



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

http://www.suzuki.co.jp/cpd/koho_j/kankyo/2007/



We fulfill our social responsibilities for all the people living with Suzuki.



[Editorial Policy]

The “Suzuki Environmental and Social Report 2007”, which introduces CSR (Corporate Social Responsibility) activities, is edited under the following concepts.

- “Suzuki Environmental & Social Report 2007” 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.
- Based on our eco-friendly concept, this guidebook has been compactly refined with the number of pages and the amount of ink reduced.
- Layout a clear course so that Suzuki’s CSR activities are understood.
- The main focus of this report is on fiscal 2006 (April 1, 2006 through March 31, 2007) 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.
- Please note that website addresses listed in this report may change without notice.
- Since these pages are intended for use in our web site, some images (or graphs, figures, pictures, etc.) may be slightly smudgy.

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. In 2004, with the addition of social aspects, we published our "Environmental and Social Report". From 2005, we present Suzuki's CSR Concepts and Activities, in a more comprehensive and systematic format so that more people can read with greater interest. In addition, from the last year, we published the book version of this report as a guidebook for the Suzuki's web site. All the detailed description of the report has been disclosed on the web site.

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



Osamu Suzuki

A black ink signature of Osamu Suzuki, consisting of a large, stylized 'O' followed by a horizontal line.

Chairman & CEO
(Corporate Ethics Committee Chairman)



Hiroshi Tsuda

A black ink signature of Hiroshi Tsuda, written in a cursive style.

President & COO
(Environmental Committee Chairman)



Corporate Philosophy and CSR

Corporate Social Responsibility

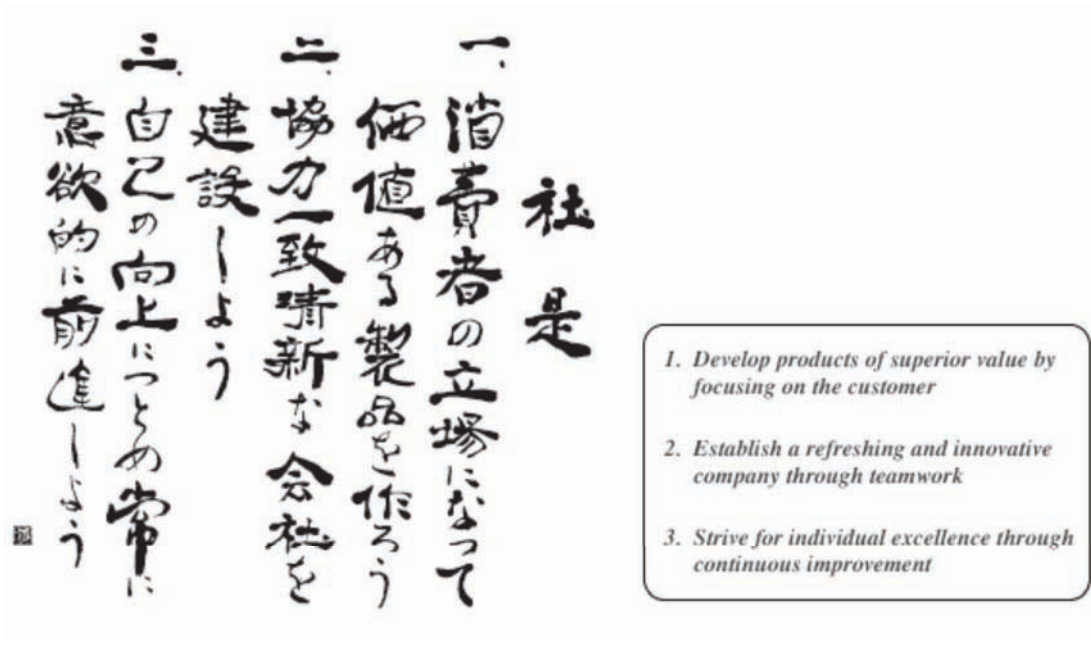
- ▶ **CSR Concept**
- ▶ **Stakeholders**
- ▶ **CSR Management System**

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.



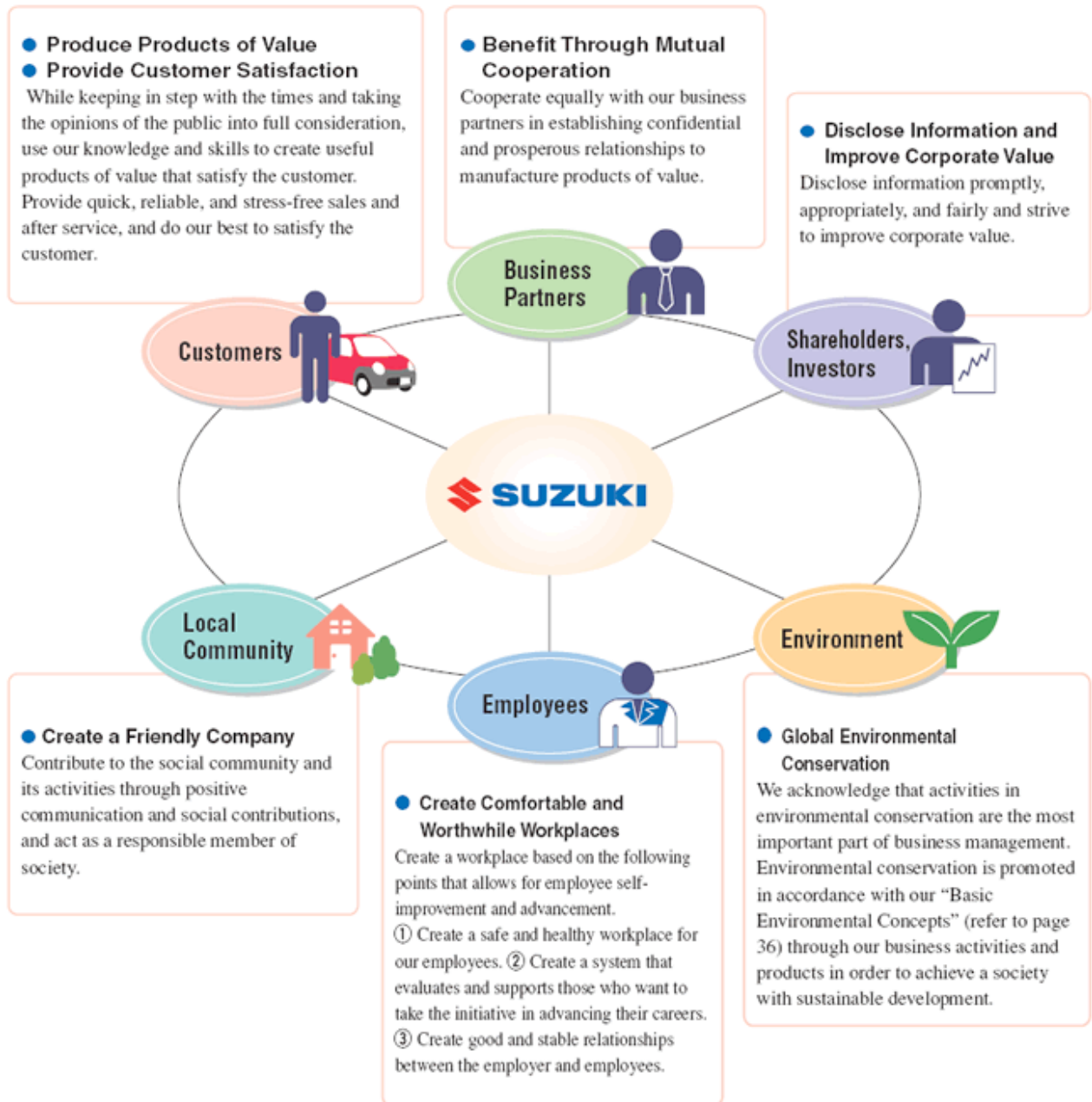
Suzuki Activity Charter

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, and to be a continuously growing company, while 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 to take an occasion that Companies Act became effective in April 2006, 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 Executive Officers and Managing Executive Officers). Each board member excluding the CEO and COO also holds the post of Senior Managing Executive Officer who has major responsibilities for individual business operations.
- Our company consists of eight divisions, and Senior Managing Executive Officers work also as general managers or deputy general managers of individual divisions. This organizational structure allows for quick feedback of field information to the board members, enabling individual executive officers to make proper and quick decisions.
- In order to avoid problems caused by a vertically divided structure and to check the ongoing businesses of the entire company from a cross-cutting managerial standpoint, each Senior Managing Executive Officer is allowed to give advice to other related 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.

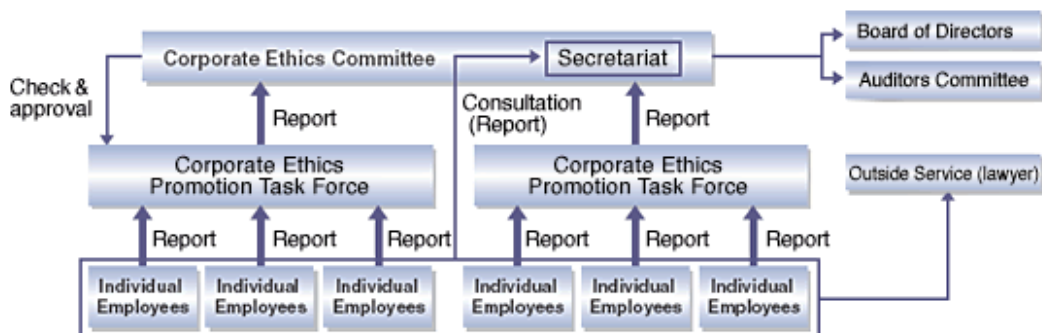
② Corporate Auditors and Auditors Meeting

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 from three different angles including the accounting auditors. They always exchange information to strengthen their mutual collaboration.

③ Compliance (Corporate Ethics) System

In order to make all directors and employees at Suzuki strictly follow the laws, regulations and social rules, as well as act in good faith and fairness, Suzuki established "Suzuki Rules of Corporate Ethics," which specifies "Standards of Behavior." Also, we have established "Corporate Ethics Committee" and hold corporate ethics seminars to check the compliance with the Rules of Corporate Ethics. In addition, we determined the basic policy on May 15, 2006 for the establishment of an internal control system according to Companies Act, for which we are now making necessary arrangements.

Corporate Ethics System Organization



3. CSR Management System

Standards of Behavior

- Suzuki's officers and employees, etc. shall recognize social responsibility of the Company and soundly manage their business in good faith.
- Suzuki's officers and employees, etc. shall comply with related regulations, guidelines and fair rules in performing their duties.
- Suzuki's officers and employees, etc. shall, in every aspect, respect human rights, and shall not make any discrimination by race, creed, sex and social status.
- Suzuki's officers and employees, etc. shall make a clear distinction between business and private matters, and shall not use the Company's property or business position for private interests.
- Suzuki's officers and employees, etc. shall strictly protect confidentiality of the Company's information, unless it has been disclosed outside the Company. Also, they shall take meticulous care for handling personal information.
- Suzuki's officers and employees, etc. shall take a firm position against antisocial groups, organizations, etc. and shall not have any relation with them.
- Suzuki's officers and employees, etc. shall be conscious of being a member of the Company, and shall not interfere, even outside working hours, with the Company operation by any conduct against regulations and social norms.
- Suzuki's officers and employees, etc. shall act cautiously, recognizing that crisis to the Company or the local community such as fraud, illegal activity or natural disaster could arise at any time, and should crisis occur, they shall act swiftly in accordance with rules prescribed in Rules, Procedures and manuals and try to block of the spread of damage.

● Employee Consultation Service

As a system established under the Suzuki Rules of Corporate Ethics, we provide the "Employee Consultation Service" throughout the company. This service allows our employees to address illegal, unjust and unreasonable act in Suzuki 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 fact or suspected fact of law violation, but also matters on questions and worries regarding various affairs at work, and business improvement.

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

3. CSR Management System

■ Crisis Management System

Risk management procedures are laid down within the “Suzuki Rules of Corporate Ethics” as a countermeasure to crisis 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 Task Force” in line with the “Crisis Management Procedures” 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 sections and post which are then able to communicate with each other to resolve the problem.

Crisis Management Procedures Chart



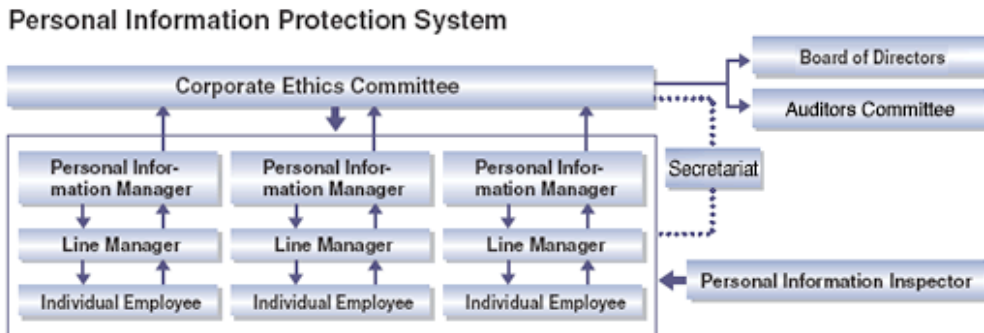
3. CSR Management System

■ 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.



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 2007**
- ▶ **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 2007 **1** **2** **3**
1. Financial Statistics for the Period Ending in March 2007

The business results for the fiscal year ending in March 2007, the consolidated net sales stood at 3,163,669 million yen (up 15.2% 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 132,900 million yen of operating income (up 16.7% from the previous year), 139,183 million yen of ordinary income (up 16.6%), and 75,080 million yen of current net income (up 13.7%).

Financial Statistics for the Preiod Ending March 2007
Consolidated Balance Sheet

(Unit: ¥100,000,000)

		Fiscal 2007	Fiscal 2006	Gains			Fiscal 2007	Fiscal 2006	Gains
Assets	Current Assets	14,354	10,677	+3,677	Liabilities	Current Liabilities	11,334	9,736	+1,598
						Fixed Liabilities	3,321	1,658	+1,663
						Total	14,655	11,394	+3,261
					Net worth equity	Capital	1,202	—	—
	Others	6,213	—	—					
	Minority Interests	1,144	—	—					
	Shareholder's Equity	Total	8,559	—	—	Minority Interests	—	936	—
		Capital	—	1,202	—	Others	—	4,966	—
		Others	—	4,966	—	Total	—	6,168	—
	Total Assets	23,214	18,497	+4,717	Total	23,214	18,497	+4,717	

Consolidated Income and Expenditures

(Unit: ¥100,000,000)

		Fiscal 2007	Fiscal 2006	Gains
Sales		31,637	27,465	+4,172
Sales Costs		23,787	20,327	+3,460
Net profit on sales		7,849	7,137	+712
Sales Expenses & Administrative Expenses		6,520	5,999	+521
Operating Income		1,329	1,139	+190
Other Income	Other Income	293	255	+38
	Other Expenses	231	200	+31
Ordinary Income		1,392	1,193	+199
Extraordinary Gains	Extraordinary Gains	9	28	△19
	Extraordinary Loss	14	3	+11
Income Before Taxes, etc.		1,387	1,218	+169
Current Net Income		750	659	+91

Other Consolidated Financial Information

		Fiscal 2007	Fiscal 2006	Gains	
Business Investments (¥100,000,000) (Main Subsidiaries)		2,074 (397)	2,459 (585)	△385 (△188)	
Depreciation (¥100,000,000)		1,499	1,265	+234	
Research and Development (¥100,000,000)		921	899	+22	
Segment of Individual Business (¥100,000,000)	Motor-cycles	Sales	5,882	5,613	+269
		Business Profits	454	460	△6
	Auto-mobiles	Sales	25,038	21,200	+3,838
		Business Profits	766	579	+187
	Others	Sales	717	652	+65
		Business Profits	109	100	+9
Net Assets per Share (¥)		1,644.56	1,397.11	+247.45	
Current Net income per Share (¥)		169.41	125.64	+43.77	
Ratio of Capital to Assets (%)		31.9	33.3	△1.4	
Net Profit to Net Worth (%)		11.0	9.7	+1.3	

Suzuki's Five Year Medium-Term Plan 1 2 3

2. Suzuki's Five Year Medium-Term Plan

For survival in such a tough business climate and further growth of the Suzuki Group, Suzuki Motor Corporation made the "Suzuki Five-Year Medium-Term Plan (April 2005 through March 2010)" in May 2005, aiming to achieve 3 trillion yen of consolidated net sales and 150 billion yen of consolidated ordinary income, with an equipment investment of 1 trillion yen in production and R&D throughout the entire group over that period of time.

Coupled with the increased overseas sales of automobile, as well as through our great efforts to achieve those targets at the earliest possible time over the five years by March 2010, however, we achieved the target of the 3-trillion-yen consolidated sales as early as in the business year ending in March 2007. Therefore, we reviewed major projects for the remaining three years and revised our mid-term managerial goal as follows in April 2007.

For the basic policy for the remaining three years, we put emphasis on the establishment of revenue bases, aiming to achieve the new targets of more than 3.5 trillion yen of consolidated net sales and more than 175 billion yen of consolidated ordinary income through the group-wide efforts.

[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]

	Revised plan (Announced in April 2007)	Original plan (Announced in May 2005)
Consolidated net sales	More than ¥3,500,000,000,000	More than ¥3,000,000,000,000
Consolidated ordinary income / (Ratio of Consolidated Profits)	More than ¥175,000,000,000 (5.0% or more) (Exchange rate:¥105 per US\$ ¥130 per Euro)	More than ¥150,000,000,000 (5.0% or more) (Exchange rate:¥100 per US\$ ¥130 per Euro)
Global production volume		
Motorcycles	440 units	440 units
Automobiles	300 units	270 units
Total of 5-year accumulated investments in production equipment	¥1,000,000,000,000 (including major affiliated companies' investments)	

[\[Revision of Suzuki's Five-Year Medium-Term Plan on April 27, 2007\]](#)

Environmental Accounting 1 2 3

3. Environmental Accounting

Cost of Environmental Conservation

(Unit: ¥100,000,000)

		Fiscal 2004	Fiscal 2005	Fiscal 2006	Fiscal 2007		
					Investment	Expenses	Total
Business Costs:	Pollution Prevention	9.4	6.1	5.4	1.5	4.3	5.8
Costs incurred due to the implementation of measures that reduce environmental impact resulting from our main business activities within our business sector.	Environmental Conservation	8.0	6.4	4.3	0.1	3.4	3.5
	Recycling of Resources	10.7	7.7	7.2	0.6	6.2	6.8
	Total	28.1	20.3	16.8	2.2	13.9	16.1
Upstream/Downstream Costs:							
Cost incurred due to the implementation of environmental impact controls in the upstream or downstream along with our main business activities.		0.3	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.		7.1	7.3	5.8	—	5.2	5.2
Research and Development Costs:							
Cost of research and development activities that are related to environmental conservation.		275.9	302.3	303.9	20.9	290.2	311.1
Social Activities Costs:							
Costs resulting from environmental conservation in social activities that are not directly related to business activities.		4.6	9.1	4.3	—	2.7	2.7
Environmental Damage Costs:							
Costs incurred due to environmental damage caused by business activities.		0.3	0.3	0.3	—	0.2	0.2
Total		316.2	339.4	331.4	23.1	312.5	335.6

Effectiveness of Environmental Conservation

(Unit: ¥100,000,000)

	Item	Fiscal 2004	Fiscal 2005	Fiscal 2006	Fiscal 2007
Waste Management Cost Reduction	0.2	0.07	0.02	0.01	
Resource Cost Reduction	0.6	0.7	1.0	1.8	
Total	3.8	4.7	3.3	2.9	

(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.

With our Customers 1 2 3 4 5 6

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

In recent years, every company has been increasingly required not only to fulfill customer satisfaction (CS), but also to exercise the corporate social responsibility (CSR) in strict compliance with laws and regulations as a member of the society by ensuring safety and reliability for general public, regional communities, shareholders, investors, various private organizations, government, and administrative agencies.

For that reason, the role of our customer service section has become more and more important as a contact for responding to various kinds of inquiries. Therefore, we have greatly improved this section in terms of ease of access and response attitude to enable quick and proper responses to any inquiries.

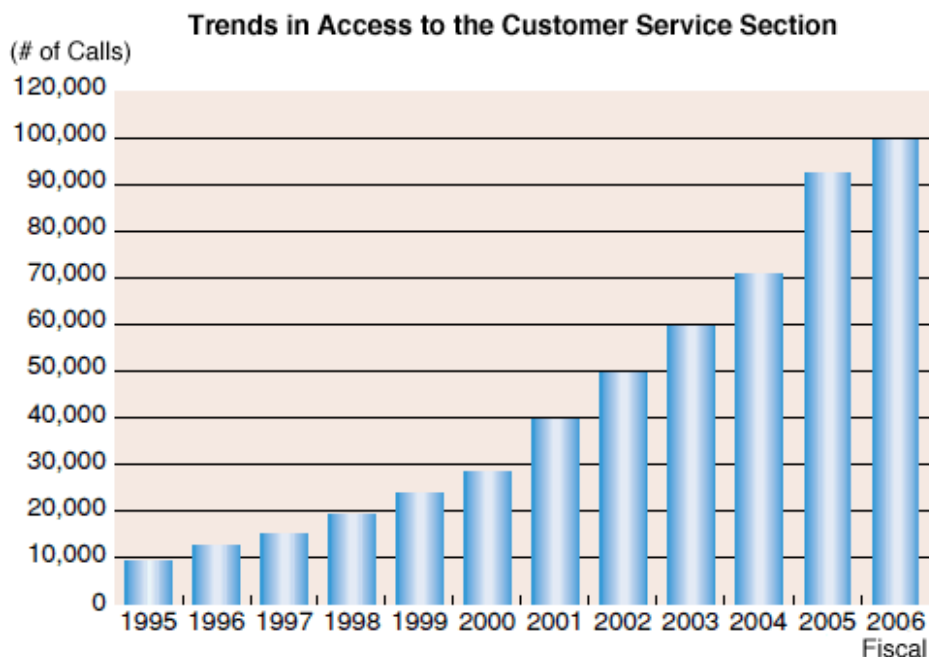
Our customer service section now basically opens throughout the year and is accessible not only from cellular or line phones at our toll free phone numbers, but also from our website via e-mail (which service has been started on January 8, 2007).



In addition, we established an integrated inquiry response system on March 5, which is designed for uniform management of various kinds of inquiries received via telephones, e-mails, and Fax in order to provide more efficient and better services.

Customer inquiries have steadily increased since the customer service section was established, and more than 100,000 calls were received in fiscal 2006. 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.



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.

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.



Suzuki CS Standard

[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.



●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.



Motor Chair

Sale of the standard type selfcontrolled electric wheelchair "Motor Chair" started in 1974. Specially designed as a selfpropelled 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 360° 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



*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.

With Our Customers

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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.

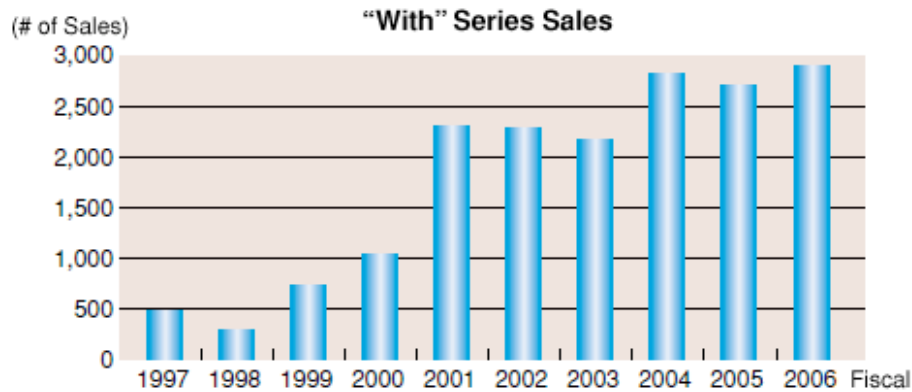
● Electric Wheelchair Safety Instruction Commendation System

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, ten 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 lowfloor 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 four models (SX4 is added) 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 shockabsorbing 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.



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.

■ Foundation Activities

① Grants 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, 2007, we have contributed to the basic development research of technologies by providing grants totaling 930,400,000 yen for 657 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, 2007), since 2003, 37,080,000 yen of grants have been provided to five projects, including "Development of emission gas purification system for mini and compact vehicles."

Suzuki Foundation Activities

1 ■ 2 3 4

1. The Suzuki Foundation

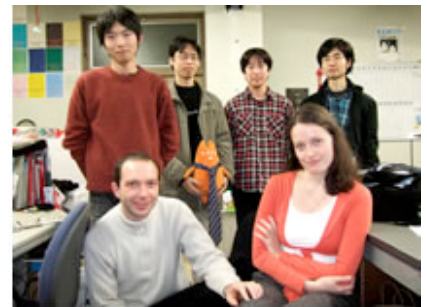
③ Grants for promotion of study results and for overseas training of researchers

The foundation provides grants to symposiums and conferences held in Japan and other countries for the purposes of presentation and further development of findings from basic or creative scientific researches. So far, it has provided the grants totaling 91,030,000 yen (as of April 1, 2007) for 218 symposiums and conferences.

④ 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.



Dr. Rovid and his wife, international researchers in fiscal 2006, and students of Hashimoto Group of Shizuoka University

⑤ 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.

⑥ Number and amount of grants

- Number of grants in 2006: 51 (accumulated number: 887)
- Amount of grants in 2006: 54,980,000 yen (accumulated amount: 1,074.70 million yen)

⑦ 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.

Suzuki Foundation Activities 1 ■ 2 3 4

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.

