements for the forest conservation system and acquired the FSC Forest Group Certificate* in 2003, which was the nation's 11th and Hokkaido's first acquisition.

The 287-ha forest in the Suzuki Shimokawa Test Course was also recognized to conform to the strict standard of the FSC certification program, so it was included in the FSC Forest Group Certificate for Shimokawa Town in April 2006. Thus, Suzuki always considers the coexistence with nature, while conducting industrial activities.

FSC Group Certificate


Shimokawa Test Course (Hokkaido)

FSC
SGS-FM/COC-1469
FSC Trademark© 1996
Forest Stewardship
Council A.C.

FSC is an internationally recognized certification on the "forest management with due considerations to the balance among environment, society and economics."

FSC (Forest Stewardship Council) is a Germany-based organization established in 1993 in line with the international forest certification program to certify, from the authorized third-party's standpoint, that forests are properly managed according to the basic rules and regulations.
The "FSC Group Certificate" acquired by the Shimokawa Town Forest Owners' Cooperative certifies a group of forests, not individual forests. And the Shimokawa Town Forest Owners' Cooperative, which has acquired the certification as a representative of all group members, provides guidance to its group members on proper forest management.

In addition, Suzuki supports the forest development project at Shimokawa Town as one of countermeasures against global warming, contributing ¥1,500,000 over the course of three years starting in 2005. According to the Shimokawa town's local authority, the ¥500,000 contributed by Suzuki in 2005 resulted in 175-tons worth of CO_2 reduction for the year.

Also, under an agreement (1996 through 2028) with the Shimokawa town local authority based on "Corporate Forest Preservation Program", we also control and maintain 4.3-ha of forestland (containing 3,200 trees) in cooperation with the district forest office.

Activities at Environmental Conservation Department of SUZUKI BUSINESS CO., LTD.

Environmental Conservation Department of SUZUKI BUSINESS CO., LTD. provides cleanup services to Kosai Plant, Sagara Plant and other Suzuki's major plants and also aggressively participates in environmental protection activities conducted by each plant. Especially, it performs weeding around each plant and sweeping of gutters, contributing to the conservation of comfortable factory environments.

2. Supporting Disaster Struck Areas

Supporting the hurricane Katrina-hit area in U.S.A

In order to support the rescue activities after the hurricane “Katrina”, which hit the United States at the end of August 2005, Suzuki and its overseas affiliate American Suzuki Motor Corporation (U.S.A.) donated 15 units of ATVs (all-terrain vehicles) for restoration work in the rubble-strewn area and 20 units of outboard engines for transfer in the submerged area to the Louisiana state fire authorities.

Supporting the big earthquake-stricken northern region in Pakistan

In order to support the rescue activities after the big earthquake hit the northern region of Pakistan on October 8, 2005, Suzuki and its overseas affiliate Pak Suzuki Motor Co., Ltd and Suzuki Motorcycles Pakistan Ltd (both located in Pakistan) contributed 20 units of motorcycles and 2 units of automobiles, in addition to the monetary donations (equivalent to 19 million yen in total).

Supporting the Jiangxi earthquake-stricken area in China

For the purpose of supporting the relief activities after a big earthquake occurred in Jiangxi, China, on November 26, 2005, Jiangxi Changhe Suzuki Automobile Co., Ltd, a joint venture in China, contributed 10 units of vehicles produced and sold by the company to the Jiujiang authority in Jiangxi.

Supporting the central Java earthquake-stricken area in Indonesia

Following the central Java earthquake on May 27, 2006, Suzuki made a monetary donation of 5 million yen through Japanese Red Cross Society. Also, P.T. Indo Mobile Suzuki International (Indonesia), our local subsidiary, donated money and relief materials equivalent to about 6 million yen.

3. Promoting Sports

Suzuki Track Club Members Participate as Instructors in High-Pro-Seed Athletic Seminar

Members of Suzuki's track club instructed participants of the fifth annual Shizuoka High-Pro-Seed Athletic Seminar in basic techniques, differences in approaches, etc., in short track, hurdles, and long jump events. The two-day event hosted 50 junior high-school students from around the prefecture for the purpose of promoting interest in sports and improving the abilities of its participants.

Suzuki track club members who participated in the seminar have participated in Olympic or World Championships in field events. Our long distance athletes are planning to participate in 2006. Utilizing this experience when they get into high school track and field programs, the students will obtain significant results.

Suzuki World Cup Aerobics World Championships

Suzuki has been supporting the Suzuki World Cup Aerobics World Championships since its start in 1990, and the Suzuki Japan Cup Aerobics Japan Championships since its fifth event in 1988. During this time, aerobics have become very popular not only as a competitive sport that is easy to participate in, but also as a sport that can be enjoyed for a lifetime, regardless of age. Through these efforts we hope that aerobics gains in popularity as a healthy public sport.

4. Activities at Individual Plants, Research Facilities, etc.

Various activities are carried out at our plants and facilities to gain the admiration and respect of local communities. Especially, the autumn festival gains great popularity at Kosai and Iwata plants, so we plan to hold such an event at every plant.

Activities at the Kosai Plant

Voluntary Cleanup in the vicinity of the Plant

About 60 participants consisting of the people of managerial positions, sanitation team and affiliated companies joined in cleanup activities conducted around the plant. Such activities are carried out about three times a year at Kosai Plant.

Deepening Exchange with Local Residents

We organize a plant tour for the local residents' association members to increase their understanding of our business and enhance mutual communications. During the plant tour, we show them not only our production lines, but also the incineration system, wind power system, and other environment-related facilities for their better understanding of our environmental protection activities.

Traffic Safety Instruction

Traffic safety guidance activities are conducted on public streets around our plant by our traffic section members, traffic leaders and managerial staff five times or so every month. In cooperation with local crossing guards, we focus our efforts on the intersections prone to frequent traffic accidents and the cross walk at which a number of elementary and junior high school students cross during commuting time. Also, we train individual crossing guards through interviews. Moreover, we aggressively participate in the on-the-street guidance activity and zero-accident campaign organized by the local traffic safety committee during the prefectural Traffic Safety Week.

Plant Tour

As a part of the outside school social studies class program, we accept about 9,000 students from the local schools on an annual basis to show them our assembly-line operations, wind power system, and other environment-related facilities. They can learn how Suzuki makes efforts for environmental protection through the plant visit, which is helpful for their better understanding of the importance of prevention of global warming and individual efforts for environmental preservation through garbage separation.

Autumn Fair at the Plant

To build a closer relationship with our employees, their families, and local residents, we organized the Autumn Festival in September 2005. Although 13 years had passed since the last Autumn Festival was held, about 5,000 people attended and enjoyed the festival. Attractions included traditional Japanese dancing performed by local residents and a concert by junior high school students, etc.

Other events at the fair included an in-plant eco tour, various refreshment booths, character shows, rice cake throw from the stage, etc.

4. Activities at Individual Plants, Research Facilities, etc.

Activities at Iwata Plant

Voluntary Cleanup in the vicinity of the Plant

We participated in a local neighborhood cleanup event held by the local residents' association and worked with the residents to clean up the neighborhood. Also, as part of our cleanup activities, numerous employees participate in trash picking mainly around the plant. This activity is carried out on a regular basis.

Deepening Exchange with Local Residents

We invite directors of residents' association and other interested people for plant tour to build closer ties with the community. We provide information on our environmental activities and freely exchange opinions to enhance friendly relations in the spirit of prosperous coexistence.

Traffic Safety Instruction

Crossing guard activities are conducted by our managerial staff and others at a cross walk in front of the main gate of the plant during heavy traffic hours every evening.

Opening Plant's Ground up to Local Residents, Plant Tour, etc

We lend our plant's ground to the local residents' association and local boy's soccer teams. The facility is equipped with lighting fixtures, so the number of groups wishing to use the facility is increasing. Also, we accept students from the local schools as a part of the outside school social studies class program and allow them to visit our automobile assembling processes. They can learn how automobiles are actually assembled through the plant tour, which is helpful for their better understanding of the real world of manufacturing.

Autumn Fair at the Plant

To build a friendly relationship with our employees, their families, and local residents we organize an Autumn Festival every year at our plant.

The fair is a pleasurable event with a lot of attractions. In addition to public entertainment, pulling of a traditional Japanese float was demonstrated by some local residents, and musical entertainment was provided by junior high school students' brass band. Other attractions included the refreshment booths set up by our employees and a lottery event.

4. Activities at Individual Plants, Research Facilities, etc.

Activities at Sagara Plant

Voluntary Cleanup in the vicinity of the Plant

Our environmental working group leads a cleanup activity around the plant. This activity was carried out three times in this fiscal year in June, November and February. We also plan it three times in the next fiscal year.

Deepening Exchange with Local Residents

In February of each year we hold an information exchange meeting with the local community to provide information on our business and environmental activities and exchange opinions. In this fiscal year, the meeting was held in February and attended by 22 local residents including heads of the city's wards, city councilors and office people of Makinohara city.

Traffic Safety Instruction

Traffic safety guidance and crossing guard activities are conducted by our traffic section members at intersections close to our plant once a month. The crossing guard activity is also carried out by the staff from each job section. In addition, we also participate in the crossing guard activities conducted by the local traffic safety committee. (four to six times a year)

Other Activities

In this fiscal year, 50 members of our plant took part in a local walking activity "Haibara 100-Person Walking." In the next fiscal year, we plan for participation in "Makinohara City Green Tea Walk" and for organization of "Fishing Competition" by opening our plant's regulating pond up to the public.

4. Activities at Individual Plants, Research Facilities, etc.

Activities at Takatsuka Plant

Voluntary Cleanup in the vicinity of the Plant

The Takatsuka plant's prototyping group members conduct the voluntary cleanup activities around the plant once every month.

Deepening Exchange with Local Residents

In order for local residents to increase understanding of our business activities and efforts for environmental preservation, as well as to enhance mutual communications, we invite board members of local residents' association to our plant to hold an information exchange meeting. In this fiscal year, it was held in August and attended by 10 persons.

Traffic Safety Instruction

Traffic safety guidance activities on public streets are conducted by our traffic section members once a month in the surrounding areas, especially at intersections close to our plant, which are often used by employees when commuting to work. The safety check is conducted on the seat belt usage, running speed, and driving manner, with the safety officer directly pointing out inadequacies.

Opening Plant's Ground up to Local Residents, Plant Tour, etc

We invited about 60 third-grade pupils of a local elementary school to our plant as a part of field trip study that make them learn what kind of work is performed at the neighboring plant. They visited our engine delivery site, where the completed engines are loaded on trucks.

4. Activities at Individual Plants, Research Facilities, etc.

Activities at Toyokawa Plant

Voluntary Cleanup in the vicinity of the Plant

We conduct the cleanup activity around our plant twice a year. All managers and team members from each section participate in this activity, with the responsible areas and implementation time predetermined.

Deepening Exchange with Local Residents

We hold an information exchange meeting with the local residents' association on a regular basis and reflect the information obtained from the meeting in our traffic safety guidance activities.

Traffic Safety Instruction

Traffic safety guidance and crossing guard activities on public streets is conducted by our traffic section members and managerial staff twice a month in the surrounding areas, especially at intersections close to our plant, which are used by our employees when commuting to work. In cooperation with the local residents' association, we also offer safety check at intersections identified by local residents as being prone to frequent traffic accidents. The safety check is conducted on the seat belt usage, running speed, and driving manner, and the safety officer directly points out inadequacies later.

Opening Plant's Ground up to Local Residents

We lend our plant's ground to the local residents and sports clubs, such the boy's soccer teams. The facility is equipped with lighting fixtures, so the number of groups wishing to use the facility is increasing not only on nonworking days but also in the weekday evenings. We also let the community use our employees' parking lot during their community sports day, etc., which takes place on nonworking days, so that more people can participate in it.

4. Activities at Individual Plants, Research Facilities, etc.

Activities at Osuka Plant

Voluntary Cleanup in the vicinity of the Plant

For the purpose of maintaining the beauty around the plant, we carry out cleanup activities on a regular basis (in April and October). The garbage collected during the 2006 April cleanup activity was enough to fill up two light trucks.

Deepening Exchanges with Local Residents

We have promoted public relations activities with local residents through meetings and plant tours for children. Since Osuka town, where the plant is located, and Daito town were merged with Kakegawa city in April 2005 to establish New Kakegawa city, we have further enhanced the friendly relations with the local residents.

Traffic Safety Instruction

As a member of the safe driving committee, Suzuki promotes the nation-wide traffic safety campaigns (Spring traffic safety campaign in April, Summer prefectural traffic safety campaign in July, and Yea-end prefectural traffic safety campaign in December) in cooperation with the residents' association by giving guidance to drivers at intersections, which are used by employees when commuting to work, through safety checks on seat belt usage, etc.

Opening Plant's Ground up to Local Residents, Plant Tour, etc

We lend our plant's ground to local volunteer fire fighting groups for the purpose of training. Also, in October, we organized a plant tour for about 30 children of a local elementary school (Obuchi Elementary School) to let them visit our automobile parts manufacturing processes and show them the portions in a vehicle where the parts manufactured in our plant are used.

4. Activities at Individual Plants, Research Facilities, etc.

Activities at Yokohama R&D Center

In a program aimed at elementary and junior high school students, we send engineers from the Suzuki Yokohama R&D Center for lecture in line with a program called “Dispatch Researchers and Engineers to Schools” led by the Kanagawa Prefectural Science and Technologies Promotion Section.

In fiscal 2005, we held a lecture under the theme of “Robots” to 94 students at three schools. Effectively utilizing a personal computer, projector, etc., we tried to make the presentation as easily understandable as possible with the use of comprehensible texts, charts, illustrations, graphs, pictures, movies, real robot samples, books, etc.

There were a few difficult points in the lecture but the students were fascinated while handling the robots like the athletic robot that walks on six legs with a Chebyshev link system, a line tracing robot that follows a line with its infrared sensor, a small robot that is smaller than a 2-cm dice and a small master/slave type robot, all of which were moving in front of them.

During the question and answer session after the lecture, the students asked questions and told us of their dreams and wishes in regard to robots. We sometimes receive thank-you notes and reports from the students and their teachers. The opinions and impressions we receive from those we came in contact with through such activities are a source of inspiration and encouragement for the next lecture.

Activities at the Ryuyo Proving Grounds

Opeing the Ryuyo Proving Grounds Up to Public Sports Competitions.

In reply to requests by local sports groups and school representatives, we opened Ryuyo Proving Grounds to public sports competitions.

The Ryuyo Proving Grounds is open to all from adults to elementary and junior high school students. Recently the “Sunrise Iwata In Ryuyo” (triathlon), the “Friendly Duathlon in Ryuyo”, the “Shizuoka Prefecture Seibu Junior High School Marathon Relay Race”, and more have become regular events. In this way we support local sports organizations and help to nurture healthy young people.

5. Activities in Overseas Manufacturing Companies

Indonesia

May 19, 2006	Donation of ambulance cars to organizations near the plant. In fiscal 2005, an ambulance car was donated to Al-Azhar Foundation (3 ambulance cars are planned in fiscal 2006) to make a contribution to the neighboring region.  
	Participation in AIDS WALK 2005 Suzuki participated in AIDS WALK 2005 campaign conducted by Indonesia AIDS Association as the Suzuki vehicle owners' club to raise public awareness of the dangers of AIDS. Also, about 1,500 students took part in this campaign, parading in the central part of Jakarta. 
April 2005	Donation and free service campaign in Aceh seismic sea wave-stricken area We conducted a free repair service campaign in the seismic sea wave-stricken area and repaired 300 units of commercial vehicles (CARRY) and other Suzuki cars. Also, we made a donation to schools for reconstruction with the collaboration of our dealers. 
May 2006	Donation and free service campaign in Jogjakarta earthquake-stricken area We conducted a free repair service campaign in the earthquake-stricken area and repaired 4,000 units of motorcycles.
February 2006	Donation with APV Club to Marunda village for repair of elemental school facilities APV Club and Suzuki donated books and money to Marunda village for repair of Fadhilah elementary school buildings. 

Pakistan

June 1996	We established a water purification plant with 40 million rupees invested.

5. Activities in Overseas Manufacturing Companies

Hungary

Community Involvement

- Educational contribution to Esztergom city vocational training schools, and other regions' local universities, colleges and vocational schools (more than 80 facilities in total).
  Donation of vehicles, engines, transmissions and other parts to the vocational training schools
- Donation of vehicles to Hungary parliament's fire department
- Donation of vehicles to various associations (Szekesfehervar Down's disease association, etc) for the people with special needs
- Financial assistance to various events at the annual Esztergom Summer Festival
- Financial assistance in the biennial Esztergom Guitar Festival
- Assistance to various sports activities conducted in Komarom-Esztergom county, State of Esztergom
- Financial assistance to various cultural and educational committees

Volunteer Activities

- Bimonthly blood donation in cooperation with Hungary Red Cross
- Presentation for improving management capability of business entrepreneurs and leaders of medium and small companies at conferences and special events held by government office, universities and other educational institutions
- Volunteer activities for improving public knowledge about motorization (plant tour, conference, etc.)

India

September 16, 2005	Announcement of the establishment of Maruti Driving School at 15 cities in India with the collaboration of dealers

January 30, 2006	Agreement with the Haryana state government concerning the development of technical schools that provide training and education for the automobile-related advanced technologies and development

April 11, 2006	Establishment of Maruti International School, an art education institution
	Started management and maintenance of a children park in the central area of Delhi and held various events for economically-disadvantaged children and preschool children at the park.
	We were entrusted by New Delhi city council with management and maintenance of rotaries located at nine places in Delhi.
	Began to support CRY (Child Rights and You) program.
	Began to conduct welfare activities and operation of day-care centers for women staff and started financial assistance to NGO-operated child-care centers for contract-based workers.
	Started operations of two clubs in the residential area to provide such welfare services as book lending and sports events.

Activities in Overseas Manufacturing Companies

Supporting the Development of Human Resources in Overseas Manufacturing Companies

Suzuki participates in the Association for Overseas Technical Scholarship (AOTS) program and directly accepts trainees from overseas manufacturing companies providing practical on-the-job training in individual sections of the company (283 trainees in fiscal 2005).

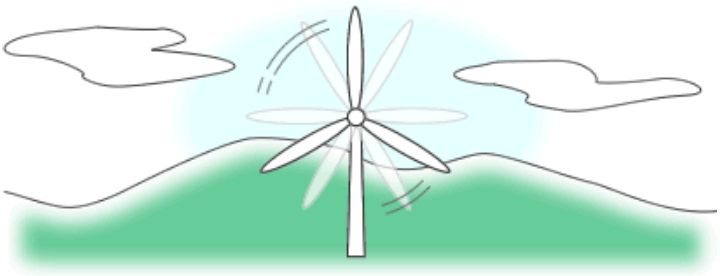
Effective training in practical techniques and skills for overseas companies that support the manufacturing sector contribute to developing industries in developing countries and promotes mutual understanding and friendship between each other's countries.

Companies Accepted for the Overseas Trainees Program (Fiscal 2005)

Country		Name of Company
North America	U.S.A.	SUZUKI MANUFACTURING OF AMERICA CORPORATION
South America	Columbia	SUZUKI MOTOR DE COLOMBIA S.A.
Europe	Spain	SANTANA-MOTOR, S.A.
		SUZUKI MOTOR ESPANA, S.A.
	Hungary	MAGYAR SUZUKI CORPORATION
Asia	Taiwan	PRINCE MOTORS CO., LTD.
		TAI LING MOTOR CO., LTD.
	China	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO.,LTD.
		JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD.
		JINAN QINGQI SUZUKI MOTORCYCLE CO., LTD.
		SUZUKI MOTOR R&D CHINA CO., LTD.
	Phillipines	SUZUKI PHILIPPINES INC.
	Thailand	THAI SUZUKI MOTOR CO., LTD.
		SUZUKI MOTOR R&D ASIA CO., LTD.
	Indonesia	P.T. INDOMOBIL SUZUKI INTERNATIONAL
	Malasia	SUZUKI ASSEMBLERS MALAYSIA SDN. BHD.
	India	MARUTI UDYOG LIMITED
		SUZUKI MOTORCYCLE INDIA PRIVATE LIMITED
		SUZUKI POWERTRAIN INDIA LIMITED
	Pakistan	PAK SUZUKI MOTOR CO., LTD.
		SUZUKI MOTORCYCLES PAKISTAN LTD.

Environmental Responsibility

[For a Lasting Global Environment]



▶ Environmentally-Friendly Business Management
▶ Environmentally-Friendly Products Development
  ▶ Automobiles
  ▶ Motorcycles
  ▶ Engines for Outboards and Snowmobiles
  ▶ Welfare Vehicles
▶ Environmentally-Friendly Manufacturing
▶ Environmentally-Friendly Distribution
▶ Environmentally-Friendly Marketing
▶ Environmentally-Friendly Offices
▶ Environmental Education and Information Disclosure
▶ Environment-Related Data (PDF)

The Suzuki Global Environment Chapter was established in March 2002 to preserve corporate existence and promote a sustainable society. This section introduces our environmentally related activities.

Environmentally-Friendly Business Management

As a corporate citizen, environmentally-friendly activities are one of the most important business activities we perform. All of our companies carry out activities that consider the environment.

1. Continuously Improvement on Our Environmental Management System

Suzuki Global Environment Charter

The Suzuki Global Environment Charter was established in March 2002 as our standard concept for environmental activities.

●Environmental Concepts

In order to pass on to the next generation a clean environment and bountiful society, we must all realize that the actions of each and every one of us have a great effect on our earth's future, therefore we must make every effort to preserve our environment.

●Environmental Policy Standards

As greater priority is being given to global environmental conservation within our management, we have determined that the following environmental policies aimed at a sustainable society, have the greatest potential for allowing our society to develop further and to advance environmental conservation in regard to our business activities and our products.

1. Maintain and improve upon our environmental management system.
2. Strictly observe environmental laws and follow our own standards.
3. Reduce the pressure placed on the environment resulting from business activities and products.
4. Promote environmental communication.

●Environmental Action Guidelines

Understanding that all business related activities as well as the products we produce have an impact on our local community and on the global environment, we put forth the following action guidelines that place an emphasis on the environment.

Environmentally-Friendly Business Management
1. Continuously improve upon our environmental management system.
2. Promote environmental organization activities.
3. Maintain an emergency system.

Environmentally-Friendly Products Development
1. Improve fuel economy.
2. Reduce exhaust emissions.
3. Develop automobiles that use clean energy.
4. Promote the three Rs (Reduce, Reuse, and Recycle).
5. Manage/reduce those materials that place a burden on the environment.
6. Reduce noise.
7. Develop intelligent transportation systems (ITS).

Environmentally-Friendly Manufacturing
1. Consider the environment at all of our corporate sites.
2. Prevent pollution.
3. Promote energy reduction and the use of alternative energy.
4. Manage/reduce those materials that put stress on the environment.
5. Promote the three Rs (Reduce, Reuse, and Recycle).
6. Promote "Green" procurement.

Environmentally-Friendly Distribution
1. Use efficient transportation and logistics, and reduce energy consumption.
2. Promote the three Rs (Reduce, Reuse, and Recycle).
3. Promote the use of low emission transport.

Environmentally-Friendly Marketing
1. Promote environmental management among our distributors.
2. Promote suitable management of used products.
3. Promote the three Rs (Reduce, Reuse, and Recycle).

Environmentally-Friendly Offices
1. Promote energy reduction.
2. Promote purchase and use of "Green" products.
3. Promote the three Rs (Reduce, Reuse, and Recycle).

Environmental Education and Information Disclosure
1. Provide our employees with environmental education to increase their awareness.
2. Promote social contribution activities.
3. Disseminate information regarding the environment.

●Environmental Action Plans

The "Suzuki's Environmental Conservation Activity Plan" clearly defines goals to be achieved in the future. Progress on the attainment of these goals and reassessment of these plans will be carried out on a regular basis.

Suzuki's Environmental Conservation Activity Plan

Suzuki's environmental conservation activity plan lays down concrete mid- and long-term environmental goals. The "Suzuki Environmental Conservation Activity Plan" was first established in 1993 and later, revised in 1996. The latest version will be prepared within fiscal 2006.

