

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



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ENVIRONMENTAL & SOCIAL REPORT 2009

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- The period covered by this report is the fiscal 2008 (from April 1 2008 through March 31, 2009). However, this report also contains descriptions on some activities taking place before or after that time period.
- This report covers information about not only Suzuki Corporation, but also Suzuki Group companies. (Unless "related companies", "dealers", or "overseas" is indicated in each description, the information is related to Suzuki Corporation.)
- This report was created in accordance with "Environmental Report Guidelines 2007" by the Ministry of Environment, "Sustainability Report Guidelines 2006" by GRI (Global Reporting Initiative), etc.
- Please note that the website addresses indicated in this report may be changed without notice.

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Company Profile

Introduction

Since inauguration of business, we have been making best efforts to develop customer-oriented "valuable products". Believing that business development is a part of CSR (corporate social responsibility), we have continuously reevaluated and improved our management practices under our basic policy represented by a slogan - "In order to survive, let us stop acting in a self-styled manner and get back to basics."

Unfortunately, the automobile industry now faces an unprecedented crisis due to the worldwide financial crisis, with automobile sales sharply declining in many parts of the world market.

In order to come out of such a crisis, we need to unite our efforts to implement highly efficient, sound and lean management by making things "smaller, fewer, lighter, shorter, and neater" in production, organization, facilities, parts, environment and other various fields.

In addition, in R&D it has become more and more important to ensure environmental friendliness in the process of product development through "reduction of exhaust gas, improvement of fuel consumption, resource saving and recycling, etc" to protect global environment. With the limited amount of R&D resources, we will continue to undertake the task of developing new technologies that enable further reduction of fuel consumption and emission in compact vehicles, which are our hot-selling product.

To implement it, individual members of our company first have to obey laws and regulations, social norms, and internal rules and act in good faith. Moreover, it is also extremely important to establish relationships of trust with customers, suppliers, shareholders, investors, regional communities, colleagues, and other stakeholders and maintain good relations with them.

In this report, our CSR (corporate social responsibility) activities carried out in fiscal 2008 are divided into two categories related to "environmental responsibility" and "social responsibility", respectively. We hope this report can provide an opportunity to understand our CSR activities.



Osamu Suzuki

A stylized, handwritten signature in black ink, consisting of several loops and a long horizontal stroke.

CEO & COO

Corporate Philosophy and CSR

[Corporate Social Responsibility]



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

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CSR Concept

01 Suzuki's basic concept of CSR

"The Mission Statement" established in 1962 which indicates the Corporate concept of Suzuki and "The Suzuki Activity Charter" which clarifies the rules to be followed by Suzuki employees contain the basic philosophy of Suzuki's basic concept of CSR.

社 是

一、消費者の立場になって
価値ある製品を作ろう

二、協力一致清新な会社を
建設しよう

三、自己の向上にとつとめ常に
意欲的に前進しよう

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

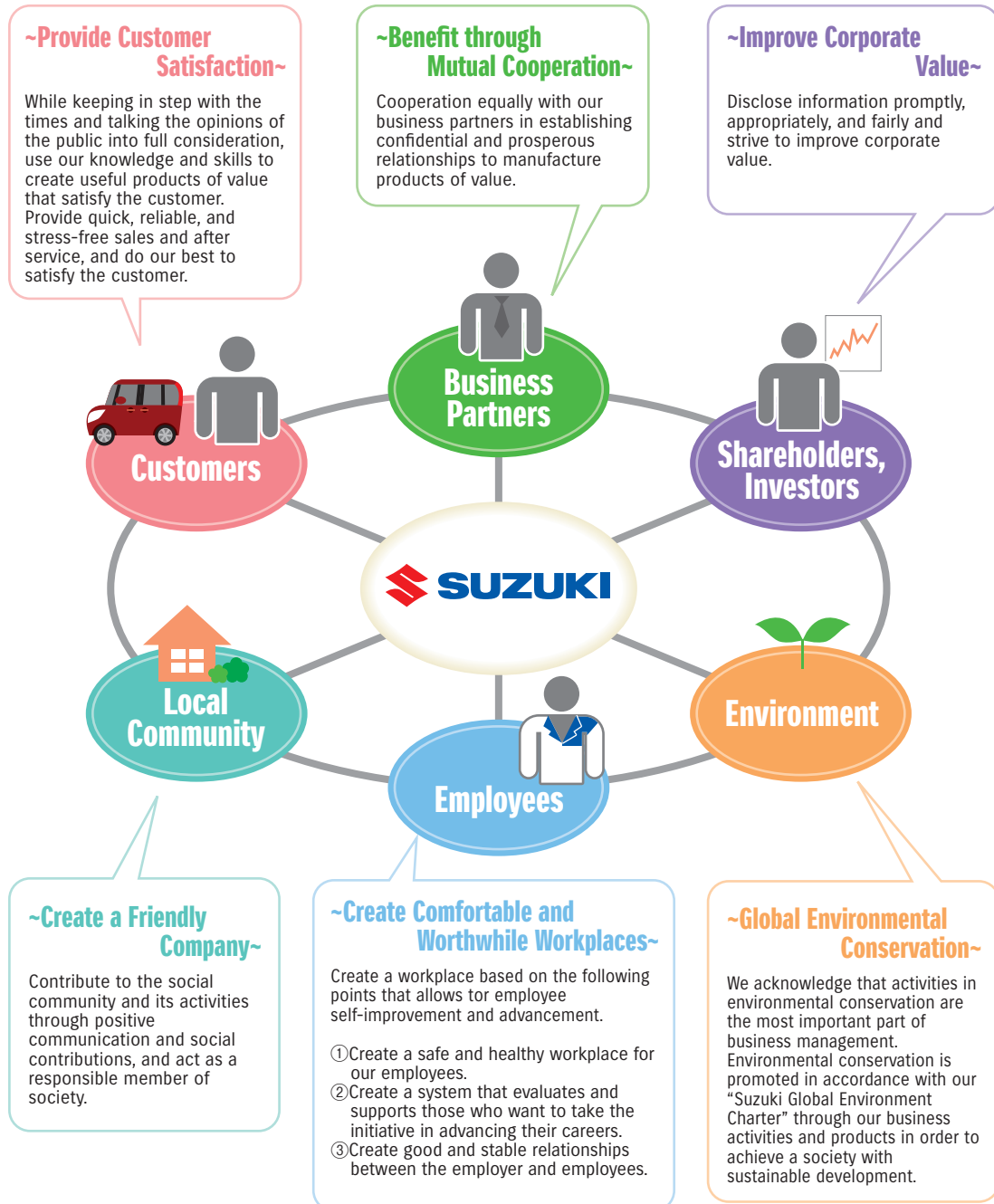
Suzuki Activity Charter

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

Stakeholders

01 Philosophy regarding individual stakeholders

This section describes our philosophy regarding individual stakeholders.



CSR Management System

01 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.

- In June 2006, the number of Board Members was halved, and at the same time, a new corporate management system (based on Senior Managing Executive Officers and Managing Executive Officers) was introduced. In this system, every board member except CEO plays a central role of each business operation as Senior Managing Executive Officer.
- Also, we have adopted the division structure, in which each broad member, except CEO and COO, also works as executive general manager or deputy executive general manager of each department to obtain site information and discuss problems at the board meetings for making proper decisions for actual situations of each department.
- 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 (partly) 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.