- Gross asset : ¥1,365,230,000
- Total amount of grants (as of April 1, 2007): ¥49,140,000
- Scholarships (Fiscal 2006) : 47 Scholarships (¥14,160,000)

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

The Mundo de Alegria School located in Oroshi-honmachi, Hamamatsu city is a school for Japanese-South American children. 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. Suzuki decided to support the continuance of the school encouraging collaboration from the local industries in Hamamatsu. Since then (for about one year), the total number of local companies participating in this project and the contributions for management assistance have reached about 60 companies. 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.



Suzuki Foundation Activities

1 ■ 2 3 4

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•2006 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 advancing 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

With Our Employee 1 ■ 2 3 4 5

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.

Suzuki's personnel system places greater emphasis on occupational ability than seniority. Intended to develop professional human resources, it is based on an objective and fair personnel evaluation system according to abilities, roles, and responsibilities of individual employees. The performance-based personnel system and the goal setting system motivate employees' intentions to step up each rung of the corporate ladder.

■ Self-Actualization and In-House Staff Recruitment Systems

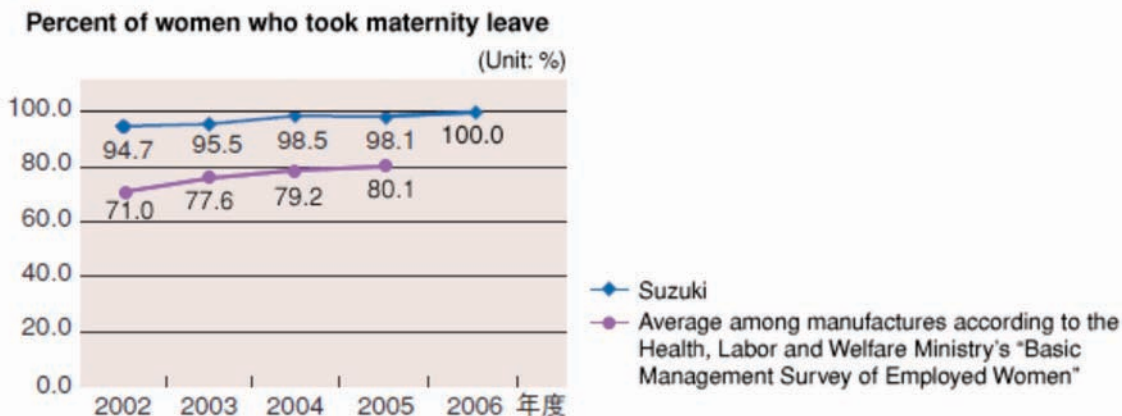
We are pursuing a standard that can be used to accurately evaluate employee performance and maximize their abilities. A self-actualization system has been implemented as a support system that lets employees fully exercise their abilities in jobs that they choose to do. It also lets employees request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



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)

Fiscal2001	13,430
Fiscal2002	13,932
Fiscal2003	17,699
Fiscal2004	14,430
Fiscal2005	14,518
Fiscal2006	15,470



Suzuki In-House Training System

Position	Group Training (Off-JT)		In-House Training (OJT)	Training for Individual Occupational Abilities	
	Managerial Hierarchy Training			Voluntary Skill Development	
				Voluntary Self-Development	Small Group Activities
Executives					
General Managers/Assistant General Managers	General Manager/Assistant General Manager Seminars				
Manager	Third Year Section Chief Seminars New Manager Seminars	Outside Seminars	OJT		
Assistant Manager	Third Year Chief Seminars New Chief Seminars New Foreman Seminars				
Supervisor					
Employees	New Section Leader Seminars			Correspondence Courses Language Seminars Seminars for Gaining License	Proposed Activities QC Activities
New Staff	Basic Orientation Practical Seminars (Manufacturing/Products) Introductory Seminar				

With Our Employee

1 ■ 2 3 4 5

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.

With Our Employee 1 ■ 2 3 4 5

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.

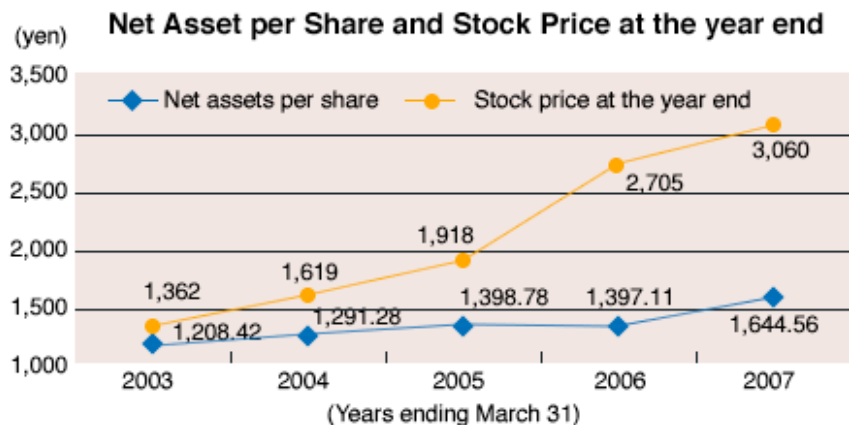
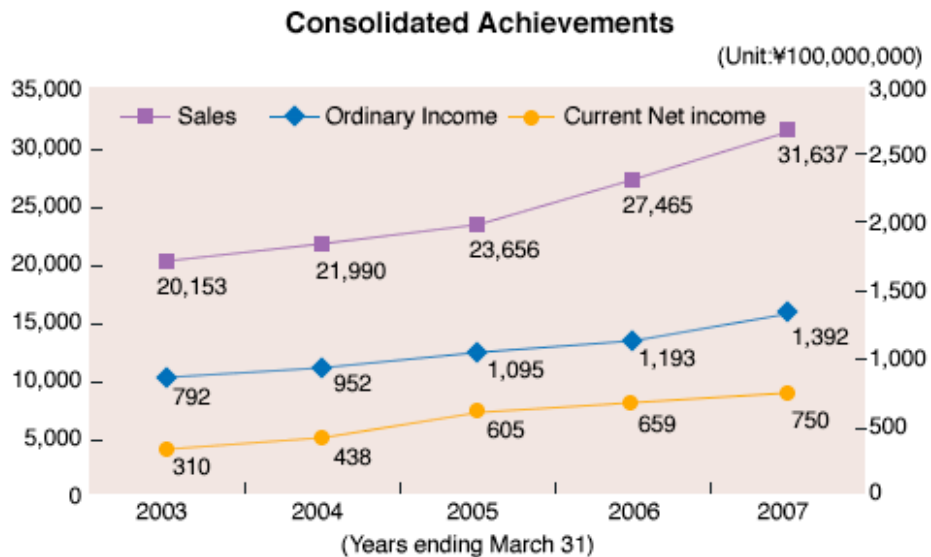
Our Shareholders and Investors 1 2 3 4

1. Improving Corporate Value

Suzuki has made best efforts to improve the corporate value to live up to shareholders' expectation and to achieve targets of the "Suzuki Five-Year Medium-Term Plan."

The initial target of the 3-trillion-yen consolidated net sales based on our original five-year mid-term plan was achieved as early as in the business year ending in March 2007 due to the increased sales of automobiles in the international markets. For the remaining three years, we revised upward the mid-term management targets in April 2007 after reviewing and considering major projects.

For the remaining three years, putting emphasis on the establishment of a secure revenue base, we set a new target of increasing the annual consolidated net sales to 3.5 trillion yen or more and the consolidated ordinary income to 175 billion yen or more. We will continue to make company-wide efforts to achieve those targets.



Our Shareholders and Investors

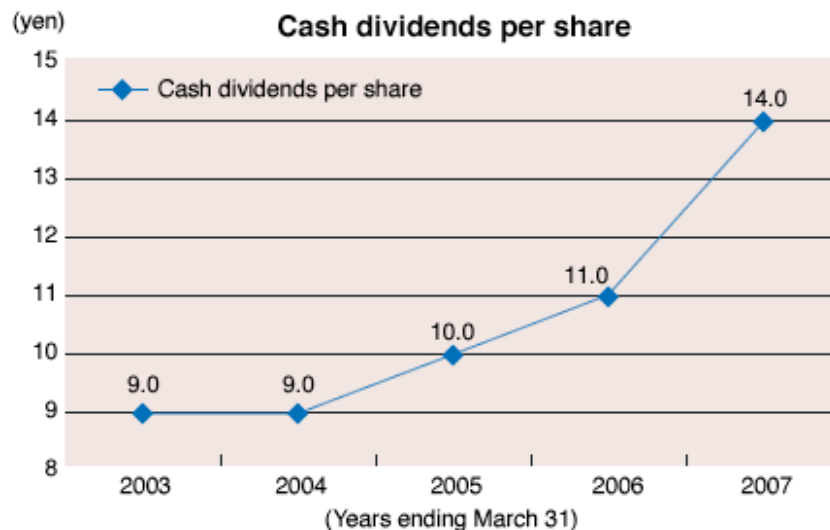
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2. For Our Shareholders and Investors

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.

With regard to the dividend for the business year ending in March 2007, we are pleased to increase the ordinary dividend to 14 yen per share (including the mid-term dividend of 6 yen) by way of expressing our appreciation for the shareholders' continuous support to us, considering the early achievement of the initial goal of the consolidated net sales of 3 trillion yen.



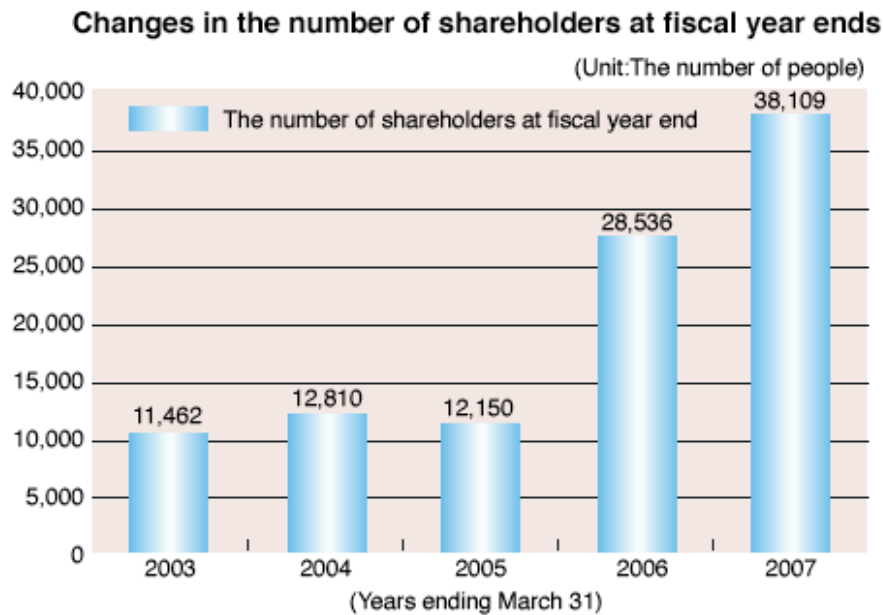
Our Shareholders and Investors 1 2 3 4

3. Shareholder Benefit Program

As a token of our gratitude for the shareholders' continuous support for our company and in hopes of further patronage of our products, we have established a shareholder benefit program.

This program was established in December 2005 in commemoration of winning two awards: "RJC Car of The Year" and "2005-2006 Japanese Car of The Year" ("Most Fun" Prize) for the Suzuki's world-class vehicle "Swift." Also in December 2005, we started to sell our own 5,000,000 shares in order to expand the number of individual shareholders of Suzuki fans.

The number of shareholders has been increasing steadily as shown below.



● **Eligible shareholder**

All the shareholders who are listed in the shareholder list and the real shareholder list as of March 31 of each year, having the minimum sale unit of shares (100 shares) or more

● **Gift content**

The gift consists of a set of acacia honey, which is a specialty product of Hungary where our European production base MAGYAR SUZUKI CORPORATION is located, and a pack of German-made rock salt that contains lots of well-balanced natural mineral. Both of them are imported and sold by Suzuki.



German-made rock salt and Hungarian-made honey

Our Shareholders and Investors 1 2 3 4

4. 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>)



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

With Local Communities



1. Cleanup Activities

Improving Goodwill and Manners

In order to encourage employees to improve their manners, 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 as their “foster parent”.

In fiscal 2006, the cleanup activities were carried out 20 times, with a total of 1,432 employees participating in them to collect burnable and unburnable garbage, discarded bicycles, etc., which filled up 14 mini-trucks.

*The program where the groups who want to become the foster parent in the select an area and their services, such as road cleanup, and report to the mayor’s office.



Cleanup Project

The Suzuki group participates in “Cleanup Projects” carried out by the local government of Hamamatsu city.

In fiscal 2006, 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.



Forest Conservation Activities

Under the agreement called “Volunteers’ Forest Agreement” with the Tenryu Forest Administration Department of Forestry Agency, Suzuki carries out long-term forest protection activities. Those activities are performed by the Suzuki group’s employees, retirees, and their family members at the “Suzuki Forest” located in Inasa town, Kita-ku, Hamamatsu-city, Shizuoka prefecture, for the purposes of reforestation and CO2 reduction. In fiscal 2006, a total of 181 persons participated in such activities as tree planting and bottom weed cutting.



With Local Communities



1. Cleanup Activities

Improving Water Quality of Lakes

With the increasing eutrophication, the Lake Sanaru, which is located in Hamamatsu City (Shizuoka Prefecture), has been regarded as the worst (most contaminated) lake in Japan for five consecutive years according to the domestic lake water quality ranking announced by Ministry of the Environment. In order to recover the water quality of Lake Sanaru, Suzuki is cooperating with Shizuoka University (Engineering Department) in a project called "Amenity Lake Sanaru Project*." In March 2004, we cooperated in coaching boat operations and providing some analysis data to Shizuoka University for analysis of the water and sludge extracted from Lake Sanaru and surrounding rivers and for collection of water depth data. Those data have been used for the development of a computer simulation model designed for clarifying the water contamination mechanism in Lake Sanaru. Also, in November 2004, we started a joint research to clarify the causes of phytoplankton growth in Lake Sanaru, and so far, we have found out the effects of saline matter, nitrogen, and phosphate on that lake. We believe that making clear the causes of contamination is helpful to devising cleaning methods, and will continue to cooperate in this project.

* "Amenity Lake Sanaru Project" is intended to devise effective methods to clean the Lake Sanaru. It was proposed by Shizuoka University after the announcement of Ministry of the Environment made on December 2002 that the Lake Sanaru was regarded as the most contaminated lake in Japan according to the results of the public water quality survey conducted in 2001.



Suzuki Marina Hamanako



Sludge is extracted.



Water quality measurement

Participating in "Lake Sanaru Water Quality Survey"

This is a water quality survey led by an organization called "Lake Sanaru Network Conference" and participated by local residents and companies. Suzuki took part in the survey (with the use of a simplified water inspection kit) on the rivers around the Lake Sanaru.



Participating in "Lake Hamana Preservation Gathering"

This is an event held by "Lake Hamana Environment Network," which is an organization established for the purpose of environmental conservation activities by the people who are interested in environmental protection around the Lake Hamana, including the residents living near the Lake Hamana, environmental preservation group, and business group. Suzuki participated in this event and made a presentation about the effective wastewater treatment performed at our Kosai plant.



With Local Communities



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 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 thirdparty'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.



FSC Group Certificate



Shimokawa Test Course (Hokkaido)

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 CO₂ 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 were sent to the fifth annual “Shizuoka High-Pro-Seed Athletic Seminar” as instructors in fiscal 2006, coaching about 100 junior high school and high school students at a “field and track” school on the basic techniques of sprint, jumping and throwing. In addition, a “long-distance race” school was newly opened in fiscal 2006, in which not only athletes, but also actual long-distance race coaches and coaching staff took part.

This event is intended to heighten students’ interest in athletic sports and to improve their potential abilities. In fact, instructors sent from the Suzuki track club to this event included some athletes having experience in participating in Olympic games or World Championship. Making use of this experience, a lot of students have become promising track and field athletes later in high schools and colleges.



■ 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

Organizing Autumn Fair at the Plant

To build a closer relationship with the plant's employees, their families, and local residents, the Kosai plant annually organizes the Autumn Fair, which was attended by about 5,000 people last year. Attractions include traditional Japanese dancing performed by local residents, a concert by local junior high school students, and sale of products brought in directly from producers.

Other events at the fair include an eco tour (to show the plant's environmental protection system), various refreshment booths, T.V animation character shows, rice cake throwing from the stage, etc.



Plant Tour for Residents' Youngsters

As a part of the outdoor social studies program, we accept about 9,000 youngsters from the fifth grade of local elementary schools on an annual basis to show them our assembly-line operations, wind power system, and other eco-friendly facilities. They can learn how Suzuki is making efforts for environmental protection through this 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, etc.



Plant Tour for Local Community

The Kosai plant also organizes a plant tour for members of the local residents' association 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 environmental protection facilities for their better understanding of our environmentally-friendly production activities.



5-S Activities around the Plant

As a part of our environmental conservation activities, a total of about 200 participants consisting of the plant's sanitation team members and employees of affiliated companies carry out cleanup activities around the Kosai plant every year.

Also, in order to raise environmental awareness, the employees of the plant and the suppliers to the plant are encouraged not to do littering or anything contaminating the environment.



Traffic Safety Guidance Activities

Traffic safety guidance activities are conducted by the plant's traffic safety group members, in cooperation with local crossing guards and PTA members, at the intersections and the crosswalks which are used by a number of elementary and junior high school students, as well as the plant's employees, during commuting time.

Annually, a total of about 350 employees participate in the on-the-street guidance activities to cooperate in ensuring a safe city environment.



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

■ Activities at Iwata Plant

Voluntary Cleanup around the Plant

Employees of the Iwata Plant participate in a local cleanup event by picking up trash mainly around the plant. This activity is carried out on a monthly basis.



Participating in Forest Preservation Event

The plant's employees also participate in a forest preservation event held by Iwata City Environmental Preservation Promotion Committee for the purpose of encouraging the continuous growth of trees through artificial pruning and tree trimming.



Deepening Exchanges with Local Residents

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



Traffic Safety Guidance Activities

Crossing guard activities are conducted by Iwata plant's managerial staff and others at a cross walk in front of the main gate of the plant during heavy traffic hours every evening. Also, during the national traffic safety campaign, the plant's traffic safety group members conduct the crossing guard activities at traffic intersections.

Plant's Ground Lending Service, Plant Tour, etc.

The plant's ground is open to the local residents' association or local youth soccer teams. Since the ground is equipped with a lighting facility, they can enjoy evening practices or games. Also, the plant accepts students from the local schools as a part of the outdoor social studies classes program and allows them to see automobile parts assembling processes. The plant tour enables them to learn how automobiles are actually assembled and is helpful for their better understanding of the real world of manufacturing.

Organizing Autumn Fair at the Plant

To build a friendly relationship with the plant's employees, their families, and local residents, the Iwata plant organizes an Autumn Fair every year.

The fair is a pleasurable event with a lot of attractions. In addition to public entertainment, pulling of a traditional Japanese float is demonstrated by some local residents, and a concert is given by a local high school's brass band club. Other attractions include a lottery event and refreshment booths set up by the plant's employees.



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 Exchanges 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'ss regulating pond up to the public.

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

■ Activities at Takatsuka Plant

Organizing Autumn Fair at the Plant

To build a closer relationship with the plant's employees, their families, and local residents, the Takatsuka Plant organized the Autumn Fair in September, 2007. Although 13 years had passed since the last Autumn Fair was held, about 8,000 people attended and enjoyed the fair held this time. Attractions included traditional Japanese dancing performed by local residents and a concert by local elementary and junior high school students, etc. Other events at the fair included various refreshment booths, TV animation character shows, rice cake throwing from the stage, etc.



Deepening Exchanges 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 May and attended by 12 persons.

The participants enjoyed exchange of opinions at the party.



Voluntary Cleanup around the Plant

The Takatsuka plant's employees conduct the voluntary cleanup activities around the plant every month.



Traffic Safety Guidance Activities

Traffic safety guidance activities are conducted on public streets by the plant's traffic safety group members once a month.

Mainly, safety speed and bicycle safety rules are checked to prevent traffic accidents.

With Local Communities



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

■ Activities at Toyokawa Plant

Voluntary Cleanup around the Plant

Toyokawa Plant's employees conduct the cleanup activity around the plant twice a year (in May and September). About 100 managerial-level employees take part in this activity, picking up trash around the plant.

**Deepening Exchanges with Local Residents**

In order for local residents to increase understanding of the Suzuki's business activities and enhance mutual communications, Toyokawa plant invites local residents for plant tour and exchange of opinion.

Traffic Safety Guidance Activities

Traffic safety guidance and crossing guard activities is conducted on public streets by the plant's traffic safety group members and managerial staff. Employees' observance of safety driving rules is carefully checked, and any inadequacies are pointed out.

Plant's Ground Lending Service and Plant Tour

The plant's ground is open to local residents, such as local youth soccer and baseball teams. Since the ground is equipped with lighting facilities, they can enjoy evening practices or games until around 8:00 pm. During a regional athletic meeting or sports day, when a lot of people get together, the plant's parking lot is open to the public only on nonworking days, so that more people can participate in it.

Organizing Summer Fair at the Plant

For the purpose of building a friendly relationship among the plant's employees, their families, and local residents, a summer fair was held in the plant site. The plant's employees set up refreshment booths, while a TV animation character show and a lottery event were held on the stage, which were enjoyed by a number of local residents.

With Local Communities



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

■ Activities at Osuka Plant

Voluntary Cleanup around the Plant

For the purpose of maintaining the beauty around the plant, the Osuka Plant's employees carry out cleanup activities twice a year (spring and summer). In this fiscal year, the activities were held in April and November, and the amount of garbage collected during each activity was enough to fill up two light trucks.



Deepening Exchanges with Local Residents

Public relations activities with local residents have been promoted through friendship meetings and plant tours for children. In this fiscal year, the friendship meeting with board members of resident's association and the plant tour for children were held in December.

For the next fiscal year, a cleanup activity after a local ceremonial occasion in April and an autumn fair organized by us for local residents in fall are now scheduled. Those public relations activities will be continued for further enhancement of 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.

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

■ Activities at Yokohama R&D Center

Some engineers are sent from the Suzuki Yokohama R&D Center for a lecture aimed at elementary and junior high school students in line with a program called “Dr. Tuzuki Club School” led by the Tuzuki Ward Administration Promotion Section (Yokohama).

In fiscal 2006, the lecture under the theme of “Robots” was provided to 94 students coming from four schools. With the effective use of a personal computer, projector, comprehensible texts, charts, illustrations, graphs, pictures, animations, real robot samples, publications, etc., the presentation was made in an easily understood manner.

Carefully listening to what the instructor was saying, the students were fascinated by various kinds of the state-of-the-art robots, such as an athletic robot that walks on six legs with a Chebyshev link system, a line tracing robot that follows a line with its infrared sensor, and a small robot that is smaller than a 2-cm dice and a small master/slave type robot, all of which were actually moving in front of them.



Robot samples actually demonstrated at the lecture

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

Opening 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

PT. Indomobil Suzuki International

- Suzuki participates and active promote AIDS Indonesia Foundation with AIDS WALK December 16th, 2006.



- Suzuki APV Club Fasting Break (Danjiki/Puasa at Ramadhan) with 100 orphans at McDonald, October 14th , 2006.
- Suzuki Karimun Club give donation Jakarta flood on March 2007, cooperation with Radio Suara Metro FM and police Dept.



- Suzuki Main Dealer at Jogjakarta with APV Club doing 250 Tree Planting for environment at Sarangan Lake at Central Java. Preventing landslide around Sarangan Lake.



- ECO-DRIVE Training & Seminar held with PT.ISI cooperation with Main dealer and TTA/Technical Training Agency as non government organization. This seminar educate how to drive safety and economically depending the torsion or power its vehicle, as a result could reduce fuel consumption and extend part lifetime and also environmental friendly, after seminar we make driving competition. Already held in many big cities to APV Club member such as Jogjakarta (2-3/02), Solo (24-25/03), Semarang (24-25/03) Surabaya (31/03).



- Safety Driving & Safety Belt Campaign cooperation with Police Dept. 24 April 2007.

5. Activities in Overseas Manufacturing Companies

■ Pakistan

Quality, Safety and Environmental Controls at Pak Suzuki Motor (Pakistan)

Pak Suzuki Motor Co., Ltd is an automobile manufacturing plant located in Karachi, Pakistan. With the enhancement of control of quality, safety and environment, the company obtained ISO 9001 (Quality Management System) in May 2003, and then, OHSAS 18001 (Occupational Health and Safety Assessment Series) and ISO 14001 (Environment Management System) in August 2005.

In April 2007, the company was recognized for its occupational health and safety management and also received an award (Best Practices in Occupational Safety & Health) from EFP (Employers' Federation of Pakistan) and ILO (International Labor Organization). Recently, water contamination has become a serious social problem in Pakistan, so Pak Suzuki Motor is making environmental preservation efforts according to the country's wastewater quality standards in order to improve water pollution.

In addition to the existing "coagulation sedimentation and bio-treatment process-type" wastewater treatment facility, the company installed a new "pressurized flotation and bio-treatment process-type" facility on June 1, 2007 to keep up with the increased production capacity, and started its operations for more effective drainage treatment.



Presenting ceremony of the "Best Practices in Occupational Safety & Health" award



A wastewater treatment facility newly installed and operated in June 2007

5. Activities in Overseas Manufacturing Companies

■ Hungary

Magyar Suzuki Corporation

Since its foundation, Magyar Suzuki Corporation has considered social responsibility a very important matter. The company is strongly committed to help and support the local community at a cultural, social and economic level. We truly believe that this commitment to our employees, business partners, consumers and the local community is an investment that maintains and increases the company's competitiveness. We care for the next generation. Magyar Suzuki Corporation supports high schools and universities; this cooperation is based on an agreement which includes financial and material contribution for supporting educational and vocational programs. Magyar Suzuki Corporation sponsors the local Balassa Bálint Economics High School and Vocational Training School, Géza Fejedelem Vocational Training School, and Tatabánya-based Fellner Jakab Elementary-, High- and Vocational Training Schools. The following universities are also sponsored: Széchenyi István University in Győr, Budapest University of Technology and Economics, and the Logistics faculty of Corvinus University. Suzuki cars also ease the work of several foundations and associations: The National Association for the Mentally Handicapped; the Straw foundation for homeless people; the ÉTA public utility foundation; and the Esztergom unit of the national disaster recovery organization. Magyar Suzuki Corporation supports local sports and cultural events; it has sponsored the Esztergom Castle theatre and the Suzuki football team for many years.