Environmentally-Friendly Business Management

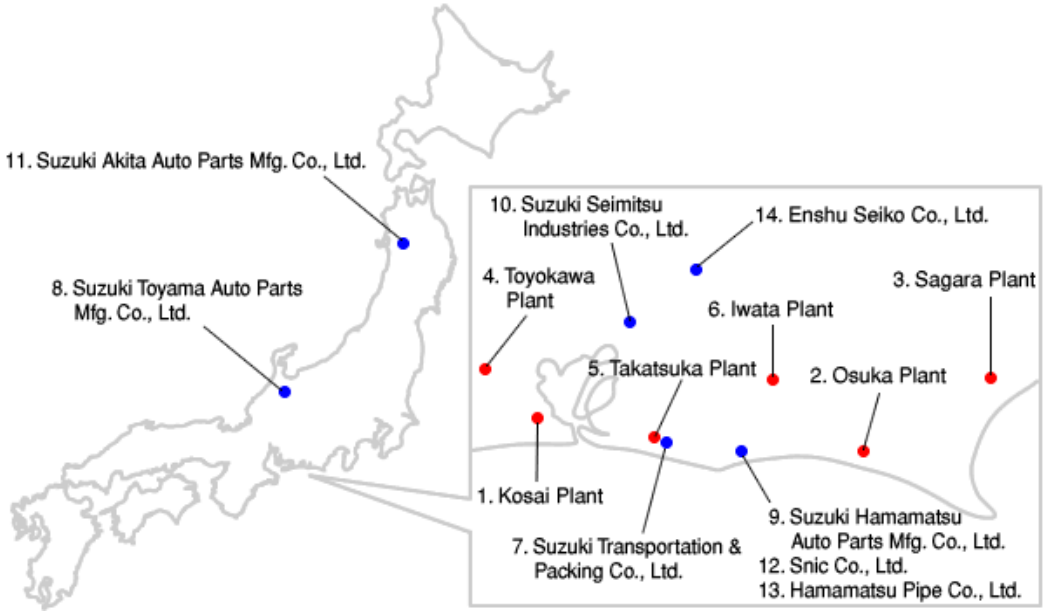
1. Continuous Improvement on Our Environmental Management System

Introduction of Environmental Management System

As a part of environmental conservation activities, Suzuki promotes introduction of “Environmental Management System.” ISO14001 is an international standard for the environmental management system, and with the acquisition of ISO14001 certification Suzuki has been making efforts to follow the relevant rules and reduce the environmental burdens. Also, we periodically confirm the effectiveness of the environmental management system through environmental audits.

Domestic Companies

All of our six domestic manufacturing plants obtained the ISO14001 certification before March 2003. Also, in January 2005, Suzuki Transportation & Packing Co., Ltd. obtained the certification for the first time among non-manufacturing subsidiaries. For our manufacturing subsidiaries, seven out of nine companies have obtained the certification as of the end of March 2006. Environment Beautification Department of Suzuki Business Co., Ltd. is now promoting the introduction of “Eco Action 21” in line with our environment beautification policy.



< Suzuki >

● [Domestic plants]

	plant’s name	ISO acquisition month
1	Kosai Plant	July 1998
2	Osuka Plant	September 1999
3	Sagara Plant	September 1999
4	Toyokawa Plant	December 2000
5	Takatsuka Plant	March 2003
6	Iwata Plant	March 2003

< Domestic Subsidiaries >

● [Non-manufacturing subsidiary]

	company’s name	ISO acquisition month
7	Suzuki Transportation & Packing Co., Ltd.	January 2005

● [Manufacturing subsidiaries]

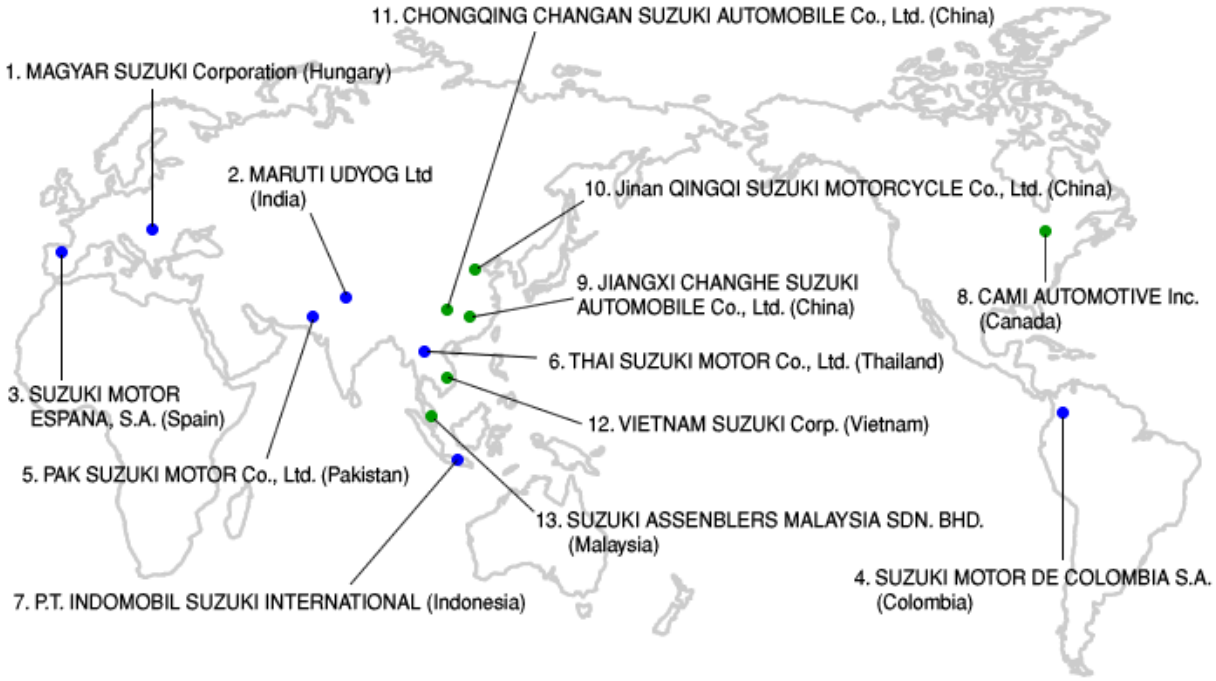
	company’s name	ISO acquisition month
8	Suzuki Toyama Auto Parts Mfg. Co., Ltd.	March 2001
9	Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.	June 2001
10	Suzuki Seimitsu Industries Co., Ltd.	October 2001
11	Suzuki Akita Auto Parts Mfg. Co., Ltd.	March 2002
12	Snic Co., Ltd.	March 2005
13	Hamamatsu Pipe Co., Ltd.	May 2005
14	Enshu Seiko Co., Ltd.	July 2005

Environmentally-Friendly Business Management

1. Continuous Improvement on Our Environmental Management System

Overseas Companies

For overseas manufacturing bases, MAGYAR SUZUKI Corporation Ltd. obtained the certification in April 1998 for the first time in our group. As of the end of March 2006, six manufacturing subsidiaries and five affiliated companies have obtained the ISO 14001 certification. Also, other companies in our group are now making strenuous efforts for the acquisition of the certification.



● **[Manufacturing subsidiaries]**

	company's name	ISO acquisition month
1	MAGYAR SUZUKI Corporation (Hungary)	April 1998
2	MARUTI UDYOG Ltd (India)	December 1999
3	SUZUKI MOTOR ESPANA, S.A. (Spain)	February 2000
4	SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)	December 2003
5	PAK SUZUKI MOTOR Co., Ltd. (Pakistan)	June 2005
6	THAI SUZUKI MOTOR Co., Ltd. (Thailand)	August 2005
7	P.T. INDOMOBIL SUZUKI INTERNATIONAL (Indonesia)	April 2006

● **[Affiliated companies]**

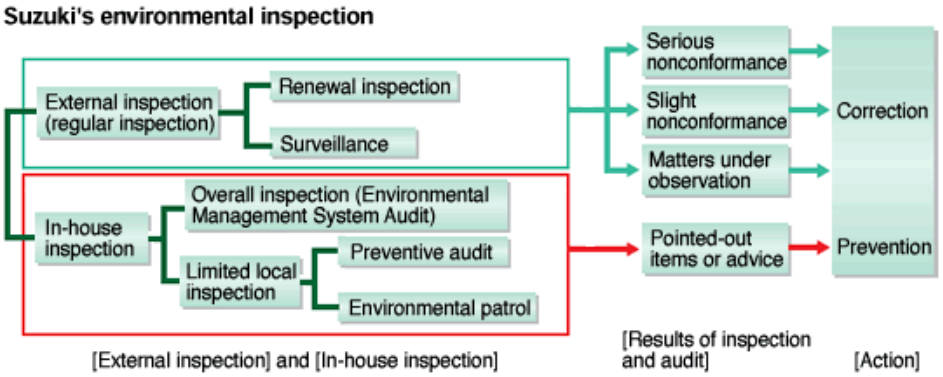
	company's name	ISO acquisition month
8	CAMI AUTOMOTIVE Inc. (Canada)	June 2000
9	JIANGXI CHANGHE SUZUKI AUTOMOBILE Co., Ltd. (China)	December 2003
10	Jinan QINGQI SUZUKI MOTORCYCLE Co., Ltd. (China)	June 2004
11	CHONGQING CHANGAN SUZUKI AUTOMOBILE Co., Ltd. (China)	November 2004
12	VIETNAM SUZUKI Corp. (Vietnam)	March 2005
13	SUZUKI ASSENBLERS MALAYSIA SDN. BHD. (Malaysia)	December 2006 (planned)

Environmentally-Friendly Business Management 1 2 3 4

1. Continuous Improvement on Our Environmental Management System

Environmental Inspection

At Suzuki group companies, the individual environmental management systems are audited by an external auditing organization (external audit). We carry out voluntary in-house inspections and environmental patrols to ensure that these systems are appropriately implemented.



Inspections Carried Out by Independent Inspectors

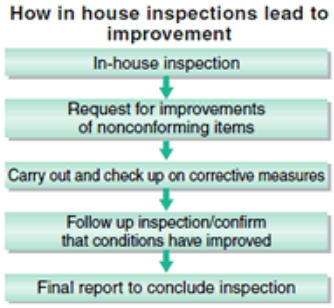
We contract independent inspectors to examine documents and carry out on site inspections in regard to the validity and adequacy of our environmental management system, and determine whether or not measures are being properly carried out. In fiscal 2005, a renewal inspection was carried out in four plants while two other plants received regular inspections. There were 3 cases of “slight nonconformance *1” to the ISO14001 requirements at two plants. We immediately investigated the causes and took corrective actions and preventive measures. For “observational items *2”, there were 37 cases in total among all the plants, and continuous improvements are being made now.

*1: “Slight nonconformance” means defects that should be corrected immediately but do not seriously affect the system operations.

*2: Matters under observation are not issues requiring immediate correction but will require continued improvement in the future.

In-house Inspections

We carry out two types of in-house inspections; environmental management system inspections (an overall inspection) and preventive inspections (limited local inspections). We select inspectors that have no direct association with the section being inspected, and they examine whether environmental management is being properly carried out or not.



Environmental Management System Inspections

Document inspection and on site checks are used to determine whether environmental management is being properly carried out or not. In fiscal 2005, these inspections resulted in 36 matters pointed out, and 112 suggestions noted. Improvements have already been made on each of them.

Preventive Inspections

Thorough on-site observations and inspections are carried out in areas that possess a potential for accidents such as drainage disposal facilities, chemical use/storage, and waste disposal facilities.

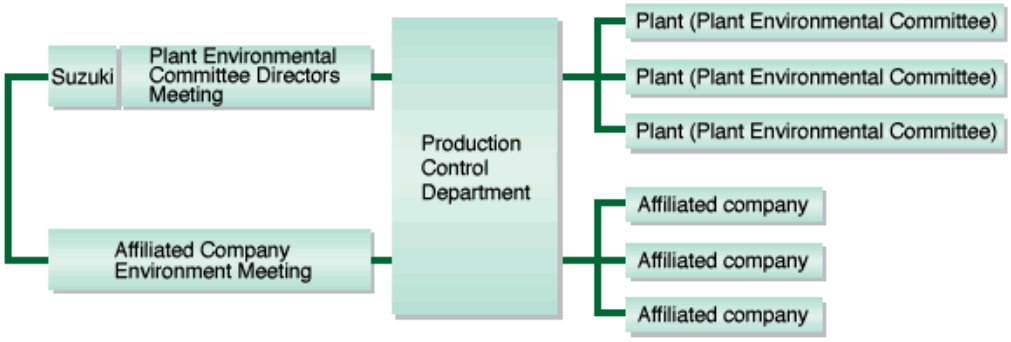
In fiscal 2005, these inspections resulted in 37 matters pointed out and improvements have already been made on each of them.

Environmental Patrol

Areas that possess a potential for accidents undergo regular inspection by the plant manager to prevent environmental accidents.

1. Continuous Improvement on Our Environmental Management System

Corporate Environment Directors Meeting



The corporate environmental committee holds its bimonthly meeting to improve environment management of in-house plants. Inspecting the site, at the meeting, directors of Plant Environmental Committees get together from all plants to discuss the improvement of the environmental conservation plan and common issues related to all plants. The findings from these meetings are put into effect in all plants.

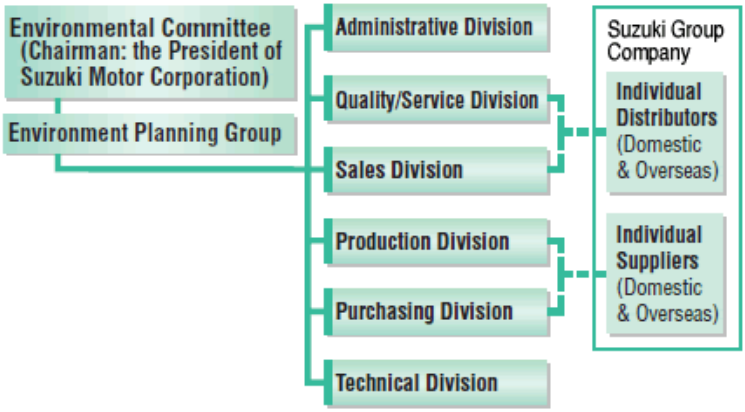
In regard to our manufacturing consolidated subsidiaries, the corporate environmental committee also holds bimonthly meetings to improve environmental management as the Suzuki group.

2. Promoting Environmental Organization Activities

Environmental Organization

The “Environmental Committee” was established in April 2001 to replace the “Environmental Affairs Council” which was established in August 1989. The Environmental Committee is responsible for examining social requirements, legal responses, etc., in regard to the environment, and determining the direction of important issues.

In addition to this, the Environmental Planning Group was established to promote environmental measures across all companies. They establish environmental policy and supervise progress being made on target measures.



2. Promoting Environmental Organization Activities

Environmental Goals and Results

			Fiscal 2005		Fiscal 2006
			Goals	Results	Goals
Environmentally-Friendly Business Management	Promoting an Environmentally-Friendly Business Management System		Three overseas manufacturing subsidiaries will obtain ISO14001 certification.	Two out of the 3 subsidiaries obtained the certification. As a result, 11 overseas manufacturing subsidiaries have obtained it.	•Two overseas manufacturing consolidated subsidiaries are scheduled to gain ISO14001 certification (13 companies in total) •Prepare an environmental preservation plan (Version 3) and implement it.
Environmentally-Friendly Products	Fuel Economy	Automobiles	Improve fuel economy to achieve 2010 fuel economy standards promptly	Improved fuel economy on most models to achieve 2010 standards as planned, although a few models in a certain weight class are slightly yet to achieve.	While considering the next fuel economy standard now examined by the government, make a future fuel economy improvement plan and implement it.
		Motorcycles	Improve fuel economy by 10% for all models	Improve fuel economy by 10% for the planned models	Improve fuel economy by 5% on a part of carburetor-type models through the employment of FI (fuel injection)
		Engines for outboards	Develop new models by improving both performance and fuel economy	Improved the average fuel economy on all models by 10 to 15%	Develop all models with improved performance and fuel economy
	Exhaust Gas	Automobiles	Promote and expand low-emission vehicles based on the new long-term standards	Increased the number of low-emission vehicles based on the new long-term standards (About 20% of passenger cars were certified with the "☆☆☆☆" mark.)	Increase the number of vehicles certified with the "☆☆☆☆" mark under the new long-term standards
		Motorcycles	Comply with European Union regulations ahead of schedule	All of the planned six models have satisfied the requirements.	Increase the number of vehicles that comply with European regulations
		Engines for outboards	Develop engines that comply with the next versions of EPA, CARB and EU regulations	Development of new products that will satisfy the requirements of the next exhaust gas standard is progressing.	Develop engines that meet future EPA, CARB, EU regulations
	Clean Energy Vehicles		Develop price-reduction and expansion of cruising distance for further promotion of natural gas vehicles.	Yet to improve the performance, but exhibited some natural gas-fueled vehicles at low pollution vehicle fairs.	Promote and expand natural gas-fueled vehicles not only domestically, but also internationally
	Business Related to the Environment		Promote the ITS/CEV cooperative system	Sold 31 units of vehicles specially designed for car sharing, resulting in the cumulative sales of 46 units since fiscal 2003	Promote the ITS/CTV cooperative system

2. Promoting Environmental Organization Activities

Environmentally-Friendly Manufacturing	CO_2	Aim to achieve 2010 regulations (reduced overall group output to 273,000t CO_2 or less)	398,000t-CO_2 (Yet to achieve the fiscal 2010 target)	Reduce the sales-based emission by 1% compared with the fiscal 2005 result
	Landfill Waste	0t	0.3t *1	0t
	VOC amount/m^2	Aim to achieve 2010 regulations (43g/m^2 output)	49.4g/m^2 (Yet to achieve the 2010 target)	Aim to achieve 2010 regulations (now being reviewed *2)
Environmentally-Friendly Distribution	Cardboard	Reduce the amount of being used	Expanded use of returnable containers resulted in a reduction of about 319t	Reduce the amount of being used
		Promote recycling	Recycled 25 tons as cushion materials out of 373 tons of waste cardboards	—
Environmentally-Friendly Marketing	Collection/Recycling of used Bumpers	Increase the amount being collected	Increased the amount being collected by 13%	Increase the amount being collected
	Automobile Recycling Law	Achieve the ASR *3 recycling rate of more than 50%	Achieved the goal of ASR recycling rate (65.2%)	Further increase the ASR recycling rate and reduce costs
	Voluntary Motorcycle Recycling	Improve awareness and convenience of recycling system	The number of scrap motorcycles received at the voluntary recycling service counter was 518 units.	Keep the dealers informed about the voluntary recycling
Environmentally-Friendly Offices	Utilize Low Pollution Vehicles in Corporate Fleet	Further increase the use of low pollution vehicles in our corporate fleet	About 60%	Further increase the use of low pollution vehicles in our corporate fleet
Environmental Education and Information Disclosure	Environmental Education	Education is provided to individual sections as part of our employee development program	The education for new employees and managerial staff was individually conducted 373 times at plants, and the all plant education was conducted 7 times (380 times in total).	—

*1. To cope with social circumstances, we made investigations into the use of asbestos, and the collected asbestos materials were disposed of through landfill because it is difficult to recycle those materials at present.

*2. In the previous fiscal year edition, the VOC amount target of 43g/ m^2 was applied to automobile bodies only, but now the target is reviewed, with motorcycles and bumpers also taken into account.

*3. ASR stands for Automobile Shredder Residue.

3. Emergency Service

Emergency Training

We look for locations and operations that have the potential of causing an environmental accident or emergency and hold emergency drills with employees and other related suppliers. A total of 131 drills (including 42 simulated nighttime drills) were held at all of our domestic plants in fiscal 2005.

79 drills were held at our 25 overseas plants.

Emergency Drill (Thailand)

4. Environment-Related Incidents and Court Cases

Environmental Incidents, etc.

Six complaints from local residents were recorded in fiscal 2005. Those complaints were related to odor, noise and scattered packaging materials outside the plants. We have immediately taken necessary measures against them that could be solved.

There was no environment-related incident. We will make continuous efforts for environmental control to prevent any environmental incident.

Environment Related Product Recalls

There were three environment-related recalls* in fiscal 2005. Customers were contacted through our dealers and these complains were replaced at no charge to the customer.

Models	Problems
ESCUDO	Due to insufficient mold release agent applied to the mold of the left side case of the rear wheel differential during casting, the case stuck to the mold, causing cracks when the part was removed. Those cracks could result in oil leak that may lead to impossibility of running in the worst case. (This recall was based on reports from the suppliers, and there was no complaint from the customers.)
EVERY CARRY	Due to insufficient weld strength at the front flange of exhaust pipe, the vibration during running may cause the welded spot to peal off, leading to the leakage of exhaust gas and the increased noise.
EVERY	Due to improper installation of the cooling water hose for the engine, the increased water pressure during high-speed driving caused displacement of the hose position, making the hose interfere with or damage the surrounding parts. Also, that may cause the hose to come off, leading to the outflow of cooling water and resulting in overheat in the worst case.

Environmentally-Friendly Products Development: Automobiles

The root of our business has always been based on providing our valued customers with “Products of Value”. We are working to develop and improve products for higher customer satisfaction with seven goals set in our environmental action guidelines.

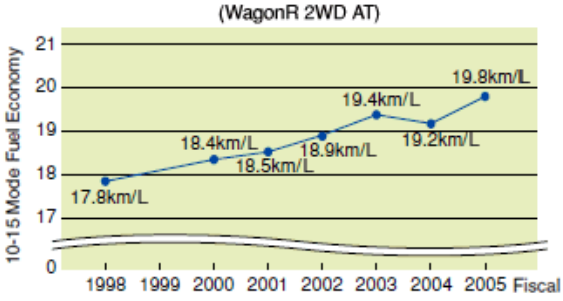
1. Improving Fuel Economy

Trends in Average Fuel Economy by Weight Class

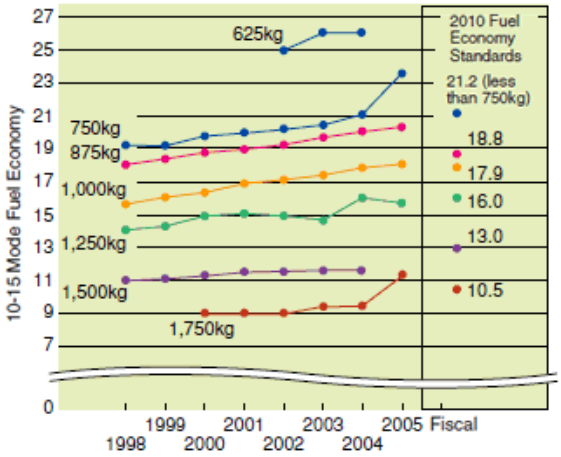
In order to reduce CO_2, which is connected to global warming, we are constantly working to develop and improve products that offer superior fuel economy.

Suzuki vehicles in almost all the weight categories are scheduled to achieve this status by fiscal 2010.

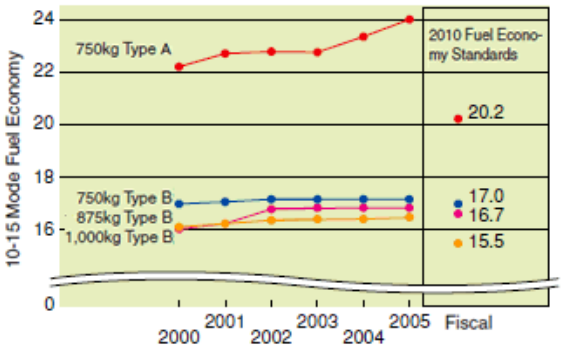
Trends in the Average Fuel Economy of Suzuki Vehicles
Trends in Fuel Economy of Suzuki's Representative Models
(WagonR 2WD AT)



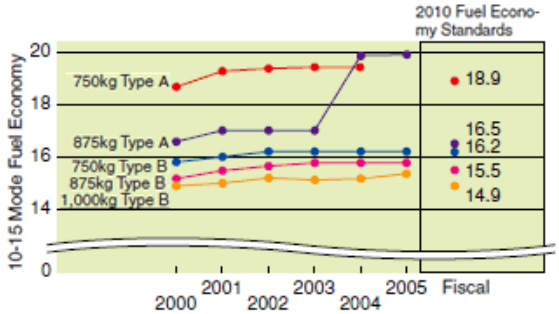
Trends in the Average Fuel Economy of Gasoline Vehicles by Body Weight (excluding imports)
(Figures after fiscal 2004 exclude OEM vehicles.)