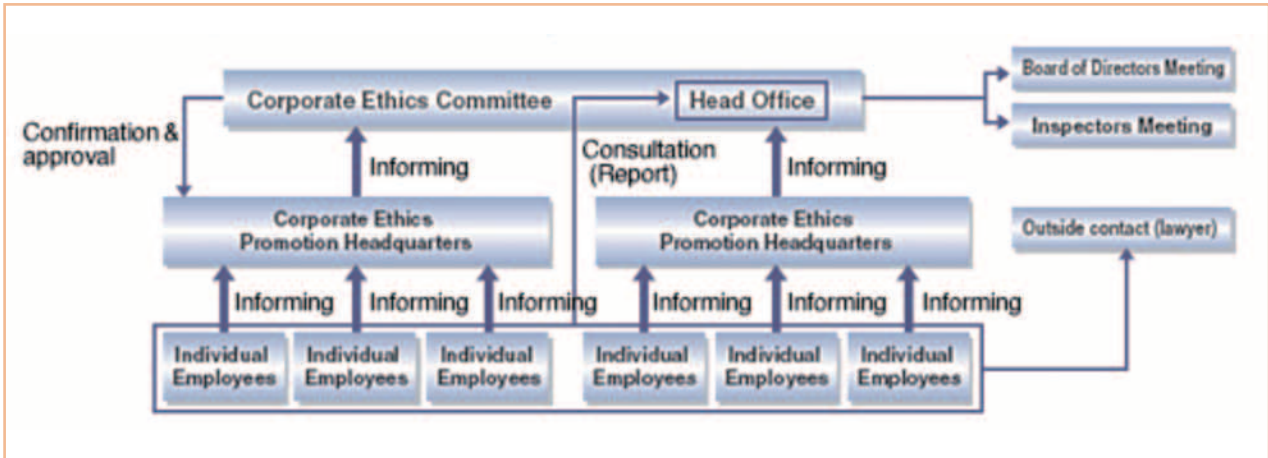
③ Regarding Compliance (Corporate Ethics) System

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

Standards of Behavior specified in "Suzuki Rules of Corporate Ethics"

- 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.

● Corporate Ethics System Organization



● 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.

Moreover, in order to ensure fairness, this system allows employees to directly consult with outside lawyers other than the inhouse consultation service section by telephone or e-mails.

02 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



03 Protecting Personal Information

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

To familiarize our employees with this code, the “Manual for Handling Personal Information” (a handling book is included) was established for use in employee seminars and individual divisions. In addition we provide points to keep in mind when handling personal information through our in-house homepage, and the

organizing office provides a reference service to respond to more detailed questions from individual sections. All employees come to fully understand the proper way to handle personal information through these activities.

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

● Personal Information Protection System



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

Environmental Responsibility

[Promotion of Global Environmental Efforts]



Since the establishment of “Suzuki Global Environment Charter” in March 2002, Suzuki has been promoting efforts for environmental conservation, aiming to realize a society with sustainable development, as well as to ensure the company’s existence.

This section introduces our environmentally related activities.

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Environmentally-Friendly Business Management

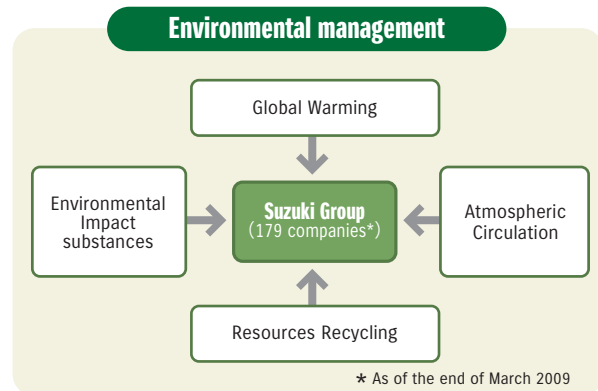
Acknowledging that environmental conservation activities should be regarded as one of the most important challenges in corporate management, Suzuki is promoting global environmental efforts with its group companies.

Suzuki's Efforts Regarding the Environment

Environmental issues surrounding Suzuki, such as global warming, environmental impact substances, and resources recycling, are changing every second.

We acknowledge that balancing environmental efforts with business growth is the most important management challenge for corporate survival, and is promoting global environmental conservation activities with Suzuki group companies including sales, manufacturing and nonmanufacturing companies.

● The Environmental Issues Surrounding Suzuki



01 Suzuki Global Environment Charter

As the basis for the Group's approach to its environmental efforts, Suzuki established the Suzuki Global Environment Charter in March, 2002. Then, in December, 2006, its contents were reviewed and revised, making them simpler and more universal.

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.

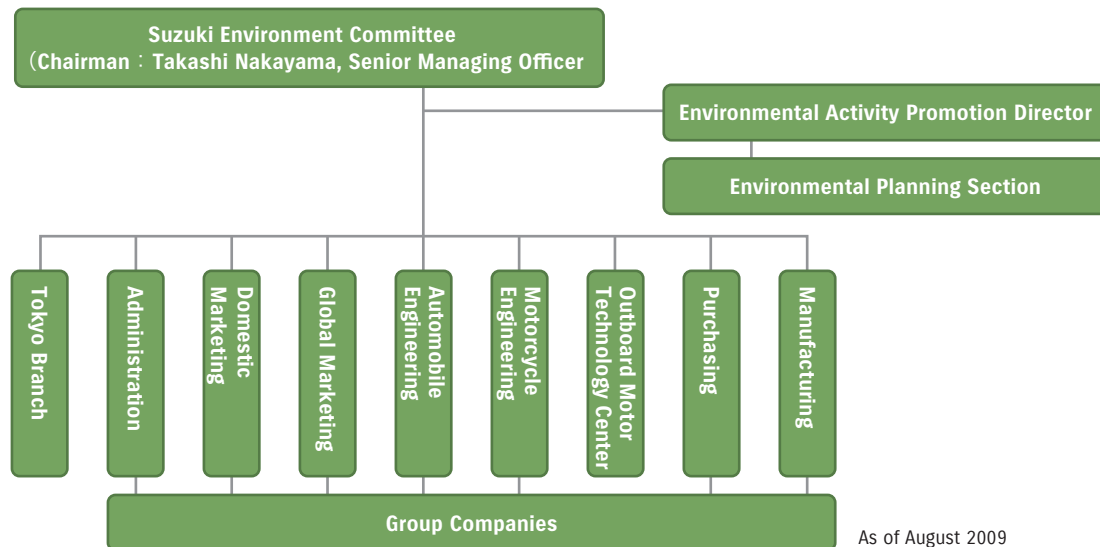
02 Promoting Environmental Organization Activities

Environmental Organization

In April, 2001, Suzuki established the Suzuki Environmental Committee as the top decision-making body in the environmental management system for the entire Group.

Meetings by Suzuki Environment Committee are held twice a year to determine our environmental policy and long- and mid-term environmental goals, check the progress in the existing issues, and discuss urgent problems.

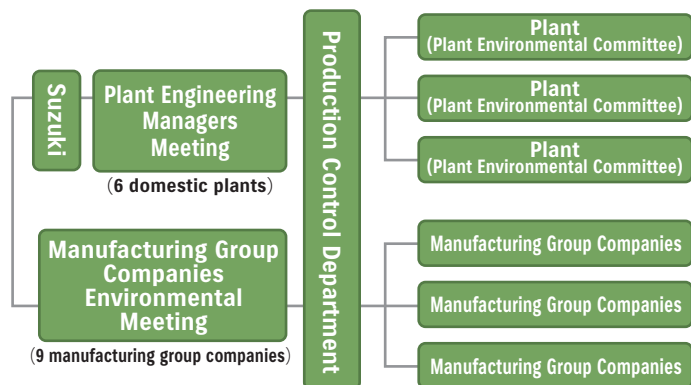
Environmental Organizational Chart of the Suzuki group



Environment Conference

To improve the environmental management of our plants, a plant engineering manager meeting is held once a month. At the meeting, engineering managers of all plants of Suzuki get together to discuss improvements for environmental planning and matters related to all plants, while seeing actual systems.

Decisions made at the meetings are rolled out to each plant, contributing to promotion of in-house environmental activities.