5. Activities in Overseas Manufacturing Companies

■ India

Maruti Udyog Limited (MUL)

*Suzuki Motor Corporation's Indian automobile production and sales subsidiary, Maruti Udyog Limited, is to change its name to Maruti Suzuki India Limited. (September 6 2007).

1. Institutes of Driving Training and Research (IDTR):

- Signed MOU with the Haryana Government to set up an institute for driving training and research in the State on 22nd Nov '06. As per this MOU, MUL will set up two IDTRs in Haryana- one at Rohtak and another at Bahadargarh.
- Inaugurated a new Institute of Driving Training and Research (IDTR) at Sarai Kale Khan in South Delhi on 22nd Nov '06. In the very first year of operation (Dec-March), 814 people received driving training including 359 ladies (45%).
- IDTR, Loni Road provided driving training to 27,657 people during 2006-07. Maruti took management control on 16th Mar '2000

2. Industrial Training Institutes (ITIs):

MOU was signed on 30th Jan '06 for adoption of four ITI s by Maruti and its Joint Ventures. MUL alone adopted ITI Gurgaon and ITI, Rohtak. Whereas, Joint ventures M/s Jay Bharat Maruti and M/s Sona Steering adopted ITI ,Faridabad and ITI ,Nagina respectively.

Key activities undertaken

- For ITI Gurgaon only:
 1. Appointed external consultants to suggest improvements w.r.t. improvements in existing infrastructure.
 2. Training for students by MUL staff on CNC machines etc.
- For both ITI Gurgaon and Rohtak;
 1. Appointed external consultants to suggest improvements w.r.t. courses curriculum, faculty development, administration etc.
 2. Organised plant visit for I.T.I faculty with an objective to provide exposure to Manufacturing technology in automobile industry and concepts like 5S, focus on Safety, Quality, Productivity and Cost.
 3. Training by external faculty on attitudinal cum motivational training.
 4. Cut section engines (working model) donated for effective training of students.

3. Maruti Driving Schools (MDS):

- Twelve Maruti Driving Schools activated in 2006-07. MUL launched first Maruti Driving School on 23rd Mar '05 at Bangalore.
- So far, sixteen Maruti Driving Schools have been activated. A total of 7,707 people received driving training including 3,888 ladies (50.5%)
- 34 Maruti Driving Schools are planned to be activated in 2007-08. With these 34 MDS, MUL will have a total of 50 operational MDS by Mar '08

5. Activities in Overseas Manufacturing Companies

4. Traffic Management in Gurgaon:

- 41 traffic guards have been deployed at various locations in Gurgaon for streamlining traffic during busy hours.
- MUL started deploying traffic guards from 20th Nov '06. Traffic guards are deployed for three hours in the morning (7am - 10am) and for five hours in the evening (3pm - 8pm).

5. Children's Park

- MUL signed MOU with Delhi Govt. for maintaining Children's Park near India Gate in September 2000. Maruti upgraded this park, introducing new games and facilities like library etc. The upgraded Children's Park was inaugurated by Chief Minister of Delhi Ms. Shiela Dixit on 12th February 2002.
- MUL organized 20 events at Children Park during 2006-07, in which 5,495 children participated.
- On an average 1,500 children visit Children Park every month.

6. Truck Drivers Education Centre- Managed by S&D

- Truck Drivers Education Centre is a MUL property and located on the left side of Vehicle Dispatch Gate (opposite old union office). This was made operational in Jan '04.
- This is different from IDTR, however, training faculty from IDTR visit this centre for imparting class room training.
- Truck drivers of transporters (shifting Maruti vehicles to dealerships) and drivers shifting vehicles inside the plant are trained at this center.
- In 2006-07, 7046 drivers were given training on topics such as safe driving, health and hygiene etc at this centre.
- IDTR instructors provide training on the following topics.
 1. Safe driving: Road signs, Cause and Prevention of accidents
 2. AIDS Awareness, Alcohol consumption hazards, Attitude development and human psychology
- Health and Hygiene Sensitization by Modi Foundation. Modi Foundation is an NGO and organizes Health Clinics.
- Apart from above mentioned training, all truck drivers are given rigorous practical training on safe driving at IDTR, Loni Road

7. One Omni Ambulance donated to Senior Superintendent of Police (SSP)

Gurgaon on 13th Apr 2006 for quick shifting of road accident victims from accident site to nearby Hospital.

Recognition for MUL CSR initiatives:

Every year, The Energy and Resources Institute (TERI), a prestigious social organization, recognizes best practices in Corporate Social Responsibility (CSR) in the country. A reputed jury evaluates the practices of major companies and chooses the best.

Last year, we submitted Maruti's Best Practices in CSR to TERI. We submitted IDTR practice. But as required in their format, we gave some other background also like Children's Park, etc. Maruti's practices were selected in the Best Practices. They have also been published in TERI's annual book on this subject. This book was released by Finance Minister Mr. P Chidambaram on 23rd May '07.

Activities in Overseas Manufacturing Companies

Supporting the Development of Human Resources in Overseas Manufacturing Companies

Companies Accepted for the Overseas Trainees Program (Fiscal 2006)

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.	

* MARUTI UDYOG changed its name to MARUTI SUZUKI in September 2007.



Environmental Responsibility

For a Lasting Global Environment

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

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 **1** ■ ■ ■ ■ ■ 2 ■ ■ ■ 3 4

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. Continuous Improvement on Our Environmental Management System

■ Suzuki Global Environment Charter

In March 2002, Suzuki established the "Suzuki Global Environment Charter" as a basic concept for our environmental activities. Then, in December 2006, it was reviewed, with the past activities and existing systems taken into account. And it has been determined that detailed environmental preservation items are listed and defined in the "Suzuki Environmental Action Plan," with the basic environmental concept remaining in the Suzuki Global Environment Charter.

Suzuki Global Environment Charter

(revised in December 2006)

Environmental Concept

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, so we must make every effort to preserve our environment.

Basic Environmental Policies

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

■ Suzuki Environmental Action Plan

Suzuki's environmental conservation activity plan lays down concrete mid- and long-term environmental goals. The "Suzuki Environmental Action Plan" was first established in 1993 and later, revised in 1996. The latest version "Suzuki Environmental Action Plan (2007 revision)" will be prepared in fiscal 2007, with the social trend or change and future projects taken into account.

Environmentally-Friendly Business Management

1. Continuous Improvement on Our Environmental Management System

■ Introduction of Environmental Management System

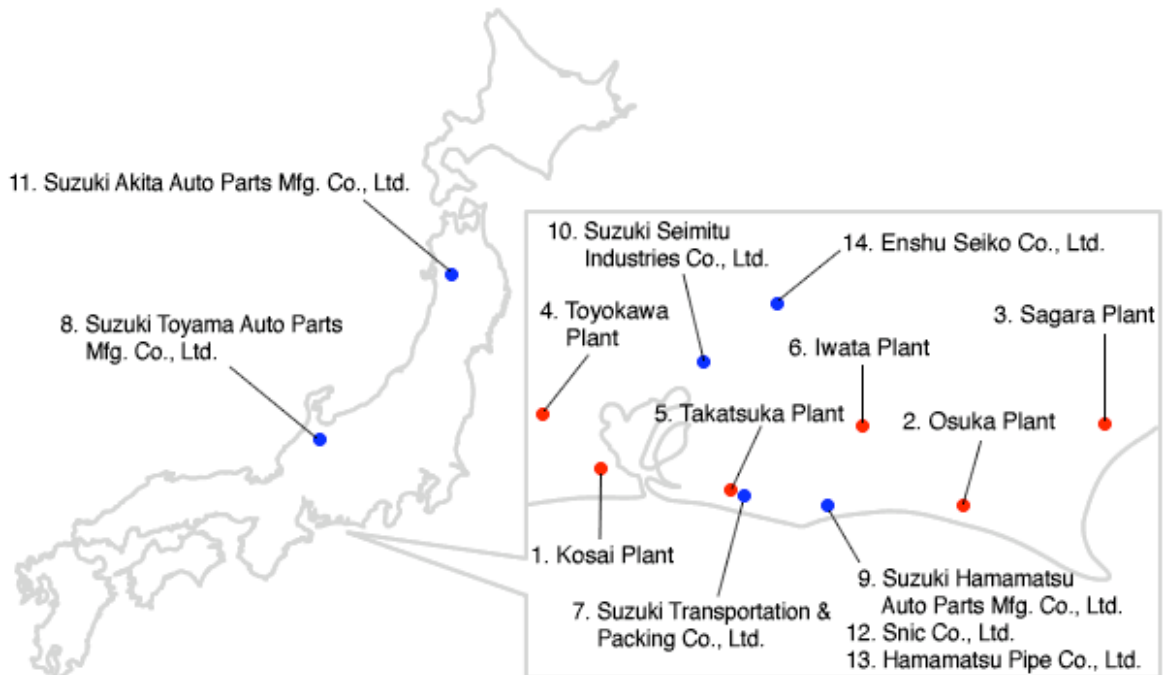
As a part of environmental conservation activities, Suzuki promotes introduction of "Environmental Management System." ISO14001 is an international standard for the environmental management system, and with the acquisition of ISO14001 certification Suzuki has been making efforts to follow the relevant 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 nonmanufacturing 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.



ISO 14001 certificate of registration



< Suzuki >

● [Domestic plants]

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

Environmentally-Friendly Business Management

1 ■ ■ ■ 2 ■ ■ 3 4

1. Continuous Improvement on Our Environmental Management System

< Domestic Subsidiaries >

● [Non-manufacturing subsidiary] ● [Manufacturing subsidiaries]

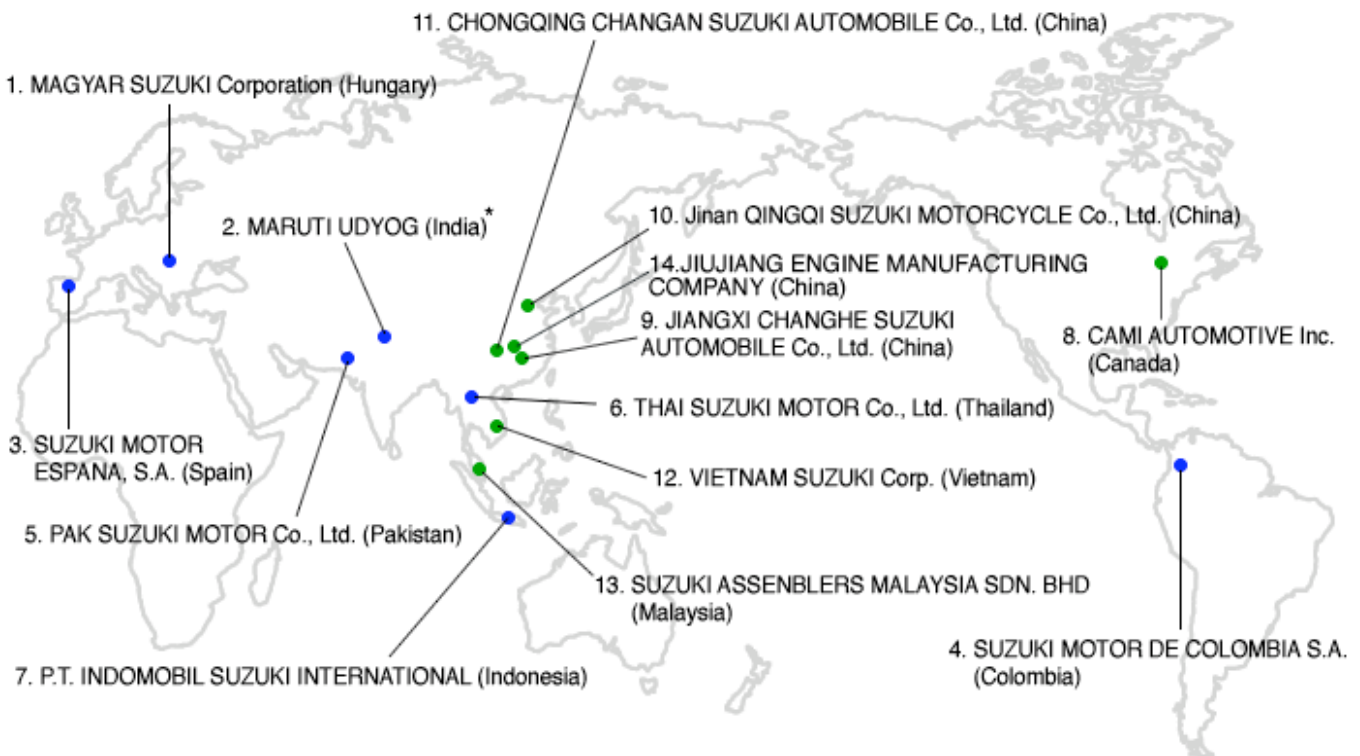
company's name	ISO acquisition month
7 Suzuki Transportation & Packing Co., Ltd.	January 2005

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

company's name	ISO acquisition month
12 Snic Co., Ltd.	March 2005
13 Hamamatsu Pipe Co., Ltd.	May 2005
14 Enshu Seiko Co., Ltd.	July 2005

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 2007, 7 manufacturing subsidiaries and seven 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 ASSEMBLERS MALAYSIA SDN. BHD. (Malaysia)	October 2006
14 JIUJIANG ENGINE MANUFACTURING COMPANY (China)	December 2006

*MARUTI UDYOG changed its name to MARUTI SUZUKI Ltd. in September, 2007.

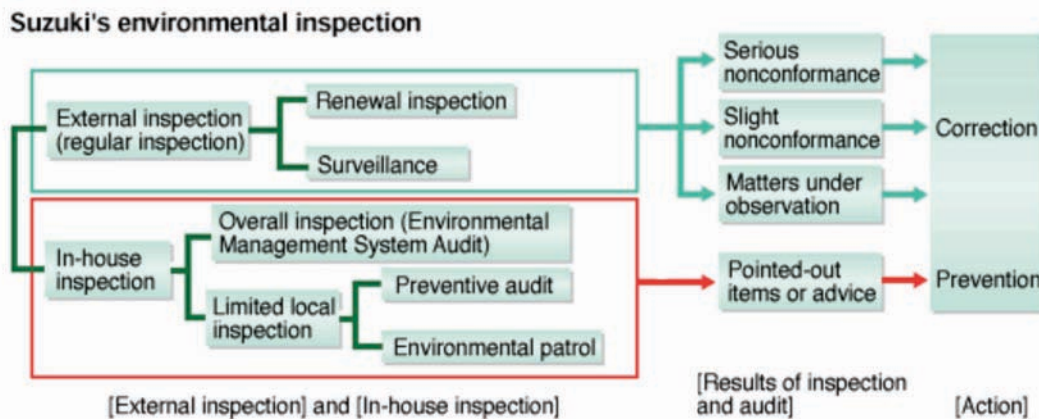
Environmentally-Friendly Business Management



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 2006, a renewal inspection was carried out in one plant while five other plants received regular inspections. There were 11 cases of "slight nonconformance *1" to the ISO14001 requirements at six plants. We immediately investigated the causes and took corrective actions and preventive measures. For "observational items *2", there were 24 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.

How in house inspections lead to improvement



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 2006, these inspections resulted in 13 matters pointed out, and 75 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 2006, these inspections resulted in 18 matters pointed out and improvements have already been made on each of them.

Environmental Patrol

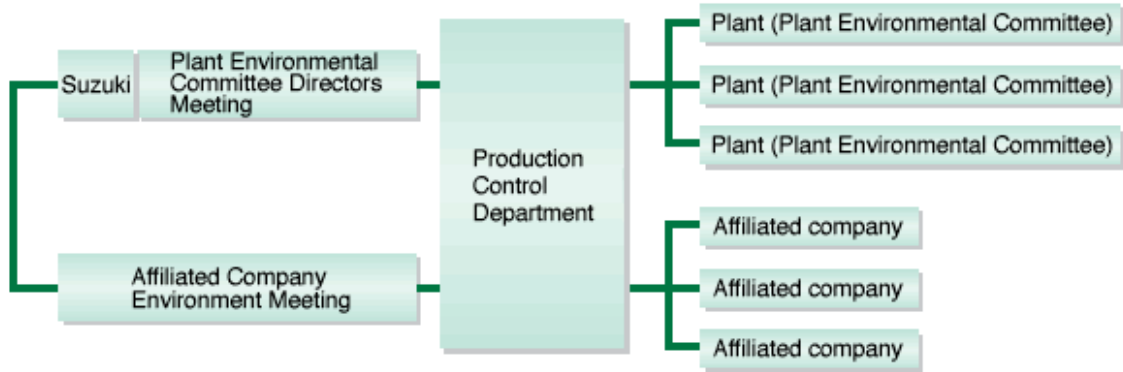
Areas that possess a potential for accidents undergo regular inspection by the plant manager to prevent environmental accidents.

Environmentally-Friendly Business Management



1. Continuous Improvement on Our Environmental Management System

Environment Conference



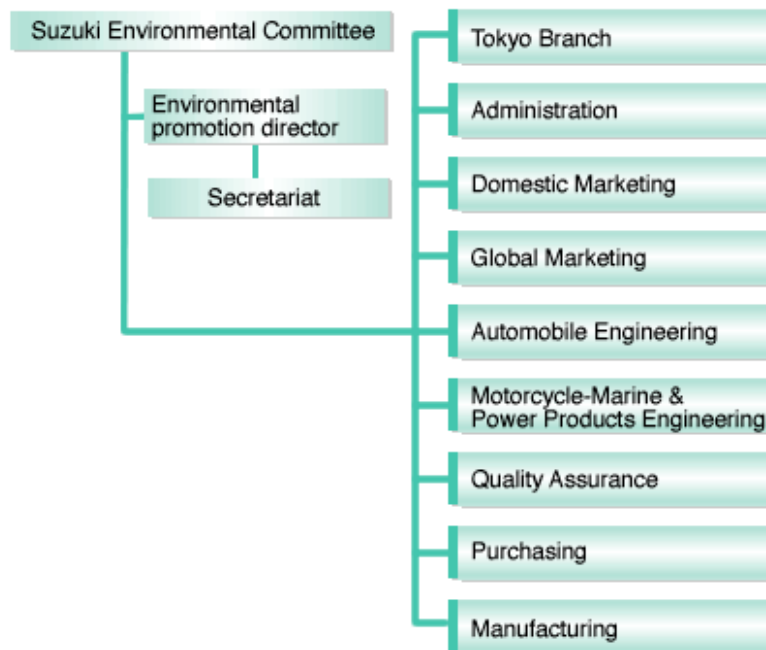
The corporate environmental committee holds its bimonthly meeting to improve environment management of in-house plants. Inspecting the site, at the meeting, directors of Plant Environmental Committees get together from all plants to discuss the improvement of the environmental conservation plan and common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

Suzuki organized “Environmental Affairs Council” in August 1989 to establish a system for promoting company-wide environmental protection activities. In April 2001, an “Suzuki Environmental Committee” was established as a firmer organization to replace the council in order to respond to the environmental issues that were getting more and more complex. The Environmental Committee examines and determines major environmental policies and promotes environmental preservation measures throughout the company.



Environmentally-Friendly Business Management



2. Promoting Environmental Organization Activities

■ Environmental Goals and Results

			Fiscal 2006		Fiscal 2007
			Goals	Result	Goals
Environmentally-Friendly Business Management	Promoting an Environmentally-Friendly Business Management System		Two overseas manufacturing subsidiaries will obtain ISO14001 certification	Two subsidiaries obtained the ISO 14001 certification. As a result, 14 overseas manufacturing subsidiaries have obtained it.	Other overseas manufacturing subsidiaries will obtain the ISO 14001 in series.
	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.	Considering the 2015 fuel efficiency targets, make a future plan for further improving fuel efficiency and put effort into it.
Motorcycles		Employ the fuel injection in some of the carburetor type models to improve the fuel efficiency by 5%.	Improve fuel economy by 5% for the planned models	Further employ the fuel injection in other carburetor type models to improve the fuel efficiency by 5%.	
Engines for outboards		Improve the fuel efficiency by increasing the engine and propeller efficiencies and reducing the resistance during boating.	Achieved the highest level of fuel efficiency of its class in DF300.	Further improve the fuel efficiency by increasing the engine and propeller efficiencies and reducing the resistance during boating.	
Environmentally-Friendly Products	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 55% 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 ten models have satisfied the requirements.	Increase the number of vehicles that comply with European regulations
		Engines for outboards	Develop engines that can meet the future EPA, CARB, and EU emissions standards.	Development was made to satisfy the next emissions standards of major regulations.	Develop engines that can meet the future EPA, CARB, and EU emissions standards.
Clean Energy Vehicles	Develop price-reduction and expansion of cruising distance for further promotion of natural gas vehicles.		Develop price-reduction and expansion of cruising distance for further promotion of natural gas vehicles.	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 67 units of vehicles specially designed for car sharing.	Promote the ITS/CTV cooperative system	

Environmentally-Friendly Business Management



2.Promoting Environmental Organization Activities

		Fiscal 2006		Fiscal 2007
		Goals	Result	Goals
Environmentally-Friendly Manufacturing	CO2	Aim to reduce the sales-based emission by 1% compared with the fiscal 2005 result.	20.88 tons of CO2 per ¥100 million (down 11% from the fiscal 2005 result)	Reduce the sales based emission by 1% compared with the fiscal 2006 result
	Landfill Wastes	0t	1.7t *1	0t
	VOC amount/m2	Aim to achieve 2010 target (55g/m2 output) *2	64.8g/m2 (Yet to achieve the 2010 target)	Aim to achieve 2010 target (55g/m2 output)
Environmentally-Friendly Distribution	Cardboard	Reduce the amount of being used	Expanded use of returnable containers resulted in a reduction of about 327t.	Reduce the amount of being used
		Promote recycling	Recycled 23 tons as cushion materials out of 392 tons of waste cardboards	—
Environmentally-Friendly Marketing	Collection/Recycling of end-of-life Bumpers	Increase the amount being collected	Increased the amount of collection by 11%	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 (71.7%) (Achieved the legal target of 70% nine years earlier than the legal deadline (2015))	Further increase the ASR recycling rate and reduce costs
	Voluntary Motorcycle Recycling	Encourage motorcycle dealers to implement the voluntary recycling activities.	The number of end-of-life motorcycles received at certified collection centers was 627 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 72%	Increase the ratio of the low pollution type to 80%.

*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 fiscal 2006, the target values were reviewed to cover not only automobile bodies, but also motorcycles and bumpers.

*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 95 drills (including 30 simulated nighttime drills) were held at all of our domestic plants in fiscal 2006.

These drills were held at our overseas plants.

4. Environment-Related Incidents and Court Cases

■ Environmental Incidents, etc.

In fiscal 2006, one "environmental accident" and nine "complaints" from local residents were recorded. The environmental accident was an excessive level of noise (56.4 dB) measured at the boundary of the Takatsuka Plant site, which was beyond the upper limit (55 dB) specified in the noise control standard. To solve this problem, we reduced the noise level of exhaust fans and improved the shapes of exhaust outlets, resulting in the reduction of the noise level to lower than the upper limit. The complaints were related to odor, noise, and paint mist, and we urgently took necessary measures against them.

■ Environment Related Product Recalls

There was no environment-related product recall.

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.

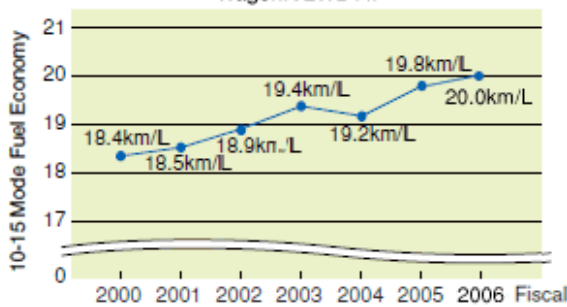
1. Improving Fuel Economy

Trends in Average Fuel Economy by Weight Class

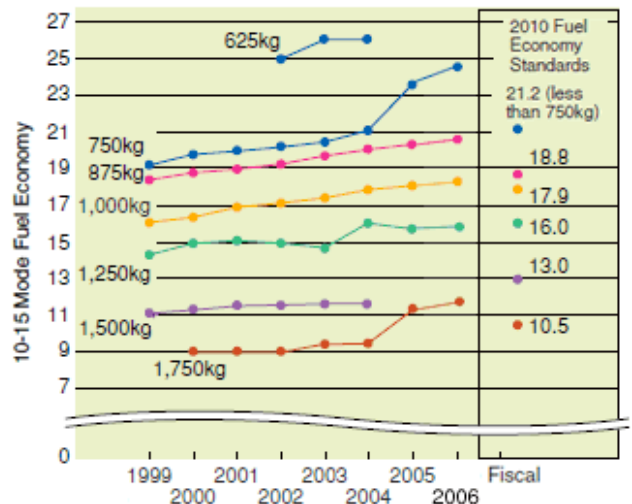
In order to reduce CO₂, which is connected to global warming, we are constantly working to develop and improve products that offer superior fuel economy.

Suzuki vehicles in almost all the weight categories have achieved this standard by fiscal 2010.