Trends in the Average Fuel Economy of Gasoline Powered Mini MT Trucks by Body Weight



Trends in the Average Fuel Economy of Gasoline Powered Mini AT Trucks by Body Weight



Structure A : Alto (van type)
Structure B : Carry and Every (van type)

Environmentally-Friendly Products Development: Automobiles

1. Improving Fuel Economy

Improving the Drive Mechanism

Automatic Transmission (AT)

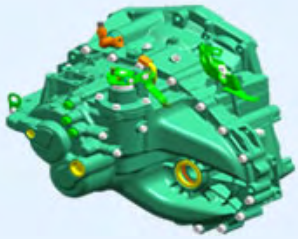
Improving the automatic transmission system has been an on going effort ever since we first utilized a two-speed automatic transmission in an Alto in 1980. In 2003, utilization of a 5-speed automatic transmission combined with a wider gear range in the Grand Escudo contributed to improved driving performance, fuel economy, and quietness. Also, a torque converter lockup slip system*1 in twelve or our models*2 enhanced transmission efficiency improving fuel economy and driving comfort.

*1 Alto, New Escudo, New MR Wagon, Aerio, Kei, Sierra, Chevrolet Cruze, Swift, Solio, Wagon R, Lapin.

*2 This system controls the lockup clutch to reduce transmission loss in the torque converter under various driving conditions.

6-Speed Manual Transmission for Diesel Engine Vehicles

The European version of the SX4 1.9L utilizes a 6-speed manual transmission for the diesel car that contributes to its driving comfort and fuel economy.



1. Improving Fuel Economy

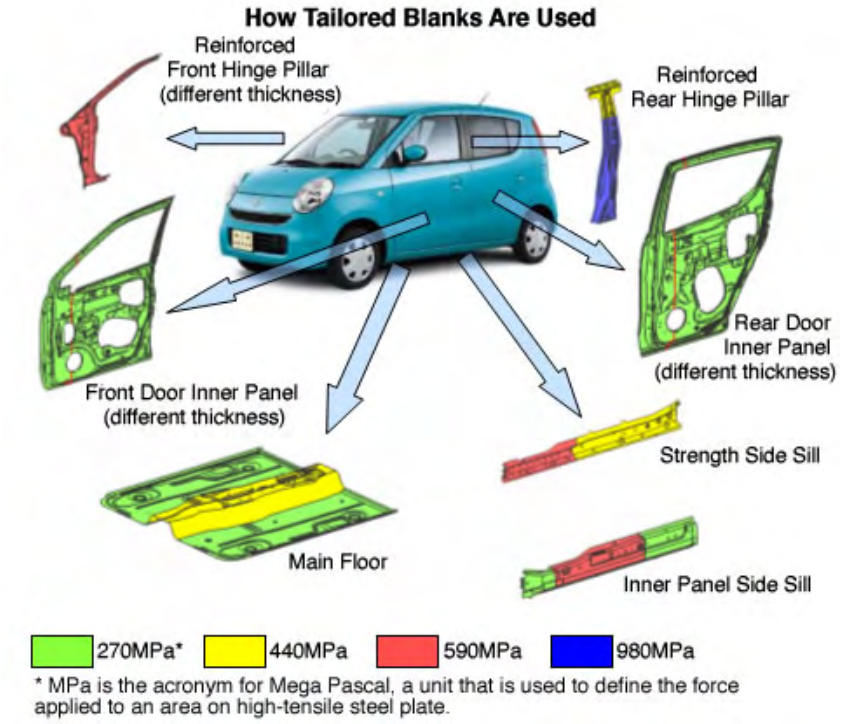
Lightweight Bodies

Utilizing Tailored Blanks (New MR Wagon)

Tailored blanks is a manufacturing method in which steel parts of different thickness or materials (high tensile steel plate, plated steel plate, etc.) are welded in advance with laser welds, etc., and then pressed together. Utilized on various parts, this method enables partial reinforcement of parts where strengthening is needed, eliminates the need for additional reinforcement, and keeps weight under control.

Extensive Use of High-Tensile Steel (All Suzuki Vehicles)

High-tensile steel plate's excellent strength is effectively utilized in reducing the number of reinforcement parts, thus controlling weight while increasing body strength. The new MR Wagon utilizes center pillar made of high-tensile steel plate (TS: 980MPa). Thinner and lighter than the previous system yet provides the same or greater amount of collision energy absorption.



Environmentally-Friendly Products Development: Automobiles

1. Improving Fuel Economy

Reduction of Power Consumption for Electric Components (Air Conditioners, etc)

We are making efforts to improve the fuel economy by reducing the load of alternators (through the reduction of power consumption for lamps and other electric components) and weight of parts.

Eco-Drive Supporting Devices (Controlling Momentary and Average Fuel Economy)

Since we first introduced a momentary fuel economy indicator into SWIFT that was put on the market in November 2004, we have been making efforts to encourage drivers to implement fuel-efficient driving.

For a new SWIFT that was put on the market in January 2006, we have employed an average fuel economy indicator in addition to the momentary fuel economy indicator. Also, we incorporated a fuel gauge in the speedometer for MR WAGON that was also put on the market in January 2006.

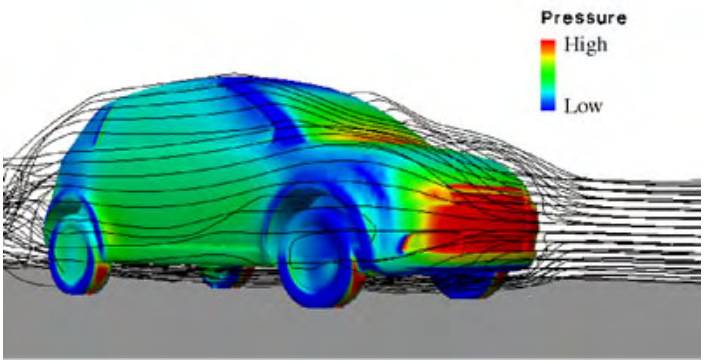
We will also consider incorporating those devices into the future models step by step.

Environmentally-Friendly Products Development: Automobiles

1. Improving Fuel Economy

Reduction of Air Resistance

In the stage of the exterior design, Suzuki is doing its best to reduce the air resistance by utilizing the flow simulation to verify smooth air flow around the body. Also, through the wind-tunnel test, we have developed aerodynamic parts, such as air dam and engine undercover, that rectify the air flow under the floor, aiming to further reduce the air resistance.



2. Reducing Exhaust Emissions

Most of our vehicles meet the 2005 exhaust emissions standards (long term standards). Also, the new Swift (all models), Wagon R SOLIO and Chevrolet CRUZE (a portion of these models) in the compact car category, and the new Wagon R, ALTO and MR Wagon (a portion of these models) in the mini car category have gained Super Ultra-Low emissions (☆☆☆☆) certification, which represents a 75% reduction in exhaust emissions compared to the 2005 exhaust regulations.

Models conforming to new long-term regulation (as of the end of March 2006)

Models	New long-term regulation	New long-term 50-% reduction level	New long-term 75-% reduction level
ALTO		Type 1	Type 1
MR WAGON	Type 1	Type 1	Type 1
WAGON R		Type 1	Type 1
ALTO LAPIN	Type 1	Type 1	
Kei		Type 1	
JIMNY	Type 1		
EVERY WAGON	Type 1		
EVERY (TRUCK)	Type 1	Type 1	
CARRY (TRUCK)	Type 2		
ALTO (TRUCK)		Type 1	Type 1

Models	New long-term regulation	New long-term 50-% reduction level	New long-term 75-% reduction level
SWIFT		Type 1	Type 4
WAGON R SOLIO	Type 1		Type 1
CHEVROLET CRUISE	Type 2	Type 1	Type 1
AERIO	Type 2	Type 1	
AERIO SEDAN	Type 2	Type 1	
ESCUDO		Type 2	
GRAND ESCUDO		Type 1	
EVERY LANDY	Type 1		
JIMNY SIERRA	Type 1		

Low-emission vehicles delivered in fiscal 2005

Units

		Passenger vehicles		Trucks		Buses	Total
		Standard & compact vehicles	Light vehicles	Standard & compact vehicles	Mini vehicles		
Low-emission vehicles	Fuel-cell car	0	0	0	0	0	0
	Electric vehicle	0	0	0	0	0	0
	Hybrid car	0	0	0	0	0	0
	Natural gas-fueled vehicle	0	11	0	19	0	30
	Methanol-fueled vehicle	0	0	0	0	0	0
Certified low-fuel consumption and low-emission vehicles*	2005 exhaust gas standard-based 75-% reduction level ☆☆☆☆	43,025	43,161	0	0	0	86,186
	2005 exhaust gas standard-based 50-% reduction level ☆☆☆	11,173	335,254	0	19,477	0	365,904
	2000 exhaust gas standard-based 75-% reduction level ☆☆☆	8,281	0	0	0	0	8,281
	2000 exhaust gas standard-based 50-% reduction level ☆☆	0	0	0	59,667	0	59,667
	2000 exhaust gas standard-based 25-% reduction level ☆	0	5,193	0	1,510	0	6,703
Diesel-replacing LPG-fueled vehicles		0	0	0	0	0	0
Total of low-emission vehicles, etc		62,479	383,619	0	80,673	0	526,771

* These are the cars that have achieved the fuel efficiency targets under the energy saving law and that have been identified as low-emission cars according to the low-emission car certification scheme. (The energy saving law is a law for the rational use of energy.)

3. Developing automobiles that use clean energy

Natural Gas Vehicles

The Wagon R Natural Gas Vehicle, which was introduced in 1997 as the first natural gas powered vehicle in the mini car class, underwent a full model changed based on the new Wagon R and came onto the market in May 2004. The vehicle is available in two versions; a standard version that is equipped with two CNG (Compressed Natural Gas) tanks and another version fitted with three CNG tanks for greater single charge driving range.

In overseas markets, CNG/gasoline powered vehicles have been sold in Pakistan since 2001 and have been actively promoted since 2002. Natural gas vehicles are also manufactured in China.

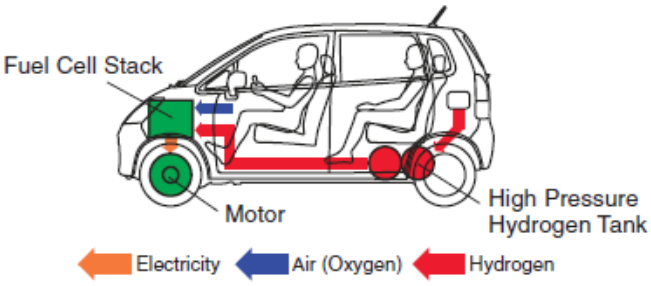
Fuel Cell Electric Vehicles

We are pursuing the development of fuel cell electric vehicles as strong candidates for tomorrow's clean energy vehicles.*

During 2003 to 2004, Suzuki gained Ministry certification for compact fuel cell equipped mini vehicles and Ministry certification for the first domestically produced vehicles equipped with 70MPa hydrogen tanks in 2004.

At present (March 2006), we have joined the national JHFC (Japan Hydrogen & Fuel Cell Demonstration) project and performed tests on public roads. We will continue to work to improve the durability and driving distance of fuel cell electric vehicles and make progress in their practical application.

* In fiscal 2005, the business capital tie-up with General Motors (U.S.A.) has drastically shrunk, but the technical tie-up with the company concerning the environmental technologies will be continued.

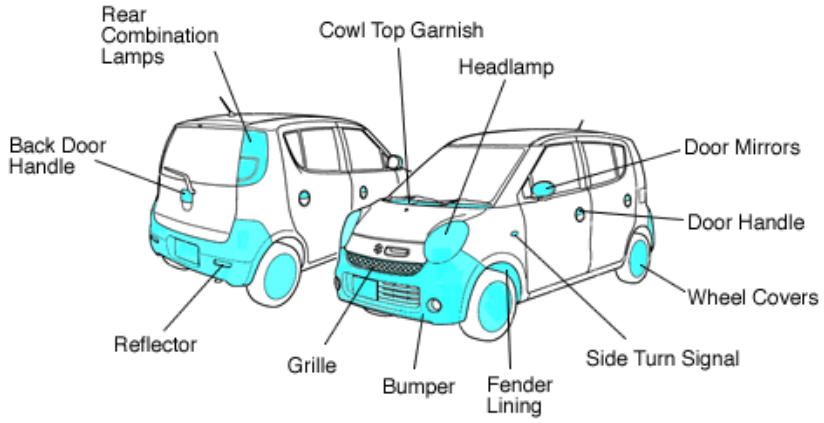


4. Promoting the Three Rs (Reduce, Reuse, and Recycle)

Recyclable Designs

At Suzuki we design our vehicles with recycling in mind. Recyclable resinous materials are actively used on exterior and interior parts and we are pursuing alternate methods of attaching parts.

Main Application of Resin Parts (Exterior)



Parts Name

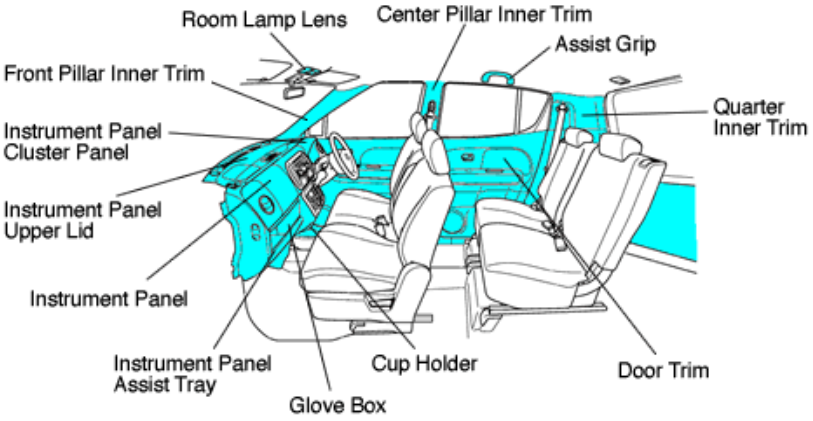
Headlamp	Lens	PC
	Housing	PP
Rear Combination Lamps	Lens	PMMA
	Housing	ASA
Side Turn Signal	Lens	PMMA
Reflector	Housing	PC
	Lens	PMMA
	Housing	ABS
Wheel Covers	Full cover and Center cover (for aluminum wheel)	PC+ABS
Bumper	Front	PP+EPM
	Rear	PP+EPM
Grille		ABS
Cowl Top Garnish		PP
Door Mirrors	Housing & Mirror cover	AEPDS
	Visor mirror cover	ABS
	Mirror holder	PP
	Gasket	PE
Door Handle		PC+PBT
Back Door Handle	Cover	ABS
	Handle	PBT
Fender Lining		PE

Recyclable Resin

ABS	[Acrylonitrile-butadiene-styrene] ABS resin
AEPDS	[Acrylonitrile-(etylene-propylene-diene)-styrene] Acrylonitrile-(ethylene-propylene-diene)-styrene (AES resin)
ASA	[Acrylonitrile-stylene-acrylate] Acrylonitrile-stylene-acrylate (ASA resin)
EPM	[Ethylene-propylene copolymer] Ethylene-propylene copolymer
PA	[Polyamide] Polyamide
PBT	[Poly (butylene terephthalate)] Poly (butylene terephthalate)
PC	[Polycarbonate] Polycarbonate
PE	[Polyethylene] Polyethylene
PET	[Poly (ethylene terephthalate)] Poly (ethylene terephthalate)
PMMA	[Poly (methyl methacrylate)] Poly (methyl methacrylate (acrylic resin)
PP	[Polypropylene] Polypropylene

4. Promoting the Three Rs (Reduce, Reuse, and Recycle)

Main Application of Resin Parts (Interior)



Parts Name

Room Lamp		Lens	PC
		Housing	PP
Center Pillar Inner Trim		Upper	PP
		Lower	PP
Assist Grip			PP
Quarter Trim		Inner	PP
		Upper	PP
Glove Box			PP+EPM
Instrument Panel Assist Tray		Lid	PP+EPM
		Upper Tray	PA
		Lower Tray	ABS
Cup Holder		Lid	PP+EPM
		Tray	PA
Instrument Panel Upper Lid			PP+EPM
Instrument Cluster Panel			PP+EPM
Instrument Panel			PP+EPM
Front Pillar Inner Trim			PP
Door Handle			PC+PBT
Door Trim	Front	Board	PP
		Arm rest	ABS
	Rear	Board	PP
		Arm rest	ABS
	Back	Cover skin	PET
		Base	PP

Recyclable Resin

ABS	[Acrylonitrile-butadiene-styrene] ABS resin
AEPDS	[Acrylonitrile-(etylene-propylene-diene)-styrene] Acrylonitrile-(ethylene-propylene-diene)-styrene (AES resin)
ASA	[Acrylonitrile-stylene-acrylate] Acrylonitrile-stylene-acrylate (ASA resin)
EPM	[Ethylene-propylene copolymer] Ethylene-propylene copolymer
PA	[Polyamide] Polyamide
PBT	[Poly (butylene terephthalate)] Poly (butylene terephthalate)
PC	[Polycarbonate] Polycarbonate
PE	[Polyethylene] Polyethylene
PET	[Poly (ethylene terephthalate)] Poly (ethylene terephthalate)
PMMA	[Poly (methyl methacrylate)] Poly (methyl methacrylate (acrylic resin)
PP	[Polypropylene] Polypropylene

Environmentally-Friendly Products Development: Automobiles

4. Promoting the Three Rs (Reduce, Reuse, and Recycle)

Recycling Glass from End-Of-Life Vehicles

In fiscal 2005, we had a cooperative effort with seven automobile manufacturers* and Asahi Glass Co., Ltd. to efficiently utilize window glass from end-of-life vehicles, and experiment with ways the glass can be used as raw material for vehicle window glass.

Especially putting emphasis on collection of glass, Suzuki has developed efficient glass collectors, which have contributed to the reduction of recycling cost for which we will make continuous efforts.

* Those manufacturers are Isuzu Motors, Nissan Motor, Nissan Diesel Motor, Fuji Heavy Industries, Mazda Motor, Mitsubishi Motors, and Mitsubishi Fuso Truck & Bus.

Door glass collector

Side glass collector

Rear glass collector (back door glass)

Development of Automobile Recycling Assist Tools

In addition to the recyclable design, we have been developing tools that facilitate recycling. In fiscal 2005, we developed a harness cutter that is helpful in collecting harnesses, allowing for easy cutting and collection of harnesses that are located under carpets or in narrow space. At present, it is in trial use at some scrappers.

Harness cutter

5. Managing and Reducing Materials with Environmental Impact

Management and Reduction of Environmental Burdens

Reduction of environmental burden materials contained in products is an important issue. In order to strictly follow the ELV Directive in the European market, we have reduced and prohibited the use of lead, cadmium, mercury, and hexavalent chromium in stages since July 2003. At the same time, we have also made strenuous efforts to achieve the reduction goal set by Japan Automobile Manufacturers Association (JAMA) in the domestic market.

Reduction target set by JAMA (new vehicles)

Materials to be reduced	Reduction target
Lead	Automobiles: 1/10 or less in and after Jan. 2006 (compared with 1996) Motorcycles: 60 g or less in and after Jan. 2006 (in 210-kg vehicles)
Mercury	Prohibition of use in and after Jan. 2005 excluding: • LC display for navigation system, etc • Combination meter, discharge head lamp, room lamp
Hexavalent chromium	Prohibition of use in and after Jan. 2008
Cadmium	Prohibition of use in and after Jan. 2007

Lead Reduction Efforts:

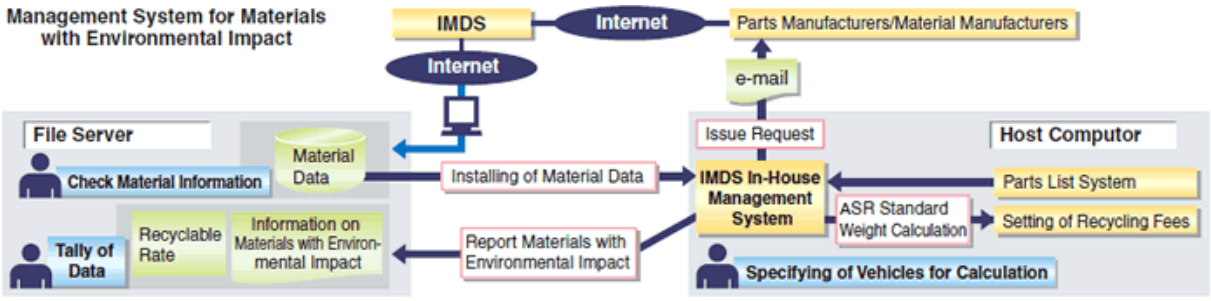
For the new ESCUDO and new MR WAGON released in fiscal 2005, we achieved the lead reduction target 1/10 or less from the 1996 result. In fiscal 2006, we aim to achieve the 1/10 or less target in continuing production models.

Hexavalent Chromium Reduction Efforts:

We are drastically reducing the hexavalent chromium to be used in domestically produced automobiles, motorcycles and outboard engines. Especially for SX4 released in July 2006, the hexavalent chromium has been eliminated from almost all parts.

Managing Materials with Environmental Impact

In 2003 we introduced IMDS (International Material Data System), the material data collection system focused on automobile industries, and established an internal management system for materials with environmental impact (see the chart below) utilizing IMDS. We check for materials with environmental impact used in parts, and calculate the amount contained. In fiscal 2005, we identified 12 different automobile types and different motorcycle types to be in compliance with the laws related to materials with environmental impact.



Environmentally-Friendly Products Development: Automobiles

5. Managing and Reducing Materials with Environmental Impact

Reducing VOCs (Volatile Organic Compounds) in Car Interior

To improve comfort inside of the vehicle, we have reexamined materials used in vehicle interiors, adhesives, coatings, etc., and reduced the amount of VOC emissions. For new passenger cars that will be introduced from January 2006 and on, we have progressed in developing techniques that moves up the schedule for voluntary goals set by the automobile industry*.

New MR Wagon achieving a VOC-level less than indoor guideline levels

* The Japan Automobile Manufacturers Association, Inc. promotes a voluntary program, which reduces the amount of 13 substances specified by the Health, Labor and Welfare Ministry, to a level less than indoor guideline levels.

Freon (Reducing Air Conditioner Cooling Refrigerant, Cooling Regrigerant Substitutes)*

Reducing Air Conditioner Cooling Refrigerant

For the purpose of reducing the usage of CFC in air conditioner refrigerant that causes global warming, we have optimized the design of air conditioning system and are also making efforts for downsizing of heat exchangers and adoption of refrigerant-saving type air conditioners with the use of sub-cooling system. For the EVERY which model was changed in August 2005, we have reduced the required amount of refrigerant from 530 g to 350 g through those efforts.

* The term “refrigerant” refers to Freon (HFC134a).

Cooling Refrigerant Substitutes

We are currently conducting research and develop of a substitute refrigerant using CO_2 for next generation Freon-free air conditioner systems.

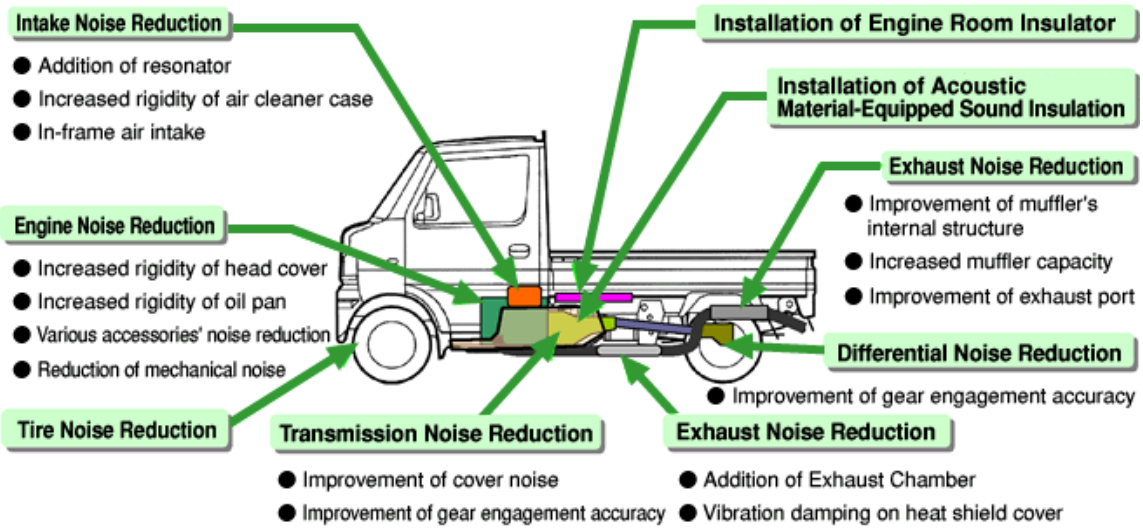
Developing Lead-Free Solder

Solder containing lead (tin 6: lead 4) is used in the Electric Control Unit (ECU), but research is underway to develop a leadfree solder to reduce environmental impact and will enable us to move away from the current lead-based solder. We started using a lead-free solder in the EMCD (Electro Magnetic Control Device) controller in the Chevrolet Cruze introduced in November of 2001. In fiscal 2004 and 2005, a lead-free solder was used in the EPI control in a portion of our vehicles. Sequential expansion of lead-free solder usage is planned for the future.