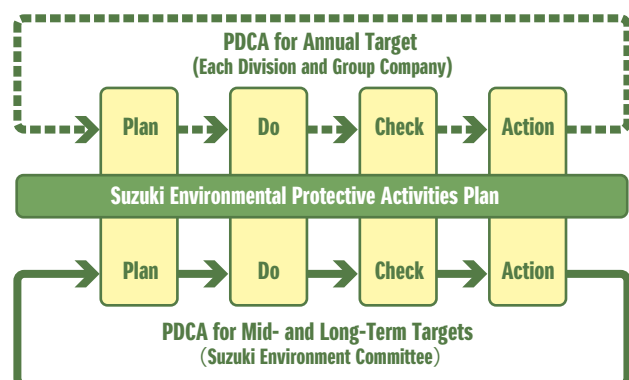


Suzuki Environmental Action Plan

In 1993, Suzuki established its medium and long-term environmental goals in the form of the Suzuki Environmental Action Plan. In December, 2007, in response to changes in social circumstances, the company reviewed and revised the goals and created the Suzuki Environmental Action Plan (Fiscal 2007 Revised Version).

Based on this plan, each division and group company implements PDCA* to promote global environmental efforts.

* PDCA stands for Plan, Do, Check and Action, which is a cycle to promote the activities. It covers not only Plan and Do, but also Check and Action (Review), allowing for continuous review and feedback of effect for improvement.



Environmental Goals and Results

			Fiscal 2008		Fiscal 2009
			Goals	Results	Goals
Environmentally-Friendly Business Management	Environmental Management	Promotion of Introducing Environmental Management System	Obtain ISO 14001 at 2 overseas manufacturing companies and 3 plants.	Obtained ISO 14001 at one overseas manufacturing company.	Obtain ISO 14001 at overseas manufacturing companies.
	Global Warming	Fuel Efficiency Improvement	【Automobiles】 Plan and promote efforts for fuel efficiency improvement considering 2015 Fuel Efficiency Standard.	Improved the average fuel efficiency of vehicles domestically sold in fiscal 2008 from 19.0 km/l to 19.4 km/l.	Promote efforts for improvement of fuel efficiency, considering the expanded range of target vehicles for Eco-Car Tax Reduction.
【Motorcycles】 Further promote introduction of FI (fuel injection) into carburetor-type vehicles. Improve the fuel efficiency by 5% by introducing FI.			Additionally introduced FI into two domestic models, resulting in introduction of FI into all domestic and European models.	Further promote improvement of fuel efficiency.	
【Outboard Engines】 Improve the fuel efficiency by 10% (compared with conventional models) through improvement of propeller efficiency and reduction of sailing resistance.			Achieved 10% improvement of fuel efficiency in all of the new models or types of DF70, DF80, and DF90 sold in fiscal 2008.	Further improve the fuel efficiency by 10% through adoption of a new engine design.	
Next-Generation Fuel Automobile Development * This was described as Clean Energy Cars in the 2008 Report.		Promote the use of natural gas-fueled automobiles in not only the domestic market, but also the international market.	【Automobiles】 Developing natural gas-fueled automobiles to be sold overseas within a few years. For other next-generation fuel automobiles, alcohol-fueled type (E25) GRAND VITARA and JIMNY were sold in Brazil. Received a Minister's certificate for fuel-cell electric vehicle SX4-FCV, which is now tested on public roads. 【Others】 Developed a test vehicle of the fuel-cell-driven senior car MIO, which is now under testing for verification.	Further develop next-generation fuel-cell cars.	
Environmentally-Friendly Products Development	Atmospheric Environment	Comformance to Emission Standards	【Automobiles】 Increase the number of vehicles with ☆☆☆☆ certified under 2005 exhaust gas standards (newly extended).	Increased the number of vehicles with ☆☆☆☆ certified under the newly extended standards. (Increased the sales ratio of ☆☆☆☆ certified passenger cars by 5 %.)	Further promote the use of vehicles with ☆☆☆☆ certified under the newly extended standards. Promote early response to JC08 •OBD ⁺ II.
			【Motorcycles】 Increase the vehicles conforming to European Regulations and 2006/2007 Domestic Standard.	Achieved compliance with the domestic and European regulations in all models.	Make new models conform to European Regulations and 2006/2007 Domestic Standard.
			【Outboard Engines】 Make them conform to NTE Zone Restriction.	Developed a new model DF8/9.9 to prepare to obtain the certificate related to the NTE Zone Restriction. The new models or types of DF70, DF80 and DF90 sold in fiscal 2008 satisfied the requirements of EPA ^{※2} secondary regulation, California Emission Control, and domestic voluntary restriction.	Promote compliance with each country's emission control regulations, one by one, especially EPA secondary standard, which final deadline is 2013.

			Fiscal 2008		Fiscal 2009
			Goals	Results	Goals
Environmentally-Friendly Products Development	Environmental Impact substances	Control and Reduction of Environmental Impact Substances	Pomote global efforts to reduce the use of environmental impact substances.	ALTO produced in India in fiscal 2008 conformed to European ELV* ³ directive, with four kinds of environmental impact substances completely disused (excluding some exempted parts).	Continuously promote global efforts to disuse environmental impact substances (excluding some exempted parts). Promote complete disuse of four kinds of environmental impact substances in all Indian models. (excluding some exempted parts).
		Interior VOC** (volatile organic compounds) Reduction	Meet the voluntary target of interior VOC value set by JAMA for new models.	Achieved the target in new WAGON R and LAPIN.	Meet the JAMA's voluntary target of interior VOC value for all new domestic models.
		Compliance with European chemicals legislation REACH	Conduct preliminary registration.	Completed the preliminary registration.	Conduct the formal registration and promote reduction of potentially hazardous substances.
Environmentally-Friendly Manufacturing	Global Warming	Reduction of CO ₂ Emission	Promote efforts to meet JAMA's target. (The goal numbers are currently being reviewed.)	Reduced the CO ₂ emission from domestic manufacturing plants by 8.5% (27,000 tons) from the previous year.	Further promote reduction of CO ₂ emission from plants.
	Recycling of Resources	Reduction of Landfill Waste	0 ton	Achieved the zero-level target of landfill waste.	Maintain the zero-level landfill waste.
	Environmental Impact substances	Reduction of VOC Emission	Promote efforts to achieve the 2010 target (emission of 52.8 g/m ²).	Reduced VOC emission to 62.0 g/m ² . (Reduced it by 3.4 g/m ² from the previous year.)	Further promote efforts to achieve the 2010 target (emission of 52.8 g/m ²).
		Reduction of PRTR* ⁵ Target Substances	Promote reduction of PRTR target substances.	Reduced them by 71% from fiscal 1999.	Promote reduction of PRTR target substances.
Environmentally-Friendly Distribution	Recycling of Resources	Reduction of Packaging Materials * This was described as corrugated board in the 2008 Report.	Reduce the amount of materials to be used.	Reduced the amount of corrugated boards by approx. 269 tons with the increased use of returnable containers.	Reduce the amount of packaging materials to be used.
			Promote recycling	Recycled approx. 26 tons of used corrugated boards into buffer materials.	Promote recycling
Environmentally-Friendly Marketing	Recycling of Resources	Collection and Recycle of Used Bumper	Increase the amount of collected bumper materials.	Increased the amount of collected bumper materials by 10%.	Further increase the amount of collected bumper materials.
		Compliance with Japan's End-of-Life Vehicle Recycling Law	Promote improvement of ASR* ⁶ recycling rate and reduction of cost.	Achieved the ASR recycling rate of 75.3% (seven years earlier than the 2015 recycling rate target of 70% designated by law).	Promote efforts to achieve 2015 ASR recycling rate target of 70% or more and reduce cost.
		Compliance with Overseas End-of-Life Vehicle Recycling Regulations	Obtain a certificate of conformance to the system auditing regulation under European RRR* ⁷ .	Obtained the certificate of conformance.	Further promote compliance with overseas end-of-life vehicle recycling regulations.
		Promotion of Voluntary Motorcycle Recycling Efforts	Familiarize dealers with the voluntary recycling efforts.	Increased the recycling rate by 1.9%, with 370 units of motorcycles for disposal received in fiscal 2008.	Further promote the voluntary recycling efforts.
Environmentally-Friendly Offices	Recycling of Resources	Recycling of Paper	Promote the paper 3-R efforts.	Reduced the amount of paper used by 19% from the previous year. Recycled 85 tons of paper materials.	Further promote the in-office 3-R activities.
	Global Warming	Reduction of CO ₂ Emission	Further promote energy saving and improvement activities.	Reduced the amount of CO ₂ emission per employee by 6.5% in fiscal 2008 from the previous year.	Further promote energy saving and improvement activities.
		Introduction of Low-Emission Vehicles for In-House Use	Promote efforts to achieve the 2009 target (85%).	Achieved 80.7% of low-emission vehicle utilization ratio.	Increase the low-emission vehicle utilization ratio to 85%.