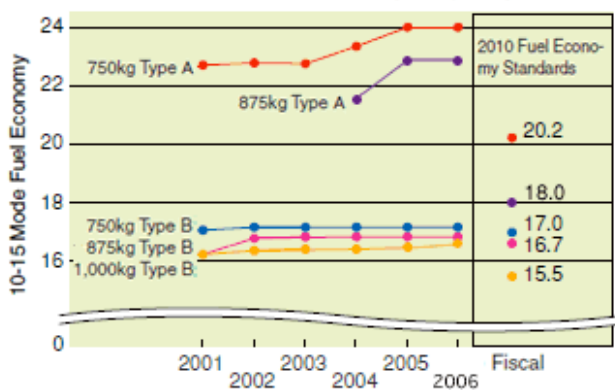
Trends in the Average Fuel Economy of Suzuki Vehicles
(Trends in Fuel Economy of Suzuki's Representative Models)
WagonR 2WD AT



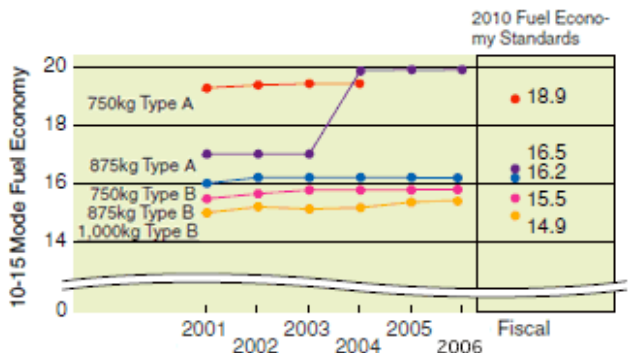
Trends in the Average Fuel Economy of Gasoline Vehicles by Body Weight (excluding OEM imports)
(Figures after fiscal 2004 exclude OEM vehicles.)



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)

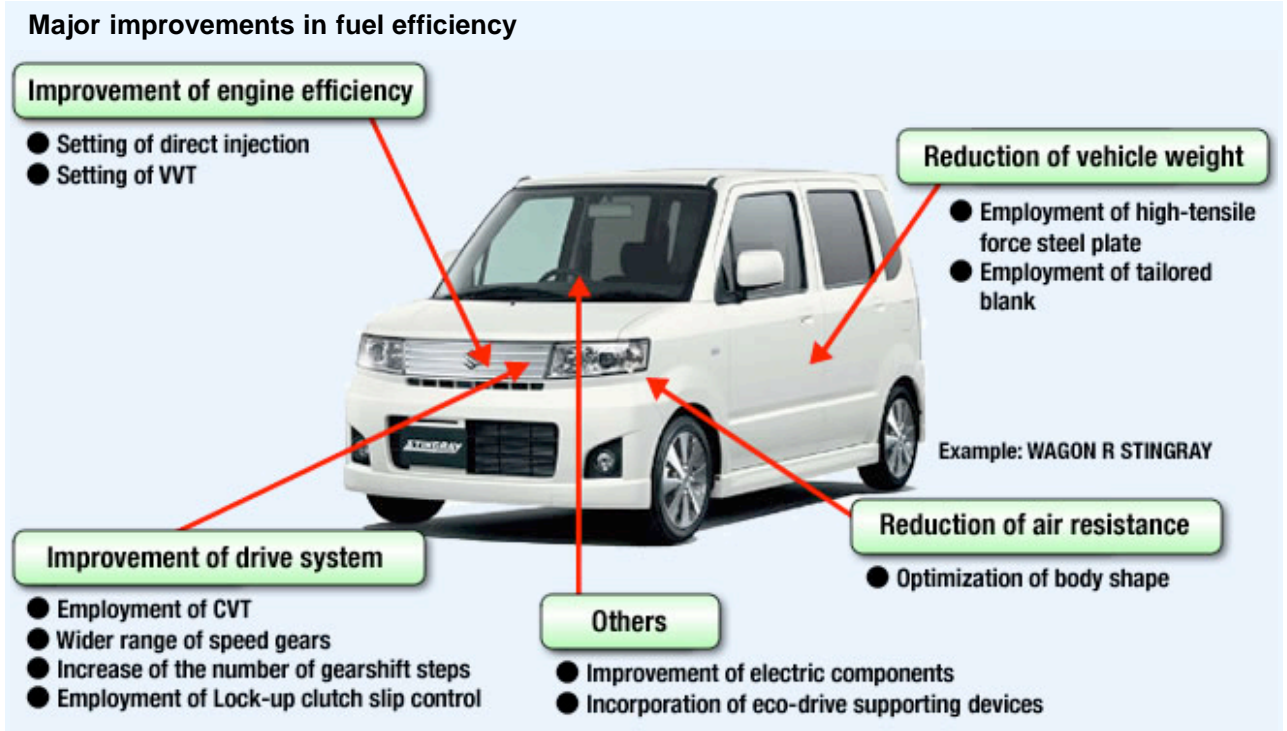
Structure B : Carry and Every (van type)

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 Lock-up clutch slip control enhanced transmission efficiency improving fuel economy and driving comfort.

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

Continuously Variable Transmission (CVT)

Since September 2006, a CVT-equipped type has been added to the WAGON R series. The new CVT type is designed to offer a wider range of non-stage transmission gear ratio and an expanded Lock-up clutch slip control range to low speeds, improving not only the driving performance, but also the fuel efficiency and quietness.

* Since May 2007, a CVT-equipped type has been also added to the compact car "SWIFT."

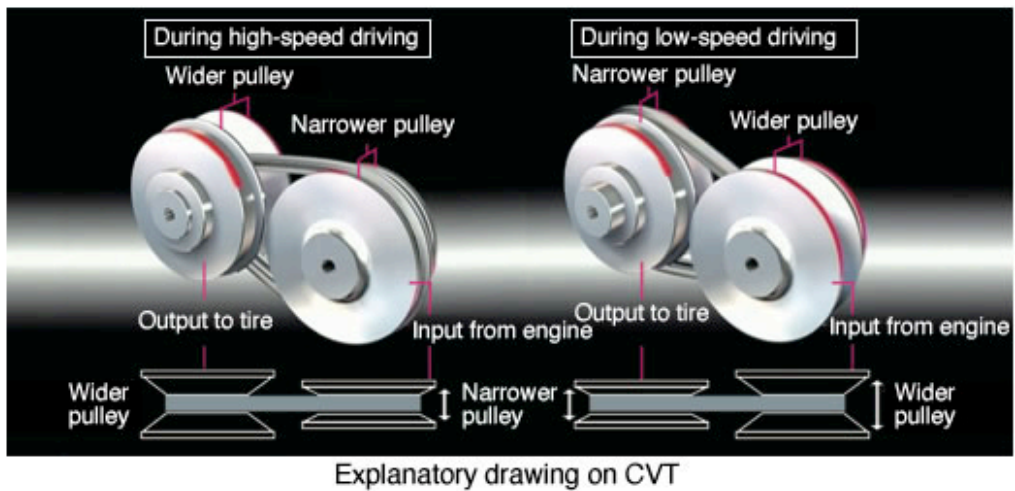
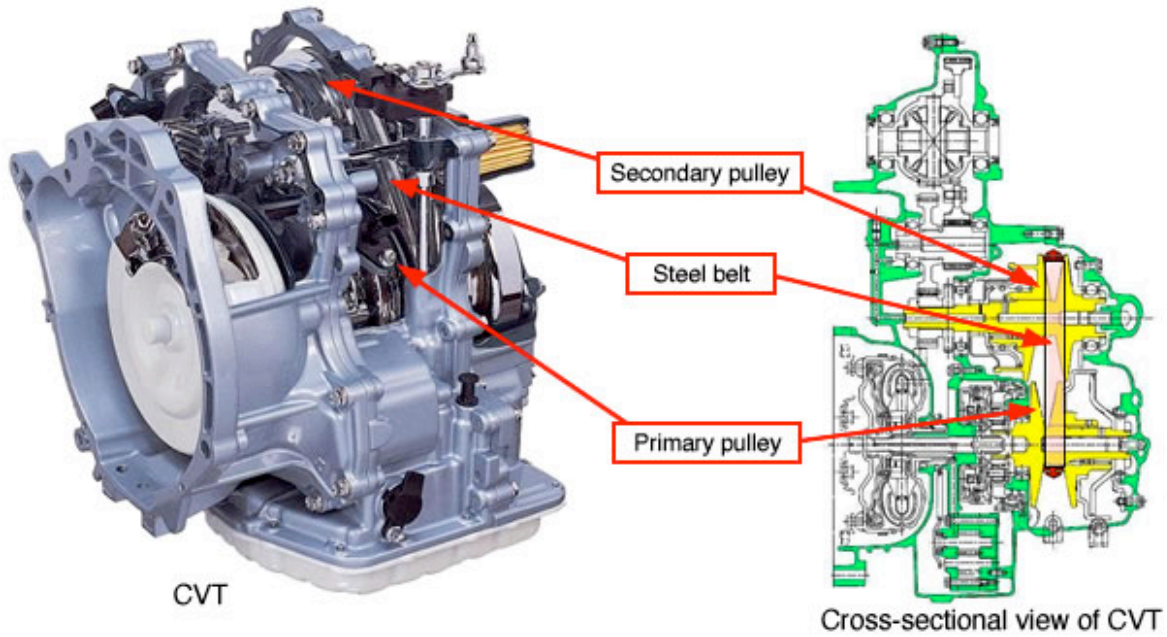


CVT-equipped WAGON R "FX-S LIMITED"

Environmentally-Friendly Products
Development:Automobiles

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1. Improving Fuel Economy



Environmentally-Friendly Products

Development:Automobiles



1. Improving Fuel Economy

Lightweight Bodies

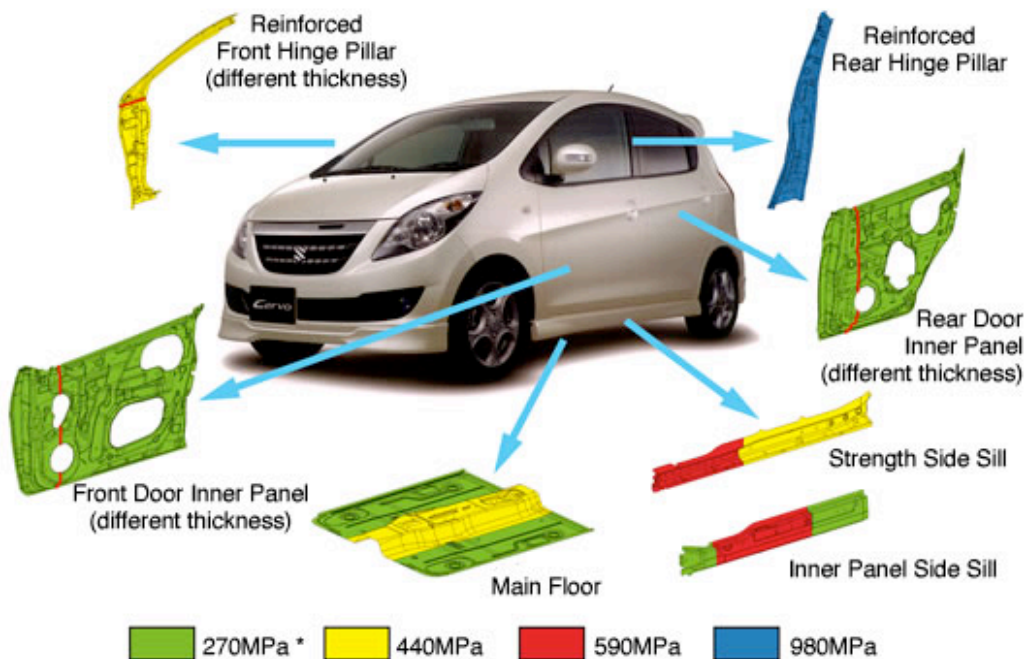
Utilizing Tailored Blanks (CERVO)

Tailored blanks is a manufacturing method in which steel parts of different thickness or materials (high tensile steel plate, plated steel sheet, 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 Cervo 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.

How Tailored Blanks Are Used (CERVO)



* MPa is the acronym for Mega Pascal, a unit that is used to define the force applied to an area on high-tensile steel plate.

Environmentally-Friendly Products

Development:Automobiles



1. Improving Fuel Economy

■Reduction of Power Consumption for Electric Components

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

■Eco-Drive Supporting Devices (Instantaneous and Average fuel consumption)

Since January 2006, we have employed the instantaneous and average fuel consumption indicator step by step in compact cars (SWIFT, SX-4 and ESCUDO) and mini cars (MR WAGON and CERVO) to encourage drivers to implement fuel-efficient driving.



Information display

■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 drag.



Wind tunnel experiment

Environmentally-Friendly Products

Development:Automobiles



2. Reducing Exhaust Emissions

Most of our vehicles meet the 2005 exhaust emissions standards (long term standards). Also, the new Swift, Wagon R SOLIO and Chevrolet CRUZE (a portion of these models) in the compact car category, and the new Wagon R, MR Wagon • ALTO • CERVO (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 2007)

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
WAGON R		Type 1	Type 1
ALTO LAPIN	Type 1	Type 1	
Kei	Type 1	Type 1	
CERVO		Type 1	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 5
WAGON R SOLIO	Type 1		Type 1
CHEVROLET CRUZE	Type 2	Type 1	Type 1
AERIO	Type 2	Type 1	
AERIO SEDAN	Type 2	Type 1	
ESCUDO		Type 3	
EVERY LANDY	Type 1		
JIMNY SIERRA	Type 1		
SX4		Type 2	Type 3

Low-emission vehicles delivered in fiscal 2006

Units

		Passenger vehicles		Trucks		Total
		Standard & compact vehicles	Mini vehicles	Standard & compact vehicles	Mini vehicles	
Low-emission vehicles	Fuel-cell car	0	0	0	0	0
	Hybrid car	0	0	0	0	0
	Natural gas-fueled vehicle	0	31	0		31
	Methanol-fueled vehicle	0	0	0	0	0
Certified low-fuel consumption and low-emission vehicles*	2005 exhaust gas standard-based 75-% reduction level☆☆☆☆	59,522	244,366	0	0	303,888
	2005 exhaust gas standard-based 50-% reduction level☆☆☆	7,699	149,746	0	17,823	175,268
	2000 exhaust gas standard-based 75-% reduction level☆☆☆	0	0	0	0	0
	2000 exhaust gas standard-based 50-% reduction level☆☆	0	0	0	0	0
	2000 exhaust gas standard-based 25-% reduction level☆	0	4,509	0	0	4,509
Diesel-replacing LPG-fueled vehicles		0	0	0	0	0
Total of low-emission vehicles, etc		67,221	398,652	0	17,823	483,696

* 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.)

Environmentally-Friendly Products

Development:Automobiles

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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.



Natural gas fueled type WAGON R

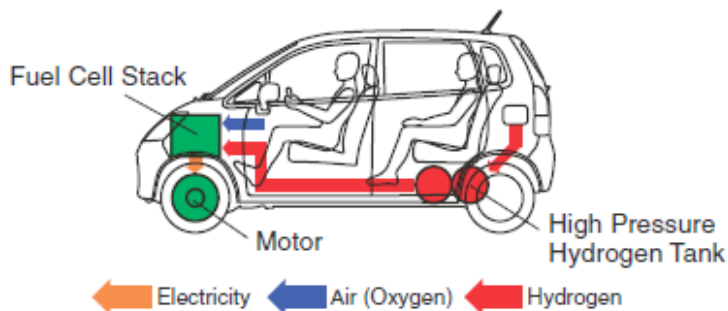
■ Fuel Cell Electric Vehicles

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 2007), 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 range 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.



Environmentally-Friendly Products

Development:Automobiles

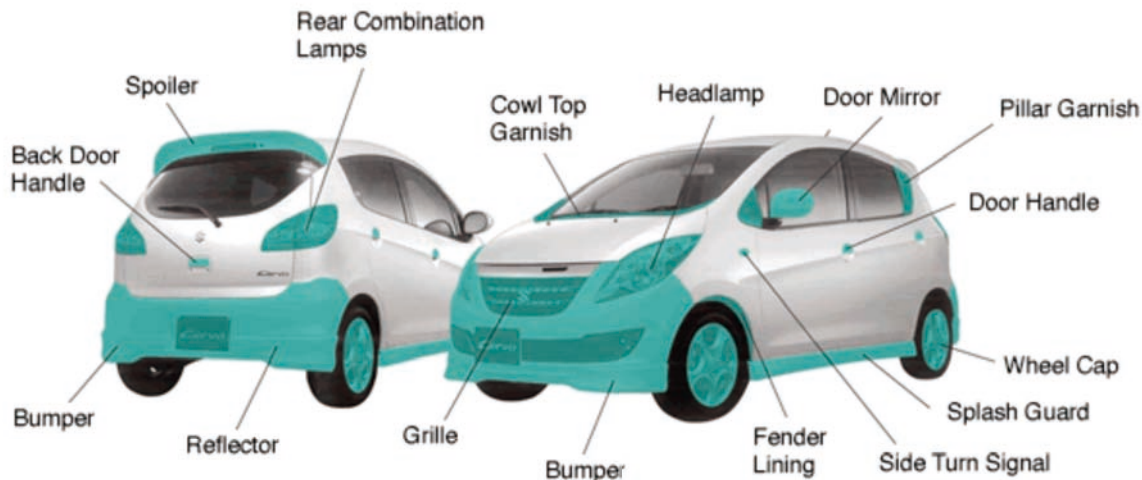


4. Promoting the Three Rs (Reduce, Reuse, and Recycle)

■ **Recyclable Designs**

Recyclable vehicle design is an important factor to allow for easy recycling of end-of-life cars. To produce easy-to-recycle cars, Suzuki employs recyclable materials in exterior and interior resinous parts.

Main Application of Resin Parts (Example: Exterior components of CERVO)



Environmentally-Friendly Products

Development:Automobiles



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

Material of parts

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

Recyclable Resin

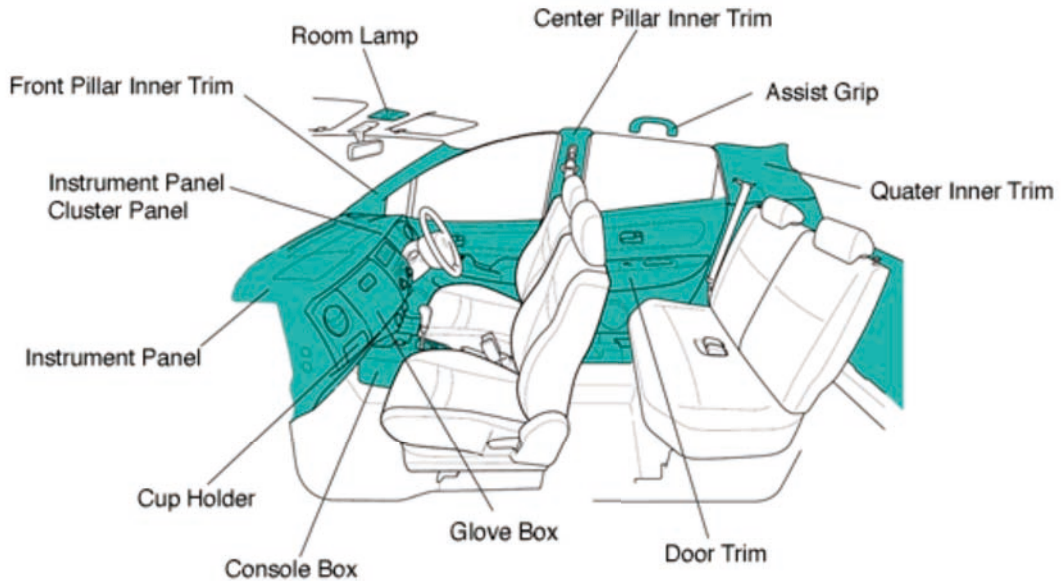
ABS	[Acrylonitrile-butadiene-styrene] ABS resin
AEPDS	[Acrylonitrile-(ethylene-propylene-diene)-styrene] Acrylonitrile-(ethylene-propylenediene)-styrene (AES resin)
ASA	[Acrylonitrile-styrene-acrylate] Acrylonitrile-styrene-acrylate (ASA resin)
EPM	[Ethylene-propylene copolymer] Ethylene-propylene copolymer
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)

Main Application of Resin Parts (Example: Interior components of CERVO)



Material of parts

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		Box	PP+EPM
		Lid	PP+EPM
Console Box			PP
Cup Holder		Lid	PP+EPM
		Tray	PA
Instrument Cluster Panel			PP+EPM
Instrument Panel			PP+EPM
Front Pillar Inner Trim			PP
Door Handle			ABS
Door Trim	Front	Board	PP
		Arm rest	ABS
	Rear	Board	PP
		Arm rest	ABS
	Back	Cover skin	PET
		Base	PP

Environmentally-Friendly Products

Development:Automobiles



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

Recyclable Resin

ABS	[Acrylonitrile-butadiene-styrene] ABS resin
AEPDS	[Acrylonitrile-(ethylene-propylene-diene)-styrene] Acrylonitrile-(ethylene-propylenediene)-styrene (AES resin)
ASA	[Acrylonitrile-styrene-acrylate] Acrylonitrile-styrene-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

At present, most of glass removed from end-of-life vehicles is disposed as automotive shredder residue (ASR). In order to use natural resources effectively and reduce the amount of ASR, Suzuki is now struggling with recycling of used glass collected from end-of-life vehicles. In fiscal 2006, we carried out this recycling project in cooperation with eight automotive manufacturers* and three glass producers. Putting much emphasis on the development of glass collectors, Suzuki has realized efficient glass collection and successfully reduced the recycling cost. And we will make continuous efforts for further cost reduction.

* 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

■ Development of Automobile Recycling Assist Tools

In addition to the recyclable product design, we have been developing tools that can facilitate recycling. One of those tools is a harness cutter, which is a cutting tool for efficiently collecting harnesses. It allows for easy one-handed cutting and collection of harnesses that are located even under carpets or in narrow space. As a result of year-to-year improvement, it has become lighter in weight and more durable.



Harness cutter

Environmentally-Friendly Products
Development:Automobiles

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5. Managing and Reducing Environmental Impact

Managing and Reducing the amount of use of Environmental Impact

Reduction of environmental Impact 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 CERVO and SX4 released in fiscal 2006, we have successfully reduced the amount of lead used in each vehicle to the level of 1/10 or less of the 1996 result. Also, we have achieved the lead reduction to 1/10 or less in the regular models, such as JIMNY, SWIFT, WAGON R, ALTO, and LAPIN. In fiscal 2007, we aim to reduce the lead usage to 1/10 or less of the 1996 result in all of other regular models, as well as new models.

Hexavalent Chromium Reduction Efforts:

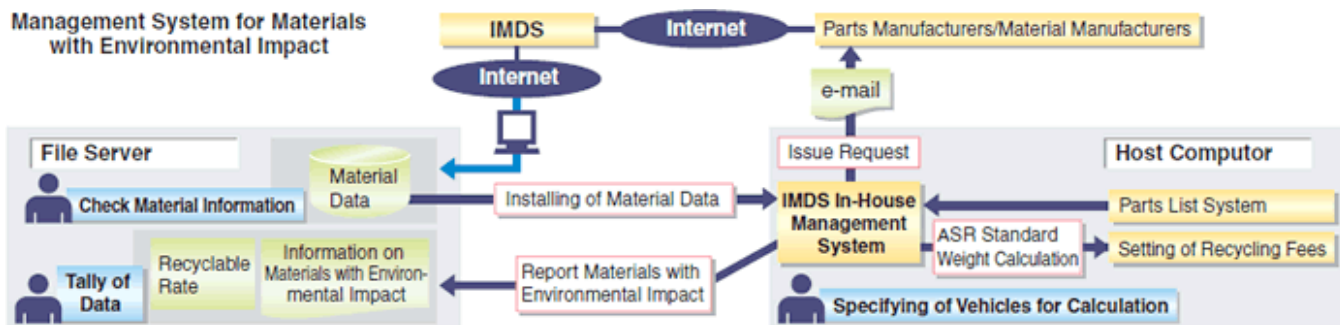
We are also drastically reducing the amount of hexavalent chromium used in domestically produced automobiles, motorcycles and outboard engines, aiming at full phase-out. For the vehicles to be exported to Europe (SWIFT, SX4, ESCUDO, JIMNY, etc.), we achieved the total disuse of hexavalent chromium before the end of December 2006. Also, for SX4, which was domestically released in July 2006, we disused it before the end of January 2007. Moreover, we have determined to totally disuse hexavalent chromium for all domestic models newly released after SX4.

Cadmium Reduction Efforts:

For semiconductor's thick film paste, identification paints (pigments), relays, switches, electronic circuit boards and other electric and electronic parts used in all new model vehicles, we have achieved the replacement of cadmium by other substances earlier than the cadmium reduction schedule made by JAMA (planning to disuse it after January 2007).

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 2006, we identified 20 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

1 ■ ■ ■ ■ ■ 2 3 4 ■ ■ ■ ■ 5 ■ 6 7 8

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 the new MR WAGON released in January 2006 and later models, such as new SX4 and new CERVO, we have successfully reduced the interior VOC concentration to a lower level than the target set by the Japan Automobile Manufacturers Association as an automobile industry's* voluntary goal. We intend to further reduce the VOC value for all models to be produced and sold in Japan.

Car models achieved to reduce the interior VOC concentration to a level than the target



MR WAGON



SX4



CERVO

* 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 Refrigerant Substitutes)*

Reducing Air Conditioner Cooling Refrigerant

For the purpose of reducing the usage of HFC 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. The air conditioner system of the refrigerant saving type is adopted in all models by domestic production car and adopts it to an offshore production car sequentially.

* The term "refrigerant" refers to Freon (HFC134a).

Cooling Refrigerant Substitutes

We are now conducting research and development of a next-generation air-conditioning system employing an environmentally friendly refrigerant that can replace HFC134a to drastically reduce the effects of global warming.