6. Reducing Noise

We are working to reduce traffic noise produced by vehicles, particularly noise produced by the vehicle's engine, transmission, air intake and exhaust systems, tires, etc. In addition to quieter components vehicles are manufactured with optimum utilization of sound isolating covers, etc., to prevent noise leakage. As a result, all vehicles domestically manufactured and distributed by Suzuki are in compliance with domestic regulations in regard to vehicle external noise.

Major Noise Prevention Measures



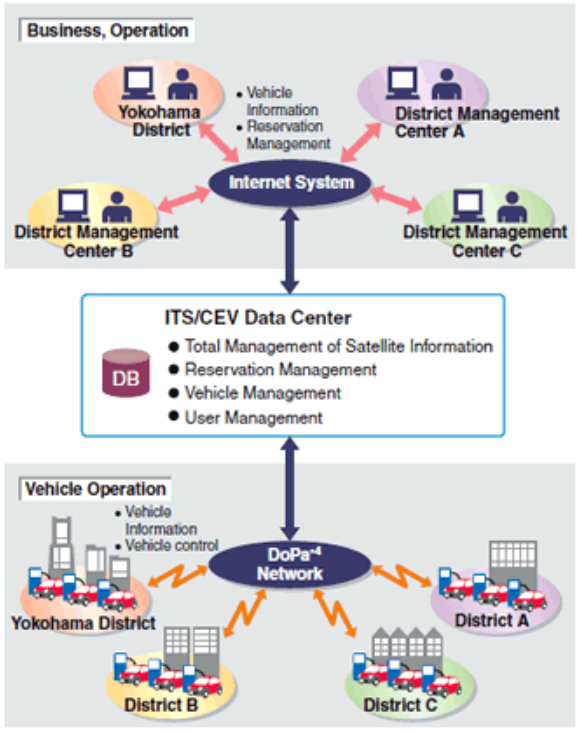
7. Developing Intelligent Transportation Systems (ITS*1/CEV*2 Cooperative Systems)

Cooperative systems utilize information technology to allow multiple users to use a single vehicle according to their needs. We have anticipated the creation of highly efficient and convenient city traffic systems that blend vehicles and public transport, and reduce exhaust emissions.

Established in March of 2002, the CEV Sharing Corporation was the first to manage a cooperative system in Japan. In August 2004 we introduced “Car-Sharing” vehicles, which are compatible with cooperative ASP services*33 provided by the CEV Sharing Corporation. At present (March 2006), this service is available in Tokyo, Yokohama and Nagoya.

Wagon R “Car-Sharing” Vehicle

Diagram of a Cooperative ASP Service



*1 ITS : Intelligent Transport Systems

*2 CEV : Clean Energy Vehicle

*3 ASP : Application Service Provider

*4 DoPa is a trademark of NTT Docomo.

Environmentally-Friendly Products Development: Motorcycles

1. Improving Fuel Economy

This section uses an example, Address V50 scooters, to illustrate our activities in improving fuel economy.

● Address V50

The Address V50 utilizes a light weight body, 4-stroke engine and DCP* (fuel injection system with a fuel cut system) and an A/F (air/fuel ratio) optimized to match environmental conditions such as engine temperature, air temperature, pressure, etx., to achieve a about 17% improvement in fuel economy compared to our former models fitted with 2-stroke engines.

It also achieves a reduction in CO_2 emissions of about 20% in the motorcycle emissions mode test.

* DCP: Discharge Pump

2. Reducing Exhaust Emissions

This section uses an example, an American-model Boulevard/M109R to illustrate our activities in purifying exhaust emissions.

● Boulevard /M109R

The Boulevard /M109R utilizes a fuel injection system and honeycomb catalyst, and two-stage air system*1. Also, it incorporates an O2 feedback system*2 for the front and back cylinders of the V twin engine (European specification). Two ignition plugs are installed for each of 112-mm-bore cylinders. With each plug employing independent ignition, the optimum combustion condition can be maintained to allow for excellent exhaust gas control (satisfying the Euro 3 Emission Standard).

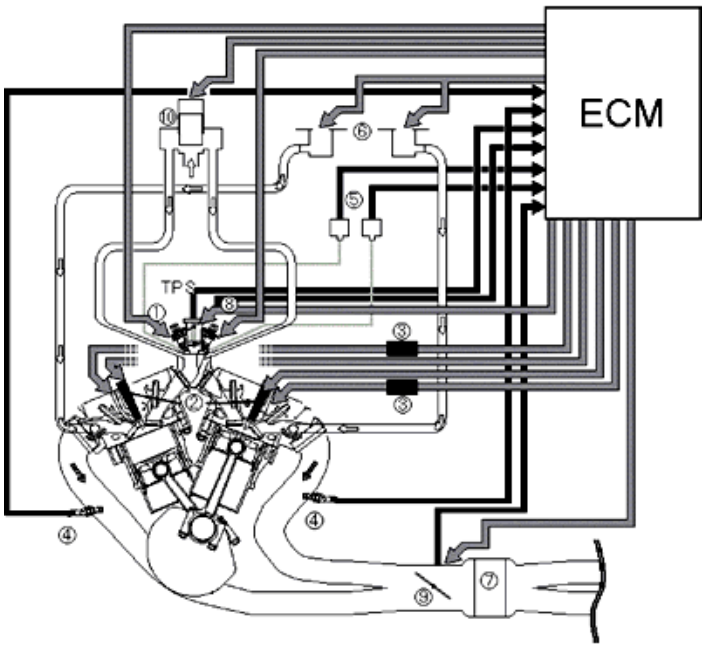
*1: This is a system that sends air into the exhaust pipe for complete combustion.

*2: This is a system that employs the O2 sensor to enable the efficient use of performance of the 3-way catalyst installed in the exhaust pipe and performs feedback control of the air-fuel mixture to make it close to the theoretical air-fuel ratio.

Honeycomb Catalyst

2-Plug Cylinder Head

Fuel Injection System Sensors



① Injector
② Ignition coil (main)
③ Ignition coil (sub)
④ O2sensor
⑤ Intake air pressure sensor
⑥ Secondary air cut valve
⑦ Honeycomb Catalyst
⑧ Sub throttle
⑨ Emission control valve
⑩ Idle speed control valve

3. Promoting the Three Rs (Reduce, Reuse, and Recycle)

This section uses six examples, the Address V50, Birdie 90, Skywave 250/400, GSR400, GSX-R600, Boulvard/M109R, to illustrate our efforts in improving the Reduction and Recyclability of materials in 3R designs.

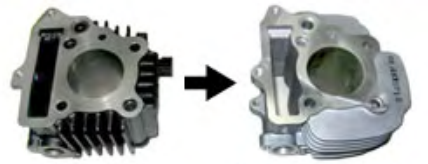
Reduce • Recycle Design

Reduce (Lightweight and Compact Designs)

Birdie 90

Employment of aluminized cylinders

To reduce weight, the Birdie 90 utilize aluminum plating cylinders instead of the conventional cast cylinders.
This method achieved a reduction in weight about 55% (in-house comparison of single units).



Cast cylinder (conventional cylinder) — Aluminized cylinders

GSX-R600

To reduce the weight of exterior resin parts, we reviewed the design by optimizing the profile and the wall thickness and have achieved a 6.5% reduction of weight (in-house comparison). Also, we have modified the structure of rear suspension components, allowing for further 100-g reduction (in-house comparison).

Recycling

Utilizing Colored Resins

Resinous covers, such as the handle covers, leg shield, frame covers, etc., on the Address V50 are made of PP or AES colored resins. The colored materials eliminate the need for removing the paint from the material when recycling, resulting in improved recycling efficiency.

Utilizing recyclable materials

SKYWAVE 250 and 400 employ PP recyclable materials in the following components:

- Electric parts holder
- Fuel lid arm bar
- Meter lower panel
- Helmet box front cover

SKYWAVE 250 TypeS

Easier Dismantling

Exterior parts on the Address V50 are attached using screws and clips. This eliminates the need for special tools and makes dismantling possible with a screwdriver.

Lead-Free Wheel Balancers

Lead-free wheel balancers are employed in SKYWAVE 250 and 400, GSR400, GSX-R600, Boulvard/M109R, etc.

Boulvard/M109R

Environmentally-Friendly Products Development: Motorcycles

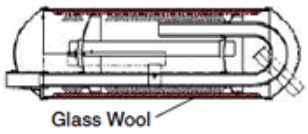
4. Reducing Noise

This section uses two examples, the Scooter Address V50 and Super Sport GSR400, to illustrate methods used to reduce noise.

● Address V50

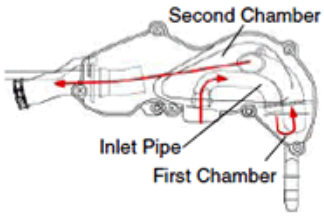
Muffler:

The muffler uses a large capacity design with a structure well suited for deadening noise and filled with glass wool to reduce exhaust noise.



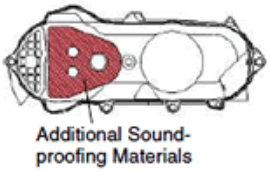
Air Cleaner:

The multi-chamber air cleaner, with injected resin type air cleaner case contributes to reducing air intake noise by optimizing damping efficiency.



Clutch Cover:

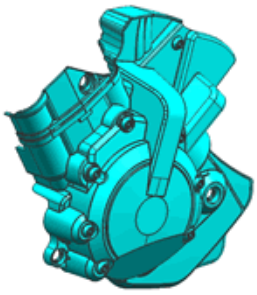
The cover is resin with damping efficiency, prevents the vibration transmission with floating rubber installation, and contributes to reduce noise with sound proofing materials attached to the inner.



● GSR400

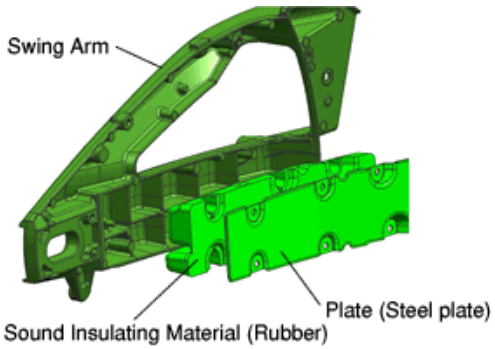
① Crankcase upper cover

The crankcase upper cover is mounted on the left side cylinder to improve the noise barrier performance.



② Swing arm's resonance noise reduction

A sound insulating material is installed in the left-side inner face of swing arm to reduce the resonance noise.



③ Rear sprocket pinching noise reduction

The rear sprocket is equipped with a rubber damper to reduce the pinching noise.

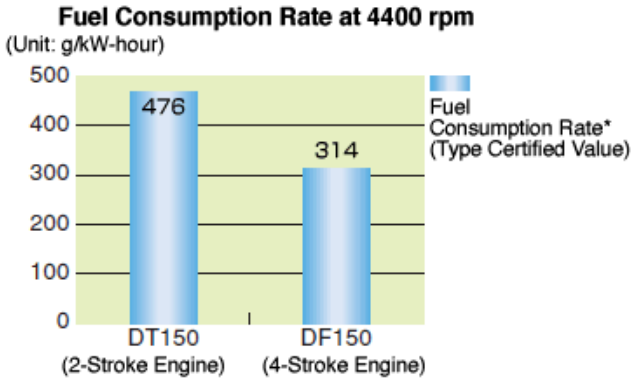
Environmentally-Friendly Products Development: Engines for Outboards and Snowmobiles

1. Improving Fuel Economy

We are developing and improving outboard engines and snowmobile engines, regarding the improvement of fuel efficiency as one of important solutions for the environmental problems.

The 4-stroke outboard engine “DF150,” which production was started in September 2005, employs the electronically-controlled fuel injection system, allowing for about 34% improvement in fuel efficiency compared with conventional 2-stroke type DT150.

DF150

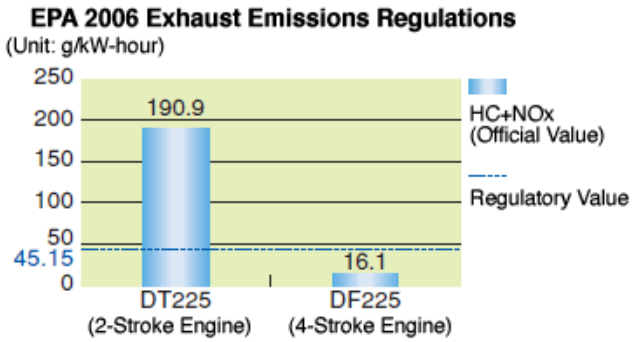


*The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the traveling conditions.

2. Reducing Exhaust Emissions

We are working to develop new outboard products that meet 2006 EPA*1 HC+NOx*2 regulations and 2008 CARB*3 regulations. Switching from 2-stroke to 4-stroke technology for outboard engines with the hose power ranges from 1.49kW to 183.9kW contributed to a reduction in exhaust emissions of about 90% in 2005.

The snowmobile engine “F1100 L/C” satisfies the 2010 model regulation values (the second step of EPA exhaust gas regulation).



*1 The United States Environmental Protection Agency
*2 Hydrocarbon + Nitrogen Oxide

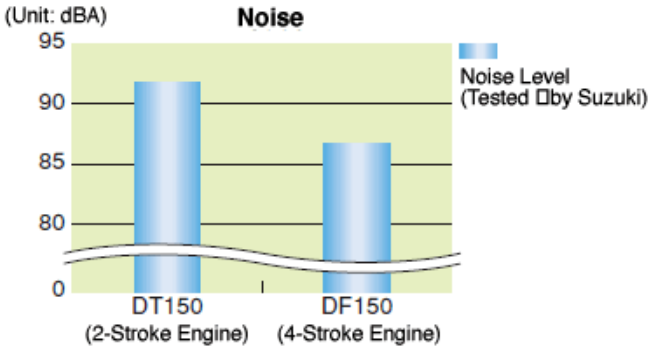
*3 California Air Resources Board

Environmentally-Friendly Products Development: Engines for Outboards and Snowmobiles

3. Reducing Noise

The DF150 outboard engine employs the 4-stroke mechanism and a balancer shaft* to reduce noise. The noise level at the maximum output has been reduced by about 6% compared with the 2-stroke model outboard engine DT150.

* The balancer shaft is a mechanism that eliminates vibratory forces caused by engine's rotary motion (crankshaft) and reciprocating motion (piston, connecting rod, etc), allowing for reduction of vibrations and noise in the engine.



4. Recycling

Our outboard engines employ recyclable design based on the technologies that have been developed for our automobiles and motorcycles.

5. Managing and Reducing Materials with Environmental Impact

Reducing the Amount of Lead

In outboard motors, we have switched the fuel tank from lead alloy steel plate to resin and achieved the goal of reduction of lead usage.

Substitute for hexavalent chromium

We are promoting research and development of a substitute for chromic acid chromate including hexavalent chromium that is used in preventing the corrosion of aluminum materials.

Environmentally-Friendly Products Development: Welfare Vehicles 1 2 3

1. Developing Clean Energy Automobiles

We are conducting research and development for FC Senior Car that employs a fuel battery to replace the existing electric-powered wheelchairs incorporating a large lead battery. The car employs the DMFC method* that uses methanol in the fuel battery, with a high-performance lithium-ion battery used as an auxiliary power supply. Since it enables long distance traveling simply with supply of methanol, there is no need for plugging in for charging as conventional wheelchairs required.

* DMFC stands for Direct Methanol Fuel Cell, which is a fuel battery using methanol solution as the fuel. The liquid fuel makes handling easy. Also, since any hydrogen-generating reformer and hydrogen cylinder are unnecessary, the overall weight and size can be reduced.

FC Senior Car
This vehicle was exhibited at 2006 H.C.R (International Welfare Equipment Show).

2. Managing and Reducing Materials with Environmental Impact

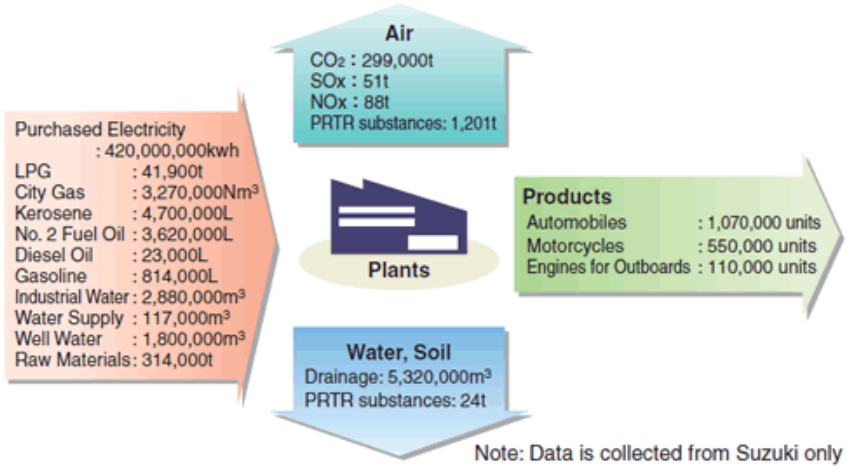
In accordance with the European automobile-related ELV Directive, we are promoting replacement of hexavalent chromium among the environmental burdens. The replacement of lead is not easy because it is contained in the battery as a constituent factor, but we use lead-free materials in other terminals which are unrelated to the performance.

3. Reducing VOC

In order to reduce VOC generated from coating film or in the painting process, we are aggressively employing colored resin parts in Senior Cars and Town Carts without applying any paint. (Now, the colored resin parts account for 56% of the total resin parts in terms of weight.)

Environmentally-Friendly Manufacturing

Environmental conservation encompasses a wide range of activities in areas related to manufacturing, from global warming (energy reduction, CO_2 Reduction), waste and resource reduction (recycling), management of materials with environmental impact, to green procurement, communication with the local community, etc. The following section provides results in our program to reduce materials with environmental impact in our manufacturing activities.

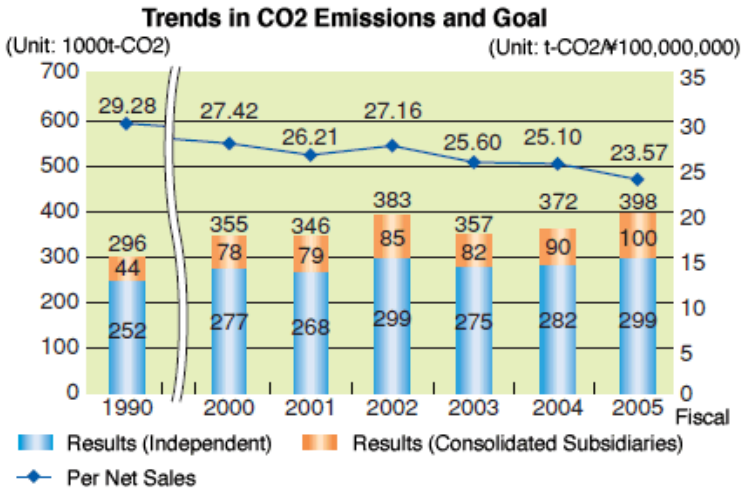


Note: Data is collected from Suzuki only

1. Considering the Environment at all Corporate Sites

Measures for Global Warming

In the entire group, the amount of CO_2 emissions produced as a result of manufacturing was 398,000t in fiscal 2005. The main reason for the increased emission was due to the increased production volume. On the other hand, the amount of CO_2 emissions per net sales (non-consolidated) indicated a 20% reduction compared with fiscal 1990. We will continuously make efforts for changeover to the lower CO_2 emission fuels, introduction of energy-saving equipment, and effective utilization of natural energy.



Main Plant	18,600t-CO_2	Excluding the main office structure and machinery
Iwata Plant	56,400t-CO_2	
Kosai Plant	106,800t-CO_2	Including parts factories
Toyokawa Plant	15,200t-CO_2	Excluding the Toyokawa PDI Center
Osuka Plant	60,400t-CO_2	
Sagara Plant	41,100t-CO_2	Excluding Sagara Course, Research Buildings, Sagara PDI Center

Environmentally-Friendly Manufacturing

1. Considering the Environment at all Corporate Sites

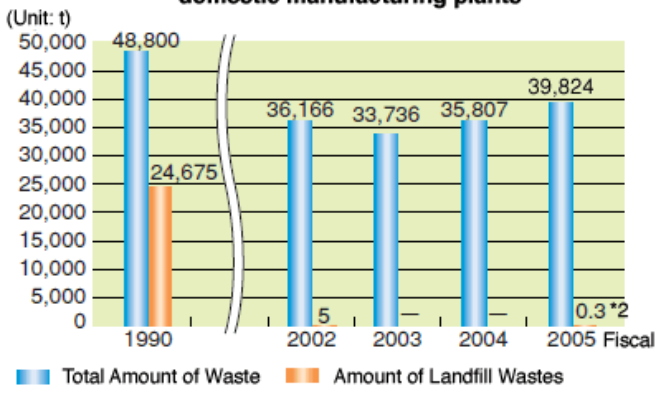
Reducing Waste and Reliance on Resources

Amounts of Produced Waste and Landfilled Waste

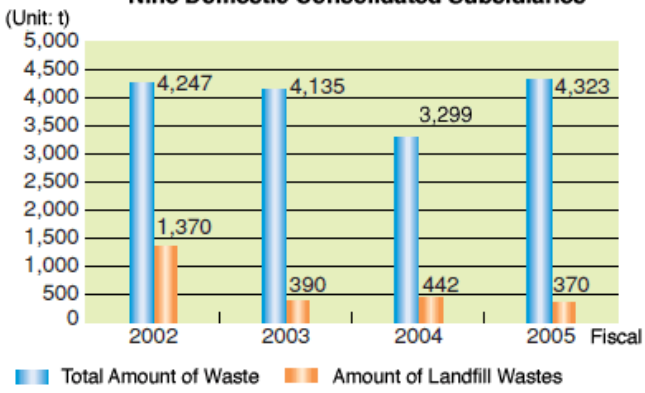
In our domestic plants, we achieved zero level*1 landfill waste in August 2001. We have continued to maintain a perfect zero level landfill waste and are focusing on further waste reduction. In our domestic consolidated subsidiaries, we are progressing toward achieving zero level by fiscal 2007.

*1 Zero level: Landfilled waste should be less than 1% compared to the amount sent in1990 (24,675t).

Amount of waste and landfill wastes produced by domestic manufacturing plants

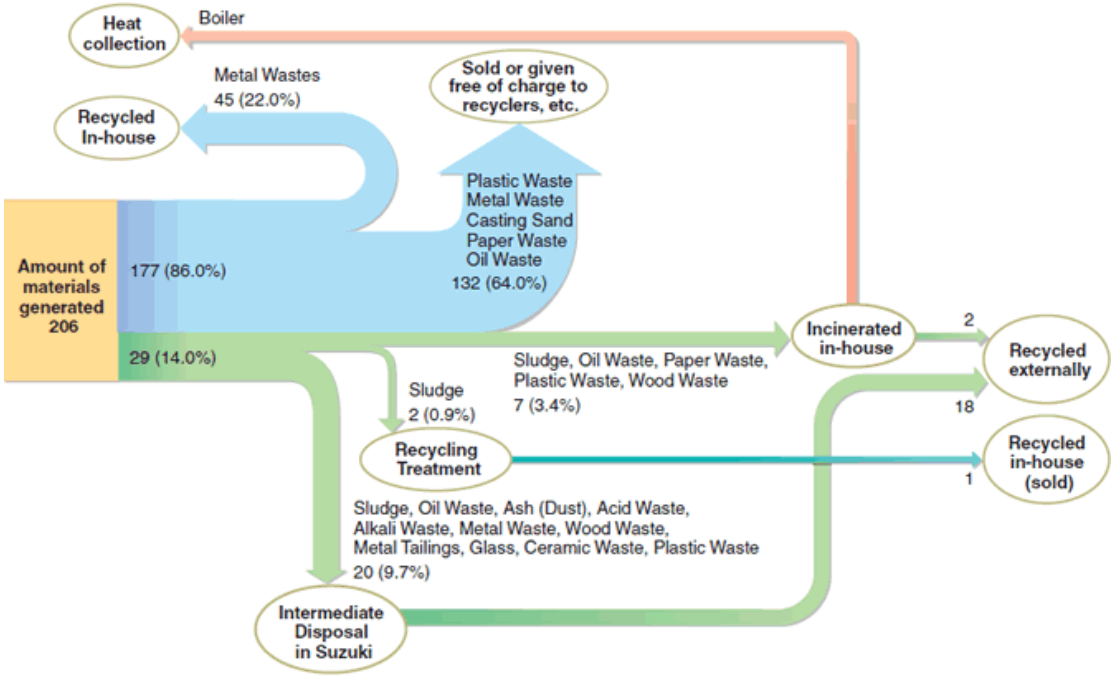


Amount of Waste and Landfill Wastes Produced by Nine Domestic Consolidated Subsidiaries



*2 To cope with social circumstances, we made investigations into the use of asbestos, and the collected asbestos materials were disposed of through landfill because it is difficult to recycle those materials at present.