- *1 OBD : On-Board Diagnostic system
*2 EPA : United States Environmental Protection Agency
*3 ELV : End of Life Vehicles
*4 VOC : Volatile Organic Compounds
*5 PRTR : Pollutant Release and Transfer Register
*6 ASR : Automobile Shredder Residue
*7 RRR : Reusability , Recyclability and Recoverability

Introduction of Environmental Management System

As one of environmental conservation activities, Suzuki is promoting introduction of Environmental Management Systems including ISO14001. The ISO14001 is an international standard of environmental management system. By obtaining the ISO14001 certificate, Suzuki intends to follow the relevant regulations and reduce the environmental impact substances. Also, through periodical environmental audits, we verify the effectiveness of our environmental management system.

● Domestic Companies

All domestic plants (six plants) already acquired the ISO14001 certificate before March 2003. For manufacturing companies, seven out of nine companies obtained the certificate at the time of the end of March 2007. In addition, Suzuki Transportation & Packing Co. acquired the ISO14001 in January 2005 as the first non-manufacturing company in our group. Moreover, Suzuki Business Co., which Office Clearing Department is promoting Eco Action 21 environmental conservation activities, registered the certification in August 2007.



<Suzuki>

● [Domestic Six Plants]

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

<Domestic Group Companies>

● [Non-Manufacturing Companies]

Plant's name	ISO acquisition month
7 Suzuki Transportation & Packing Co., Ltd.	January 2005
* 8 Suzuki Business Co.	August, 2007

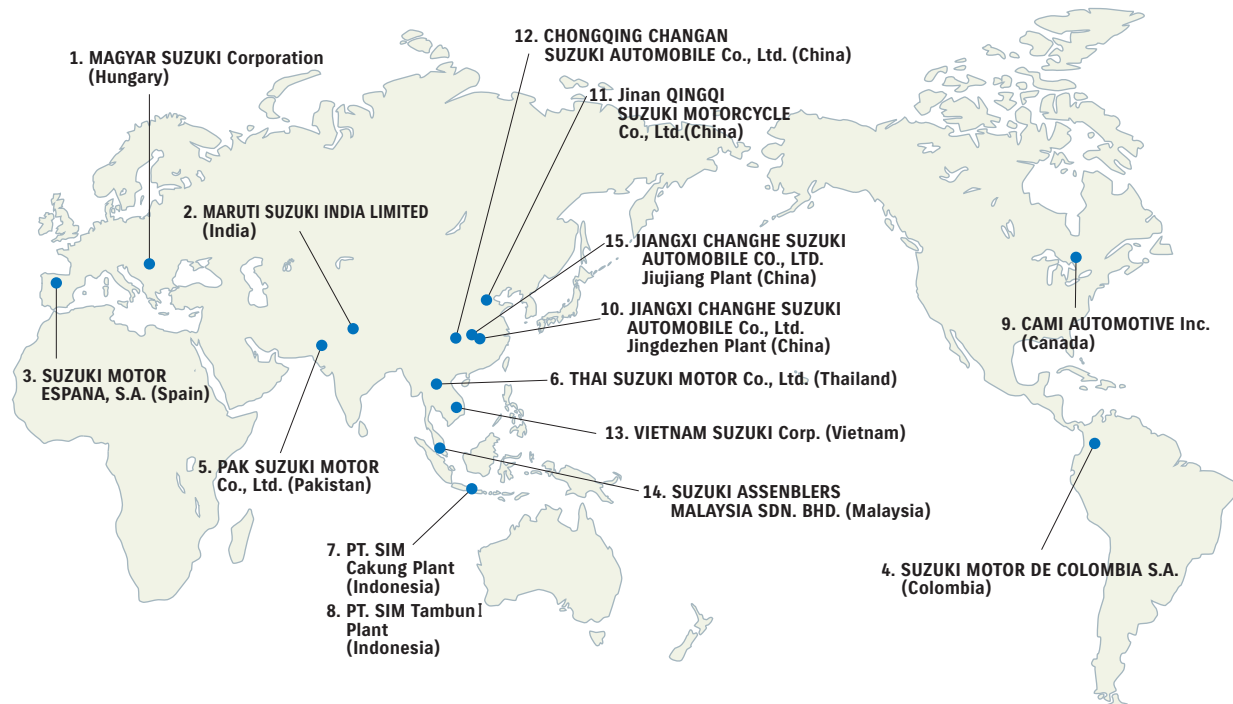
*The Suzuki Business Co. acquired "Eco Action 21."

● [Manufacturing Companies]

Plant's name	ISO acquisition month
9 Suzuki Toyama Auto Parts Mfg. Co., Ltd.	March 2001
10 Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.	June 2001
11 Suzuki Seimitsu Industries Co., Ltd.	October 2001
12 Suzuki Akita Auto Parts Mfg. Co., Ltd.	March 2002
13 Snic Co., Ltd.	March 2005
14 Hamamatsu Pipe Co., Ltd.	May 2005
15 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 2009, 15 overseas manufacturing companies obtained the ISO14001. Other group companies are also making best efforts to acquire the certificate.



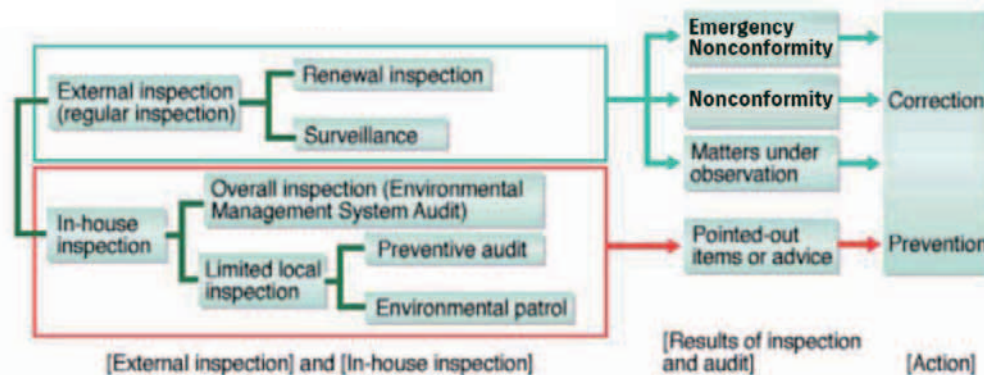
	company's name	ISO acquisition month
1	MAGYAR SUZUKI Corporation (Hungary)	April 1998
2	MARUTI SUZUKI INDIA LIMITED (India)	December 1999
3	SUZUKI MOTOR ESPANA, S.A. (Spain)	February 2000
4	SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)	December 2003
5	PAK SUZUKI MOTOR Co., Ltd. (Pakistan)	August 2005
6	THAI SUZUKI MOTOR Co., Ltd. (Thailand)	August 2005
7	PT.SIM Cakung Plant (Indonesia)	April 2006
8	PT. SIM Tambun I Plant (Indonesia)	As of August, 2008

	company's name	ISO acquisition month
9	CAMI AUTOMOTIVE Inc. (Canada)	July 2000
10	JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. Jingdezhen Plant (China)	December 2003
11	Jinan QINGQI SUZUKI MOTORCYCLE Co., Ltd. (China)	August 2004
12	CHONGQING CHANGAN SUZUKI AUTOMOBILE Co., Ltd. (China)	November 2004
13	VIETNAM SUZUKI Corp. (Vietnam)	March 2005
14	SUZUKI ASSEMBLERS MALAYSIA SDN. BHD.(Malaysia)	October 2006
15	JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. Jiujiang Plant (China)	December 2006

Environmental Inspection

At Suzuki, external audit is conducted once every year by an external auditing agent. In addition, an internal audit is conducted to double-check our environmental management system.