■ Developing of Lead-Free Soldering

Solder containing lead (tin 6: lead 4) is used in the Electric Control Unit (ECU) currently. But we are under developing what changing it for lead-free solder to reduce the environmental impact. First of all, we started using lead-free solder in the EMCD (Electric Magnetic Control Device) controller installed Chevrolet Cruze on November 2001. And we have innovated lead-free solder in the EPI controller installed a portion of Suzuki vehicles since fiscal 2004. We are planning the sequential expansion of lead-free solder innovation for the future.

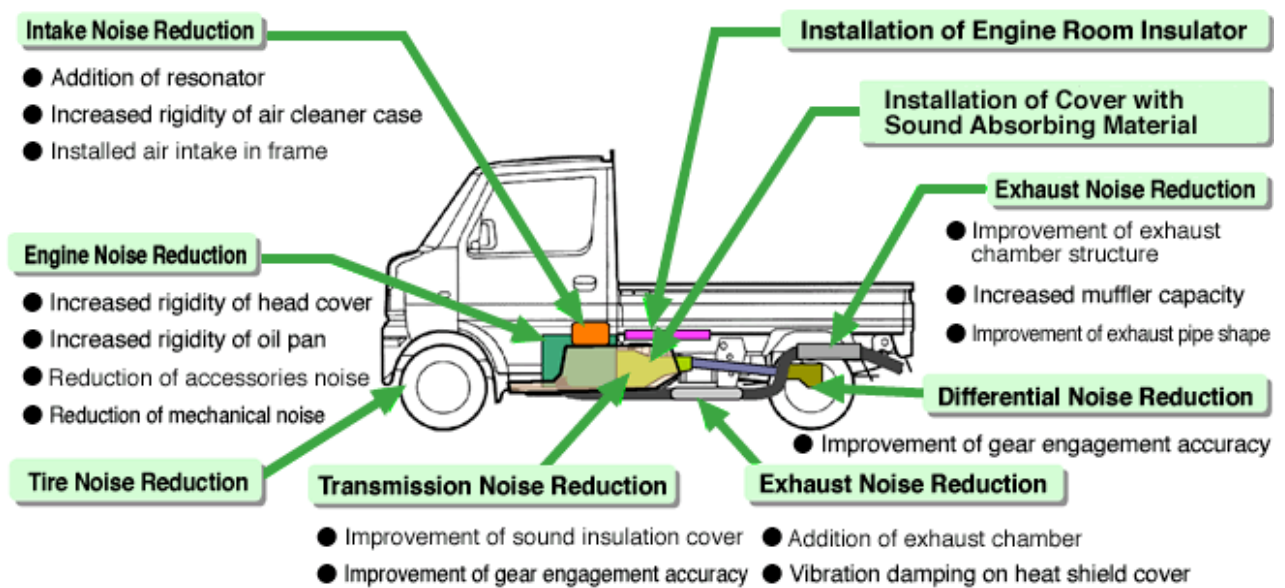
Environmentally-Friendly Products
Development:Automobiles



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 insulation 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



Environmentally-Friendly Products
Development:Automobiles

1 ■ ■ ■ ■ ■ 2 3 4 ■ ■ ■ ■ ■ 5 ■ 6 7 8

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

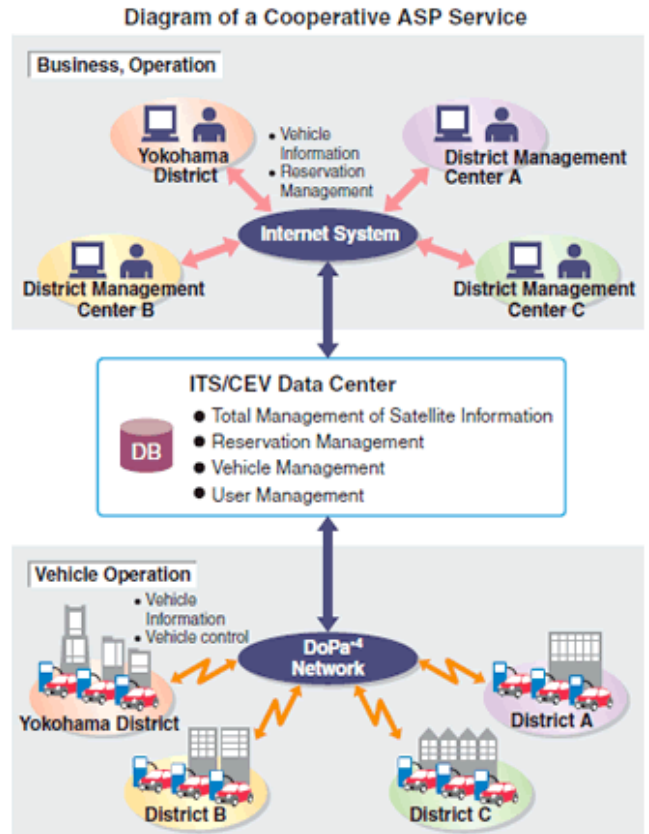
Cooperative systems utilize information technology to allow multiple users to use a single vehicle according to their needs. We have anticipated the creation of highly efficient and convenient city traffic systems that blend vehicles and public transport, and reduce exhaust emissions.

Established in March of 2002, the CEV Sharing Corporation (Present name : the ORIX Auto 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*3 provided by the CEV Sharing Corporation. At present (March 2007), this service is available in Tokyo, Yokohama and Nagoya.



EVERY "Car-Sharing" Vehicle

- *1 ITS : Intelligent Transport Systems
- *2 CEV : Clean Energy Vehicle
- *3 ASP : Application Service Provider
- *4 DoPa is a trademark of NTT Docomo.



(Tokyo/Yokohama/Nagoya area)
ORIX Car Sharing
<http://www.orix-carsharing.com>

Environmentally-Friendly Products

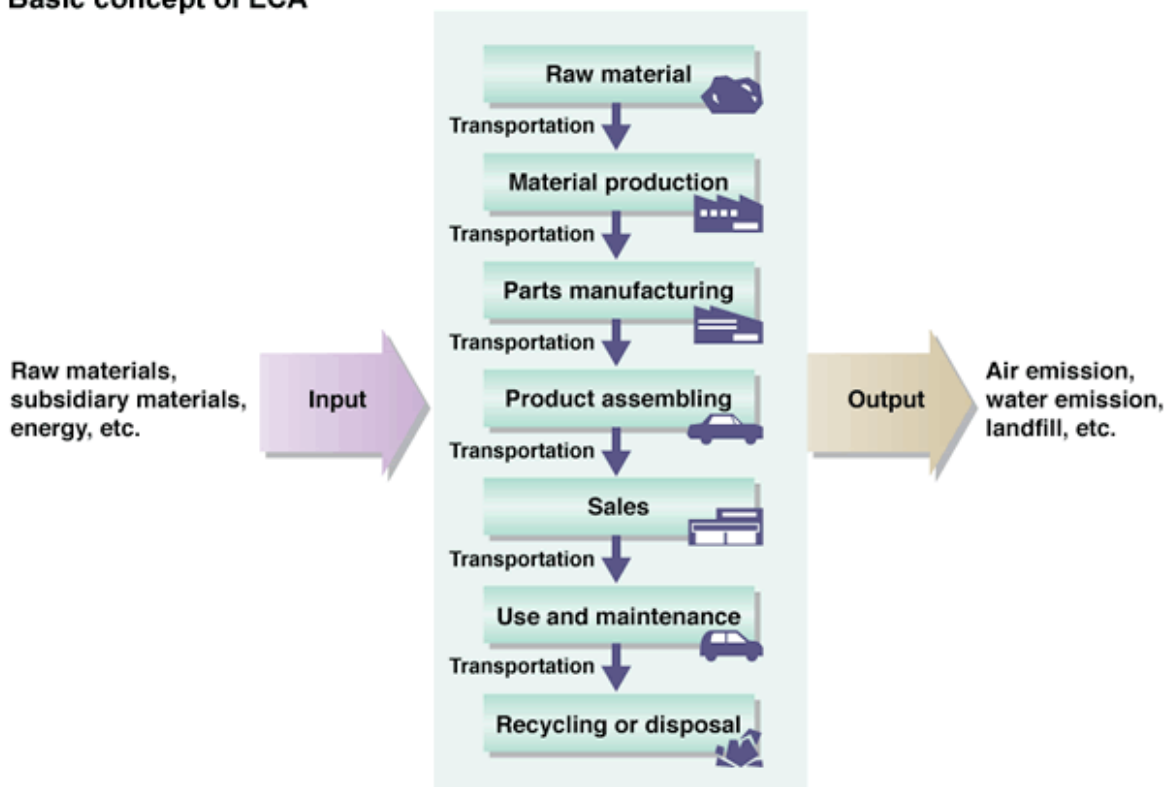
Development:Automobiles

8. Life Cycle Assessment (LCA)

Life Cycle Assessment (LCA) is a method for quantitative assessment of environmental impact (CO2 emission, etc.) in all stages of a product life cycle (material selection → manufacturing → use and maintenance → disposal or recycling).

Suzuki is now making arrangement for the database necessary for LCA by collecting parts manufacturing data and others as a part of environmental impact reduction activities.

Basic concept of LCA



Environmentally-Friendly Products Development: Motorcycles

1 2 3 4 ■

1. Improving Fuel Economy

● Bandit 1250

For the purpose of increasing the fuel efficiency compared to previous models, various kinds of improvements and countermeasures have been incorporated in Bandit 1250 and 1250S. The engine cooling system has been changed from oil cooling to water cooling, resulting in great improvement of compression ratio and thermal efficiency. The fuel supply system has been changed from the carburetors to the fuel injection systems to optimize the air/fuel ratio and fuel consumption with a fuel control system. The transmission has been changed from the five-speed type to the six-speed type, allowing for optimization of overall gear ratio. As a result of those improvements, the steady speed fuel consumption (at 60 km/h) has been improved from 26.5 km/L to 27.0 km/L (for domestic models).



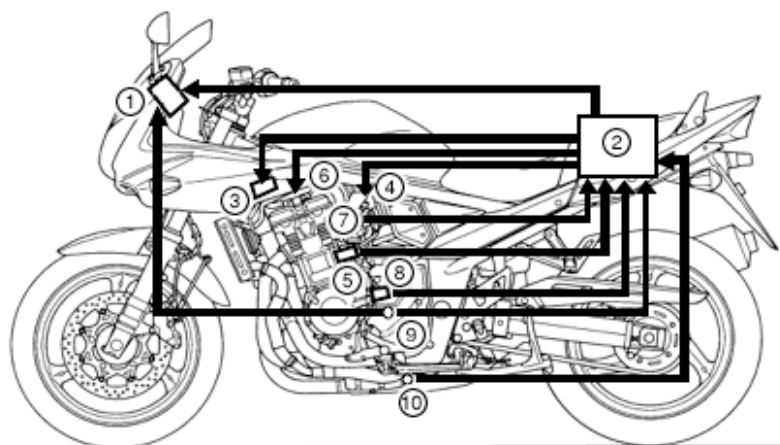
BANDIT 1250 S

Environmentally-Friendly Products Development: Motorcycles

2. Reducing Exhaust Emissions

● Bandit 1250

The Bandit 1250 and 1205S employ an electronically controlled fuel injection system, metallic honeycomb catalyst, two-stage air system, and O₂ feedback system (for the models to be used in Europe, North America, and Japan). With those improvements, they offer excellent exhaust gas control (satisfying the requirements of Euro III, Tier 2 and Japan’s emission regulations).



- ① Combination meter
- ② FI control unit
- ③ Secondary air-cut valve
- ④ Fuel injector
- ⑤ Water temperature sensor
- ⑥ Ignition coil
- ⑦ Intake pressure sensor
- ⑧ Crankshaft position sensor
- ⑨ Speed sensor
- ⑩ O₂ sensor



Metallic honeycomb

Environmentally-Friendly Products Development: Motorcycles

1 2 3 4 ■

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

The following illustrates our efforts toward improving the recyclability of materials through the 3R designs by taking Let's4 Basket and SKYWAVE 250/400 as examples.

■ Recycle Design**Use of recyclable materials**

To increase the usage of PP recycled materials, SKYWAVE 250 and 400 have newly employed recycled PP materials in the under cover and the lower mud guard, in addition to the electric parts holders, fuel lid arm bar, and meter lower panel, in which recycled-PP has already been used.



SKYWAVE 250 Type S

Utilizing Colored Resins

Such resin covers as the handle cover, leg shield and frame covers used in Let's4 Basket are made of PP or AES colored resins. The use of these resin parts eliminates the need for separating the paint from the material during recycling, facilitating the recycling process.

Easier Dismantling

Exterior parts for Let's4 Basket can be attached with screws and clips, so that there is no need for any special tool during assembling. Also, they can be easily dismantled only with a screwdriver.

Environmentally-Friendly Products Development: Motorcycles

- 1 2 3 4 ■

4. Reducing Noise

● **Bandit 1250**

By incorporating the following noise reduction technology, the Bandit 1250 ABS and 1250S ABS (for domestic market) released in March 2007 have increased the output in the practical use range and, at the same time have satisfied the requirements specified in the domestic third-order noise regulation.



BANDIT 1250 S

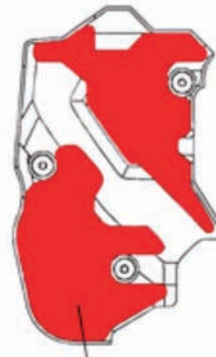
① Employment of water-cooling system

② Installation of engine sprocket outer cover

The cover is installed on the left side of engine, with a noise absorbing material attached in the back.



Sprocket outer cover



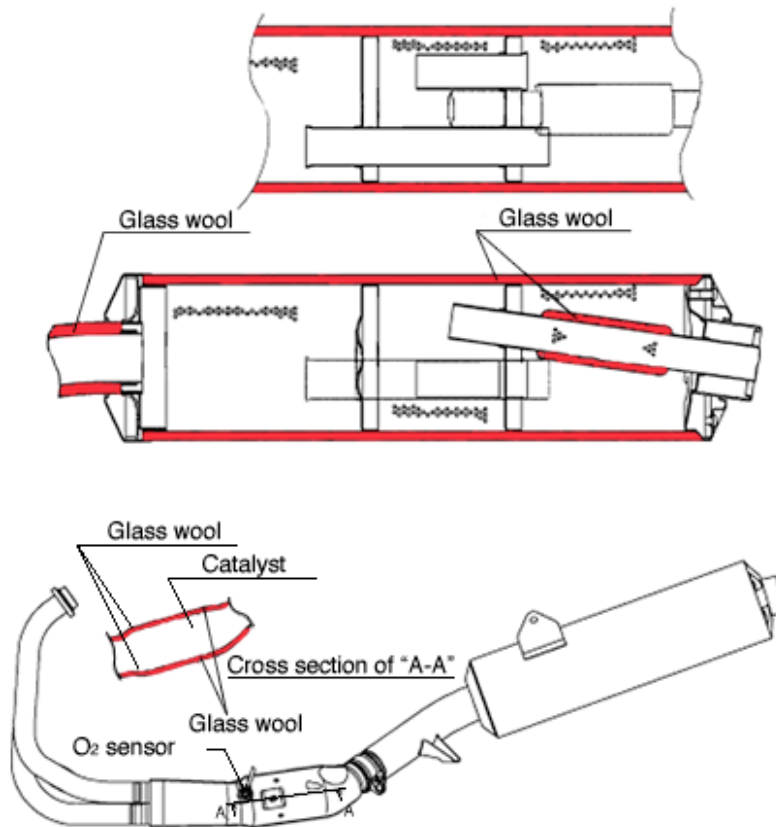
Noise absorbing material is attached.

Environmentally-Friendly Products Development: Motorcycles

1 2 3 4 ■

4.Reducing Noise

③ Enlargement of muffler and installation of glass wool



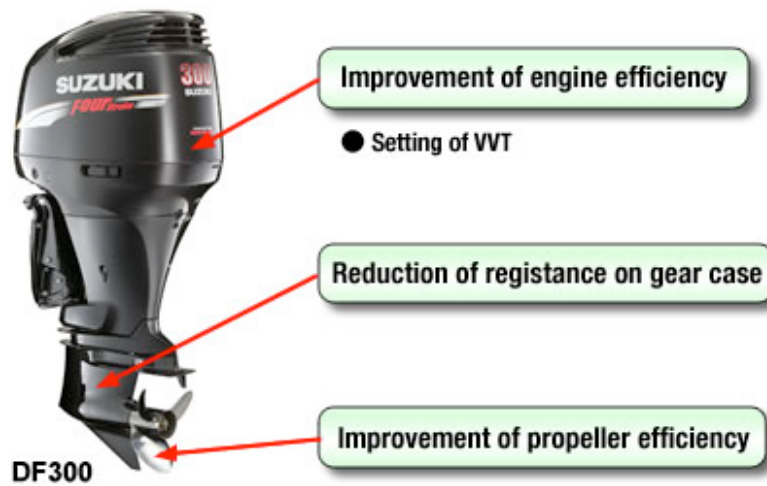
④ Employment of 6-speed manual transmission

Environmentally-Friendly Products Development: Engines for Outboards

1 2 3 4

1. Improving Fuel Economy

We are developing and improving outboard engines for the purpose of improving the fuel efficiency, which is one of important solutions for the environmental problems. The model DF300, which production was started in December 2006, has been greatly improved in the efficiency of both the engine and the propeller, with the resistance of the gear case reduced, by employing the electronically-controlled fuel injection system and the variable valve timing (VVT) mechanism, bringing about great fuel saving benefit.



Environmentally-Friendly Products Development: Engines for Outboards

1 2 3 4

2. Reducing Exhaust Emissions

Suzuki's four-stroke outboard engines have complied with the U.S. "2006 EPA HC+NOx Regulation Values" and "2008 CARB Regulation Values" and the European "2006 EU Regulation Value."

Clean Technology

The Suzuki four-stroke outboard engine "DF Series" is designed to offer the best environmental friendliness, satisfying the 2006 emission standards set by the U.S. Environmental Protection Agency (EPA) and the 2006 marine engine emission voluntary regulation values set by Japan Boating Industry Association. Also, the DF engines (excluding DF30, DF5 and DF2) are certified by Fishing Boat and System Engineering Association of Japan as environmentally-sound gasoline-fueled outboard engines. This certification is granted to outboard engines that also satisfy the fuel efficiency requirements.



EPA2006



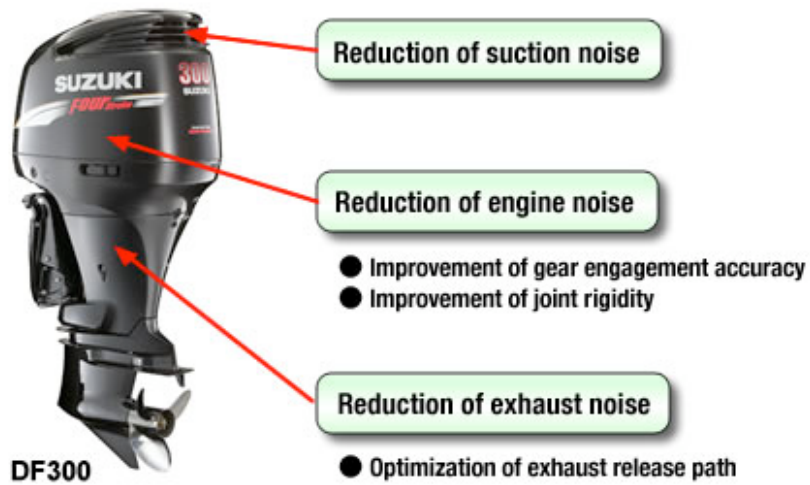
Japan's voluntary regulation

Environmentally-Friendly Products Development: Engines for Outboards

1 2 3 4

3. Reducing Noise

Our outboard engines are designed to minimize various kinds of noises, such as suction noise, engine noise, and exhaust noise. Through those noise reduction measures, all of our four-stroke outboard engines have complied with the EU noise requirements.



Environmentally-Friendly Products Development: Engines for Outboards

1 2 3 4

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**

1. Developing Clean Energy Automobiles

We are conducting research and development of FC Senior Car that uses a fuel cell to replace the conventional electrically powered scooters incorporating a large lead acid battery. The fuel cell is called a Direct Methanol Fuel Cell (DMFC)* that uses methanol as fuel. Since long-distance driving is possible simply by supplying the methanol, there is no need for conventional plug-in charging.

At the 2006 International Home Care & Rehabilitation Exhibition, we exhibited a fuel cell-operated Senior Car "MIO" that also employs the DMFC. Based on the MIO, we are now advancing the research of a fuel cell control system for further improving the fuel efficiency.

* 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 "MIO"

Environmentally-Friendly Products Development: Welfare Vehicles

1

2

3

2. Promoting 3R

■ Use of tip materials

We use tip materials in the arm support and the back support of the Senior Cars. Also, we are considering the use of them in other portions, while carefully examining the required hardness and elasticity.

■ Recycle mark

We indicate the battery recycle mark not only on the surface of the cell, but also in the relevant instruction manual. The indication of the battery mark raises users' awareness about environment and the importance of recycling.



3. Managing and Reducing Materials with Environmental Impact

■ Reduction of VOC

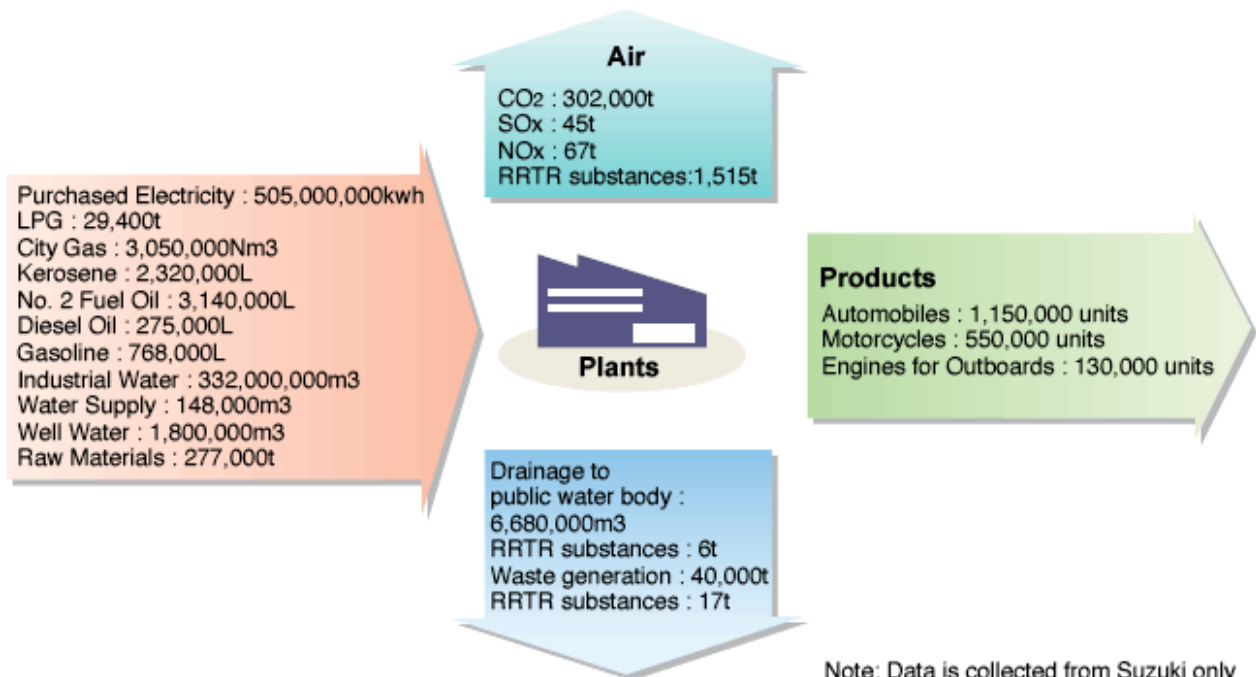
In order to reduce the amount of VOC generated from coating films or in the painting process, we are willingly using colored resin parts in Senior Cars and Town Carts without applying any paint. (In fiscal 2006, the colored resin parts accounted for 53.4% of the total resin parts in terms of weight. That component ratio was as high as 92.6% in Town Carts.)

■ Lead-free soldering

We intend to apply lead-free solder to the battery charger's control board and are also considering the employment of it for other electric components.

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

Environmental conservation encompasses a wide range of activities in areas related to manufacturing, from global warming (energy reduction, CO2 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.



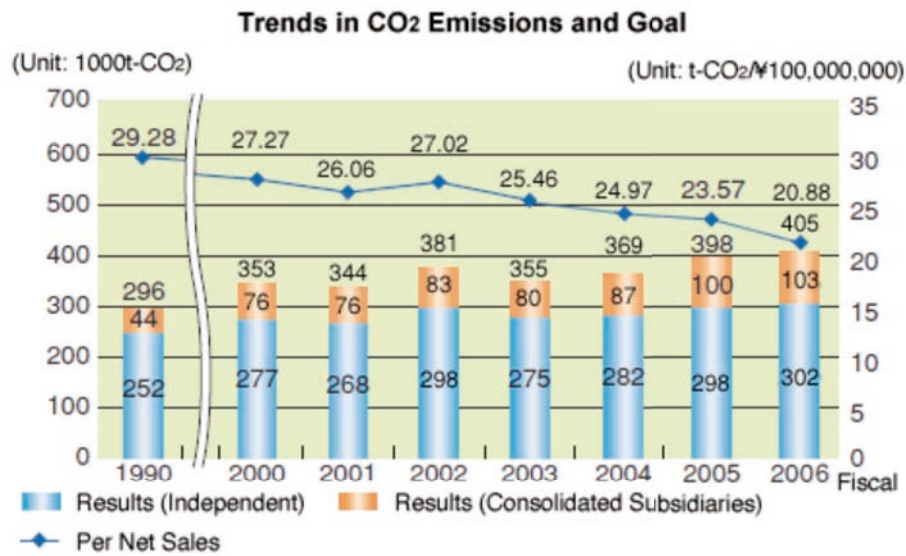
Environmentally-Friendly Manufacturing

1 ■ ■ ■ ■ 2 3 4 ■ 5

1. Considering the Environment at all Corporate Sites

■ Measures for Global Warming

We will further work on various measures such as conversion to low-CO2 fuel, introduction of energy saving equipment and use of natural energy.