Flow of Wastes and Recyclable Materials (Unit: 1,000t/year)



The asbestos of 0.3t/year collected as a result of the investigation was landfilled.

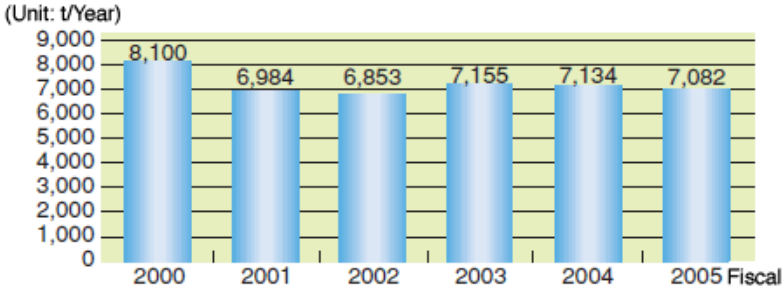
Environmentally-Friendly Manufacturing 1 ■ ■ 2 3 4 ■ 5

1. Considering the Environment at all Corporate Sites

Amount of Incinerate Waste

Dioxin compliant incinerators at our Kosai plant are used in reducing waste by disposing of burnable waste and using the heat produced in this process effectively. We are also working to reduce the amount of waste that is burned in our incinerators. The amount burned in 2005 (7,082t) was about 10% less than the amount burned in 2000 (8,100t). O2 control in our incinerator management system, etc., has resulted in reduced dioxin emissions. As a result, the dioxin level in fiscal 2005 was 0.024ng-TEQ/Nm3, which falls well under the regulatory level (5ng-TEQ/Nm3).

Amount of Incinerated Waste

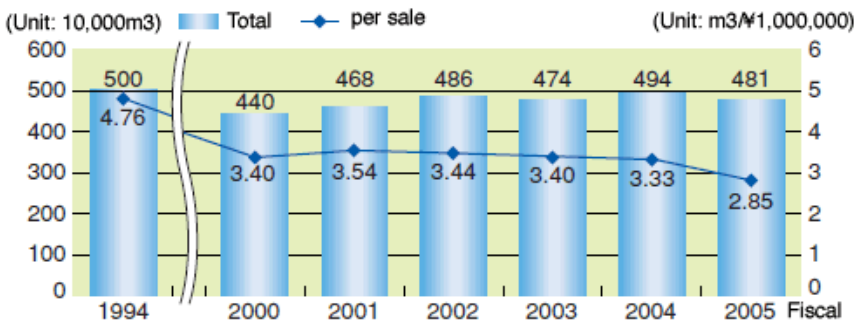


With our waste reduction and recycling activities highly regarded, we earned an honorable mention from the Shizuoka prefectural governor concerning promotion of proper disposal of industrial wastes in May 2006.

Amount of Water Used

We are working on ways to conserve water and reuse wastewater in order to reduce the amount of water used in our domestic manufacturing plants. For this purpose we are utilizing airtight cooling towers, air-cooled compact air-conditioners, water conserving faucets, rainwater collection, collection of water from coolers, and reuse of wastewater. Through promotion of those activities, the total amount of water consumption reduced by 3% in fiscal 2005 from the previous fiscal year's result while the production volume increased.

Amount of Water Used



2. Preventing Pollution

Reducing Environmental Risk

Organic Chlorine Chemical Compound

After organic chlorine chemical compounds (trichloroethylene and cis-1, 2-dichloroethylen) were discovered in the groundwater at the Takatsuka Plant in January of 1999, we initiated a continuous cleanup effort of the underground water and took measurements along the site boundaries. Consequently, pollutants have not been detected at monitored sites along the site's boundaries after 1999 till the present (2005), so we are confident that pollutants have not progressed beyoud out boundaries.

Reduction of Odor and Noise

Although we strictly follow the relevant regulations or laws, the odor and noise released from our plants may make local residents uncomfortable. Aiming to be fully trusted by the local community, we will continuously promote measures for prevention of noise and odor and elimination of the potential sources.

Preventing the Leakage of Sewage

As a part of our water management activities, our analysis department periodically analyzes plant effluent, underground water, and water used in factory processes to ensure that sewage does not leak from the plants. If any abnormality is found, the related section is quickly informed and suitable measures are carried out.


Analysis

In fiscal 1994, Suzuki registered as an analysis laboratory in accordance with the measurements law. In addition to factory disposal, we analyze factory disposal within the Suzuki Group, concentrations of agricultural chemicals in wastewater from a golf course (Inasa Golf Club), and we are working on activities in preventing sewage from leaking.

Environmental Conservation in Developing Countries

At our manufacturing bases located in developing countries, we have implemented voluntary regulations that equal environmental and emissions support, information, and education on environmental conservation.

3. Promoting Energy Reduction and the Use of Alternative Energy

Wind Turbine Power Generating Facilities

One of our projects aimed at global warming is the promotion and utilization of power generated from the wind. Three wind turbine power generators are currently in operation, one at our training center and two others at the Kosai plant. Progress is being made on a new facility planned for possible installation at the Sagara plant.

Power generating results

Period	Installation places	Electricity generated [kWh]	CO_2 reduction [kg-CO_2]
April 2005 through March 2006	Training Center	17,202	11,216
	Kosai Plant	1,854,304	1,209,006
Total		1,871,506	1,220,222

Micro-Hydro-Electric Power Facilities

Realizing that the water pressure found in the industrial water mains had never been utilized, a micro-hydropower facility was installed at the Kosai plant and put into operation in July 2004. As a result, the CO_2 emission was reduced, and now we are considering the use of it in other plants.

Power generating results

Period	Installation places	Electricity generated [kWh]	CO_2 reduction [kg-CO_2]
April 2005 through March 2006	Kosai Plant	50,219	32,743

Utilizing Clean Energy

In August 2003, the fuel used at the Toyokawa Plant was switched from LPG to town gas, which emits less CO_2. We plan to use such a clean energy in other plants step by step, considering the individual conditions of city gas pipe installation.

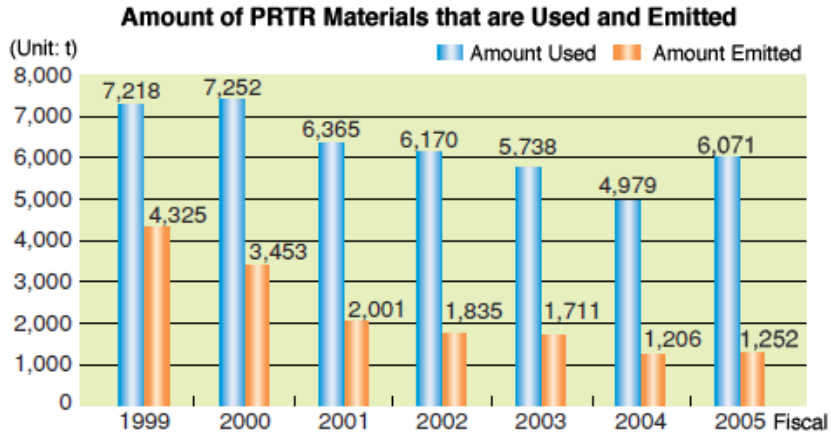
CO_2 Reduction

Period	Installation places	CO_2 reduction [kg-CO_2]
April 2005 through March 2006	Toyokawa Plant	1,505,369

4. Managing and Reducing Materials with Environmental Impact

PPTR (Pollutant Release and Transfer Register) Targeted Substances

To reduce materials with environmental impact, we are working to reduce PRTR targeted substances. In fiscal 2005, we focused on reducing PRTR targeted substances found in paints and cleaning thinners. The amount of emissions produced in fiscal 2005 was 1,252t, which is a 64% reduction compared to fiscal 2000.

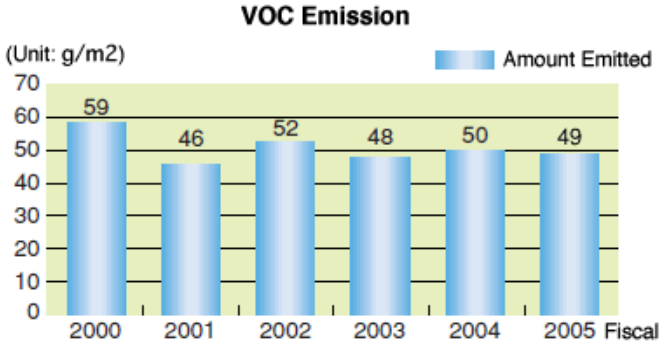


VOC (Volatile Organic Compounds)

VOC is a chemical contained in solvents mainly used in the painting process. After reducing VOC emissions in the automobile painting process, VOC emissions in fiscal 2005 were at 49.4g/m2.

According to the voluntary VOC emission reduction plan promoted by Japan Automobile Manufacturers Association, the VOC reduction activities shall be conducted not only in the automobile body painting process, but also in the bumper painting and motorcycle painting processes, and Suzuki will make efforts in that direction.

Also, in accordance with the VOC regulations, which are included in the amended Air Pollution Control Law, we have made the applications for our 19 facilities in total.



4. Managing and Reducing Materials with Environmental Impact

Specified Freon (CFC-12, CFC-22)

In 1969 we started use of an absorbent type water-heater/cooler that does not use specified Freon. This type of system is now utilized in all or our plants.

PCB (Polychlorinated Biphenyls)

In regard to transformers and condensers that use PCBs (polychlorinated biphenyls), we have a total of 1,353 such devices in our five plants. 18 of these are being used in three of our plants securely. Also, based on the “Special Measures Law to Promote Proper PCB Waste Disposal”, enacted in July 2001, we have completed proper notification of PCB storage conditions, etc.

Asbestos

As a result of the 100% investigation, it was found that the asbestos-containing materials such as spraying materials that may fly in all directions are used at 21 places in our pant buildings and affiliated companies’ buildings. Now, we have taken proper measures at all of those 21 places.

Purchasing New Substances

When the purchase of materials such as paints, oil, detergents, etc. is necessary, our environmental management section discusses the substance’s toxicity, how much of it will be used, how it will be used, how it will be stored, etc., then decides whether the substance should be purchased or not. Data gained from these investigations is used and managed as PRTR data, which is then utilized when working to reduce the volume of these materials. Also, the most up-to-date data and information is used to manage MSDS* for raw materials.

* MSDS (Material Safety Data Sheet): This sheet lists materials, hazards, and handling cautions, etc. Water-Soluble Paints

Water-Soluble Paints

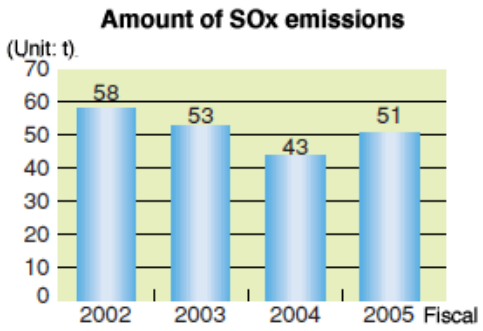
Water-soluble paints are being used in part of the brake drum painting process at the Osuka Plant. In overseas factories, the new factory in Magyar Suzuki (Hungary) started using water-soluble paints in January 2005 to reduce VOCs.

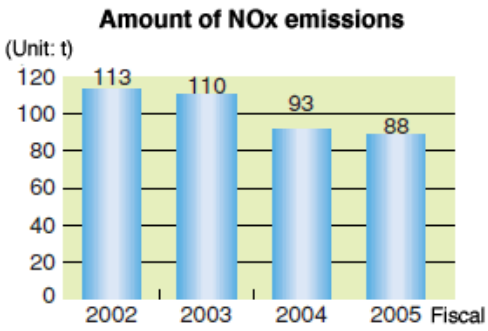
Reducing the usage of Lead

We have completed the changeover to the lead-free electrodeposition paint (undercoating) in all domestic and overseas plants.

SOx/NOx

As a part of our air pollution prevention, we put into effect voluntary standards that are stricter than regulatory levels to reduce the amount of SOx (Sulfur oxide) and NOx (nitrogen oxide) emissions, which are emitted from boilers, etc.



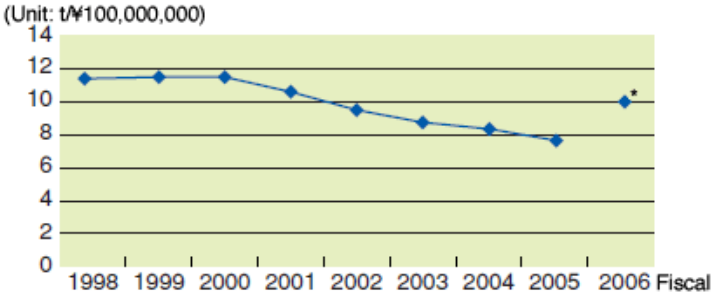


5. Promoting the Three Rs (Reduce, Reuse, and Recycle)

Activities for the Effective Use of Resources Law

Based on the “Promoting the Effective Use of Resources” law, which went into effect in April 2001, we created a “Controlling the Occurrence of By-Products Plan” to control the occurrence of by-products such as metal wastes, and waste casting sand, and report plan results. In fiscal 2005, we could reduce by-products to 7.5t/¥100,000,000.

Amount of By-products Produced per Shipping Value



* The value marked for fiscal 2006 is the value set in accordance with the “Promoting the effective use of resources” law.

Environmentally-Friendly Distribution 1 2 3

Physical distribution that links Suzuki to the customers is an important environmental issue to be tackled. Suzuki is now aggressively reducing the environmental burdens through such measures as the efficient use of energy and the promotion of Three Rs.

1. Using Efficient Transportation and Reducing Energy Consumption

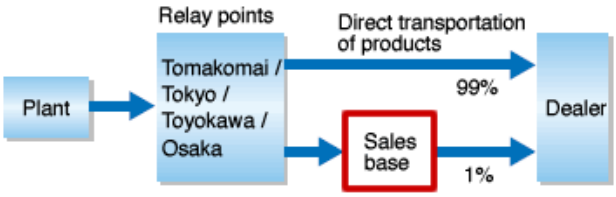
Motorcycles Direct Delivery System

When products manufactured at our plants are transferred to dealers, they passed through a number of distribution points such as business centers, etc., before reaching the dealer. In order to reduce energy loss and shorten transport time, we are encouraging the merger of distribution points and promoting a direct delivery system that moves products from plant to dealer in a more rational and efficient distribution system.

Trends in Rate of Dealer Direct Transportation System (Unit : %)

	Fiscal 1995	Fiscal 2000	Fiscal 2005
Direct to Dealer	-	22	99
Via Business Centers	100	78	1

Motorcycle distribution pattern
(Linkage of distribution base and relay stations)



Joint delivery of motorcycles

To increase the transportation efficiency and reduce CO_2 emission, we employ joint delivery of products with other companies. In specific areas, the joint delivery is performed between the relay stations and dealers.

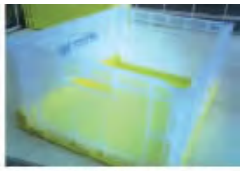
2. Promoting the Three Rs (Reduce, Reuse, and Recycle)

Reuse

Using Returnable Containers

We are actively pursuing the use of returnable containers in our domestic transportation and delivery activities. Cardboard had been previously used domestically but we started using returnable containers from fiscal 2003 to reduce paper and improve operating efficiency.

Returnable containers used in shipments out of the factories.



Returnable containers used in shipments received.

In fiscal 2005, returnable containers accounted for 26% of the total number containers used in shipments out of our factories, reducing cardboard use by about 157t. At the same time, returnable containers used in shipments received accounted for 50% of all containers used, reducing cardboard use by about 162t.

Promoting the Use of Returnable Racks for Exterior Trim Parts Box

We initiated a plan to reduce the amount of wood used in shipping crates by switching to steel containers, however, the oneway nature of the shipments results in scrapping of the containers. In order to reduce the disposed of steel container, we are now focusing on returnable racks.

The returnable racks, which had been mainly used for Hungary, Indonesia, Taiwan and U.S.A. from fiscal 2004, were also used for India and Pakistan in fiscal 2005. As a result, the returnable racks accounted for 50% of the total cases at the end of fiscal 2005.

The wooden crates, which were used at Jiangxi Changhe Suzuki Automobile Co., Ltd in China in fiscal 2004, were all replaced by the steel containers in fiscal 2005.

Recycling

Reusing Cardboard

Waste cardboard material that is produced at the factory is being reused as cushioning material. After installing a machine that produces cushioning materials in 2003, we could reuse about 25t of cardboard per year in fiscal 2005.

3. Promoting the Use of Low Emission Transport

In-Plant Parts and Products Transfer

For transfer of components and completed vehicles in each plant, Suzuki employs automated guided vehicles (AGV), which are CO_2-free, battery-type material transportation vehicles.

Automobile Transportation

In domestic automobile shipments we use two types of transportation; by sea or by land.

When shipping to destinations further north from Tohoku and further west the Chugoku, Shikoku we encourage the use of sea transport due to its economic efficiency and reduced CO_2 emissions. Compared to overland truck transport, sea transport produces about 25% of the CO_2 per ton. Compared to transporting everything by truck, the utilization of sea transport reduces CO_2 production by about 30%.

In fiscal 2005, the amount of CO_2 emissions produced in transporting automobiles bound for domestic markets by land was about 24,000t of CO_2 while by sea was about 4,300t of CO_2. The total amount of emissions is approximately 28,500t of CO_2.

Environmentally-Friendly Marketing

Through our network of Suzuki Distributors (sales subsidiaries) we provide services such as sales, maintenance, repairs, etc. This section introduces some activities in reducing environmental impact at Suzuki Distributors.

Recycling Promotion in Japan

1. Promoting Environmental Management at our distributors

Suzuki intends to make our affiliated companies conduct environmentally-friendly business activities. For that purpose, we are now carrying out surveys on environmental protection measures taken by our distributors and will prepare an environmental management guideline for them.

Recycling Promotion in Japan

2. Proper Disposal of End-Of-Life Products

Automobiles

Automobile Recycling Law

The Automobile Recycling Law, which calls for proper recycling and disposal of Freon, airbags, and shredder dust (referred to as ASR from here on) from end-of-life vehicles came into effect on January 1, 2005. In fiscal 2005, Suzuki collected about 220,000 end- of-life automobiles and recycled them. About 48t of Freon was collected and recycled, about 93.4% of airbags were collected and recycled, which satisfied 85% of regulation. In addition, the recycling ratio of ASR was 65.2%, which satisfied 50% of the regulations of 2010. We are working to assure compliance and early achievement of the target ASR recycling ratio and cost reduction to establish a safe and economic recycling system.

Setting the Recycling Fee* in the Automobile Recycling Law

In regard to recycling costs of the three items specified in the Automobile Recycling Law, fees are set and collected from the owner of the vehicle.

Recycling Fees for New Automobiles Sold in Fiscal 2005 and 2006 (Unit: ¥)

Models	Recycling Fee for Three Items			
	ASR	Airbags	Freon	Total
ESCUDO (TD54W)	7,040	2,200-2,490	2,100	11,340-11,630
EVERY WAGON (DA64W)	5,400	2,280	2,100	9,780
MR WAGON (MF22S)	4,790	2,280	2,100	9,170

Automobile Recycling Law Conditions (April 2005 through March 2006)

We issue reports on the three items specified in the Automobile Recycling Law.

ASR	Total number of end-of-life automobiles	219,736 units
	Total weight of collected ASR	23,500.7t
	Total weight of recycled ASR	15,330.2t
	ASR Recycling Ratio	65.2%
Airbags	Total quantity of airbags collected	30,965 units
	Total weight of collected airbags	2,887.0kg
	Total weight of recycled airbags	2,696.2kg
	Airbags Recycling Ratio	93.4%
Freon	Amount of collected freon	47,742.2kg
	Total number of end-of-life automobiles with freon collected	153,708 units

Environmentally-Friendly Marketing

Recycling Promotion in Japan

2. Proper Disposal of End-Of-Life Products

Collecting Emergency Flares

Collection of expired flares that are replaced during maintenance began in March 2002.

The flares are placed in boxes specially designed (with the Suzuki logo) for collecting the flares, then sent to the flare manufacturers (after that they are properly disposed of).

Sales & Collection Route

Automobile Dismantling Information

To ensure proper disposal of end-of-life vehicles, we refer to JAMA manual on “Removal and Dismantling of Automobiles and Motorcycles” along with our own “Dismantling Manual for Automobiles”.

Recycling Activities in Europe

2. Proper Disposal of End-Of-Life Products

Vehicle Scrapping and Recycling Activities in Europe

For the purpose of properly controlling and minimizing the amount of vehicle scraps, EU member nations issued and started the implementation of “ELV (end-of-life vehicles) Directive” (2000/53/EC) on October 21, 2000.

According to the ELV Directive, it is required for member nations to establish a scrap collection and recycle system and for manufacturers to design recyclable vehicles and minimize the use of materials containing environmental burdens.

Objectives of ELV Directive

Formal name: Directive 2000/53/EC of the European Parliament and the Council of 18 September 2000 on end-of-life vehicles

1. Establishment of a end-of-life vehicle collection and recycle network
   A system shall be established to enable end-of-life vehicles to be collected and recycled without burden of expense on end users.
2. Banning the use of environmental burden material
   The use of lead, mercury, cadmium, and hexavalent chromium in vehicles and their parts shall be banned, except for some exempted application items.
3. Achievement of recycling rate target
   The following target values of reuse ratio, recycling rate, and recovery rate on the market shall be achieved.
   By 2006: Reuse Ratio + Recycling Rate = 80% or Reuse Ratio + Recovery Rate = 85%
   By 2015: Reuse Ratio + Recycling Rate = 85% or Reuse Ratio + Recovery Rate = 95%
4. Obligation to display material information on parts
   Individual material names shall be displayed on plastic and rubber parts.
5. Provision of dismantling-related information or manual
   Dismantling-related information or manual that specifies the parts, materials and portions containing the hazardous substances shall be provided to scrappers to allow for easy disposal of used vehicles.
6. Provision of recycle-related information
   Information on recyclable vehicle and parts design, development of recycling methods, recycling activities and efforts, and environmentally-friendly vehicle disposal method shall be provided to customers.

Suzuki’s end-of-life vehicle collection and recycle network

Suzuki is now establishing a system that enables end-of-life Suzuki brand vehicles to be collected from end users without charge and then to be recycled through proper treatment.

In Europe, the vehicle registration/cancellation methods, technical levels and number of scrappers, and implementation levels of related regulations vary from nation to nation. Therefore, we are making efforts to establish proper collecting and recycling networks according to the conditions of individual countries.

In EU member nations, we are collecting end-of-life vehicles that were registered on and after July 1, 2002 from dealers designated by Suzuki without burden of expense on end users. On and after January 1, 2007, all Suzuki brand vehicles on the market, regardless of the dates of registration, will be acceptable with this free collection service.

Suzuki will make further efforts to enhance the convenience of customers and increase the recycling rate.

Environmentally-Friendly Marketing

Board indicating Suzuki's designated collection center

Collected ELV automobiles

Automobile Dismantling Information

In response to the EU ELV Directive, we took part in a joint project called IDIS (International Dismantling Information System) in 1999, providing dismantling-related information to European dismantlers by DVD or through the website.

European Models (IDIS)

Fiscal	Number of Models	Model Name
1999	1	Carry (GA413)
2000	7	Grand Vitara (JA627, SQ416V 3DR, SQ420Q 3DR, SQ420W 5DR, SQ420WD 5DR), Ignis (RG series), Wagon R+ (RB413)
2001	3	Alto (RF410), Liana (RH413/RH416 5DR)
2002	2	Liana (RH413/RH416 4DR)
2003	5	Grand Vitara (JA627 2003 Minor, SQ420WD 3DR), Ignis (RG415, RM series), Liana (RH series 2003 Minor)
2004	1	Swift (RS series)
2005	4	Grand Vitara (JB416/420/419D), Wagon R+ (RB series Minor) Jimny (SN series Minor), SX4 (RW415/416/419D)

Recycling Promotion in Japan

2. Proper Disposal of End-Of-Life Products

Motorcycles

Voluntary Recycling of Motorcycles

Joining with three domestic motorcycle manufacturers and 11 importers, we started a voluntary system for recycling motorcycles (disposal, handling and recycling of end-of-life motorcycles) from October 1, 2004.