Audit of Suzuki's Environmental Management System



● External Auditing

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 2008, renewal audit and surveillance were conducted at four and two plants, respectively, resulting in 10 items of nonconformity*¹ to ISO14001 requirements at six plants. We immediately investigated the causes and took corrective actions and preventive measures. Also, there were 23 items to be monitored*² in total, on which we will make continuous improvement.

*1 "Nonconformity" indicates a defect that needs immediate correction but is not critical to the system operation.

*2 "Items to be monitored" indicate matters that need not be immediately corrected, but continuous improvement is preferable.

● In-house Inspections

For internal audits, two kinds of audits are conducted: one is an overall audit, and the other is a local audit. 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



Overall Audit

Document inspection and on site checks are used to determine whether environmental management is being properly carried out or not.

In fiscal 2008, 16 items were pointed out, and 43 items were advised, all of which have been improved.

Local Audit

● 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 2008, 16 items were pointed out, all of which have been improved.

● Environmental Patrol

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

03 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. In fiscal 2008, 103 times of emergency drills (including 23 times of night drills) were conducted at domestic plants.

These drills were held at our overseas plants.

04 Environment-Related Incidents and Court Cases

Environmental Incidents, etc.

For environmental accidents, it was revealed during periodic measurement at the observation well located on the west boundary of the Takatsuka Plant site in September 2008 that the fluorine level exceeded the upper limit of environmental quality standard for groundwater. However, it was found to be within the standard at the well monitoring conducted by Hamamatsu city officials near the plant. Since any specific pollution cause was not found, continuous monitoring was conducted on a monthly basis, and the results were continuously found to be within the standard level.

Despite that, it was again found in January 2009 that the boron level exceeded the upper limit of environmental quality standard for groundwater at the time of the periodic measurement at the observation well located on the north west boundary of the Takatsuka Plant site. Again, the well monitoring conducted by Hamamatsu city officials near the plant indicated that it was within the standard level in all wells surrounding the plant. However, there was a possibility that it was caused by leakage of boron-containing waste liquid from a liquid receiving tank used in the plating process. Therefore, we immediately repaired the tank and applied the double structure to it to prevent the reoccurrence. In addition, we made continuous efforts to clean up the underground water. As a result, the standard level has been continuously maintained.

Complaints were mainly related to noise and odor. For measures against the noise, the operations of noise-causing devices were reviewed and improved. In addition, as measures against the odor, a waste filter chamber and an odor eliminating system have been introduced.

05 Environmental Accounting

● Cost of Environmental Conservation

(Unit: ¥100,000,000)

Cost category	Contents		Changes			Fiscal 2009		
			Fiscal 2006	Fiscal 2007	Fiscal 2008	Investment	Expenses	Total
Business Area Costs:	Pollution Prevention	For preventing air pollution, water contamination, etc.	5.4	5.8	4.4	4.7	5.3	10.0
	Environmental Conservation	For preventing global warming, ozone layer depletion, etc.	4.3	3.5	3.4	2.3	3.0	5.3
	Recycling of Resources	For effective use of resources, recycling or proper disposal of waste materials, etc.	7.2	6.8	9.9	6.6	7.9	14.5
	Total		16.8	16.1	17.7	13.6	16.2	29.8
Upstream/ Downstream Costs:	For collecting, recycling or proper disposal of rejected parts (bumpers, etc), containers, and packaging materials, etc.		0.3	0.3	0.3	-	0.3	0.3
Managerial Costs:	For conducting employee training, establishing and operating environmental management system, monitoring and measuring environmental impact, etc.		5.8	5.2	4.3	-	4.2	4.2
Research and Development Costs:	For promoting research and development activities to reduce environmental impact, etc.		303.9	311.1	382.0	39.9	428.1	468.0
Social Activities Costs:	For promoting nature protection, tree-planting campaign, relationship with local community, publication of environmental information, etc.		4.3	2.7	2.7	-	2.6	2.6
Environmental Damage Costs:	For recovering soil, nature, etc.		0.3	0.2	0.1	-	0.1	0.1
Total			331.4	335.6	407.1	53.4	451.6	505.0

● Effectiveness of Environmental Conservation

(Unit: ¥100,000,000)

Items		Fiscal 2006	Fiscal 2007	Fiscal 2008	Fiscal 2009
Economical Effect	Energy Cost Reduction	2.3	1.1	1.1	1.3
	Waste Management Cost Reduction	0.02	0.01	0.04	0.2
	Resource Cost Reduction	1.0	1.8	1.3	1.4
	Total	3.3	2.9	2.4	2.9

(Note) These are in-house environmental figures.

Environmentally-Friendly Products Development

With the Mission Statement, "Make customers-centered products of value", we have always devoted ourselves to development of customer-oriented, eco-friendly products.

01 Improving Fuel Efficiency

Automobiles

Suzuki has been working to develop and improve products that offer superior fuel economy in order to reduce CO₂ emissions, which cause global warming. WAGON R and LAPIN sold in fiscal 2008 achieved the 2010 fuel efficiency standard + 25%.

Improvement of Fuel Efficiency of Domestic Models

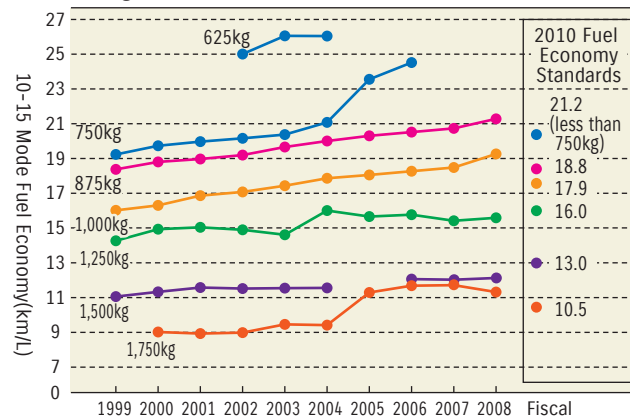
(1) Trends in Average Fuel Efficiency by Weight Class

In fiscal 2008, Suzuki vehicles in three out of five weight categories achieved the 2010 target level of fuel efficiency.

Moreover, we achieved further improvement of fuel efficiency in the light weight class (875 kg and 1,000 kg).

Lighter vehicles tend to allow for better fuel efficiency. Suzuki contributes to improvement of fuel economy for the entire motorized society by providing light-weight automobiles (mini vehicles, compact cars, etc) to as many customers as possible.

Average Fuel Efficiency of Gasoline Vehicles by Body Weight
(Figures after fiscal 2004 exclude OEM vehicles.)



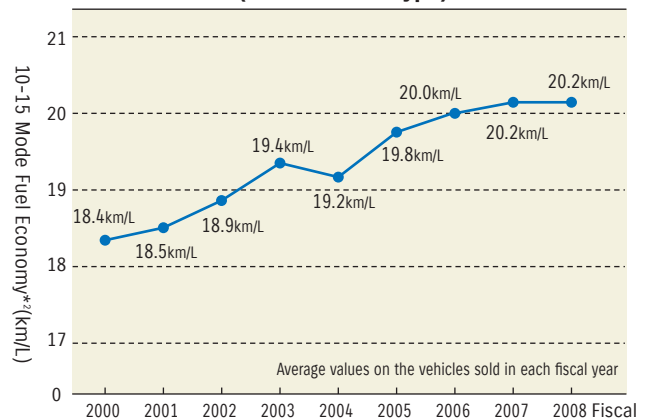
(2) Fuel Efficiency of Representative Models

WAGON R, one of Suzuki's representative models, features the lowest fuel consumption among the mini-tall wagon vehicles*¹ and has achieved 23.0 km/l*² of fuel efficiency with 2WD CVT type.