Main Plant	18,300t-CO2	Excluding the main office structure and machinery
Iwata Plant	52,500t-CO2	
Kosai Plant	107,100t-CO2	Including parts factories
Toyokawa Plant	15,100t-CO2	Excluding the Toyokawa PDI Center
Osuka Plant	60,300t-CO2	
Sagara Plant	48,600t-CO2	Excluding Sagara Course, Research Buildings, Sagara PDI Center

Environmentally-Friendly Manufacturing



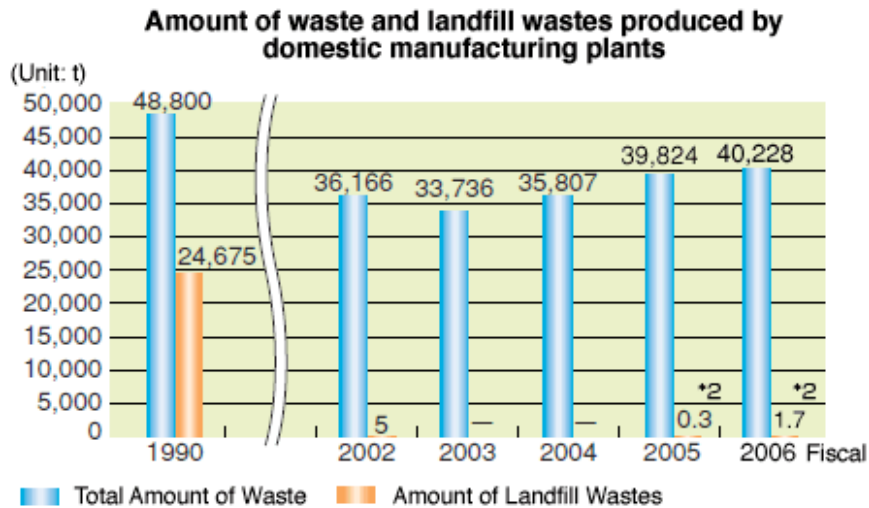
1. Considering the Environment at all Corporate Sites

■ Reducing Waste and Resources Saving

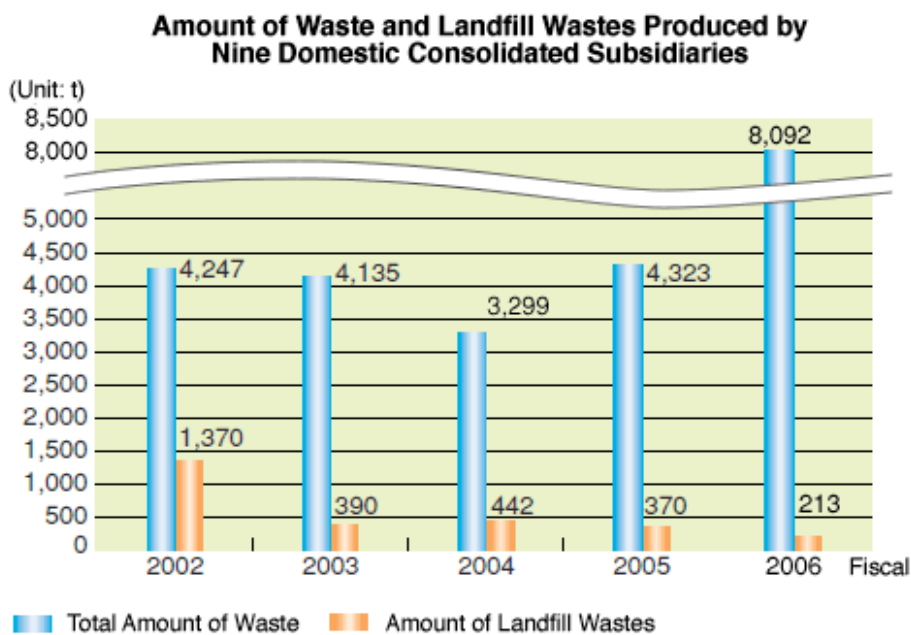
Amounts of Produced Waste and Landfilled Waste

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 2008.

*1 Zero level: Landfilled waste should be less than 1% compared to the amount sent in 1990 (24,675t).



*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.

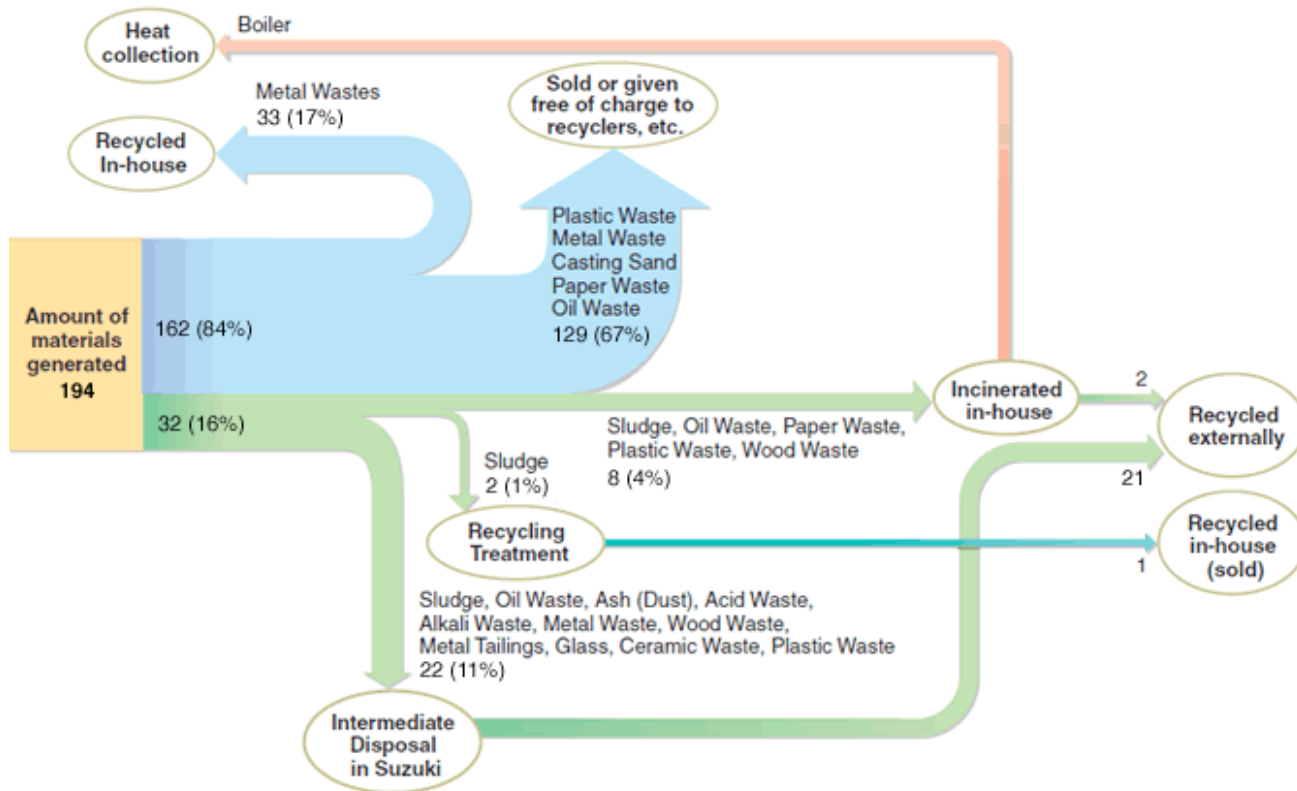


Environmentally-Friendly Manufacturing



1. Considering the Environment at all Corporate Sites

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



The asbestos of 1.7t/year collected as a result of the investigation was landfilled.

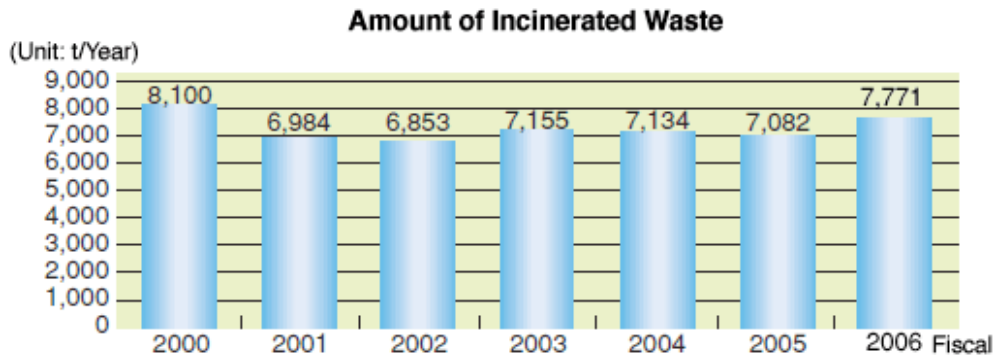
Environmentally-Friendly Manufacturing



1. Considering the Environment at all Corporate Sites

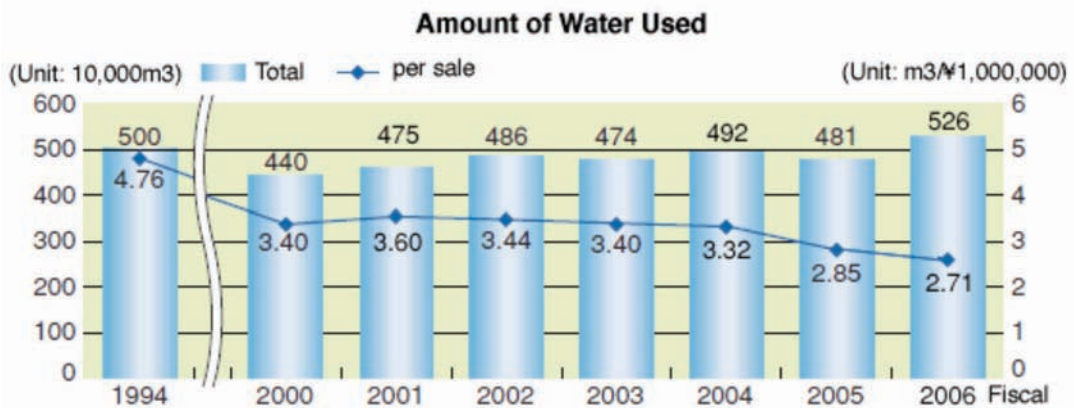
Amount of Incinerate Waste

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 2006 (7,771t) was about 5% 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 2006 was 0.0078ng-TEQ/Nm³, which falls well under the regulatory level (5ng-TEQ/Nm³).



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 airconditioners, water conserving faucets, rainwater collection, collection of water from coolers, and reuse of wastewater. Through the promotion of those activities, the water consumption per sales was reduced by 3% in fiscal 2006 from the previous year's result.



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 (2006), so we are confident that pollutants have not progressed beyond 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.

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.



Analysis

Environmentally-Friendly Manufacturing

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.



Wind power facility at Kosai Plant

Power generating results

Period	Installation places	Electricity generated [kWh]	CO2 reduction [kg-CO2]
April 2006 through March 2007	Training Center	13,758	8,970
	Kosai Plant	1,583,271	1,032,293
Total		1,597,029	1,041,263

■ 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 CO2 emission was reduced, and now we are considering the use of it in other plants.

Power generating results

Period	Installation places	Electricity generated [kWh]	CO2 reduction [kg-CO2]
April 2006 through March 2007	Kosai Plant	58,436	38,100

■ Utilizing Clean Energy

In August 2003, the fuel used at the Toyokawa Plant was switched from LPG to town gas, which emits less CO2. We plan to use such a clean energy in other plants step by step, considering the individual conditions of city gas pipe installation.

CO2 Reduction

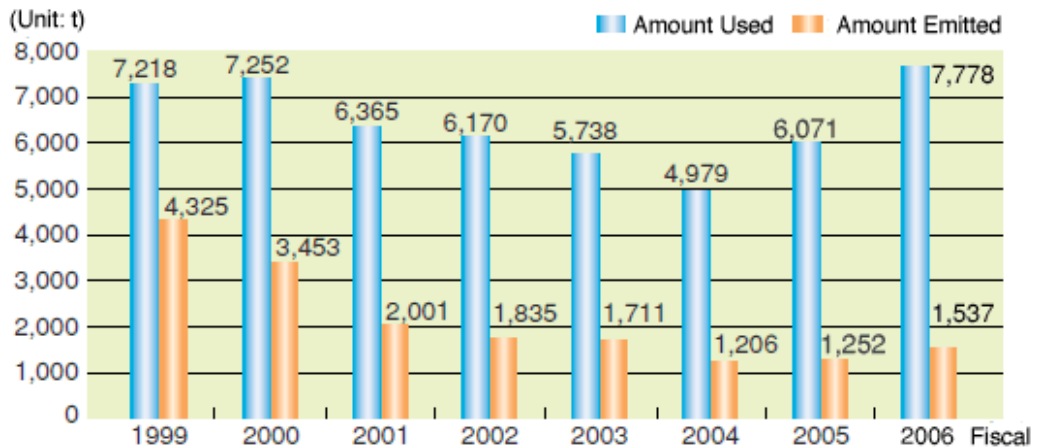
Period	Installation places	CO2 reduction [kg-CO2]
April 2006 through March 2007	Toyokawa Plant	1,402,543

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 PPTR targeted substances. Although we made efforts to reduce PPTR-targeted substances contained in paints and cleaning thinners, the amount of emissions in fiscal 2006 was 1,537 tons, up 23% from the previous fiscal year due to the increased production.

Amount of PPTR Materials that are Used and Emitted



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 2006 were at 64.8g/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.

Environmentally-Friendly Manufacturing



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 of our plants.

PCB (Polychlorinated Biphenyls)

In regard to transformers and condensers that use PCBs (polychlorinated biphenyls), we have a total of 1,412 such devices in our five plants. 12 of these are being used in two 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 plant 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

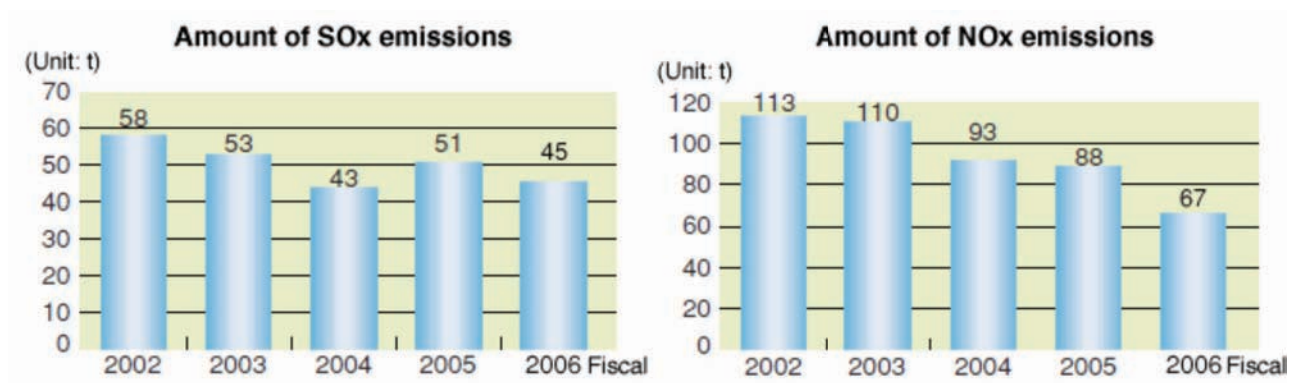
Water-soluble paints are being used in part of the brake drum painting process at the Osuka Plant. In overseas factories, the new factory in Magyar Suzuki (Hungary) started using water-soluble paints in January 2005 to reduce VOCs.

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.



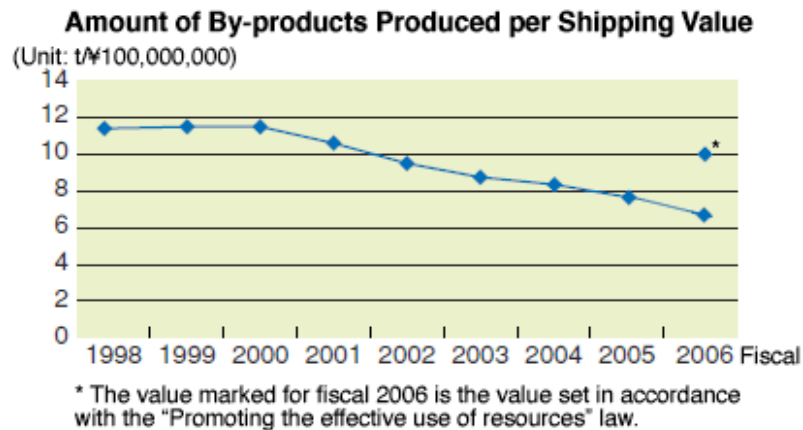
Environmentally-Friendly Manufacturing

1 ■ ■ ■ ■ 2 3 4 ■ 5

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 2006, we could reduce by-products to 6.7t/¥100,000,000.



6. Promoting Green Procurement

Suzuki issued a revised edition of “Green Procurement Guideline” on June 1, 2007. According to this revised guideline, we are promoting the procurement activity of environmental friendly parts and materials by encouraging our suppliers to produce environmentally friendly parts and materials and giving priority to the suppliers who show a positive attitude toward environmental preservation.

Also, Suzuki not only complies with various kinds of environment-related regulations, such as “European ELV Directives,” but also voluntarily and willingly make efforts for the reduction of environmental impact substances including those that are free from legal restrictions.

Through those activities, actually we are able to contribute to the activity toward global-scale environmental preservation.

* As a result of the revision of the guideline, Suzuki List of Controlled Chemical Substances has complied with the Global Automotive Declarable Substance List (GADSL), which is the automobile industry’s standard, allowing for control of a broad range of substances.

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

In order to reduce energy loss and shorten transportation time during the transportation of products from our plants to dealers, we are consolidating distribution points and promoting a direct delivery system that enables a more rational and efficient way of transportation of products from our plants to the dealers.

■ Joint delivery of motorcycles

To increase the transportation efficiency and reduce CO₂ emission, we employ joint delivery of products with other companies. In specific areas, the joint delivery is performed between the relay stations and dealers.

Environmentally-Friendly Distribution 1 2 3

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.

In fiscal 2006, returnable containers accounted for 25% of the total number containers used in shipments out of our factories, reducing cardboard use by about 140t. At the same time, returnable containers used in shipments received accounted for 50% of all containers used, reducing cardboard use by about 187t.



Returnable containers used in shipments out of the factories.

Returnable containers used in shipments received.

Promoting the Use of Returnable Rack for Outer Packaging Box

In order to reduce the amount of the packing and packaging materials, we are making a shift from the conventional one-way steel cases, which are disposed after use, to returnable steel containers.

The returnable containers, which had already been used for Hungary, India, Indonesia, Taiwan, Pakistan and U.S.A. since fiscal 2005, began to be also used for China (Changan Suzuki) and Canada (CAMI) since fiscal 2006. As a result, about 60% of the total steel cases has been shifted to returnable rack.

■ 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 23t of cardboard per year in fiscal 2006.



Cushioning material made of the recycled waste cardboard boxes

Environmentally-Friendly Distribution 1 2 3

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 CO₂-free, battery-type material transportation vehicles.



AGV

■ 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 CO₂ emissions. Compared to overland truck transport, sea transport produces about 25% of the CO₂ per ton. Compared to transporting everything by truck, the utilization of sea transport reduces CO₂ production by about 30%.



Marine Transportation

Environmentally-Friendly Marketing 1 2 3

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.

Environmentally-Friendly Marketing

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Recycling Promotion in Japan

2. Proper Treatment of End-Of-Life Products

■ Automobiles

State of automobile recycling in fiscal 2006

Suzuki is willingly promoting the recycling and treatment of the specified item - automotive shredder residue (ASR) airbags and CFCs/HFCs in accordance with the relevant regulations for automobile manufacturers.

We will make continuous efforts for recycling of end-of-life vehicle (ELV), while employing easy-to-recycle products, reducing the amount of scraps, saving or effectively using resources, reducing the cost of recycling, and maintaining higher levels of recycling.

<Recycling / recovery of ASR>

In cooperation with other 11 automobile manufacturers, such as Nissan Motor, Mazda Motor, and Mitsubishi Motors, we have organized an "ASR Recycling Promotion Team (ART)," which is working with recycling companies throughout the nation for the following common purposes: establishing a stable and reliable recycling system, ensuring proper disposal in compliance with laws, improving the ASR recycling rate, and reducing the disposal cost.

In fiscal 2006, out of 32,921 tons of ASR (collected from 307,103 units of vehicles) received by recycling companies, 26,496 tons were recycled. As a result, the ASR recycling ratio was increased by 6.5% to 71.7%, which means that 70% of the legal target of 70% to be achieved by 2015 has been achieved nine years earlier.

<Recycle of Airbags and collection and Disposal of CFCs/HFCs>

Also, Suzuki has jointly established "Japan Auto Recycling Partnership" with all other domestic automobile manufacturers for the purpose of promoting the recycling of airbags and the proper disposal of CFCs/HFCs.

In fiscal 2006, the airbag recycling ratio at Suzuki was as high as 94.0%, which is far higher than the legal target of airbag recycling ratio (85% or more), resulting from the recycling of 52,391 airbags collected from 18,310 units of airbag-equipped end-of-life Suzuki Vehicles.

Also, we collected and properly disposed of 61,662 kg of refrigerants CFCs/HFCs collected from 204,349 units of end-of-life Suzuki vehicles equipped with an air-conditioner.

Results of recycling in fiscal 2006

<Results of recycling or treatment specified three items>

ASR	Total weight of ASR and quantity of ELVs collected	32,921t/307,103units
	Total weight of ASR received by recycling facilities	22,964t
	Total weight of residue at recycling facilities	2,722t
	Total weight of ASR received by furnace work contractors	3,533t
	Total weight of residues at furnace work contractors	160t
	ASR recycling ratio	71.7%
Airbags	Total weight of airbags and quantity of ELVs collected	6,047kg/18,310units
	Total weight of recycled airbags	5,686kg
	Airbag recycling ratio	94%
CFCs/HFCs	Total weight of CFCs/HFCs and quantity of ELVs collected	61,662kg/204,349units

<Balance of Payments>

Amount of official credit deposit received	¥1,545,505,125
Amount of recycling cost	*¥1,560,347,464
Balance of payments	△¥14,842,339

* The above amount of recycling cost includes a part of the cost paid by Suzuki.

For more details on the results of the recycling in fiscal 2006, refer to the Suzuki's website <http://www.suzuki.co.jp/cpd/koho/j/kankyo/index.html>.

Environmentally-Friendly Marketing



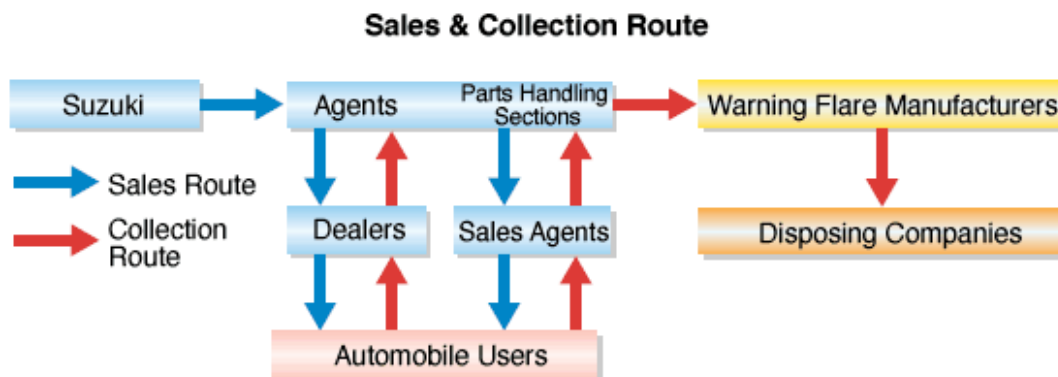
Recycling Promotion in Japan

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).



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”.



Dismantling Manual for Automobiles

Environmentally-Friendly Marketing



Recycling Activities in Europe

2. Proper Treatment 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 states to establish a collection and recycle system of ELV and for manufacturers to design recyclable vehicles and reduce the environmental impact materials.

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 from end users free of charge.
2. Banning the use of environmental impact 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 of labelling and identification of parts
Individual material names shall be labelled on plastic and rubber parts.
5. Provision of dismantling information or manual
Dismantling information or manual that specifies the parts, materials and portions containing the hazardous substances shall be provided to dismantlers to allow for easy disposal of used vehicles.
6. Provision of recycle-related information
Information on design for recycling of vehicle and parts, development of recycling methods, recycling activities and efforts, and environmentally-friendly vehicle disposal method shall be provided to customers.

Environmentally-Friendly Marketing



Recycling Activities in Europe

2. Proper Treatment of End-Of-Life Products

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 free of 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 each of such countries as the Netherlands, Spain, Finland, Greece, Norway, and Portugal, we use a collaboration network with other automobile manufacturers' and importers. In Germany, U.K., Austria, and Belgium, where such a collaboration network is not available, we select proper and reliable ELV scrappers from those approved by authorities and make contracts with them as companies qualified by Suzuki. The ELV scrapping companies, with which we make contracts, carefully sort the recyclable materials from ELVs, while properly scrapping and disposing of the remaining portions of ELVs, for the environmental preservation purpose.

We are making efforts to establish a nation-wide ELV collecting and recycling network that has many collecting points in proper distances from customers. The information about the collecting points is available from dealers of Suzuki products and Internet.