In 2005, a total of 518 end-of-life Suzuki motorcycles were collected at designated collection centers. The recycling ratio was 85.7% in the weighted mean*1. The recycling fee is ¥4,120 per motorcycle*2.

*1 This value is calculated for individual categories based on results supplied by 14 disposal and recycling facilities. The recycling ratio for scooters, including business models, is 84.8%, while the ratio for motorcycles is 87.8%.

*2 This fee is fixed nationwide and charged per motorcycle regardless of the size of engine displacement. Postal monetary transfer fee, collection fee to the registered dealer, and transportation fee to the designated collection center are not included in the fee.

mark of designated collection center

Environmentally-Friendly Marketing 1 2 3

Recycling Promotion in Japan

2. Proper Disposal of End-Of-Life Products

Outboard Engines

Participation in "FRP (fiber-reinforced plastic) Boat Recycling System"

Suzuki participates in a program called "FRP Boat Recycle System" promoted by Japan Boating Industry Association, which is an organization of FRP boat manufacturers.

This program is led by "FRP Boat Recycle Center," promoting recycle of scrapped FRP boats, which are dismantled, crushed, sorted and finally processed with cement burning. Conventionally, proper disposal of FRP boats was difficult due to their product characteristics. However, after careful consideration of results of the survey research conducted by Ministry of Land, Infrastructure and Transport, as well as the verification by demonstration experiments, we have made it possible to recycle the scrapped FRP boats. The FRP Boat Recycle System contributes to not only the creation of recycling-oriented society through establishment of a scheme for proper disposal of end-of-life FRB boats, but also prevention of illegal dumping through facilitation of disposal of scrapped boats by users.

The FRP Boat Recycle System, which was started in November 2005 in 10 prefectures in the western part of Seto Inland Sea and the northern part of Kyushu, will be expanded throughout the nation in 2007.

Suzuki's FRP Boats Recycling Fees

For open boats (and wasen) and cabin boats, Suzuki sets the following recycling fees.

(Unit: ¥ with tax included)

Type of Boat	Boat Length	Recycling Fees
Open boats (and wasen)	Under 4 m	21,000
	Over 4 m to Under 6 m	35,000
	Over 6 m to Under 7 m	55,000
	Over 7 m to Under 8 m	73,000
	Over 8 m to Under 10 m	111,000
Cabin boats	Under 6 m	42,000
	Over 6 m to Under 7 m	64,000
	Over 7 m to Under 8 m	85,000
	Over 8 m to Under 10 m	126,000

Recycling Promotion in Japan

3. Promoting the Three Rs (Reduce, Reuse, and Recycle)

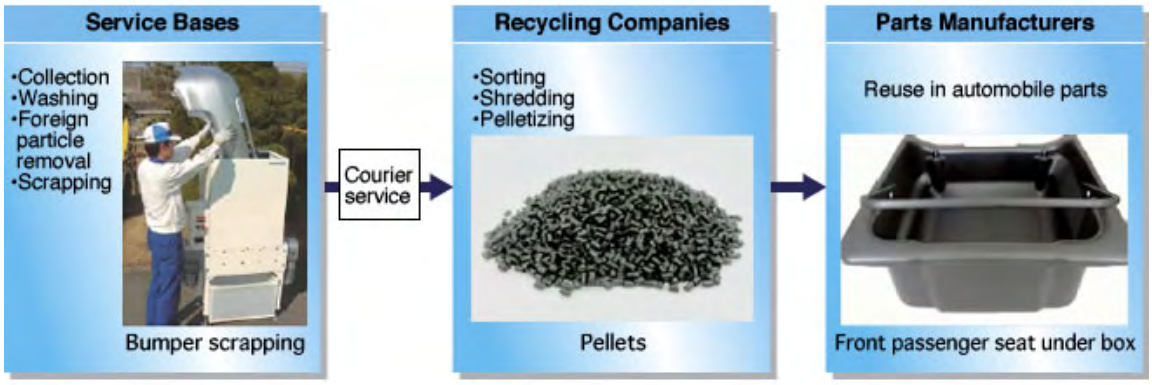
Bumper Recycling

In an effort to use resources more effectively and reduce costs, we have been collecting and recycling used bumpers that have been removed from the automobile due to repairs or replacement since 1994.

At the start we collected bumpers as is however, after the year 2000, we installed bumper shredding machines at our dealers nationwide (a portion of dealers excluded). With this system in place we began collecting shredded bumper material. Utilizing the bumper shredding machines reduced material volume to 1/6 of the previous amount and reduced distribution costs.

The collected bumpers are recycled and reused in parts such as fuel tank covers, seat under tray, foot rest, etc.

Flow of Collecting and Recycling Bumpers



Rebuilt Parts (with reused materials)

For automatic transmissions, we also use “rebuilt parts” which materials were collected from replaced parts after repair for the purpose of reuse.

Environmentally-Friendly Offices 1 2 3

Being company that develops or sells products that are environmentally-friendly, we are also conscious of environmental conservation through activities in our work place. We have participated in “Team Minus 6%” in fiscal 2005.

1. Promoting Energy Reduction

Introducing Low Pollution Vehicles

We have been introducing low pollution vehicles into our business vehicle fleet (company vehicles used by our employees for business activities). Originally, this program called for 50% of the fleet to be made up of low pollution type vehicles by the end of March 2004, however, achieved by 60%* at present. This proportion has been maintained since then. As our older vehicles need replacing we will continue introducing low pollution vehicles into our fleet. Our next goal is to have a fleet that consists of 70% low pollution type vehicles by the end of March 2007, and 80% by the end of March 2008.

* Out of a fleet of 161 vehicles, there were a total of 271 low emission vehicles (about 60%) at the end of March 2006. Included in the total are four hybrid vehicles.

Stop Idling Campaign

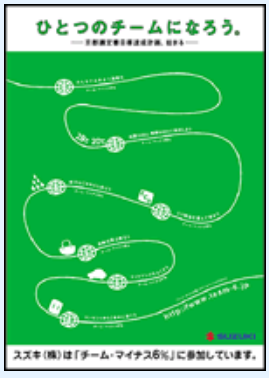
Five years have passed since the start of our “Stop Idling Campaign” in fiscal 2002. Its goal is to eliminate unnecessary. Since April, 2002 we have carried out “Stop Idling Campaign” for saving energy and reducing exhaust emission. For the purpose of making employees aware of “Stop Idling”, we put up posters on the wall, stickers on company vehicles and are promoting to make employees enter the records of idling stop time on driving diaries, etc.

Participation in “Team Minus 6%”

Suzuki took part in a national campaign called “Team Minus 6%,” which was advocated by Ministry of the Environment. This campaign is intended to promote the following “Specific Six Activities,” based on which Suzuki is making efforts.

[Specific Six Activities]

1. **Set the cooling temperature to 28°C and the heating temperature to 20°C.**
2. **Turn off a faucet frequently and completely.**
3. **Stop idling.**
4. **Choose eco-products.**
5. **Reject excess packaging.**
6. **Keep the plugs disconnected when the electric appliances are not used.**



2. Promoting Green Purchasing

Suzuki is a participant in the “Green Purchasing Network” (GPN) to promote green purchasing based on the Green Purchasing Standards established by the GPN.

At present all paper used in our offices is recycled paper. We have specified 76 items in our office supplies that are all environmentally-friendly.

In the future we will make greater efforts to introduce products with less environmental impact.

Environmentally-Friendly Offices 1 2 3

3. Promoting the Three Rs (Reduce, Reuse, and Recycle) - Recycling Paper

Newspapers, magazines, catalogs, and cardboard are sorted and collected for recycling at our head office (material recycling*1). Classified documents are burned in the incinerator at the Kosai plant, and thermal recycling was conducted *2. We stopped thermal recycling and changed to material recycling from July 2005.

(Paper Recycled Paper in Fiscal 2005: 63 tons of documents)

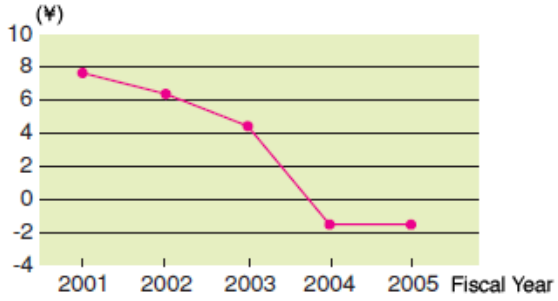
*1 Material recycling: Recycling wastes for reuse as new materials

*2 Thermal recycling: Reuse of thermal energy through incineration

Waste Recycling Flow Chart

Type of Waste	Outsourcing	In-house Disposal at Suzuki		Outsourcing			
	Collection & Transportation	Intermediate Treatment	After Treatment	Collection & Transportation	Intermediate Treatment	Final Treatment	Reuse or Disposal
Waste Paper	Collecting & Transporting Companies →	Burning at Incineration Site of Kosai Plant →	Ash Dust →	Collecting & Transporting Companies →	Melting	Shredding	Used as Roadbed Materials
			Burnt Residue →		Sorting	Firing	Used as Cement Raw Materials
Confidential Documents	→				Compression →	Melting →	Recycled into Corrugated paper
Corrugated paper						Melting	Used as Recycled Paper
Newspaper, Magazines, Catalogs, etc.					Burning	Landfill	Landfilling of Incinerated Ash
Specific Paper Waste							

Trends in Disposal Cost per 1-kg Corrugated paper



Corrugated paper

	Fiscal 2001	Fiscal 2002	Fiscal 2003	Fiscal 2004	Fiscal 2005
Disposal (Recycling) Cost (yen)	1,158,330	1,217,075	865,985	▲189,693	▲133,214
Disposal Quantity (kg)	153,680	187,600	194,490	118,660	84,580

Figures marked with "▲" indicate disposal by sale.

Environmental Education and Information Disclosure 1 2 3

We provide our employees with environmental education in order to promote environmental conservation activities. Also environmental Information is disseminated through our communication with the area residents and participation in environmental events.

1. Environmental Education

In order to promote a deeper awareness of our environmental conservation activities we provide education for new employees, functional sections, and managers.


New Employee Education

Training for Functional Sections

To enhance performance in the workplace, seminars are held for employees to help them better understand environmental measures in our company, and the purpose, value, and results that come from gaining certification.

Education According to Job Level

As a part of our employee education program, we have carried out environmental education programs for new employees, functional sections within the company, and in-house inspector programs for managerial positions. Also, our factories have carried out educational programs for employees whose jobs deal with processes that have an impact on the environment. A total of 380 programs were held - 373 programs for new employees, executives, etc., and 7 programs covering the overall factories.

Education to Obtain Special Qualifications

We encourage employees to obtain special qualifications relating to the environment. The number of those gaining such qualifications includes 162 managers for pollution prevention, 47 energy managers, 436 in-house inspectors, etc.

Overseas Trainees

Focused on plant managers, production engineers, and designers, this program accepted 283 trainees from abroad in fiscal 2005. Trainees are given environmental education on subjects such as “Environmental Concepts in the Factory”, “Separating Wastes for Disposal”, “Dumping Liquid Wastes into Factory Drains is Prohibited”, etc.

2. Providing Environmental Information

Community Information Exchange

We regularly carry out exchange meetings with local residents to ask their views on improvement programs. Five meetings took place at five plants in fiscal 2005. 454 plant tours were conducted at six plants.

Providing Environmental Information

Environmental information is provided through the methods listed below.

- Booklets (Environment and Social Report, Annual Report, Etc.)
- Internet (homepage)
- Events (Exhibition of Lowe Emissions Vehicles, etc.)
- Catalogs
- Advertising (Corporate brochures, corporate advertisements)

Information service through website

2. Providing Environmental Information

Exhibiting Low-Emission Vehicles at Environment-Related Fairs

To promote the widespread use of low-emission vehicles, we recently exhibited our low-emission models at the following environment-related fairs.

New Energy Festival in Ohgata (Akita Prefecture)

Names of Fairs	Dates of Fairs	Places	Organizers
JASE Automotive Engineering Exposition	May 18 through 20, 2005	PACIFICO Yokohama	Society of Automotive Engineers of Japan
Expo World Conference on Wind Energy, Renewable Energy, Fuel Cell & Exhibition	June 6 through 9, 2005	Act City Hamamatsu	Shizuoka Prefecture
Eco Car World 2005	June 11 through 12, 2005	Yokohama Red Brick Warehouse	Ministry of the Environment, Yokohama City, etc.
Natural Gas-Fueled Automobile Seminar in Chubu International Airport	July 7, 2005	Chubu International Airport Fair Ground	Chubu Road Transport Bureau (Ministry of Land, Infrastructure and Transport) and Toho Gas Co., Ltd.
New Energy Festival in Ogata	July 30 and 31, 2005	Ogata Village In Akita Prefecture	Ministry of Land, Infrastructure and Transport; and Akita Prefecture
Fuel Cell Vehicle Eco Caravan	Sept. 8 and 9, 2005	From Tokyo to Aichi Expo Ground	Ministry of Economy, Trade and Industry; and Japan Automobile Research Institute
Natural Gas-Fueled Automobile Show	Sept. 14, 2005	Shinjuku Park Tower	The Japan Gas Association, Tokyo Gas Co., Ltd.
Shizuoka Environmental & Forest Fair	Oct. 6, 2005	Twin Messe Shizuoka	Shizuoka Prefectural Government
Polytechnic College Festival	Feb. 11, 2006	Hamamatsu Polytechnic College	Shizuoka Prefectural Government

3. Promoting Social Action Programs

Environmental Activities by Overseas Partner Companies

CAMI Automotive Inc.,

As a responsible citizen, is dedicated to protecting human health, natural resources and the environment through sound business practices and manufacturing techniques.

Our commitment is to:

- Meet or exceed all relevant environmental legislation and regulation as well as environmental automotive industry standards
- Reduce and prevent pollution in all production processes
- Establish, maintain and review objectives and targets for continuous improvement to minimize and prevent pollutant emissions
- The principles of Reduce-Reuse-Recycle in all stages of operations
- Support the environmental needs of the community

Cleanup activities on the "Day of Regional Volunteer" (June 2005)

Reference Information & Data

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Vehicles that Meet Law on Promoting Green Purchasing

Our automobiles that conform to the Law on Promoting Green Purchasing are as follows:

Mini Passenger Cars — **As of March 2006**

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Emission Level (Note)	Fuel Efficiency Target Level	Comment	Model Name (Spec)
ALTO	CBA-HA24S	K6A	0.658	2WD	5MT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	E, G, and G Special
	CBA-HA24S	K6A	0.658	2WD	3AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	E, G, and G Special
	CBA-HA24S	K6A	0.658	4WD	5MT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	E, G, and G Special
	CBA-HA24S	K6A	0.658	4WD	3AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	E, G, and G Special
	CBA-HA24S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	X
	DBA-HA24S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	X
ALTO LAPIN	CBA-HE21S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	G, X, X2, Mode
WAGON R	CBA-MH21S	K6A	0.658	2WD	5MT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	FA, FX
	CBA-MH21S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	FA, FX, FX-S Limited, FT, FT-S Limited, RR-DI
	CBA-MH21S	K6A	0.658	4WD	5MT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	FA, FX
	CBA-MH21S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	FT, FT-S Limited
	CBA-MH21S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	RR-DI
	DBA-MH21S	K6A	0.658	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	FA, FX, FX-S Limited
MR WAGON	DBA-MF22S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	G, X
	DBA-MF22S	K6A	0.658	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	G, X
	CBA-MF22S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	T
	CBA-MF22S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	T

Mini Commercial Vehicles

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Emission Level (Note)	Fuel Efficiency Target Level	Comment	Model Name (Spec)
ALTO	GBD-HA24V	K6A	0.658	2WD	5MT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	Vs, Vp
	GBD-HA24V	K6A	0.658	2WD	3AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	Vs, Vp
	GBD-HA24V	K6A	0.658	4WD	5MT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	Vs, Vp
	GBD-HA24V	K6A	0.658	4WD	3AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	Vs, Vp
EVERY	GBD-DA64V	K6A	0.658	2WD	5MT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	PU
	GBD-DA64V	K6A	0.658	2WD	3AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	PU
	GBD-DA64V	K6A	0.658	4WD	5MT	U-LEV	2010 Fuel Efficiency Standard	5 doors	PU
	GBD-DA64V	K6A	0.658	4WD	3AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	PU

Standard Passenger Cars

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Emission Level (Note)	Fuel Efficiency Target Level	Comment	Model Name (Spec)
AERIO	CBA-RB21S	M15A	1.49	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	1.5
AERIO SEDAN	CBA-RA21S	M15A	1.49	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	1.5
SWIFT	DBA-ZC11S	M13A	1.328	2WD	5MT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	1.3XE, 1.3XG
	DBA-ZC11S	M13A	1.328	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	1.3XE, 1.3XG
	DBA-ZD11S	M13A	1.328	4WD	5MT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	1.3XE, 1.3XG
	DBA-ZD11S	M13A	1.328	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	1.3XE, 1.3XG
	DBA-ZC21S	M15A	1.49	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	1.5XS
CRUISE	DBA-HR52S	M13A	1.328	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	1.3LS E Edition, 1.3 LS, 1.3LS S-Selection
SOLIO	DBA-MA34S	M13A	1.328	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	1.3E, 1.3WELL
ESCUDO	CBA-TD54W	J20A	1.995	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	2.0XE, 2.0XG

Low-Emission Vehicles

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Emission Level (Note)	Comment
WAGON R	LA-MC22S (Modified)	K6A (Modified)	0.658	2WD	AT	Low-Emission Vehicles	Natural Gas-Fueled Automobiles

The above vehicle data are listed in accordance with the fiscal 2005 criteria for the Law on Promoting Green Purchasing (as shown below).
<standards>

Low Emission Level	Fuel Efficiency Target Standard
Ultra low Emission Level	2010 standard level or 2010 level +5%
U-LEV	
SU-LEV	

For the latest information, refer here.

Environmental Data for New Products

The environmental data on new products sold in fiscal 2005 are as follows:

Automobiles

< Standard Passenger Cars - 1 >							
							
Car Name				**CRUISE**			
Date of Sales Start				2005.4.11			
Vehicle Type				DBA-HR52S	ABA-HR52S	CBA-HR82S	ABA-HR82S
Engine	**Vehicle Type**			M13A	M13A	M15A	M15A
	Total Piston Displacement (L)			1.328	1.328	1.490	1.490
	Type			Inline Four-Cylinder Engine: DOHC16V VVT		Inline Four-Cylinder Engine: DOHC16V	
	Fuel			Unleaded Regular Gasoline			
	Fuel Supply System			Electronically-Controlled Fuel Injection System			
Drive Train	**Drive System**			2WD	4WD	2WD	4WD
	Type of Transmission		MT	—	—	—	—
			AT	4AT	4AT	4AT	4AT
Vehicle Weight (kg)			MT	—	—	—	—
			AT	940	990	940	990
Maximum Loading Weight				—	—	—	—
Environmental Data	Fuel Consumption Rate	**10•15 Mode Fuel Efficiency (km/L)**	MT	—	—	—	—
			AT	18.0	17.0	17.0	16.2
		CO_2 emission (g/km)		129	137	137	144
		2010 Fuel Efficiency Target		Achieved	—	—	—
		2010 Fuel Efficiency Standard +5%		—	—	—	—
	Exhaust Gas	**Applicable Standard**		2005			
		Low Emission Certification Level	**Good**				
			Excellent				
			Super				
			Fiscal 2005 Regulation Level		●		●
			U-LEV			●	
			SU-LEV	●			
		10•15+11 Mode Regulation Value (g/km)	**CO**	1.15	1.15	1.15	1.15
			NMHC	0.013	0.05	0.025	0.05
			NOx	0.013	0.05	0.025	0.05
	Noise	**Applicable Standard**		1998			
		Acceleration Noise Regulation Value [dB (A)]		76			
	Air Conditioner Refrigerant Consumption (g)			430			
	Recycled Parts			Battery Tray			
				Seat Under Tray			
				Dash Silencer			
	Use of Lead		**1/3 compared to 1996**	Achieved			
			1/10 compared to 1996	Not Achieved			
	Use of Mercury			JAMA's target was achieved (The use was banned in and after Jan. 2005)			
	Use of Hexavalent Chromium			Used in corrosion-proof coating on metal parts, bolts and nuts			
	Use of Cadmium			Used in IC chip board for electric and electronic parts			

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

< Standard Passenger Cars - 2 >								
Car Name					**ESCUDO**		**SOLIO**	
Date of Sales Start					2005.5.16		2005.8.17	
Vehicle Type					CBA-TD54W	CBA-TD94W	DBA-MA34S	
Engine	**Vehicle Type**				J20A	H27A	M13A	
	Total Piston Displacement (L)				1.995	2.736	1.328	
	Type				Inline Four-Cylinder Engine: DOHC16V	V-6 Cylinder Arrange-ment	Inline Four-Cylinder Engine: DOHC16V VVT	
	Fuel				Unleaded Regular Gasoline		Unleaded Regular Gasoline	
	Fuel Supply System				Electronically-Controlled Fuel Injection System		Electronically-Controlled Fuel Injection System	
Drive Train	**Drive System**				4WD	4WD	2WD	4WD
	Type of Transmission			MT	5MT	—	—	—
				AT	4AT	5AT	4AT	4AT
Vehicle Weight (kg)				MT	1530	—	—	—
				AT	1550	1620	970	1010
Maximum Loading Weight					—	—	—	—
Environmental Data	**Fuel Consump-tion Rate**	**10•15 Mode Fuel Efficiency (km/L)**		MT	12.0	—	—	—
				AT	11.6	10.2	18.0	16.4
		CO_2 emission (g/km)			194 – 200	228	129	142
		2010 Fuel Efficiency Target			—	—	Achieved	—
		2010 Fuel Efficiency Standard +5%			Achieved	Achieved	—	—
	Exhaust Gas	**Applicable Standard**			2005		2005	
		Low Emission Certification Level	**Good**					
			Excellent					
			Super					
			Fiscal 2005 Regulation Level					●
			U-LEV		●	●		
			SU-LEV				●	
		10•15+11 Mode Regulation Value (g/km)	**CO**		1.15	1.15	1.15	1.15
			NMHC		0.025	0.025	0.013	0.05
			NOx		0.025	0.025	0.013	0.05
	Noise	**Applicable Standard**			1998		1998	
		Acceleration Noise Regulation Value [dB (A)]			76		76	
	Air Conditioner Refrigerant Consumption (g)				570		480	
	Recycled Parts				Battery Tray		Battery Tray	
					Seat Under Tray		Seat Under Tray	
					Dash Silencer		Dash Silencer	
	Use of Lead		**1/3 compared to 1996**		Achieved		Achieved	
			1/10 compared to 1996		Achieved		Not Achieved	
	Use of Mercury				JAMA's target was achieved (The use was banned in and after Jan. 2005)		JAMA's target was achieved (The use was banned in and after Jan. 2005)	
	Use of Hexavalent Chromium				Used in corrosion-proof coating on metal parts, bolts and nuts		Used in corrosion-proof coating on metal parts, bolts and nuts	
	Use of Cadmium				Used in IC chip board for electric and electronic parts		Used in IC chip board for electric and electronic parts	