*¹ Box-type mini vehicles with overall height of 1,550 mm or more (According to Suzuki's survey conducted in Sept. 2008)

*² The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of air conditioner, etc).

Trends in Average Fuel Efficiency of Suzuki WAGON R
(2WD-AT·CVT Type)



(3) Number of 2010 Fuel Efficiency Target Models and Shipment Quantity

As of the end of March 2009, Suzuki applied the Fiscal 2010 Fuel Efficiency Standard to 35 types in 16 models sold in fiscal 2008.

The volume of shipments of the applied models reached 611,644 units in fiscal 2008, accounting for 91% of the total quantity of domestic delivery.

[Number of Models Achieved 2010 Fuel Efficiency Target in Fiscal 2008]

Vehicles achieved 2010 target	12 models	23 types
2010 target + 5%	8 models	12 types
2010 target + 10%	8 models	10 types
2010 target + 15%	7 models	8 types
2010 target + 20%	4 models	5 types
2010 target + 25%	4 models	5 types

● Major improvements in fuel efficiency



(4) Eco-Drive Supporting Devices

Suzuki has been increasing the number of vehicles equipped with eco-drive supporting devices, such as a fuel efficiency indicator. In fiscal 2008, such devices were employed in nine out of 16 models of vehicles.

[New LAPIN]



[ESCUDO]



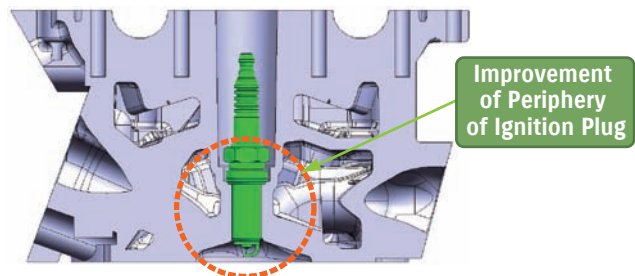
(5) Efforts for 2015 Fuel Efficiency Standard

Considering the 2015 fuel efficiency target, we have made a future plan for further improving fuel efficiency and will put efforts into it.

■ Fuel Efficiency Improving Technologies

(1) Improvement of Engine Efficiency

We have improved the combustion mechanism of engine, reduced friction, and increased auxiliary parts' efficiency. For WAGON R, a long-reach ignition plug has been employed to optimize the flow of cooling water around the ignition plug for improvement of combustion efficiency.



(2) Reduction of Vehicle Body Weight

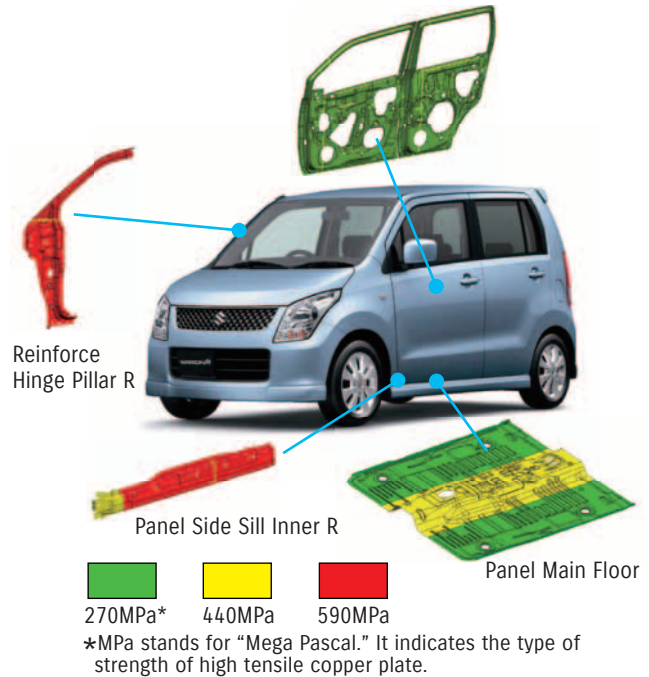
● Utilizing Tailored Blanks

Tailored blank is a manufacturing method by which steel parts having different thicknesses or materials (high tensile steel plate, plated steel sheet, etc.) are welded in advance with laser welding, etc., and then pressed together. By applying this method to various panel components, it is possible to locally reinforce specific portions, where special strength is required, without adding any part in order to avoid weight increase.

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

With the use of high-tensile steel plate featuring excellent strength, the number of reinforcement parts has been reduced in order to both reduce the entire weight and enhance the body strength. The application range of high-tensile steel plate has been further extended. TS:980MPa has been employed in the center pillar of old WAGON R or later models. Also, TS:440MPa has been used in the apron side member of new WAGON R and later models. As a result, the entire vehicle weight has been reduced, while the same or greater level of collision energy absorption capability than the conventional one is ensured.

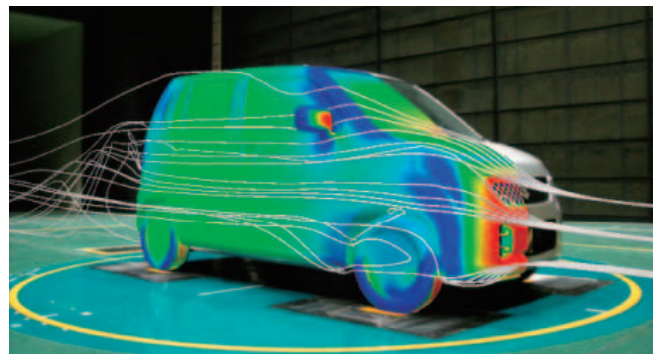
● Examples of Applied Portions (WAGON R)



(3) Reduction of Air Resistance

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

For the new WAGON R, we have achieved about 10% reduction of air resistance, compared with the old model, by optimizing the tilt angle of windshield and the corner shape of front bumper.



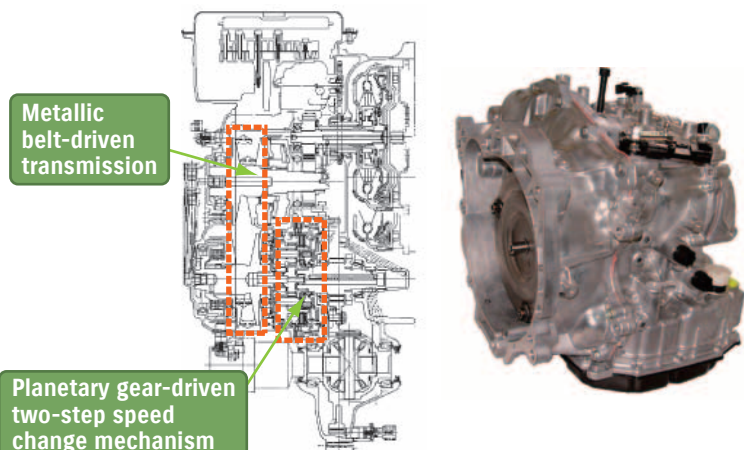
Topics

Topics

Transmission CVT

Newly Developed CVT
(continuously variable transmission)

We have introduced a newly developed CVT in the minor-change PALETTE and later models since September 2009. With a planetary gear-driven two-step speed change mechanism newly added to the general metallic belt-type transmission, this CVT enables a 25% wider range of speed change than the conventional CVT used in WAGON R and other mini vehicles. As a result, it can provide a higher level of fuel efficiency, while maintaining the conventional advantages of CVT.



Motorcycles

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

Activity for All Product

For the fuel supply system, we were promoting switch-over from the conventional carburetor to FI*¹ (an electronically controlled fuel injection) that enables optimum fuel injection control. And, in fiscal 2008, we employed FI in all models sold domestically and in Europe.

*1 FI: Fuel Injection

Example of Applied Product

For SFV650 announced in September 2008 to be sold in Europe, the following improvements have been made and employed, resulting in about 10% improvement*³ of fuel efficiency, compared with the base vehicle (SV650): Suzuki's original aluminum-plated cylinder (SCEM*² cylinder), lower-tensile piston ring, lighter-weight power system, two plugs per cylinder for ignition system, iridium plug, improved ignition control, downsized injector, etc.