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



Board indicating Suzuki's designated collection center



Collected ELV

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 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)
2006	2	SX4 (RW series Minor change, SWIFT (RS series Minor change)
2007	2	SX4 (RW series Minor change, SWIFT (RS series Minor change)

Environmentally-Friendly Marketing

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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 2006, a total of 627 end-of-life Suzuki motorcycles were collected at certified collection centers. The recycling ratio was 86.0% 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.



sign indicating scrapped motorcycle acceptance facilities

Environmentally-Friendly Marketing



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 has been started since November 2005 in 10 prefectures located in the western part of Seto Inland Sea and the northern part of Kyushu, was expanded to the Kinki and Chubu districts in fiscal 2006, resulting in the coverage of 29 prefectures in total. We plan to expand it throughout the nation in fiscal 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

Environmentally-Friendly Marketing

Recycling Promotion in Japan

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

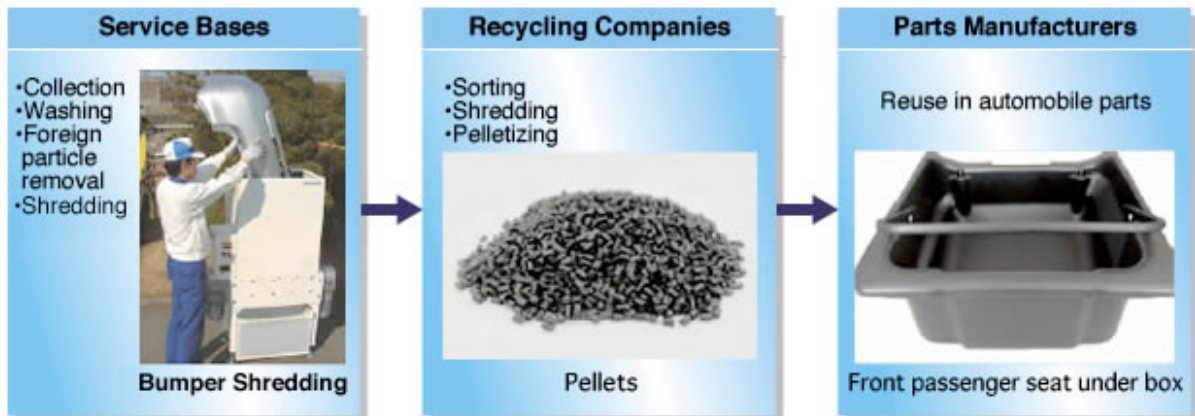
Bumper Recycling

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

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 to form such automotive parts as a tray under seat, fuel tank cover, etc. We will continue efforts not only for further promotion of collecting and recycling of end-of-life bumpers, but also for the reduction of the collection and recycling cost.

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.

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 about 72%* 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 80% low pollution type vehicles by the end of March 2008, and 85% by the end of March 2010.

*Out of a fleet of 275 vehicles, there were a total of 197 low emission vehicles (about 72%) at the end of March 2007. Included in the total are four hybrid vehicles.

■ Stop Idling Campaign

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.



"Idling Stop" poster for in-house campaign



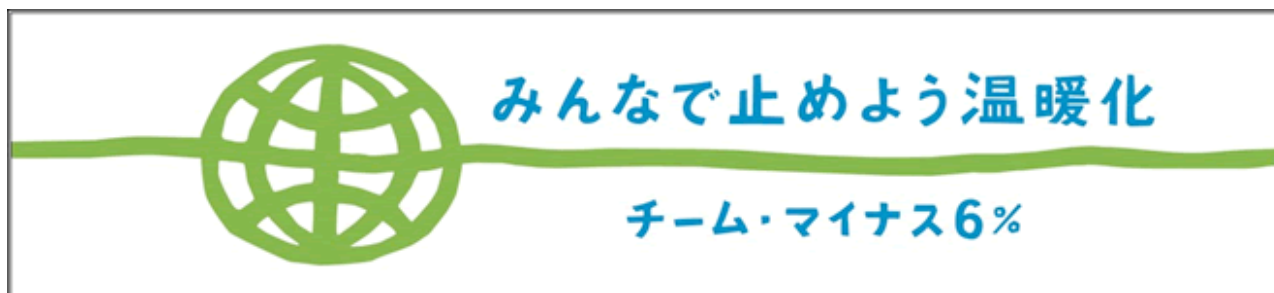
"Idling Stop" campaign sticker

Environmentally-Friendly Offices 1 2 3

1. Promoting Energy Reduction

■ 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 Perform eco-driving.
- ④ Choose eco-products.
- ⑤ Reject excess packaging.
- ⑥ Keep the plugs disconnected when the electric appliances are not used.

■ Participating in “CO₂ Reduction and Light-Down Campaign”

Suzuki participated in the “CO₂ Reduction and Light-Down Campaign,” which was carried out on a certain day of summer in line with a program called “Wa-no-kurashi (environmentally friendly living)” promoted by Ministry of the Environment. This campaign calls for a temporary “light down” throughout the nation on the day of the summer solstice, which is called “Black Illumination Day,” to reduce CO₂ emission for prevention of global warming. Suzuki cooperated in this program by turning off the lights at more than 800 offices, plants and dealers throughout the country on that day.

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

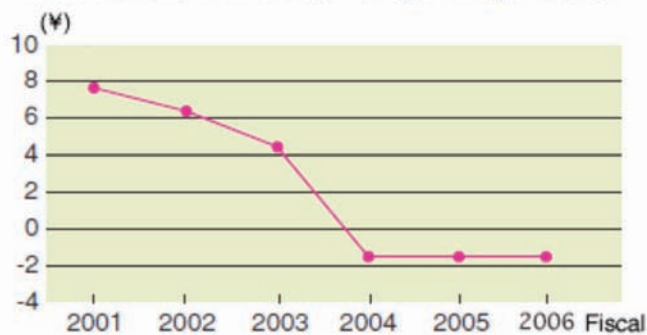
Newspapers, magazines, catalogs, and cardboard are sorted and collected for recycling at our head office (material recycling*¹). Classified documents are burned in the incinerator at the Kosai plant, and thermal recycling was conducted*². We stopped thermal recycling and changed to material recycling from July 2005. (Paper Recycled Paper in Fiscal 2006: 82 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	→		Melting	Shredding	Used as Roadbed Materials
				Burnt Residue			Sorting	Firing	Used as Cement Raw Materials
Confidential Documents					Collecting & Transporting Companies	→	Compression	Melting	Recycled into Corrugated paper
Corrugated paper									Used as Recycled Paper
Newspaper, Magazines, Catalogs, etc.									
Specific Paper Waste									Burning

Trends in Disposal Cost per 1-kg Corrugated paper



Corrugated paper

	Fiscal 2001	Fiscal 2002	Fiscal 2003	Fiscal 2004	Fiscal 2005	Fiscal 2006
Disposal (Recycling) Cost (yen)	1,158,330	1,217,075	865,985	▲189,693	▲133,214	▲150,822
Disposal Quantity (kg)	153,680	187,600	194,490	118,660	84,580	95,760

Figures marked with “▲” indicate disposal by sale.

Environmental Education and Information Disclosure **1** **2** ■

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. 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.



New Employee Education

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 477 programs were held - 471 programs for new employees, executives, etc., and 6 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 230 managers for pollution prevention, 77 energy managers, 462 in-house inspectors, etc.

Overseas Trainees

Focused on plant managers, production engineers, and designers, this program accepted 262 trainees from abroad in fiscal 2006. Trainees are given environmental education on subjects such as "Environmental Concepts in the Factory", "Separating Wastes for Disposal", "measures for energy reduction", etc.

2. Providing Environmental Information

Community Information Exchange

We regularly carry out exchange meetings with local residents to ask their views on improvement programs. 7 meetings took place at 6 plants in fiscal 2006. 441 plant tours were conducted at 6 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 Low Emissions Vehicles, etc.)
- Catalogs
- Advertising (Corporate brochures, corporate advertisements)



Information service through website

Environmental Education and Information Disclosure 1 2 ■

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.

Name of Fairs	Dates of Fairs	Places	Organizers
Natural Gas-Fueled Automobile Seminar in Saitama City	May 24, 2006	Saitama Stadium 2002	Saitama city and Kawasaki city governments, CNG Vehicle Promotion Committee
Eco Car World 2006	June 3 through 4, 2006	Yokohama Red Brick Warehouse	Ministry of the Environment, Yokohama city government, etc.
Defense Agency's Environment Month Exposition	June 10, 2006	Defense Agency	Defense Agency
Natural Gas-Fueled Automobile Seminar in Kawasaki and Yokohama	August 29, 2006	Kawasaki MARIEN	Yokohama CNG Vehicle Promotion Committee
The 33rd International Home Care & Rehabilitation Exhibition 2006	September 27 through 29, 2006	Tokyo Big Sight	Health and Welfare Information Association
The 1st Renewable Energy International Exhibition & Conference	October 11 through 13, 2006	MAKUHARI Messe	Ministry of Economy, Trade and Industry (METI)
The 4th Shizuoka Environmental & Forest Fair	October 20 through 22, 2006	Twin Messe Shizuoka	Shizuoka prefectural government, etc.
Tochigi Natural Gas-Fueled Automobile Clean Fair 2006	October 21 through 22, 2006	Tochigi Science Museum	Tokyo Gas Co., Ltd.
The 22nd International Battery, Hybrid and Fuel Cell Electric Vehicle Symposium & Exposition	October 23 through 28, 2006	PACIFICO Yokohama Exhibition Hall	Japan Automobile Research Institute
Saitama Eco Car Fair 2006	November 3 through 4, 2006	Tokorozawa Aviation Memorial Park	Saitama prefectural government
2006 Fukuoka Hydrogen Energy Society and Near Future Exhibition	November 20 through 23, 2006	West Japan General Exhibition Center (Kitakyushu)	Ministry of Economy, Trade and Industry (METI)
New Energy EXPO	January 19 through 20, 2007	Hiroshima City Exhibition Hall	Chubu Bureau of Economy, Trade and Industry; Agency for Natural Resources and Energy; METI
The 3rd International Hydrogen & Fuel Cell Expo 2006	February 7 through 9, 2007	Tokyo Big Sight	Ministry of Economy, Trade and Industry (METI)
New Energy EXPO	March 16 through 17, 2007	Nagoya Port Messe	Chubu Bureau of Economy, Trade and Industry; Agency for Natural Resources and Energy; METI



Defense Agency's Environment Month Exposition



The 4th Shizuoka Environmental & Forest Fair



The 22nd International Battery, Hybrid and Fuel Cell Electric Vehicle Symposium & Exposition



International Hydrogen & Fuel Cell Expo

Reference Information & Data

Environmental & Social Report 2007



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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 2007

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Emission Level (Note)	Fuel Efficiency Target Level	Comment	Model Name (Spec)
ALTO	DBA-HA24S	K6A	0.658	2WD	5MT	SU-LEV	2010 Fuel Efficiency Standard +10%	5 doors	E
	DBA-HA24S	K6A	0.658	2WD	5MT	SU-LEV	2010 Fuel Efficiency Standard +20%	5 doors	G II
	DBA-HA24S	K6A	0.658	2WD	3AT	SU-LEV	2010 Fuel Efficiency Standard +10%	5 doors	E, G II
	DBA-HA24S	K6A	0.658	4WD	5MT	SU-LEV	2010 Fuel Efficiency Standard +10%	5 doors	E, G II
	CBA-HA24S	K6A	0.658	4WD	3AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	E, G II
	DBA-HA24S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +10%	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, L, Mode
WAGON R	CBA-MH21S	K6A	0.658	2WD	5MT	U-LEV	2010 Fuel Efficiency Standard +20%	5 doors	FA, FX
	DBA-MH21S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +10%	5 doors	FA, FX, FX-S Limited
	DBA-MH21S	K6A	0.658	2WD	CVT	SU-LEV	2010 Fuel Efficiency Standard +20%	5 doors	FX-S Limited
	CBA-MH21S	K6A	0.658	4WD	5MT	U-LEV	2010 Fuel Efficiency Standard +10%	5 doors	FA, FX
	DBA-MH21S	K6A	0.658	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	FA, FX, FX-S Limited
	CBA-MH21S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	FT, FT-S Limited, RR-DI
	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	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +10%	5 doors	STINGRAY X
	DBA-MH22S	K6A	0.658	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	STINGRAY X
	CBA-MH22S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	STINGRAY T
	CBA-MH22S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	STINGRAY T
	CBA-MH22S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	STINGRAY DI
	CBA-MH22S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	STINGRAY DI
MR WAGON	DBA-MF22S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +10%	5 doors	G, X, GS, XS, XS Limited II
	DBA-MF22S	K6A	0.658	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +5%	5 doors	G, X, GS, XS, XS Limited II
	DBA-MF22S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	T, TS
	CBA-MF22S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	T, TS
CERVO	DBA-HG21S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard +10%	5 doors	G
	CBA-HG21S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	G
	CBA-HG21S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard +5%	5 doors	T, TX
	CBA-HG21S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	T, TX

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 +10%	5 doors	Vs
	GBD-HA24V	K6A	0.658	2WD	5MT	U-LEV	2010 Fuel Efficiency Standard +20%	5 doors	Vp
	GBD-HA24V	K6A	0.658	2WD	3AT	U-LEV	2010 Fuel Efficiency Standard +20%	5 doors	Vs, Vp
	GBD-HA24V	K6A	0.658	4WD	5MT	U-LEV	2010 Fuel Efficiency Standard +10%	5 doors	Vs, Vp
	GBD-HA24V	K6A	0.658	4WD	3AT	U-LEV	2010 Fuel Efficiency Standard +10%	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	4 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
SX4	DBA-YA11S	M15A	1.49	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	1.5E, 1.5G, 1.5XG
ESCUDO	CBA-TD54W	J20A	1.995	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard +10%	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 2006, 2007 criteria for the Law on Promoting Green Purchasing (as shown below).


<standards>

Low Emission Level	Fuel Efficiency Target Standard
U-LEV	2010 Fuel Efficiency Standard
SU-LEV	


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			ESCUDO			
Date of Sales Start			2006.6.12			
Vehicle Type			CBA-TA74W			
Engine	Vehicle Type		M16A			
	Total Piston Displacement (L)		1.586			
	Type		Inline Four-Cylinder Engine: DOHC16V			
	Fuel		Unleaded Regular Gasoline			
	Fuel Supply System		Electronically-Controlled Fuel Injection System			
Drive Train	Drive System		4WD			
	Type of Transmission	MT	5MT			
		AT	—			
Vehicle Weight (kg)		MT	1,420			
		AT	—			
Maximum Loading Weight			—			
Environmental Data	Fuel Consumption Rate	10•15 Mode Fuel Efficiency (km/L)	MT	13.0		
			AT	—		
		CO2 emission (g/km)		179		
		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		●	
		10•15 Mode Regulation Value (g/km)	CO			
			HC			
			NOx			
		10•15+11 Mode Regulation Value (g/km)	CO		1.15	
	NMHC		0.025			
	NOx		0.025			
Noise	Applicable Standard		1998			
	Acceleration Noise Regulation Value [dB (A)]		76			
Air Conditioner Refrigerant Consumption (g)			570			
Recycled Parts			Battery Tray			
			Seat Under Tray			
			Dash Silencer			
Use of Lead	1/3 compared to 1996		Achieved			
	1/10 compared to 1996		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			JAMA's target was achieved (The use was banned in and after Jan. 2007)			


*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			SX4					
Date of Sales Start			2006.7.4					
Vehicle Type			DBA-YA11S	DBA-YB11S	CBA-YA41S	CBA-YB41S		
Engine	Vehicle Type		M15A		J20A			
	Total Piston Displacement (L)		1.490		1.995			
	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	—	—	—		
Vehicle Weight (kg)			AT	4AT	4AT	4AT		
			MT	—	—	—		
Maximum Loading Weight		AT		1,200 – 1,240	1,240 – 1,250	1,250	1,310	
Maximum Loading Weight		MT		—	—	—	—	
Environmental Data	Fuel Consumption Rate	10•15 Mode Fuel Efficiency (km/L)		MT	—	—	—	—
				AT	4AT	4AT	4AT	4AT
		CO₂ emission (g/km)		142		149	185	194
		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		●		●	
		10•15 Mode Regulation Value (g/km)	SU-LEV		●		●	
			CO					
			HC					
		10•15+11 Mode Regulation Value (g/km)	NOx					
CO			1.15	1.15	1.15	1.15		
NMHC			0.013	0.013	0.025	0.025		
NOx		0.013	0.013	0.025	0.025			
Noise	Applicable Standard		1998					
	Acceleration Noise Regulation Value [dB (A)]		76					
Air Conditioner Refrigerant Consumption (g)			430					
Recycled Parts			Battery Tray					
			Seat Under Tray					
Use of Lead	1/3 compared to 1996		Achieved					
	1/10 compared to 1996		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			JAMA's target was achieved (The use was banned in and after Jan. 2007)					



* 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 - 3 >					
Car Name			LANDY		
Date of Sales Start			2007.1.22		
Vehicle Type			DBA-SC25	DBA-SNC25	
Engine	Vehicle Type		MR20		
	Total Piston Displacement (L)		1.997		
	Type		Inline Four-Cylinder Engine: DOHC16V		
	Fuel		Unleaded Regular Gasoline		
	Fuel Supply System		Electronically-Controlled Fuel Injection System		
Drive Train	Drive System		2WD	4WD	
	Type of Transmission	MT	—	—	
		AT	—	—	
CVT		CVT	CVT		
Vehicle Weight (kg)	MT	—	—		
	AT	—	—		
	CVT	1,610 – 1,620	1,690 – 1,700		
Maximum Loading Weight			—	—	
Environmental Data	Fuel Consumption Rate	10•15 Mode Fuel Efficiency (km/L)	MT	—	
			AT	—	
			CVT	13.2	12.0
		CO2 emission (g/km)		176	194
		2010 Fuel Efficiency Target		—	—
	2010 Fuel Efficiency Standard +10%		—	Achieved	
	2010 Fuel Efficiency Standard +20%		Achieved	—	
	Exhaust Gas	Applicable Standard		2005	
		Low Emission Certification Level	Good		
			Excellent		
			Super		
			Fiscal 2005 Regulation Level		
			U-LEV		
		10•15 Mode Regulation Value (g/km)	SU-LEV	●	●
			CO		
HC					
10•15+11 Mode Regulation Value (g/km)		NOx			
	CO	1.15	1.15		
	NMHC	0.013	0.013		
Noise	Applicable Standard		1999		
	Acceleration Noise Regulation Value [dB (A)]		76		
Air Conditioner Refrigerant Consumption (g)			800		
Recycled Parts			Engine Under Cover		
			Splash cover		
			Dash Insulator		
Use of Lead	1/3 compared to 1996	Achieved			
	1/10 compared to 1996	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			JAMA's target was achieved (The use was banned in and after Jan. 2007)		


* 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			WAGON R STINGRAY							
Date of Sales Start			2007.2.5							
Vehicle Type			DBA-MH22S		CBA-MH22S		CBA-MH22S			
Engine	Vehicle Type		K6A							
	Total Piston Displacement (L)		0.658							
	Type		Inline Three-Cylinder Engine: DOHC12V VVT		Inline Three-Cylinder Engine: DOHC12V (Intercooler turbo Type)		Inline Three-Cylinder Engine: DOHC12V Direct Injection (Intercooler turbo Type)			
	Fuel		Unleaded Regular Gasoline							
	Fuel Supply System		Electronically-Controlled Fuel Injection System							
Drive Train	Drive System		2WD	2WD	4WD	2WD	4WD	2WD	4WD	
	Type of Transmission	MT	—	—	—	—	—	—	—	
		AT	4AT	—	4AT	4AT	4AT	4AT	4AT	
		CVT	—	CVT	—	—	—	—		
Vehicle Weight (kg)	MT		—	—	—	—	—	—		
	AT		840	—	890	860	910	870	920	
	CVT		—	860	—	—	—	—	—	
Maximum Loading Weight			—	—	—	—	—	—		
Environmental Data	Fuel Consumption Rate	10•15 Mode Fuel Efficiency (km/L)	MT	—	—	—	—	—	—	
			AT	20.0	—	18.8	18.8	18.2	19.4	18.8
			CVT	—	23.0	—	—	—	—	—
		CO ₂ emission (g/km)		116	101	124	124	128	120	124
		2010 Fuel Efficiency Target		—	—	—	—	Achieved	—	Achieved
		2010 Fuel Efficiency Standard +5%		—	—	Achieved	Achieved	—	Achieved	—
	2010 Fuel Efficiency Standard +10%		Achieved	—	—	—	—	—	—	
	2010 Fuel Efficiency Standard +20%		—	Achieved	—	—	—	—	—	
	Exhaust Gas	Applicable Standard		2005		2005		2005		
		Low Emission Certification Level	Good							
Excellent										
Super										
Fiscal 2005 Regulation Level										
U-LEV					●		●			
SU-LEV			●							
10•15 Mode Regulation Value (g/km)		CO								
		HC								
		NO _x								
10•15+11 Mode Regulation Value (g/km)	CO	1.15		1.15		1.15				
	NMHC	0.013		0.025		0.025				
	NO _x	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 Tray							
Use of Lead	1/3 compared to 1996		Achieved							
	1/10 compared to 1996		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	ALTO	
Date of Sales Start			2006.9.12	2006.12.11	
Vehicle Type			DBA-MH21S	DBA-HA24S	
Engine	Vehicle Type		K6A	K6A	
	Total Piston Displacement (L)		0.658	0.658	
	Type		Inline Three-Cylinder Engine: DOHC12V VVT	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	2WD	
	Type of Transmission	MT	—	—	
		AT	—	3AT	
CVT		CVT	—		
Vehicle Weight (kg)	MT		—	—	
	AT		—	730	
	CVT		850	—	
Maximum Loading Weight			—	—	
Environmental Data	Fuel Consumption Rate	10•15 Mode Fuel Efficiency (km/L)	MT	—	
			AT	—	
			CVT	22.5	
		CO ₂ emission (g/km)		103	111
		2010 Fuel Efficiency Target		—	—
		2010 Fuel Efficiency Standard +10%		—	Achieved
	2010 Fuel Efficiency Standard +20%		Achieved	—	
	Exhaust Gas	Applicable Standard		2005	2005
		Low Emission Certification Level	Good		
			Excellent		
			Super		
			Fiscal 2005 Regulation Level		
			U-LEV		
		SU-LEV		●	●
		10•15 Mode Regulation Value (g/km)	CO		
			HC		
			NO _x		
	10•15+11 Mode Regulation Value (g/km)	CO		1.15	1.15
		NMHC		0.013	0.013
		NO _x		0.013	0.013
Noise	Applicable Standard		1998	1998	
	Acceleration Noise Regulation Value [dB (A)]		76	76	
Air Conditioner Refrigerant Consumption (g)			320	320	
Recycled Parts			Battery Tray	Battery Tray	
			Seat Under Box	Tank Lower Cover	
				Dash Silencer	
Use of Lead	1/3 compared to 1996	Achieved	Achieved		
	1/10 compared to 1996	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).

< Mini Passenger Cars - 3 >								
Car Name			CERVO					
Date of Sales Start			2006.11.7					
Vehicle Type			DBA-HG21S		CBA-HG21S			
Engine	Vehicle Type		K6A					
	Total Piston Displacement (L)		0.658					
	Type		Inline Three-Cylinder Engine: DOHC12V VVT		Inline Three-Cylinder Engine: DOHC12V (Intercooler turbo 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	—	—	—		
		AT	4AT	4AT	4AT	4AT		
Vehicle Weight (kg)		MT	—	—	—	—		
		AT	790	840	810	960		
Maximum Loading Weight			—	—	—	—		
Environmental Data	Fuel Consumption Rate	10*15 Mode Fuel Efficiency (km/L)		MT	—	—	—	
				AT	21.0	19.0	19.8	18.4
		CO₂ emission (g/km)			111	122	117	126
		2010 Fuel Efficiency Target			—	—	—	Achieved
		2010 Fuel Efficiency Standard +5%			—	Achieved	Achieved	—
		2010 Fuel Efficiency Standard +10%			Achieved	—	—	—
	Exhaust Gas	Applicable Standard		2005				
		Low Emission Certification Level	Good					
			Excellent					
			Super					
			Fiscal 2005 Regulation Level					
			U-LEV			●	●	●
		SU-LEV		●				
		10*15 Mode Regulation Value (g/km)	CO					
			HC					
			NOx					
	10*15+11 Mode Regulation Value (g/km)	CO		1.15	1.15	1.15	1.15	
		NMHC		0.013	0.025	0.025	0.025	
		NOx		0.013	0.025	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 Tray					
Use of Lead		1/3 compared to 1996	Achieved					
		1/10 compared to 1996	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			JAMA's target was achieved (The use was banned in and after Jan. 2007)					




*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 650LX	SKY WAVE 400 TYPE S	SKY WAVE 400		
Date of Sales Start	2007.1.20	2006.4.27	2006.4.27		
Specifications	Vehicle Type	EBL-CP52A	BC-CK44A		
	Engine Model	P506	K432		
	Type	Water-Cooled 4-Cycle 4-Cylinder DOHC	Water-Cooled 4-Cycle Single-Cylinder SOHC	Water-Cooled 4-Cycle Single-Cylinder SOHC	
	Displacement (cm³)	638	399	399	
	Type of Transmission	V-belt Stepless Speed Change	V-belt Stepless Speed Change	V-belt Stepless Speed Change	
	Vehicle Weight (kg)	277	216	216	
Fuel Consumption Rate	Fuel Consumption (km/L) during running at 60km/h on Proving Ground	27.0	34.0	34.0	
	Fuel Consumption (km/L) during running at 30km/h on Proving Ground	—	—	—	
Exhaust Gas	Applicable Standard	2007	1999	1999	
	Motorcycle Mode Regulation Value (g/km)	CO	1.7	13.0	13.0
		HC	0.26	2.00	2.00
NOx	0.13	0.30	0.30		
Noise	Applicable Standard	2001	2001	2001	
	Acceleration Noise Regulation Value [dB (A)]	73	73	73	

					
Car Name	SKY WAVE 250 TYPE M	SKY WAVE 250	GSR 400		
Date of Sales Start	2007.3.15	2006.4.27	2006.5.30		
Specifications	Vehicle Type	JBK-CJ45A	BC-CJ44A	BC-GK7DA	
	Engine Model	J433	J441	K719	
	Type	Water-Cooled 4-Cycle Single-Cylinder SOHC	Water-Cooled 4-Cycle Single-Cylinder SOHC	Water-Cooled 4-Cycle 4-Cylinder DOHC	
	Displacement (cm³)	249	249	398	
	Type of Transmission	V-belt Stepless Speed Change	V-belt Stepless Speed Change	6-Step Return	
	Vehicle Weight (kg)	220	209	210	
Fuel Consumption Rate	Fuel Consumption (km/L) during running at 60km/h on Proving Ground	39.0	39.0	35.5	
	Fuel Consumption (km/L) during running at 30km/h on Proving Ground	—	—	—	
Exhaust Gas	Applicable Standard	2006	1998	1999	
	Motorcycle Mode Regulation Value (g/km)	CO	2.0	13.0	13.0
		HC	0.3	2.00	2.00
NOx	0.15	0.30	0.30		
Noise	Applicable Standard	1998	1998	2001	
	Acceleration Noise Regulation Value [dB (A)]	73	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).