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

< Mini Passenger Cars - 1 >							
Car Name				**EVERY WAGON**			
Date of Sales Start				2005.8.26			
Vehicle Type				ABA-DA64W			
Engine	**Vehicle Type**			K6A			
	Total Piston Displacement (L)			0.658			
	Type			Inline Three-Cylinder Engine: DOHC12V		Inline Three-Cylinder Engine: DOHC12V (Intercooler Servo Type)	
	Fuel			Unleaded Regular Gasoline			
	Fuel Supply System			Electronically-Controlled Fuel Injection System			
Drive Train	**Drive System**			2WD	4WD	2WD	4WD
	Type of Transmission		MT	5MT	5MT	—	—
			AT	3AT	3AT	4AT	4AT
Vehicle Weight (kg)			MT	920	960	—	—
			AT	930	970	960 – 990	1000 – 1030
Maximum Loading Weight				—	—	—	—
Environmental Data	**Fuel Consumption Rate**	**10•15 Mode Fuel Efficiency (km/L)**	MT	16.8	16.4	—	—
			AT	15.8	15.4	15.0	14.2 – 15.0
		CO_2 emission (g/km)		139 – 147	142 – 151	155	155 – 164
		2010 Fuel Efficiency Target			Achieved (AT Type)	Achieved	Achieved (excluding some models)
		2010 Fuel Efficiency Standard +5%		Achieved	Achieved (MT Type)		
	Exhaust Gas	**Applicable Standard**		2005			
		Low Emission Certification Level	**Good**				
			Excellent				
			Super				
			Fiscal 2005 Regulation Level	●	●	●	●
			U-LEV				
			SU-LEV				
		10•15+11 Mode Regulation Value (g/km)	**CO**	1.15			
			NMHC	0.05			
			NOx	0.05			
	Noise	**Applicable Standard**		1998			
		Acceleration Noise Regulation Value [dB (A)]		76			
	Air Conditioner Refrigerant Consumption (g)			340			
	Recycled Parts			Battery Tray			
				Engine Lower Cover			
				Radiator Lower Cover			
	Use of Lead		**1/3 compared to 1996**	Achieved			
			1/10 compared to 1996	Not Achieved			
	Use of Mercury			JAMA's target was achieved (The use was banned in and after Jan. 2005)			
	Use of Hexavalent Chromium			Used in corrosion-proof coating on metal parts, bolts and nuts			
	Use of Cadmium			Used in IC chip board for electric and electronic parts			

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

< Mini Passenger Cars - 2 >							
Car Name				**WAGON R**			
Date of Sales Start				2005.9.2			
Vehicle Type				CBA-MH21S	DBA-MH21S	CBA-MH21S	CBA-MH21S
Engine	**Vehicle Type**			K6A			
	Total Piston Displacement (L)			0.658			
	Type			Inline Three-Cylinder Engine: DOHC12V VVT		Inline Three-Cylinder Engine: DOHC12V (Intercooler Servo Type)	Inline Three-Cylinder Engine: DOHC12V In-Cylinder Fuel Injection (Intercooler Servo Type)
	Fuel			Unleaded Regular Gasoline			
	Fuel Supply System			Electronically-Controlled Fuel Injection System			
Drive Train	**Drive System**			2WD/4WD	4WD	2WD/4WD	2WD/4WD
	Type of Transmission		MT	5MT	—	—	—
			AT	4AT	4AT	4AT	4AT
Vehicle Weight (kg)			MT	810 – 860	—	—	—
			AT	820 – 830	870 – 880	840 – 900	860 – 910
Maximum Loading Weight				—	—	—	—
Environmental Data	**Fuel Consumption Rate**	**10•15 Mode Fuel Efficiency (km/L)**	MT	20.0 – 23.5	—	—	—
			AT	18.8 – 21.0	18.8	18.2 – 18.8	18.8 – 19.4
		CO_2 emission (g/km)		99 – 116	124	124 – 128	120 – 124
		2010 Fuel Efficiency Target				Achieved (4WD Type)	
		2010 Fuel Efficiency Standard +5%		Achieved	Achieved	Achieved (2WD Type)	Achieved
	Exhaust Gas	**Applicable Standard**		2005			
		Low Emission Certification Level	**Good**				
			Excellent				
			Super				
			Fiscal 2005 Regulation Level				
			U-LEV	●		●	●
			SU-LEV		●		
		10•15+11 Mode Regulation Value (g/km)	**CO**	1.15	1.15	1.15	1.15
			NMHC	0.025	0.013	0.025	0.025
			NOx	0.025	0.013	0.025	0.025
	Noise	**Applicable Standard**		1998			
		Acceleration Noise Regulation Value [dB (A)]		76			
	Air Conditioner Refrigerant Consumption (g)			320			
	Recycled Parts			Battery Tray			
				Seat Under Box			
				Dash Silencer			
	Use of Lead		**1/3 compared to 1996**	Achieved			
			1/10 compared to 1996	Not Achieved			
	Use of Mercury			JAMA's target was achieved (The use was banned in and after Jan. 2005)			
	Use of Hexavalent Chromium			Used in corrosion-proof coating on metal parts, bolts and nuts			
	Use of Cadmium			Used in IC chip board for electric and electronic parts			

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

< Mini Passenger Cars - 3 >							
Car Name				**ALTO**		**MR WAGON**	
Date of Sales Start				2005.12		2006.1.30	
Vehicle Type				CBA-HA24S	DBA-HA24S	DBA-MF22S	CBA-MF22S
Engine	**Vehicle Type**			K6A		K6A	
	Total Piston Displacement (L)			0.658		0.658	
	Type			Inline Three-Cylinder Engine: DOHC12V		Inline Three-Cylinder Engine: DOHC12V VVT	Inline Three-Cylinder Engine: DOHC12V (Intercooler Servo Type)
	Fuel			Unleaded Regular Gasoline		Unleaded Regular Gasoline	
	Fuel Supply System			Electronically-Controlled Fuel Injection System		Electronically-Controlled Fuel Injection System	
Drive Train	**Drive System**			2WD/4WD	2WD	2WD/4WD	2WD/4WD
	Type of Transmission		MT	5MT	—	—	—
			AT	3AT/4AT	4AT	4AT	4AT
Vehicle Weight (kg)			MT	700 – 810	—	—	—
			AT	730 – 790	760	820 – 870	840 – 900
Maximum Loading Weight				—	—	—	—
Environmental Data	**Fuel Consumption Rate**	**10•15 Mode Fuel Efficiency (km/L)**	MT	22.0 – 24.5	—	—	—
			AT	19.4 – 20.5	21.5	18.8 – 21.0	18.2 – 18.8
		CO_2 emission (g/km)		95 – 120	108	111 – 124	124 – 128
		2010 Fuel Efficiency Target		Achieved (4WD/AT Type)			Achieved (4WD Type)
		2010 Fuel Efficiency Standard +5%		Achieved (2WD,4WD/MT Type)	Achieved	Achieved	Achieved (2WD Type)
	Exhaust Gas	**Applicable Standard**		2005		2005	
		Low Emission Certification Level	**Good**				
			Excellent				
			Super				
			Fiscal 2005 Regulation Level				
			U-LEV	●			●
			SU-LEV		●	●	
		10•15+11 Mode Regulation Value (g/km)	**CO**	1.15	1.15	1.15	1.15
			NMHC	0.025	0.013	0.013	0.025
			NOx	0.025	0.013	0.013	0.025
	Noise	**Applicable Standard**		1998		1998	
		Acceleration Noise Regulation Value [dB (A)]		76		76	
	Air Conditioner Refrigerant Consumption (g)			320		350	
	Recycled Parts			Battery Tray		Battery Tray	
				Tank Lower Cover		Seat Under Box	
				Dash Silencer			
	Use of Lead		**1/3 compared to 1996**	Achieved		Achieved	
			1/10 compared to 1996	Not Achieved		Achieved	
	Use of Mercury			JAMA's target was achieved (The use was banned in and after Jan. 2005)		JAMA's target was achieved (The use was banned in and after Jan. 2005)	
	Use of Hexavalent Chromium			Used in corrosion-proof coating on metal parts, bolts and nuts		Used in corrosion-proof coating on metal parts, bolts and nuts	
	Use of Cadmium			Used in IC chip board for electric and electronic parts		Used in IC chip board for electric and electronic parts	

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

Environment-Related Data

< Small Sized Truck - 1 >						
Car Name				EVERY		
Date of Sales Start				2005.8.26		
Vehicle Type				EBD-DA64V		GBD-DA64V
Engine	Vehicle Type			K6A		
	Total Piston Displacement (L)			0.658		
	Type			Inline Three-Cylinder Engine: DOHC12V	Inline Three-Cylinder Engine: DOHC12V (Intercooler Servo Type)	Inline Three-Cylinder Engine: DOHC12V
	Fuel			Unleaded Regular Gasoline		
	Fuel Supply System			Electronically-Controlled Fuel Injection System		
Drive Train	Drive System			2WD/4WD	2WD/4WD	2WD/4WD
	Type of Transmission		MT	5MT	5MT	5MT
			AT	3AT	4AT	3AT
Vehicle Weight (kg)			MT	870 – 940	920 – 960	870 – 910
			AT	880 – 950	940 – 980	880 – 920
Maximum Loading Weight				350		
Environmental Data	Fuel Consumption Rate	10•15 Mode Fuel Efficiency (km/L)	MT	16.2 – 16.8	17.0	16.2 – 16.8
			AT	15.2 – 15.6	15.0	15.2 – 15.6
		CO_2 emission (g/km)		139 – 153	137 – 155	139 – 153
		2010 Fuel Efficiency Target		Achieved (2WD/3AT,4WD Type)	Achieved (AT Type)	Achieved (2WD/3AT,4WD Type)
		2010 Fuel Efficiency Standard +5%		Achieved (2WD/5MT Type)	Achieved (MT Type)	Achieved (2WD/5MT Type)
	Exhaust Gas	Applicable Standard		2007		
		Low Emission Certification Level	Good			
			Excellent			
			Super			
			Fiscal 2005 Regulation Level	●	●	
			U-LEV			●
			SU-LEV			
		10•15+11 Mode Regulation Value (g/km)	CO	4.02		4.02
			NMHC	0.05		0.025
			NOx	0.05		0.025
	Noise	Applicable Standard		2000		
		Acceleration Noise Regulation Value [dB (A)]		76		
	Air Conditioner Refrigerant Consumption (g)			340		
	Recycled Parts			Battery Tray		
				Engine Lower Cover		
				Radiator Lower Cover		
	Use of Lead		1/3 compared to 1996	Achieved		
			1/10 compared to 1996	Not Achieved		
	Use of Mercury			JAMA's target was achieved (The use was banned in and after Jan. 2005)		
	Use of Hexavalent Chromium			Used in corrosion-proof coating on metal parts, bolts and nuts		
	Use of Cadmium			Used in IC chip board for electric and electronic parts		

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

< Small Sized Truck - 2 >						
Car Name				**CARRY**		**ALTO**
Date of Sales Start				2005.11.24		2005.12
Vehicle Type				EBD-DA63T	EBD-DA65T	GBD-HA24V
Engine	**Vehicle Type**			K6A		K6A
	Total Piston Displacement (L)			0.658		0.658
	Type			Inline Three-Cylinder Engine: DOHC12V		Inline Three-Cylinder Engine: DOHC12V
	Fuel			Unleaded Regular Gasoline		Unleaded Regular Gasoline
	Fuel Supply System			Electronically-Controlled Fuel Injection System		Electronically-Controlled Fuel Injection System
Drive Train	**Drive System**			2WD/4WD	2WD/4WD	2WD/4WD
	Type of Transmission		MT	5MT	5MT	5MT
			AT	3AT	—	3AT
Vehicle Weight (kg)			MT	700 – 760	720 – 780	700 – 770
			AT	710 – 770	—	730 – 780
Maximum Loading Weight				350		200
Environmental Data	**Fuel Consumption Rate**	**10•15 Mode Fuel Efficiency (km/L)**	MT	16.8 – 17.2	16.8	21.5 – 24.0
			AT	15.8	—	19.0 – 20.0
		CO_2 emission (g/km)		135 – 147	138	97 – 122
		2010 Fuel Efficiency Target		Achieved		
		2010 Fuel Efficiency Standard +5%				Achieved
	Exhaust Gas	**Applicable Standard**		2007		2007
		Low Emission Certification Level	**Good**			
			Excellent			
			Super			
			Fiscal 2005 Regulation Level	●	●	
			U-LEV			●
			SU-LEV			
		10•15+11 Mode Regulation Value (g/km)	**CO**	4.02		4.02
			NMHC	0.05		0.025
			NOx	0.05		0.025
	Noise	**Applicable Standard**		2000		1999
		Acceleration Noise Regulation Value [dB (A)]		76		76
	Air Conditioner Refrigerant Consumption (g)			340		320
	Recycled Parts			Battery Tray		Battery Tray
				Engine Lower Cover		Tank Lower Cover
				Radiator Lower Cover		Dash Silencer
	Use of Lead	**1/3 compared to 1996**		Achieved		Achieved
		1/10 compared to 1996		Not Achieved		Achieved
	Use of Mercury			JAMA's target was achieved (The use was banned in and after Jan. 2005)		JAMA's target was achieved (The use was banned in and after Jan. 2005)
	Use of Hexavalent Chromium			Used in corrosion-proof coating on metal parts, bolts and nuts		Used in corrosion-proof coating on metal parts, bolts and nuts
	Use of Cadmium			Used in IC chip board for electric and electronic parts		Used in IC chip board for electric and electronic parts

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

Motorcycles

					
Car Name			**SKY WAVE 400SS**	**BIRDIE 90**	**ADDRESS V50G**
Date of Sales Start			2005.6	2005.12	2006.2
Specifications	**Vehicle Type**		BC-CK43A	BC-BD43A	BA-CA42A
	Engine Model		K429	D401	A404
	Type		Water-Cooled 4-Cycle Single-Cylinder SOHC	Air-Cooled 4-Cycle Single-Cylinder SOHC	Air-Cooled 4-Cycle Single-Cylinder SOHC
	Displacement (cm³)		385	88	49
	Type of Transmission		V-belt Stepless Speed Change	3-Step Constantly Engaged Type	V-belt Stepless Speed Change
	Vehicle Weight (kg)		201	103	72
Fuel Consumption Rate	**Fuel Consumption (km/L) during running at 60km/h on Proving Ground**		36.0	53.0	—
	Fuel Consumption (km/L) during running at 30km/h on Proving Ground		—	—	76.0
Exhaust Gas	**Applicable Standard**		1999	1999	1998
	Motorcycle Mode Regulation Value (g/km)	**CO**	13.0	13.0	13.0
		HC	2.00	2.00	2.00
		NOx	0.30	0.30	0.30
Noise	**Applicable Standard**		2001	2001	1998
	Acceleration Noise Regulation Value [dB (A)]		73	70	70

					
Car Name			**BANDIT 1200**	**BANDIT 1200S**	**SKY WAVE 250**
Date of Sales Start			2006.2		2006.3
Specifications	**Vehicle Type**		BC-GV79A		BA-CJ44A
	Engine Model		V719		J441
	Type		Oil-Cooled 4-Cycle 4-Cylinder DOHC		Water-Cooled 4-Cycle Single-Cylinder SOHC
	Displacement (cm³)		1,156		249
	Type of Transmission		5-Step Return		V-belt Stepless Speed Change
	Vehicle Weight (kg)		234	237	209
Fuel Consumption Rate	**Fuel Consumption (km/L) during running at 60km/h on Proving Ground**		26.5		39.0
	Fuel Consumption (km/L) during running at 30km/h on Proving Ground		—		—
Exhaust Gas	**Applicable Standard**		1999		1998
	Motorcycle Mode Regulation Value (g/km)	**CO**	13.0		13.0
		HC	2.00		2.00
		NOx	0.30		0.30
Noise	**Applicable Standard**		2001		1998
	Acceleration Noise Regulation Value [dB (A)]		73		73

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

Plant Site Environmental Data

This section describes the environmental data collected at each of six domestic plants. Each plant follows laws, regulations and agreements for environmental control, and is promoting the reduction of environmental burdens based on the strictest regulation values.

Moreover, the in-house standard values are set to 70% of the strictest regulation values to aggressively reduce the environmentally unfriendly substances, as well as to prevent environmental incidents.

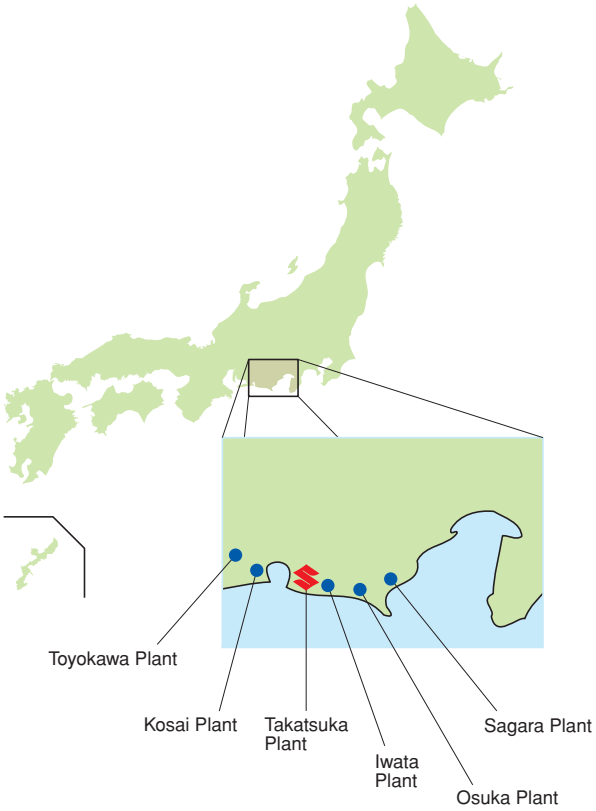
< Note >

① Water quality-related codes and names (unit):
pH, Hydrogen-ion concentration (none); BOD, Biochemical oxygen demand (mg/L); SS, Suspended solids (mg/L); and Other items (mg/L)

② Air quality-related codes and names (unit):
NOx, Nitrogen oxide (ppm); SOx, Sulfur oxide (K value); Particulate (g/Nm^3); Chlorine, hydrogen chloride, fluorine and hydrogen fluoride (mg/Nm^3); Dioxin, etc (ng-TEQ/Nm^3)

③ Among Water Pollution Control Law, Air Pollution Control Law, ordinances by local government and agreements on environmental pollution control, the strictest regulation values are adopted as our standard values. (The "—" mark indicates "no regulation value.")

④ For the equipment using LPG fuel that does not contain sulfur, the SOx measurement is not required.



Suzuki's Domestic Plants

● Kosai Plant

Plant Manager:
Tadashi Honma

[Location] 4520 Shirasuka, Kosai-shi, Shizuoka
[Plant site area (building area)] 1,102,000 m² (410,000 m²)
[Main product] Complete car assembling of ALTO, ALTO LAPIN, WAGON R, KEI, MR WAGON, CHEVROLET CRUISE, SWIFT, SOLIO, etc
[Employees] 2,062 persons

<Water Pollution Data (at a drain outlet)>

[First Drain Outlet (Plants No.1 and No.2)]

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	7.4 – 8.0	7.8
BOD	15	1.8 – 5.5	3.3
SS	15	0.4 – 5.6	2.3
Oil content	2	0.0 – 1.0	0.4
Lead	0.1	Under 0.01	Under 0.01
Chrome	0.4	0.05 – 0.20	0.18
Total nitrogen	12	0.11 – 5.98	2.47
Total phosphorous	2	0.15 – 0.75	0.4
Zinc	1	Under 0.1 – 0.32	0.14

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small sized boiler	150	77 – 97	88
	Incinerator	200	110 – 120	113
	Electrodeposition drying furnace	230	67 – 71	69
	Cooling and heating machine 1	150	48 – 62	53
	Cooling and heating machine 2	150	51 – 54	53
	Cooling and heating machine 3	150	85 – 100	92
	Water-tube boiler	150	81 – 110	90
SOx (K value)	Small sized boiler	7	0.32 – 0.35	0.34
	Incinerator	7	0.31 – 0.53	0.44
	Electrodeposition drying furnace	7	Under 0.16	Under 0.16
Particulates	Small sized boiler	0.1	Under 0.01	Under 0.01
	Incinerator	0.15	Under 0.01	Under 0.01
	Electrodeposition drying furnace	0.2	Under 0.02	Under 0.02
	Cooling and heating machine 1	0.1	Under 0.01	Under 0.01
	Cooling and heating machine 2	0.1	Under 0.01	Under 0.01
	Cooling and heating machine 3	0.1	Under 0.01	Under 0.01
	Water-tube boiler	0.1	Under 0.01	Under 0.01
Hydrogen chloride	Incinerator	150	Under 5 – 24	11
Dioxin	Incinerator	5	0.024	0.024
CO	Incinerator	100	6	6

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year (or mg-TEQ/year for dioxin)

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Znic compounds (water-soluble)	47,000	0	280	0	0	0	0	14,000	0	33,000
30	Bisphenol A-type epoxy resin	23,000	0	0	0	0	0	0	4,800	0	18,000
40	Ethyl benzene	310,000	180,000	0	0	0	0	0	90,000	11,000	26,000
43	Ethylene glycol	1,200,000	0	0	0	0	0	0	0	0	1,200,000
63	Xylene	610,000	300,000	0	0	0	0	0	150,000	30,000	130,000
176	Organic tin compounds	12,000	0	0	0	0	0	0	580	0	11,000
179	Dioxins		1.3	0.013	0	0	0	120	0	0	0
224	1,3,5 - trimethyl benzene	120,000	78,000	0	0	0	0	0	37,000	3,200	0
227	Toluene	600,000	250,000	0	0	0	0	0	130,000	28,000	190,000
232	Nickel compounds	7,000	0	76	0	0	0	0	4,800	0	2,000
272	Bis phthalate (2- ethylhexyl)	8,200	0	0	0	0	0	0	240	0	8,000
283	Hydrogen fluoride and its water-soluble salts	5,400	0	760	0	0	0	0	4,700	0	0
299	Benzene	12,000	190	0	0	0	0	0	0	320	12,000
307	Poly (oxyethylene) alkyl ether (alkyl C=12-15)	21,000	0	1,600	0	0	0	0	0	20,000	0
312	Phthalic anhydride	1,500	0	0	0	0	0	0	470	0	1,400

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Iwata Plant

Plant Manager:
Hidenori Yamashita

[Location] 2500 Iwai, Iwata-shi, Shizuoka
[Plant site area (building area)] 298,000 m² (170,000 m²)
[Main product] Complete car assembling of EVERY, CARRY, JIMNY, ESCUDO, etc
[Employees] 1,345 persons

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.6 – 8.6	6.1 – 8.0	7.3
BOD	15/20	0.9 – 10.6	5.5
SS	30/40	0.1 – 9.6	2.7
Oil content	3	0.1 – 1.9	0.64
Lead	0.1	0.00 – 0.01	Under 0.01
Chrome	0.5	Under 0.005	Under 0.005
Total nitrogen	60	6.7 – 16.1	10.8
Total phosphorous	8	0.7 – 5.7	2.3
Zinc	1	0.0 – 0.64	0.11

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	130	57 – 89	73
	Boiler 3	150	96 – 110	103
	Small sized boiler	—	87 – 120	107
	Hot Water Boiler	150	– 100	100
	Cooling and heating machine	150	61 – 110	96
SOx (K value)	Boiler 3	17.5	3.21 – 3.89	3.55
	Small sized boiler	17.5	0.26 – 0.96	0.72
Particulates	Boiler 1	0.1	Under 0.01	Under 0.01
	Boiler 3	0.25	Under 0.01	Under 0.01
	Small sized boiler	—	Under 0.01	Under 0.01
	Hot Water Boiler	0.1	—	—
	Cooling and heating machine	0.1	—	—

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Znic compounds (water-soluble)	17,000	0	100	0	0	0	4,900	0	0	12,000
30	Bisphenol A-type epoxy resin	7,000	0	0	0	0	0	1,800	0	0	5,200
40	Ethyl benzene	96,000	48,000	0	0	0	0	0	25,000	6,600	17,000
43	Ethylene glycol	1,200,000	0	0	0	0	0	0	0	0	1,200,000
63	Xylene	360,000	180,000	0	0	0	0	0	86,000	14,000	86,000
176	Organic tin compounds	11,000	0	0	0	0	0	540	0	0	10,000
224	1,3,5 - trimethyl benzene	44,000	29,000	0	0	0	0	0	14,000	420	0
227	Toluene	300,000	110,000	0	0	0	0	27	53,000	12,000	130,000
232	Nickel compounds	1,800	0	20	0	0	0	1,200	0	0	540
272	Bis phthalate (2- ethylhexyl)	18,000	0	0	0	0	0	530	0	0	17,000
299	Benzene	9,000	44	0	0	0	0	0	0	500	8,500
311	Manganese and its compounds	3,200	0	190	0	0	0	1,100	0	0	1,900

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Sagara Plant

Plant Manager:
Tamao Momose

[Location] 1111 Shirai, Makinohara-shi, Shizuoka
[Plant site area (building area)] 1,936,000 m² (50,000 m²)
[Main product] Assembling of automobile engines, Casting and machining of major parts of engines
[Employees] 714 persons

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	7.6 – 7.9	7.7
BOD	15/20	1.0 – 3.6	2.3
SS	30/40	5	5
Oil content	3	1.0	1.0
Lead	0.1	0.01	0.01
Chrome	2	0.05	0.05
Total nitrogen	60/120	8.7 – 30.3	16.9
Total phosphorous	8/16	0.1 – 0.6	0.3
Zinc	3	0.2 – 0.5	0.3