*2 SCEM stands for Suzuki Composite Electrochemical Material.

*3 This was achieved during running in EURO 3 mode.

The fuel efficiency varies according to the actual conditions (weather, road, vehicle, driving, maintenance, etc.).

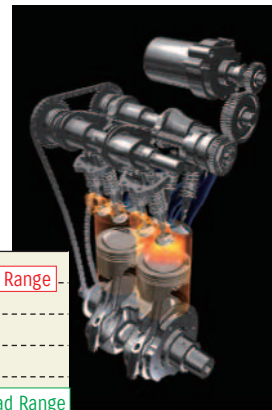
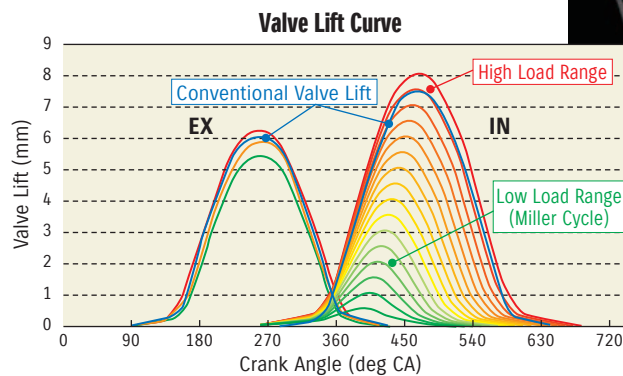


Future Technology ... Development of 3-D Cam Engine

In the low load range, which is frequently used during ordinary driving, this engine makes the valve lift and the working angle small and reduces pumping loss with the miller cycle (expansion ratio > compression ratio), which is provided by quick closing of the valve, allowing for about 10% improvement*⁴ of fuel efficiency. In the high load range, which generates high output, it enables output and torque to be greatly increased by making the valve lift and the working range larger than the conventional same-size engine, leading to 6% improvement of torque.

*4 This was achieved during running at 60 km/h.

The 3-D Cam is designed to continuously generate the optimum 2-D cam profile (valve lift, working angle, and timing) for various operating conditions in the form of 3-D map. The Figure shown below indicates a representative valve lift curve for the 3-D cam.



Valve Operation Layout

Topics

● Received Local Industry Contribution Award (Ichimura Award) for development and practical application of high-speed plating system realizing low price and low environmental impact.

For the development and practical application of a high-speed plating system that features low price and low environmental impact, Suzuki has received Local Industry Contribution Award, which is given to companies that have greatly contributed to the industrial development with excellent technology. The high-speed plating system is a generic name of plating systems based on electrolytically etching method and closed plating method for plating the inner wall of cylinder, which is an important part of engine. It can greatly reduce environmental impact through reduction of plating process time and amount of chemicals to be used.

Suzuki applies this technology to production of major motorcycle models not only in Japan, but also in overseas motorcycle plants such as in Thailand and Indonesia. Moreover, we are promoting practical use of it in automobile production.

At present, cylinders plated with this technology are employed in ADDRESS V125G, SFV650, etc.

Achievements	Development and practical application of high-speed plating system realizing low-price and low-environmental impact, (1) Pre-plating process technique applicable to aluminum die-cast metal (2) Pre-plating process technique reducing environmental impact (3) Closed plating technique greatly reducing the total plating time
Reason for award	Unlike conventional cylinder plating methods, which required high manufacturing cost and high environmental impact due to the use of a large amount of chemicals, the newly developed and practically used plating system enables earth-conscious plated cylinders to be produced at low cost.



Topics

Outboard Engines

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

New type or new models of DF70, DF80, and DF90, which production started in July 2008, are equipped with EPI (electronically-controlled fuel injection system) for optimum fuel supply to each cylinder and a lean burn control system, which was introduced for the first time into Suzuki's outboard engines. In addition, reduction of underwater resistance of a newly designed gear case and adoption of highly efficient large-diameter propeller have also contributed to lower fuel consumption.

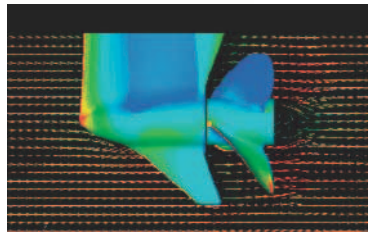
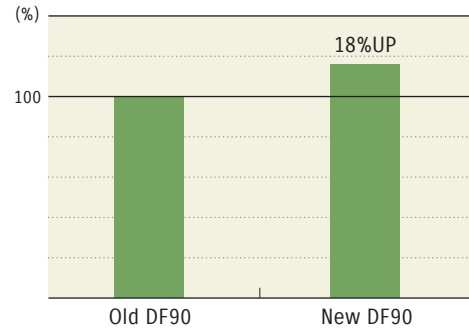
The light-weight compact body incorporates not only high technology and know-how that we have accumulated so far, but also Suzuki's most advanced four-stroke technology and achievements. Especially, DF90 is far smaller than other competitors' engines in the same class models *¹, and has achieved the smallest size and the lightest weight of its class.

*¹ 66.2 kW (90ps) class

*² As of July 2008



Fuel Efficiency Improvement Rate
(based on conventional model = 100)



Reduction of underwater resistance of gear case based on numerical hydrodynamics



Improvement of propeller efficiency

02 Clean Exhaust Gas

Automobiles

Compliance with domestic emission control regulations

At Suzuki, all of new vehicles are designed to meet the 2005 exhaust emissions standards (new long-term standards). Among vehicles sold in fiscal 2008, we increased the numbers of types and models that were certified as ☆☆☆☆ low-emission vehicles to 11 types and 19 models as of the end of March 2009.

We will further promote activities for clean exhaust gas in order to increase the types and models that will be certified as ☆☆☆☆ low-emission vehicles.

Vehicles Conforming to Emission Control Regulations

	Number of types and models
Equal to 2005 Emission Standard	8 types 15 models
☆☆☆ Low-Emission Vehicles 50% lower than 2005 Emission Standard	14 types 18 models
☆☆☆☆ Low-Emission Vehicles (75% lower than 2005 Emission Standard)	11 types 19 models

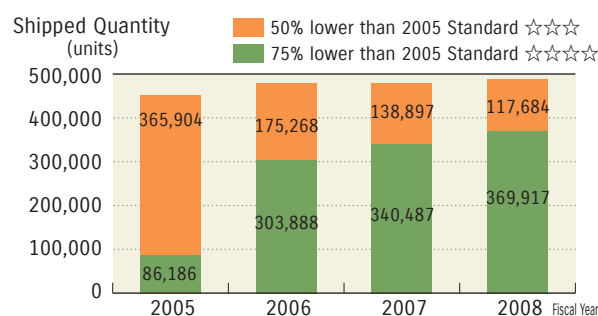
Conformance to Overseas Emission Standards

We have launched newly designed vehicles to conform to the updated emission standards in various countries, such as European regulations (EURO 5).

Emission Reduction Technology

For compliance with the newly extended emission standards, we are making efforts to employ the JC08 and OBD-II technologies as early as possible.

Shipment Record of Certified Low-Fuel Consumption and Low-Emission Vehicles



* Vehicles that already meet fuel economy standards under the Japan's Energy Conservation Law and are certified as low-emission vehicles in compliance with LEV certification procedure.

Motorcycles

Activity for All Models

Suzuki is working to reduce emissions from its motorcycles so that these can meet both European regulations (Euro 3) and the 2006/2007 Japanese regulations. In fiscal 2008, all models conformed to the European regulations (EURO 3) and the Japanese 2006/2007 regulations.