					
Car Name		BANDIT 1250S	BANDIT 1250	LET'S4 BASKET	
Date of Sales Start		2007.3.24	2007.3.24	2007.3.20	
Specifications	Vehicle Type	EBL-GW72A	EBL-GW72A	JBH-CA43A	
	Engine Model	W705	W705	A404	
	Type	Water-Cooled 4-Cycle 4-Cylinder DOHC	Water-Cooled 4-Cycle 4-Cylinder DOHC	Water-Cooled 4-Cycle Single-Cylinder SOHC	
	Displacement (cm ³)	1,254	1,254	49	
	Type of Transmission	6-Step Return	6-Step Return	V-belt Stepless Speed Change	
	Vehicle Weight (kg)	252	249	74	
Fuel Consumption Rate	Fuel Consumption (km/L) during running at 60km/h on Proving Ground	27.0	27.0	—	
	Fuel Consumption (km/L) during running at 30km/h on Proving Ground	—	—	80.0	
Exhaust Gas	Applicable Standard		2007	2007	2006
	Motorcycle Mode Regulation Value (g/km)	CO	2.0	2.0	2.0
		HC	0.3	0.3	0.5
		NOx	0.15	0.15	0.15
Noise	Applicable Standard		2001	2001	1998
	Acceleration Noise Regulation Value [dB (A)]		73	73	71

* 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).

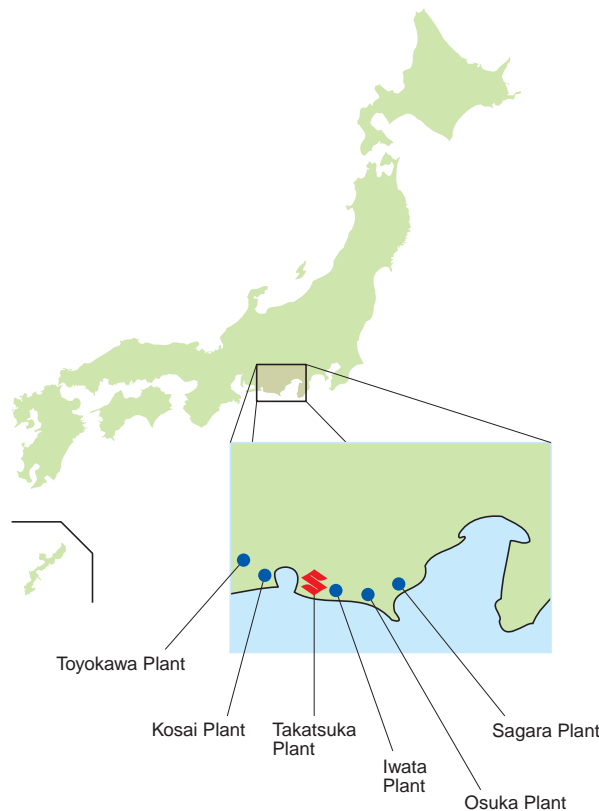
Plant Site Environmental Data

This section describes the environmental data collected at each of six domestic plants and eight manufacturing subsidiaries. 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/Nm³); Chlorine, hydrogen chloride, fluorine and hydrogen fluoride (mg/Nm³); Dioxin, etc (ng-TEQ/Nm³)
- 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



[Location] 4520 Shirasuka, Kosai-shi, Shizuoka
 [Employees] 2,685 persons
 [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

<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	7.0 – 8.1	7.8
BOD	15	Under 1.0 – 9.0	2.9
SS	15	0.8 – 6.4	2.3
Oil content	2	0.0 – 1.0	0.4
Lead	0.1	Under 0.005 – 0.01	0.015
Chrome	0.4	Under 0.05 – 0.20	0.18
Total nitrogen	12	0.76 – 4.78	2.23
Total phosphorous	2	0.08 – 0.96	0.35
Zinc	1	0.09 – 0.34	0.13

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small sized boiler	150	86 – 110	100
	Incinerator	200	99 – 110	104
	Electrodeposition drying furnace	230	64 – 65	65
	Cooling and heating machine 1	150	47 – 54	51
	Cooling and heating machine 2	150	51 – 55	53
	Cooling and heating machine 3	150	78 – 110	93
	Water-tube boiler	150	61 – 85	77
	SOx (K value)	Small sized boiler	7	0.09 – 0.35
Incinerator		7	0.48 – 0.53	0.52
Electrodeposition drying furnace		7	0.15 – 0.15	0.15
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 0.01	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 – 13	9
Dioxin	Incinerator	5	0.0078	0.0078
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	Zinc compounds (water-soluble)	43,000	0	1,700	0	0	0	0	11,000	0	30,000
30	Bisphenol A-type epoxy resin	21,000	0	0	0	0	0	0	4,000	0	17,000
40	Ethyl benzene	360,000	210,000	0	0	0	0	0	104,000	14,000	29,000
43	Ethylene glycol	1,500,000	0	0	0	0	0	0	0	0	1,500,000
63	Xylene	840,000	340,000	0	0	0	0	0	170,000	200,000	140,000
176	Organic tin compounds	75,000	0	0	0	0	0	0	3,700	2.5	71,000
179	Dioxins	0	0.96	0.040	0	0	0	270	0	0	0
224	1,3,5 - trimethyl benzene	120,000	81,000	0	0	0	0	0	39,000	3,300	0
227	Toluene	840,000	280,000	0	0	0	0	0	140,000	190,000	210,000
232	Nickel compounds	6,500	820	0	0	0	0	0	3,700	0	2,000
272	Bis phthalate (2- ethylhexyl)	6,100	0	0	0	0	0	0	180	0	5,900
283	Hydrogen fluoride and its water-soluble salts	5,000	0	680	0	0	0	0	4,100	160	0
299	Benzene	22,000	180	0	0	0	0	0	0	4,500	17,000
307	Poly (oxyethylene) alkyl ether (alkyl C=12-15)	17,000	0	1,200	0	0	0	0	0	15,000	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).

● Iwata Plant



[Location] 2500 Iwai, Iwata-shi, Shizuoka
 [Employees] 1,451 persons
 [Plant site area (building area)] 298,000 m² (170,000 m²)
 [Main product] Complete car assembling of EVERY, CARRY, JIMNY, ESCUDO, etc

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	6.5 – 7.9	7.3
BOD	15/20	2.6 – 13.8	7.6
SS	30/40	0.5 – 9.4	2.6
Oil content	3	0.1 – 0.9	0.5
Lead	0.1	0.01	0.01
Chrome	2	0.00 – 0.01	0.00
Total nitrogen	60	7.14 – 18.20	11.62
Total phosphorous	8	0.67 – 3.94	2.02
Zinc	1	0.02 – 0.20	0.08

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	130	58 – 81	69.5
	Boiler 3	150	85 – 110	97.5
	Small sized boiler	—	84 – 120	110
	Hot Water Boiler	150	— 100	100
	Cooling and heating machine	150	71 – 110	94
SOx (K value)	Boiler 3	17.5	1.9	1.9
	Small sized boiler	17.5	0.42 – 0.63	0.58
Particulates	Boiler 1	0.1	—	—
	Boiler 3	0.25	Under 0.01	Under 0.01
	Small sized boiler	—	Under 0.01	Under 0.01
	Hot Water Boiler	0.1	Under 0.01	Under 0.01
	Cooling and heating machine	0.1	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	Zinc compounds (water-soluble)	14,000	0	120	6,800	7,300	0	0	0	0	7,300
30	Bisphenol A-type epoxy resin	7,200	0	0	0	0	0	2,000	0	0	5,200
40	Ethyl benzene	150,000	86,000	0	0	0	0	0	42,000	5,700	16,000
43	Ethylene glycol	1,200,000	0	0	0	0	0	0	0	0	1,200,000
63	Xylene	380,000	140,000	0	0	0	0	0	70,000	92,000	76,000
176	Organic tin compounds	5,200	0	0	0	0	0	260	0	0	5,000
224	1,3,5 - trimethyl benzene	38,000	25,000	0	0	0	0	0	12,000	440	0
227	Toluene	420,000	140,000	0	0	0	0	25	65,000	94,000	120,000
232	Nickel compounds	1,500	0	13	0	0	0	780	0	0	750
272	Bis phthalate (2- ethylhexyl)	15,000	0	0	0	0	0	440	0	0	14,000
299	Benzene	12,000	44	0	0	0	0	0	0	2,500	9,500
311	Manganese and its compounds	2,700	0	160	0	0	0	930	0	0	1,600

* 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**



[Location] 1111 Shirai, Makinohara-shi, Shizuoka
 [Employees] 1,229 persons
 [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

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	7.3 – 7.7	7.5
BOD	15/20	0.4 – 10.0	3.0
SS	30/40	1.0 – 2.6	1.4
Oil content	3	0.1 – 1.0	0.1
Lead	0.1	0.01	0.01
Chrome	2	0.02	0.02
Total nitrogen	60/120	9 – 28	19
Total phosphorous	8/16	0 – 1	0
Zinc	2	0.2 – 0.3	0.26

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Heat-treating furnace	180	34 – 49	41.5
	Dry type dust collector	180	5	5
	Aluminum melting furnace	180	50	50
Particulates	Heat-treating furnace	0.2	0.01	0.01
	Dry type dust collector	0.2	5	5
	Aluminum melting furnace	0.2	0.01	0.01
Chlorine	Dry type dust collector	10	1	1
Hydrogen chloride	Dry type dust collector	20	5	5
Dioxin	Dry type dust collector	1	0.000078	0.000078
	Processing before facet aluminum	1	0.0001	0.0001

<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	6,500	3.9	0	0	0	0	0	0	6,400	0
63	Xylene	30,000	40	0	0	0	0	0	0	30,000	0
227	Toluene	54,000	110	0	0	0	0	0	0	54,000	0
299	Benzene	3,500	1.4	0	0	0	0	0	0	3,500	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



[Location] 300 Takatsuka-cho, Minami-ku, Hamamatsu-shi, Shizuoka
 [Employees] 974 persons
 [Plant site area (building area)] 205,000 m² (125,000 m²)
 [Main product] Assembling of motorcycle engines and Machining of parts

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	6.9 – 7.6	7.3
BOD	20/30	Under 1 – 9.5	2.1
SS	30/40	2.2 – 27	4.6
Oil content	5	Under 0.5 – 1.1	0.59
Lead	0.1	Under 0.005 – 0.008	0.0051
Chrome	0.1	0	0
Total nitrogen	60/120	10.7 – 96.0	44.3
Total phosphorous	8/16	0.07 – 0.42	0.23
Zinc	1	0.00 – 0.15	0.055

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small sized boiler	140	80 – 94	88
	LPG-fueled air conditioner	150	67 – 80	74
SOx (K value)	Small sized boiler	7	0.82 – 3.72	2.26
	LPG-fueled air conditioner	7	Under 0.06	Under 0.06
Particulates	Small sized boiler	180	Under 0.01 – 0.03	0.02

<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	Zinc compounds (water-soluble)	2,900	0	0	0	0	0	0	0	2,000	0	840
40	Ethyl benzene	22,000	17	0	0	0	0	0	0	4.6	22,000	1.5
63	Xylene	200,000	230	0	0	0	0	0	0	6.3	200,000	6.8
224	1,3,5 - trimethyl benzene	1,900	37	0	0	0	0	0	0	17	1,800	0
227	Toluene	280,000	1,000	0	0	0	0	0	0.03	13	280,000	10.7
231	Nickel	24,000	0	0	0	0	0	0	0	17,000	6,900	0
283	Hydrogen fluoride and its water-soluble salts	13,000	0	1,200	0	0	0	0	0	0	12,000	0
299	Benzene	14,000	9.2	0	0	0	0	0	0	0	14,000	0.86

* 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**



[Location] 1-2 Utari, Shirotori-cho, Toyokawa-shi, Aichi
 [Employees] 750 persons
 [Plant site area (building area)] 185,000 m² (70,000 m²)
 [Main product] Assembling of motorcycles and outboard engines and Production of knockdown parts

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	6.0 – 7.3	6.7
BOD	25	2.3 – 5.4	3.8
SS	30	1.1 – 1.5	1.2
Oil content	5	0.5 – 1.2	0.8
Lead	0.1	0.01 – 0.07	0.01
Chrome	0.5	0.005	0.005
COD (total amount)	27.51	0.00 – 19.19	5.21
Total nitrogen (total amount)	19.45	0.30 – 9.43	2.96
Total phosphorous (total amount)	2.57	0.04 – 1.7	0.88
Zinc	2	0.03 – 2.1	0.37

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	—	56 – 77	66
	Absorption type cooling and heating equipment	150	54 – 66	60
	Boiler 2	—	—	—
	Drying furnace 1	—	—	—
	Drying furnace 2	—	—	—
Particulates	Boiler 1	—	—	—
	Absorption type cooling and heating equipment	0.2	0.01	0.01
	Boiler 2	0.3	0.01	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	Zinc compounds (water-soluble)	1,900	0	11	0	0	0	550	0	0	1,300
40	Ethyl benzene	29,000	17,000	0	0	0	0	0	8,300	1,400	2,400
43	Ethylene glycol	430,000	0	0	0	0	0	0	0	0	430,000
63	Xylene	45,000	20,000	0	0	0	0	0.3	9,900	3,400	11,000
69	Chromium (VI) compounds	1,700	0	1.7	0	0	0	11.0	0	0	1,700
224	1,3,5 - trimethyl benzene	2,400	1,600	0	0	0	0	0	770	76	0
227	Toluene	250,000	160,000	0	0	0	0	0.5	74,000	4,800	17,000
299	Benzene	1,700	11	0	0	0	0	0	0	280	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).

● **Osuka Plant**



[Location] 6333 Nishi Ohbuchi, Kakegawa, Shizuoka
 [Employees] 450 persons
 [Plant site area (building area)] 149,000 m² (47,000 m²)
 [Main product] Manufacturing of cast parts

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	6.5 – 7.4	6.9
BOD	15/20	0.3 – 7.8	5.5
SS	30/40	0.0 – 14.2	5.7
Oil content	3	0.0 – 1.8	0.9
Lead	1	0	Under 0.005
Chrome	0.35	Under 0.005	Under 0.005
Total nitrogen	60/120	2.28 – 5.81	3.84
Total phosphorous	8/16	0.16 – 0.34	0.25
Zinc	1	0.03 – 0.45	0.06

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Gas turbine	70	10	10
	Cast iron melting furnace	0.1	Under 0.01	Under 0.01
Particulates	Gas turbine	0.05	—	—
	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	1,100	340	0	0	0	0	13	120	620	0
63	Xylene	5,000	1,400	0	0	0	0	14	640	2,900	0
227	Toluene	6,500	1,600	0	0	0	0	0	460	4,500	0
311	Manganese and its compounds	200,000	0	0	0	0	0	4,100	0	0	200,000
346	Molybdenum and its compounds	4,300	0	0	0	0	0	86	0	0	4,300

* 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.



[Location] 7-3 Minami-Hiramatsu, Iwata-shi, Shizuoka
 [Employees] 297 persons
 [Plant site area (building area)] 64,525m²
 [Main product] Casting and machining of motorcycles and automobiles

<Water Pollution Data (at a drain outlet)>

Discharge of drainage a year: 140,516m³

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	6.8 – 7.8	7.6
BOD	20/25	0.5 – 14.0	1.5
SS	40/50	1.0 – 7.0	7.3
Oil content	5	0.5 – 1.0	0.8
Total nitrogen	60/120	1.0 – 16.0	7.3
Zinc	2	0.05 – 0.12	0.1

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Aluminum melting furnace	—	Under 1	Under 1
Particulates	Aluminum melting 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 – 1.4	1.3
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	1	0	0	0	0	0	1	0	0	0
227	Toluene	138	138	0	0	0	0	0	0	0	0
253	Hydrazine	16	0	0	0	0	0	16	0	0	0
283	Hydrogen fluoride and its water-soluble salts	590	0	0	0	0	0	590	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	3	0	0	0	0	0	3	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.



[Location] 500 Inoya, Inasa-cho, Kita-ku, Hamamatsu-shi, Shizuoka
 [Employees] 706 persons (including temporary employee and company in plant)
 [Plant site area (building area)] 80,000 m²
 [Main product] Machining and assembling of gears for motorcycles, automobiles and outboard engines.

<Water Pollution Data (at a drain outlet)>

Discharge of drainage a year: 105,820m³

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	6.7 – 7.8	7.3
BOD	15	2.1 – 10.0	5.0
SS	20	0.2 – 5.0	2.0
Oil content	5	0.5 – 1.4	0.8
Total nitrogen	60/120	7.6 – 23.0	16.3
Total phosphorous	8/16	0.06 – 0.14	0.09
Zinc	1	0.05 – 0.21	0.11

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Continuous carburizing furnace	180	48 – 50	48.6
	Annealing furnace	180	48 – 49	48.3
	Water cooling and heating machine	150	45 – 65	55
SOx (K value)	Continuous carburizing furnace	17.5	0.08 – 0.09	0.086
	Annealing furnace	17.5	0.08	0.08
	Water cooling and heating machine	17.5	0.07 – 0.16	0.115
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	Zinc compounds (water-soluble)	1,300.7	0	0	0	0	0	0	1,118.6	0	182.1
16	2- amino ethanol	4.6	0	0	0	0	0	4.6	0	0	0
40	Ethyl benzene	12.7	12.7	0	0	0	0	0	0	0	0
63	Xylene	75.2	75.2	0	0	0	0	0	0	0	0
224	1,3,5 - trimethyl benzene	68.7	68.7	0	0	0	0	0	0	0	0
227	Toluene	171.2	171.2	0	0	0	0	0	0	0	0
232	Nickel compounds	27.7	0	0	0	0	0	0	24.3	0	3.4
270	Di-n-butyl phthalate	0.6	0	0	0	0	0	0	0	0	0.6
304	Boron and its compounds	143.2	0	0	0	0	0	143.2	0	0	0
309	Poly (oxyethylene) Nonyl phenyl ether	27.5	0	0	0	0	0	22.9	0	0	4.6
311	Manganese and its compounds	1,362.5	0	0	0	0	0	0	1,198.9	0	163.6

* 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.



[Location] 192-1 Ienohigashi, Hamaikawa, Igawa-cho, Minami Akita-gun, Akita
 [Employees] 588 persons
 [Plant site area (building area)] 199,500 m²
 [Main product] Manufacturing of parts for motorcycles and automobiles

<Water Pollution Data (at a drain outlet)>

Discharge of drainage a year: 98,185m³

Items	Regulation values	Results	Averages
pH	6.0 – 8.5	7.0 – 7.4	7.2
BOD	20	2.6 – 13.0	7.2
SS	30	8.0 – 20.0	12.8
Oil content	4	0.5 – 1.3	0.7
Total nitrogen	60/120	2.1 – 2.5	2.3
Total phosphorous	8/16	0.13 – 0.15	0.14
Zinc	2	0.1 – 0.38	0.21

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small sized boiler	180	47 – 66	55.8
SOx (K value)	Small sized boiler	8.76	Under 0.01	Under 0.01
Particulates	Small sized boiler	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	Zinc compounds (water-soluble)	1,846	0	0	0	0	0	1,108	0	0	738
40	Ethyl benzene	48	48	0	0	0	0	0	0	0	0
63	Xylene	6,751	414	0	0	0	0	0	0	6,337	0
224	1,3,5 - trimethyl benzene	4,216	25	0	0	0	0	0	0	4,191	0
227	Toluene	233	233	0	0	0	0	0	0	0	0
299	Benzene	11	11	0	0	0	0	0	0	0	0
309	Poly (oxyethylene) Nonyl phenyl ether	128	0	0	0	0	0	128	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.



[Location] 1246-1 Yamahigashi, Tenryu-ku, Hamamatsu-shi, Shizuoka
 [Employees] 236 persons
 [Plant site area (building area)] 2,307m²
 [Main product] Manufacturing of aluminum parts for motorcycles, automobiles and outboard engines

<Water Pollution Data (at a drain outlet)>

Discharge of drainage a year: 77,626m³

Items	Regulation values	Results	Averages
pH	6.5 – 8.2	7.3 – 7.9	7.7
BOD	10	1.7 – 5.4	3.2
COD	35	1.0 – 9.7	3.3
SS	15	2.0 – 3.0	2.2
Oil content	3	0.5 – 1.0	0.7
Chrome	2	Under 0.05	Under 0.05

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
Hydrogen chloride concentration	Aluminum central melting furnace	80	Under 5	Under 5
Chloride concentration	Aluminum central melting furnace	30	Under 1	Under 1
Fluorine compound concentration	Aluminum central melting furnace	3	Under 1 – 1	Under 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			
63	Xylene	5,392	4,638	0	0	0	0	754	0	0	0
227	Toluene	2,441	1,355	0	0	0	0	1,086	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.**



[Location] 1403 Higashi Hiramatsu, Iwata-shi, Shizuoka
 [Employees] 262 persons
 [Plant site area (building area)] 21,000 m²
 [Main product] Production of seats

<Water Pollution Data (at a drain outlet)>

Discharge of drainage a year: 16,380m³

Items	Regulation values	Results	Averages
pH	5.8 – 8.6	7.2 – 7.6	7.38
BOD	20	2.2 – 9.7	4.32
SS	40	2.4 – 8.9	4.73
Oil content	5	0.5 – 1.7	0.68

<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			
43	Ethylene glycol	121	121	0	0	0	0	0	0	0	0
224	1,3,5 - trimethyl benzene	2,915	2,915	0	0	0	0	0	0	0	0
338	Methyl 1,3-phenylene=di-isocyanate	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.**



[Location] 6-2 Higashi Hiramatsu, Iwata, Shizuoka
 [Employees] 164 persons
 [Plant site area (building area)] 36,000 m²
 [Main product] Production of mufflers

<Water Pollution Data (at a drain outlet)>

Discharge of drainage a year: 2,680m³

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	14,713	147	0	0	0	0	0	368	0	0
231	Nickel	5,725	57	0	0	0	0	0	143	0	0
311	Manganese and its compounds	2,602	26	0	0	0	0	0	65	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 Toyama Auto Parts Mfg. Co., Ltd.



[Location] 3200 Mizushima, Oyabe-shi, Toyama
 [Employees] 344 persons
 [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

<Water Pollution Data (at a drain outlet)>

Discharge of drainage a year: 2,680m³

Items	Regulation values	Results	Averages
pH	6 – 8	6.9 – 7.5	7.2
BOD	15	1.9 – 11.7	7.5
SS	15	1.7 – 9.8	4.8
Oil content	5	0.5 – 0.8	0.5
Cadmium	0.02	Under 0.005	Under 0.005
Lead	0.08	Under 0.005 – 0.014	Under 0.005
Chrome	0.1	Under 0.02	Under 0.02
Total nitrogen	60/120	1.7 – 8.6	4.7
Total phosphorous	8/16	0.19 – 1.1	0.7
Zinc	2	Under 0.05 – 0.32	0.11

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small sized boiler 1	150	73 – 95	84
	Small sized boiler 2	150	71 – 76	73.5
	Small sized boiler 3	150	80 – 86	83
	Small sized boiler 4	150	82 – 109	95.5
	Aluminum melting furnace	180	22 – 41	31.5
SOx (K value)	Small sized boiler 1	17.5	0.25 – 0.61	0.43
	Small sized boiler 2	17.5	0.41 – 0.52	0.47
	Small sized boiler 3	17.5	0.48 – 0.79	0.64
	Small sized boiler 4	17.5	0.64 – 1.23	0.94
	Aluminum melting furnace	17.5	0.02 – 0.24	0.13
Particulates	Small sized boiler 1	0.3	0.0002 – 0.0009	0.0006
	Small sized boiler 2	0.3	0.0005 – 0.0008	0.0007
	Small sized boiler 3	0.3	0.0005 – 0.0011	0.0008
	Small sized boiler 4	0.3	0.0005 – 0.0039	0.0022
	Aluminum melting furnace	0.3	0.0007 – 0.0456	0.02315

<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.



[Location] 5158-1 Hiraguchi, Hamakita-ku, Hamamatsu-shi, Shizuoka
 [Employees] 106 persons
 [Plant site area (building area)] 21,000 m² (6,000 m²)
 [Main product] Manufacture of automobile internal trim parts

<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	6,400	6,400	0	0	0	0	0	0	0	
227	Toluene	14,000	14,000	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 (Hungary) 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-wheeled 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-wheeled 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.
2006	September	Developed "MIO," an electric wheelchair equipped with a fuel cell, and exhibited it at the International Home Care & Rehabilitation Exhibition.