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Dry type dust collector	180	39 – 44	41.5
	Heat-treating furnace	180	5	5
Particulates	Heat-treating furnace	0.2	0.01	0.01
	Dry type dust collector	0.2	0.01	0.01
Chlorine	Dry type dust collector	10	1	1
Hydrogen chloride	Dry type dust collector	20	5	5

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)> Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	6,000	5.5	0	0	0	0	0	0	6,000	0
63	Xylene	33,000	51	0	0	0	0	0	0	33,000	0
227	Toluene	61,000	130	0	0	0	0	0	0	61,000	0
299	Benzene	3,000	1.7	0	0	0	0	0	0	3,000	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Ryuyo Proving Ground

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)> Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
63	Xylene	4,300	73	0	0	0	0	0	0	4,300	0
227	Toluene	8,400	95	0	0	0	0	0	0	8,400	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Takatsuka Plant

Plant Manager:
Takehiko Yokota

[Location]	300 Takatsuka-cho, Hamamatsu-shi, Shizuoka
[Plant site area (building area)]	205,000 m² (125,000 m²)
[Main product]	Assembling of motorcycle engines and Machining of parts
[Employees]	568 persons

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.6 – 8.6	6.9 – 7.8	7.3
BOD	20/30	1.0 – 3.3	1.4
SS	30/40	0.6 – 10.4	4.3
Oil content	5	0.5 – 1.4	0.6
Lead	0.1	0.00 – Under 0.01	Under 0.01
Chrome	0.4	0.00	0.00
Total nitrogen	60/120	7.5 – 77	38
Total phosphorous	8/16	0.17 – 0.39	0.24
Zinc	1	0.02 – 0.15	0.07

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	**Small sized boiler**	140	87 – 100	94
	LPG-fueled air conditioner	150	71 – 86	79
SOx (K value)	**Small sized boiler**	K Value = 7	2.33 – 3.42	2.69
	LPG-fueled air conditioner	K Value = 7	Under 0.06	Under 0.06

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Znic compounds (water-soluble)	1,700	0	0	0	0	0	0	1,200	0	500
40	Ethyl benzene	19,000	25	0	0	0	0	0	0	19,000	2.6
63	Xylene	97,000	170	0	0	0	0	0	0	97,000	11
227	Toluene	170,000	810	0	0	0	0	0.03	0	170,000	17
231	Nickel	14,000	0	0	0	0	0	0	9,700	0	4,000
283	Hydrogen fluoride and its water-soluble salts	11,000	0	1,500	0	0	0	0	0	9,400	0
299	Benzene	8,700	32	0	0	0	0	0	0	8,700	1.1

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Toyokawa Plant

Plant Manager:
Tomoyuki Kume

[Location] 1-2 Utari, Shirotori-cho, Toyokawa-shi, Aichi
[Plant site area (building area)] 185,000 m² (70,000 m²)
[Main product] Assembling of motorcycles and outboard engines and Production of knockdown parts
[Employees] 621 persons

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.6 – 8.6	6.6 – 7.4	7.0
BOD	25	2.1 – 4.1	2.5
SS	30	1.1 – 1.3	1.2
Oil content	5	0.5 – 1.5	0.7
Lead	0.1	0.00 – 0.02	Under 0.01
Chrome	0.5	0.005	0.005
Total nitrogen (total amount)	19.45	0.08 – 9.01	2.80
Total phosphorous (total amount)	2.57	0.02 – 1.79	0.72
Zinc	5	0.03 – 0.98	0.30

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	—	61 – 75	68
	Absorption type cooling and heating equipment	150	55	55
	Boiler 2	—	—	—
	Drying furnace 1	—	—	—
	Drying furnace 2	—	—	—
Particulates	Boiler 1	—	—	—
	Absorption type cooling and heating equipment	0.1	—	0.01
	Boiler 2	0.3	Under 0.01	Under 0.01
	Drying furnace 1	0.4	0.01	0.01
	Drying furnace 2	0.4	0.01	0.01

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Znic compounds (water-soluble)	1,600	0	9.9	0	0	0	480	0	0	1,100
40	Ethyl benzene	15,000	7,200	0	0	0	0	0	3,800	1,500	2,200
43	Ethylene glycol	280,000	0	0	0	0	0	0	0	0	280,000
63	Xylene	27,000	8,700	0	0	0	0	0.3	4,500	3,800	9,700
69	Chromium (VI) compounds	730	0	0.7	0	0	0	5.1	0	0	720
227	Toluene	61,000	28,000	0	0	0	0	0.5	13,000	5,200	14,000
299	Benzene	1,100	11	0	0	0	0	0	0	260	790

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Osuka Plant

Plant Manager:
Masanari Yamamoto

[Location] 6333 Nishi Ohbuchi, Kakegawa, Shizuoka
[Plant site area (building area)] 149,000 m² (47,000 m²)
[Main product] Manufacturing of cast parts
[Employees] 360 persons

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.6 – 8.6	6.5 – 7.4	7.0
BOD	10/15	0.3 – 7.8	2.9
SS	10	0.0 – 8.7	2.6
Oil content	2	0.0 – 1.8	0.6
Lead	0.7	0.00 – 0.02	Under 0.01
Chrome	1.4	Under 0.02	Under 0.02
Total nitrogen	60/120	1.8 – 5.8	3.4
Total phosphorous	8/16	0.14 – 0.53	0.29
Zinc	0.8	0.03 – 0.45	0.09

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Gas turbine	70	6 – 15	9
Particulates	Cast iron melting furnace	0.1	Under 0.01	Under 0.01
	Gas turbine	0.05	Under 0.01	Under 0.01
	Aluminum melting furnace	0.2	Under 0.01	Under 0.01
	Aluminum melting & holding furnace	0.2	Under 0.01	Under 0.01
Chlorine	Aluminum melting furnace	10	Under 1	Under 1
	Aluminum melting & holding furnace	10	Under 1	Under 1
Hydrogen chloride	Aluminum melting furnace	20	Under 5	Under 5
	Aluminum melting & holding furnace	20	Under 5	Under 5
Fluorine and hydrogen fluoride	Aluminum melting furnace	1	Under 0.3	Under 0.3
	Aluminum melting & holding furnace	1	Under 0.3	Under 0.3

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

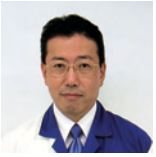
Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	1,200	270	0	0	0	0	0	110	770	0
63	Xylene	5,400	1,400	0	0	0	0	65	580	3,400	0
227	Toluene	6,800	1,300	0	0	0	0	0	400	5,000	0
311	Manganese and its compounds	190,000	0	0	0	0	0	3,900	0	0	190,000
346	Molybdenum and its compounds	4,000	0	0	0	0	0	79	0	0	4,000

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

Domestic Manufacturing Subsidiaries

● Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.



President:
You Shinoda

[Location] 7-3 Minami-Hiramatsu, Iwata-shi, Shizuoka
[Plant site area (building area)] 64,525m^2
[Main product] Casting and machining of motorcycles and automobiles
[Employees] 235 persons
(excluding loaned workers, resident agents, tentative workers, part timers, internal and external subcontractors, etc)

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	6.9 – 7.8	7.2
BOD	20/25	0.5 – 4.4	1.5
SS	40/50	1.0 – 16.0	3.3
Oil content	5	0.5 – 1.0	0.7
Total nitrogen	60/120	3.2 – 14.9	6.9
Zinc	3	0.05 – 0.51	0.09

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Aluminum melting furnace	—	Under 1	Under 1
	Melting & holding furnace	—	12.0	12.0
Particulates	Aluminum melting furnace	—	Under 0.02	Under 0.02
	Melting & holding furnace	—	Under 0.02	Under 0.02
Chlorine	Aluminum melting furnace	30	Under 0.9	Under 0.9
Hydrogen chloride	Aluminum melting furnace	80	Under 1.2	Under 1.2
Fluorine and hydrogen fluoride	Aluminum melting furnace	3	Under 0.7	Under 0.7

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
43	Ethylene glycol	3	0	0	0	0	0	3	0	0	0
253	Hydrazine	18	0	0	0	0	0	18	0	0	0
283	Hydrogen fluoride and its water-soluble salts	438	0	0	0	0	0	438	0	0	0
307	Poly (oxyethylene) alkyl ether (alkyl C=12-15)	3	0	0	0	0	0	3	0	0	0
309	Poly (oxyethylene) Nonyl phenyl ether	17	0	0	0	0	0	17	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Suzuki Seimitsu Industries Co., Ltd.

President:
Yusuke Sugiura

[Location] 500 Iinoya, Inasa-cho, Hamamatsu-shi, Shizuoka
[Plant site area (building area)] 80,000 m²
[Main product] Machining and assembling of gears for motorcycles, automobiles and outboard engines.
[Employees] 488 persons
(excluding loaned workers, resident agents, tentative workers, part timers, internal and external subcontractors, etc)

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	6.0 – 8.5	7.0 – 8.0	7.4
BOD	14	1.0 – 11.0	4.0
SS	15	1.0 – 5.0	2.1
Oil content	4	0.5 – 1.0	0.7
Total nitrogen	50	7.6 – 22.0	16.3
Zinc	0.9	0.06 – 0.40	0.14

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Continuous carburizing furnace	180	47 – 50	48.6
	Annealing furnace	180	48 – 50	48.8
	Water cooling and heating machine	150	41 – 57	49.8
SOx (K value)	Continuous carburizing furnace	17.5	0.08 – 0.09	0.09
	Annealing furnace	17.5	0.08	0.08
	Water cooling and heating machine	17.5	0.07 – 0.16	0.12
Particulates	Continuous carburizing furnace	0.2	0.01	0.01
	Annealing furnace	0.2	0.01	0.01
	Water cooling and heating machine	0.1	0.01	0.01

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Znic compounds (water-soluble)	1,400	0	0	0	0	0	0	1,200	0	190
16	2- amino ethanol	0.9	0	0	0	0	0	0.9	0	0	0
40	Ethyl benzene	11	11	0	0	0	0	0	0	0	0
63	Xylene	65	65	0	0	0	0	0	0	0	0
224	1,3,5 - trimethyl benzene	73	73	0	0	0	0	0	0	0	0
227	Toluene	64	64	0	0	0	0	0	0	0	0
232	Nickel compounds	36	0	0	0	0	0	0	32	0	4.5
270	Di-n-butyl phthalate	0.7	0	0	0	0	0	0	0	0	0.7
304	Boron and its compounds	72	0	0	0	0	0	72	0	0	0
309	Poly (oxyethylene) Nonyl phenyl ether	25	0	0	0	0	0	20.3	0	0	4.4
311	Manganese and its compounds	1,100	0	0	0	0	0	0	970	0	130

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Suzuki Akita Auto Parts Mfg. Co., Ltd.

President:
Kunihiko Murata

[Location] 192-1 Ienohigashi, Hamaikawa, Igawa-cho, Minami Akita-gun, Akita
[Plant site area (building area)] 199,500 m²
[Main product] Manufacturing of parts for motorcycles and automobiles
[Employees] 421 persons (excluding loaned workers, resident agents, tentative workers, part timers, internal and external subcontractors, etc)

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	6.0 – 8.5	7.0 – 7.3	7.1
BOD	20	1.6 – 17.0	6.6
SS	30	6.0 – 22.0	13.5
Oil content	4	0.5 – 1.1	0.7
Total nitrogen	120	3.8 – 6.1	4.95
Total phosphorous	16	0.11 – 0.60	0.36

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small sized boiler	180	37 – 55	47
SOx (K value)		8.76	Under 0.01	Under 0.01
Particulates		0.3	Under 0.01	Under 0.01

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Znic compounds (water-soluble)	2,100	0	0	0	0	0	1,300	0	0	840
40	Ethyl benzene	59	59	0	0	0	0	0	0	0	0
63	Xylene	6,900	470	0	0	0	0	0	0	6,400	0
224	1,3,5 - trimethyl benzene	4,300	26	0	0	0	0	0	0	4,300	0
227	Toluene	290	290	0	0	0	0	0	0	0	0
299	Benzene	14	14	0	0	0	0	0	0	0	0
309	Poly (oxyethylene) Nonyl phenyl ether	110	0	0	0	0	0	110	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Enshu Seiko Co., Ltd.

President:
Seiji Shibata

[Location] 1246-1 Yamahigashi, Hamamatsu-shi, Shizuoka
[Plant site area (building area)] 2,307m²
[Main product] Manufacturing of aluminum parts for motorcycles, automobiles and outboard engines
[Employees] 204 persons (excluding loaned workers, resident agents, tentative workers, part timers, internal and external subcontractors, etc)

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	6.5 – 8.2	7.4 – 7.9	7.6
BOD	10	1.0 – 4.7	2.1
COD	35	1.0 – 5.2	2.6
SS	15	2.0 – 4.3	2.2
Oil content	3	0.5 – 1.0	0.6
Chrome	0.5	Under 0.05	Under 0.05

There is no relevant equipment.

<Air Pollution Data (at exhaust outlets)>

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
63	Xylene	4,400	3,500	0	0	0	0	900	0	0	0
227	Toluene	2,600	1,300	0	0	0	0	1,300	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Snic Co., Ltd.

President:
Muneyuki Omoto

[Location] 1403 Higashi Hiramatsu, Iwata-shi, Shizuoka
[Plant site area (building area)] 21,000 m²
[Main product] Production of seats
[Employees] 208 persons
(excluding loaned workers, resident agents, tentative workers, part timers, internal and external subcontractors, etc)

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	7.0 – 7.9	7.3
BOD	20	3.0 – 19.0	11.5
SS	40	2.4 – 7.0	4.0
Oil content	5	0.5 – 1.1	0.6

<Air Pollution Data (at exhaust outlets)>

There is no relevant equipment.

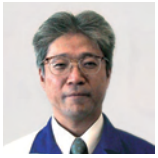
<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Sub-stance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
224	1,3,5 - trimethyl benzene	3,200	3,200	0	0	0	0	0	0	0	0
338	Methyl 1,3-phenylene=di-isocy-anate	200	0	0	0	0	0	200	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Hamamatsu Pipe Co., Ltd.



President:
Shigetoshi Torii

[Location] 6-2 Higashi Hiramatsu, Iwata, Shizuoka
[Plant site area (building area)] 36,000 m²
[Main product] Production of mufflers
[Employees] 164 persons
(excluding loaned workers, resident agents, tentative workers, part timers, internal and external subcontractors, etc)

<Water Pollution Data (at a drain outlet)>

Wastewater is transferred to Suzuki Hamamatsu Auto Parts MFG for treatment.

<Air Pollution Data (at exhaust outlets)>

There is no relevant equipment.

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
68	Chromium, trivalent chromium and their compounds	17,000	170	0	0	0	0	0	430	0	16,000
231	Nickel	7,400	73	0	0	0	0	0	180	0	7,100
311	Manganese and its compounds	2,800	28	0	0	0	0	0	71	0	2,700

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Suzuki Toyama Auto Parts Mfg. Co., Ltd.

President:
Toyohiko Aoshima

[Location] 3200 Mizushima, Oyabe-shi, Toyama
[Plant site area (building area)] 75,000 m²
[Main product] Manufacture of motorcycle and automobile parts and accessories, Assembly of car audio equipment, and Manufacture of nonferrous metal (aluminum) die cast, etc
[Employees] 332 persons
(excluding loaned workers, resident agents, tentative workers, part timers, internal and external subcontractors, etc)

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	6 – 8	6.2 – 7.9	7.2
BOD	15	2.1 – 10.2	4.8
SS	15	1 – 11.7	3.7
Oil content	5	0.5 – 1.0	0.5
Cadmium	0.02	Under 0.005	Under 0.005
Lead	0.08	0.005 – 0.013	0.006
Chrome	0.1	Under 0.02	Under 0.02
Total nitrogen	120	1.7 – 13	5.4
Total phosphorous	16	0.2 – 2.4	1.0
Zinc	5	0.05 – 0.26	0.10

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small sized boiler1	150	71 – 111	91
	Small sized boiler 2	150	68 – 105	87
	Small sized boiler 3	150	74 – 106	90
	Small sized boiler 4	150	79 – 113	96
	Aluminum melting furnace	180	41 – 43	42
SOx (K value)	Small sized boiler 1	17.5	0.12 – 0.63	0.38
	Small sized boiler 2	17.5	0.09 – 0.43	26
	Small sized boiler 3	17.5	0.21 – 0.48	35
	Small sized boiler 4	17.5	0.18 – 1.01	60
	Aluminum melting furnace	17.5	0.03 – 0.24	0.14
Particulates	Small sized boiler 1	0.3	0.0003 – 0.0004	0.0004
	Small sized boiler 2	0.3	0.0006 – 0.0027	0.0017
	Small sized boiler 3	0.3	0.0005 – 0.0008	0.0007
	Small sized boiler 4	0.3	0.0005 – 0.0007	0.0006
	Aluminum melting furnace	0.3	0.0053 – 0.0348	0.0201

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	3,400	3,400	0	0	0	0	0	0	0	0
63	Xylene	11,000	11,000	0	0	0	0	0	0	0	0
227	Toluene	13,000	13,000	0	0	0	0	0	0	0	0
232	Nickel compounds	2,900	0	10	0	0	0	2,900	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Suzuki Kasei Co., Ltd.

President:
Akira Taniguchi

[Location] 5158-1 Hiraguchi, Hamamatsu-shi, Shizuoka
[Plant site area (building area)] 21,000 m² (6,000 m²)
[Main product] Manufacture of automobile internal trim parts
[Employees] 107 persons

<Water Pollution Data (at a drain outlet)>

There is no relevant equipment.

<Air Pollution Data (at exhaust outlets)>

There is no relevant equipment.

<PRTR Target Chemicals (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
63	Xylene	5,500	5,500	0	0	0	0	0	0	0	0
227	Toluene	11,700	11,700	0	0	0	0	0	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

A History of Suzuki's Environmental Protection Efforts

The following chronological table shows the history of Suzuki's environmental protection efforts and major events.

History of Suzuki's Green Action

1970	March	Demonstrated 10 units of CARRY VAN electric vehicles at the Osaka Expo.
1971	July	Established an Environmental Protection Section in Facilities Group of Production Engineering Dept. to take environmental measures in our production processes.
1977	April	Built the Suzuki Group Safety & Hygiene and Pollution Issues Council.
1978	December	Developed the CARRY VAN electric vehicles.
1981	December	Held "Energy Saving Symposium" with Machinery Industry Promotion Foundation (now Suzuki Foundation).
1989	August	Established an Environmental Issue Council to promote company-wide environmental conservation activities.
1990	March	Installed Freon collectors at domestic distributors to collect Freon contained in car air conditioner refrigerant for reuse.
1991	December	Totally abolished the use of specific CFC (contained in polyurethane foamed components, such as seats).
1992	January	Started displaying material names on resin parts.
		Developed a continuously variable transmission (SCVT) which was installed in CULTUS Convertible.
	October	Developed a natural gas-fueled scooter.
	November	Established a Waste Countermeasure Group in Production Engineering Development to promote reduction and reuse of wastes.
	December	Launched the sale of electric vehicles ALTO and EVERY.
1993	March	Prepared an "Environmental Protective Activities Plan."
	May	Reorganized an Environment & Industrial Waste group by integrating the Environmental Protection Section and the Waste Countermeasure Group to enhance environmental protection activities.
	December	Completed the replacement of Freon used in car air conditioner refrigerants.
1994	June	Started collecting and recycling used bumpers replaced by dealers.
	August	Installed a facility to recycle sludge contained in wastewater to reuse it as asphalt sheets.
		Started reusing casting sand waste (generated at foundries) as cement materials.
1995	January	Renewed the waste incinerator to reduce waste and reuse heat waste (steam).
	August	Introduced co-generation facilities into Kosai Plant to promote energy saving activities.
1996	April	Launched the sale of an electric power-assisted bicycle "LOVE."
	May	Prepared the "Environmental Protective Activities Plan (follow-up version)."
	December	Introduced co-generation facilities into Sagara Plant.
1997	March	Developed a natural gas-fueled WAGON R.
	May	Greatly modified and sold electric vehicles ALTO and EVERY.
	October	Won the Technical Innovation Award for our 4-stroke outboard engine at the Chicago Boat Show.
	December	Issued a "Vehicle Disassembly Manual" and distributed it to distributors.
1998	February	Introduced co-generation facilities into Osuka Plant.
		Prepared an "Initiative Voluntary Action Plan for the Recycling of Used Automobile."
	April	MAGYAR SUZUKI (Hungry) obtained the ISO14001 certification.
	July	Kosai Plant obtained the ISO14001 certification.
	October	Launched the sale of a new mini vehicle LEV equipped with a lean-burn engine.
		Won the Technical Innovation Award for our 4-stroke outboard engine at the Chicago Boat Show for the second consecutive year.
	December	Developed an environmentally friendly pipe bending technology.

1999	March	Developed a new catalyst for motorcycles and employed it in a scooter “LET’S II.”
	May	Launched the sale of fuel-economy ALTO with “Sc lean-burn” CVT.
	June	Launched the sale of natural gas-fueled (CNG) WAGON R.
	August	Launched the sale of a new model of EVERY electric vehicle.
	September	Osuka and Sagara plants obtained the ISO14001 certification.
	October	Launched the sale of ALTO equipped with Idling Stop System.
		Won “The Best Concept Car” special award for Suzuki PU-3 COMMUTER at the Tokyo Motor Show.
		Fully changed the design of the electric power-assisted bicycle LOVE.
	November	MARUTI UDYOG (India) obtained the ISO14001 certification.
		Launched the sale of ultrasonic compact washing machines “SUC-300H & 600H” that employ ultrasonic waves for washing instead of organic solvent.
	December	Launched the sale of natural gas-fueled (CNG) EVERY.
		Launched the sale of low-noise 4-stroke outboard engines “DF25” and “DF30.”
2000	January	Developed a compact bumper crushing machine in house.
	February	SUZUKI MOTOR ESPANA (Spain) obtained the ISO14001 certification.
	June	CAMI AUTOMOTIVE (Canada) obtained the ISO14001 certification.
	July	Won “Logistics Prize” for the transport packages for “Suzuki Senior Cars” (3 and 4-wheelded electric vehicles) at Japan Packaging Contest.
	October	Fully changed the design of the electric power-assisted bicycle LOVE.
	November	Won “World Star Prize” for the transport packages for “Suzuki Senior Cars” (3 and 4-wheelded electric vehicles) at World Packaging Contest.
	December	Launched the sale of low-noise large-sized 4-stroke outboard engines “DF90” and “DF115.”
		Toyokawa Plant obtained the ISO14001 certification.
2001	January	Totally abolished the use of lead (used in painting processes of domestic motorcycle and automobile plants).
	March	Expanded the sale of the bumper crushing machine nationwide.
	April	Established an Environmental Planning Group that handles environmental matters related to products, technology, manufacturing and logistics.
		Established an Environmental Committee (as an alternative to Environmental Issue Council) to enhance the environmental protection efforts.
	August	Achieved the target of drastic reduction in landfilled solid waste to almost zero.
	October	Started mutual cooperation with GM in the fuel cell technology field.
2002	January	Won “Excellent Environmentally-Friendly Concept Car Award” from the Automotive News magazine (U.S.A) for our concept car “COVIE” at the Detroit Motor Show.
	March	Launched the “Idling Stop” campaign.
	July	Put the direct-injection turbo engine to practical use for the first time in mini cars.
2003	January	Announced a hybrid engine car “TWIN” for the first time in small sized passenger cars.
		Announced a new concept energy-saving scooter “CHOINORI.”
	March	Iwata Plant obtained the ISO14001 certification.
		Takatsuka plant obtained the ISO14001 certification.
		Installed a wind-driven power generating facility at Inasa Training Center.
	July	Became a member of IMDS (international material data system).
	September	Issued a “Green Procurement Guideline.”
		Launched the sale of EVERY that was certified as an ultralow-emission vehicle.
2004	January	Jointly established Japan Auto Recycling Partnership and ART with other manufacturers.
	February	Installed 2 units of wind-driven power generating facility at Kosai Plant.
	July	Announced the motorcycle recycling fees.
		Announced the end-of-life automobile recycling fees.
	August	Obtained the approval for Japan’s first 700-bar compressed hydrogen storage system.
		Launched the sale of a car sharing-dedicated MR WAGON car sharing system.
2005	July	Developed “Hyper Alumite” that has improved corrosion resistance and durability, with the anodized aluminum film smoothed on the aluminum material surface.
	August	Participate in “Team Minus 6%.”
	October	Participate in “FRP Boat Recycle System” promoted by Japan Boating Industry Association and announced the recycle fees.

SUZUKI