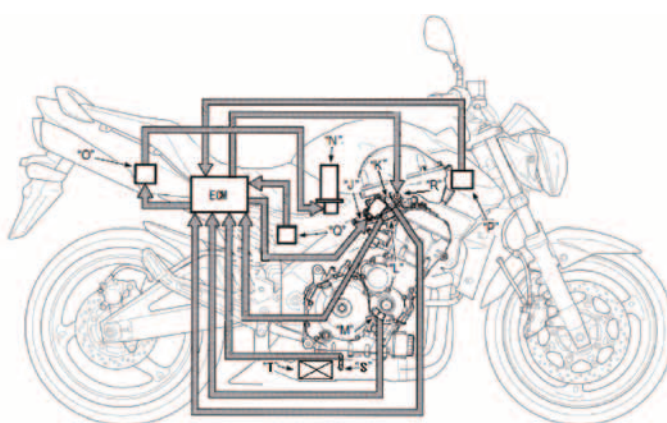
Example of Applied Product

For GSR400, which went on sale in March 2009, the amount of exhaust emission has been drastically reduced through the optimization of metallic honeycomb-based catalysis, the improvement of electronically controlled fuel injector, and the effective use of the O₂ sensor for accurate control of fuel injection volume. With those improvements, the model provides both high environmental protection performance and high output, conforming to 2007 new domestic emission standards.

Future Technology

Not only in Japan, Europe and North America, but also in ASEAN-member countries, we are promoting efforts to use the FI (electronically controlled fuel injection) device, which enables fine control of fuel supply.

At the same time, we are developing various emission-cut technologies for reducing the amount of metallic materials through the improvement of the catalyser, increasing the catalyser activation rate through the improvement of ignition timing control, and accurately controlling fuel injection through the use of linear A/F sensors.

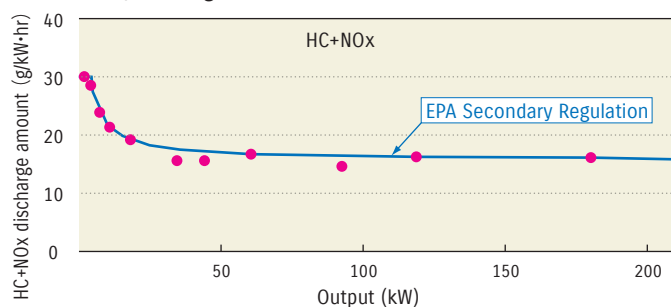


"J"	: STVA (secondary throttle valve actuator)
"K"	: STP (secondary position) Sensor
"L"	: TP (throttle position) Sensor
"M"	: CKP (crankshaft position) Sensor
"N"	: Fuel Pump
"O"	: Fuel Pump Relay
"P"	: AP (air pressure) Sensor
"Q"	: TO (fuel cut) Sensor
"R"	: ISC Valve
"S"	: O ₂ Sensor
"T"	: Large Catalyser

Outboard Engines

The DF70, DF80, and DF90 outboard engines are designed to satisfy the requirements of the 2008 emission regulation values set by California Air Resources Board (CARB), the secondary regulation values by the U.S. Environmental Protection Agency (EPA), and the 2006 marine engine emission voluntary regulation values by Japan Boating Industry Association.

Secondary EPA Regulation Values and Suzuki Model's Emission Values



Topics

● WAGON R and WAGON R STINGRAY won the 2009 RJC Car of The Year* award.

Suzuki WAGON R and WAGON R STINGRAY won the 2009 RJC Car of The Year award presented by Automotive Researchers' & Journalists' Conference of Japan. For the RJC Car of The Year, this was our third time winning after the 1993-1994 award for WAGON R and the 2006 award for SWIFT. Since the beginning of sales in 1993, WAGON R has been highly regarded by a wide range of users, regardless of age and sex, for more than 15 years, because of its unique styling, ease of getting on and off, ease of driving, and large indoor space, establishing a new vehicle category of mini wagon. In June 2009, WAGON R reached 3 million units*¹ in cumulative domestic sales as the leading mini vehicle in Japan.

In September 2008, it went through full-model change under a design concept of "Comfortable and Stylish WAGON R". Not only the basic features of light vehicles, such as economic efficiency and ease of use, but also indoor comfort and ease of getting on and off have been greatly improved. In addition, a stylish design that can attract many customers has been employed.

*1 According to Suzuki's survey



WAGON R

WAGON R STINGRAY

Topics

● Eco-Car Tax Reduction and Subsidy

Benefits of (1) Eco-car tax reduction and (2) Eco-car subsidy have become available to purchasers of new vehicles which satisfy certain environmental protection requirements.

For more detailed examples of the Eco-car tax reduction and subsidy applicable vehicles, access http://www.suzuki.co.jp/car/ecocar_info/.



Alto

WagonR

MRWagon

Swift

Splash

(1) Eco-Car Tax Reduction

(Tax system to promote the use of eco-friendly vehicle)

During the period from April 1, 2009 to 2012, purchasers of new vehicles satisfying the requirements of "fuel efficiency standard" and "exhaust gas standard" can receive the benefit of reduction of automobile weight tax and acquisition tax.

Applicable Vehicles	Tax Reduction
2010 Fuel Efficiency Standard + 25% and ☆☆☆☆ Low-Emission Vehicle (75% lower than 2005 Emission Standard)	Weight tax and Acquisition tax 75% cut
2010 Fuel Efficiency Standard + More Than 15% and ☆☆☆☆ Low-Emission Vehicle (75% lower than 2005 Emission Standard)	Weight tax and Acquisition tax 50% cut

(2) Eco-Car Subsidy

(Subsidies to promote the use of eco-friendly vehicles)

In June 2009, a subsidy system started, allowing subsidies to be granted to purchasers of new vehicles that satisfy certain levels of requirements for environmental protection.

Requirements	Subsidies
Disposing of a 13-or-older vehicle and purchasing a new vehicle meeting 2010 Fuel Efficiency Standard	Registered vehicle 250,000 yen
	Mini vehicles 125,000 yen
(In other cases than the above) Purchasing a ☆☆☆☆ low-emission vehicle meeting 2010 Fuel Efficiency Standard + more than 15%	Registered vehicle 100,000 yen
	Mini vehicles 50,000 yen

03 Development of Next-Generation Fuel-Cell Cars

Automobiles

Alcohol-Fueled Type Vehicles

We developed bioethanol-based vehicles using the fuel (E25) containing 25% bioethanol, and started selling them as Grand Vitara in October and as JIMNY in November 2008 in Brazil.



GRAND VITARA

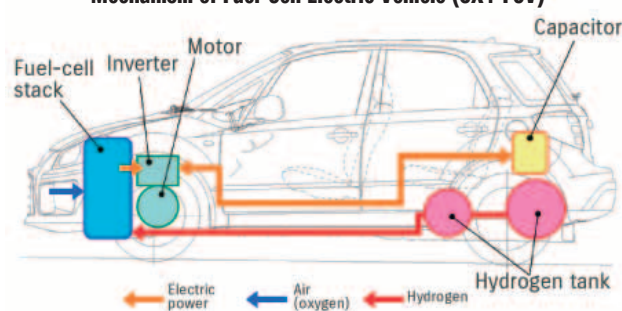
Fuel Cell Electric Vehicles

We are pursuing the development of fuel cell electric vehicles as strong candidates for next generation clean energy vehicles.*

During the period from 2003 to 2004, Suzuki acquired the Minister's certificate for fuel cell-equipped mini vehicles and incorporated the Japan's first 70MPa hydrogen tank in 2004 models. In addition, we also obtained another Minister's certificate for a newly developed compact fuel-cell electric vehicle SX4-FCV in June 2008, and exhibited it at Hokkaido Toyako Summit in July.

At present (March 2009), we are working for a national project called JHFC (Japan Hydrogen & Fuel Cell Demonstration Project) promoted by Ministry of Economy, Trade and Industry and performing tests on public roads. We will further continue to improve the performance and reliability of fuel cell electric vehicles, while promoting cost reduction and development for practical application.

Mechanism of Fuel-Cell Electric Vehicle (SX4-FCV)



* Joint development of fuel-cell vehicles with General Motors has been conducted since 2001. Although GM sold Suzuki's stock in November 2008, it was agreed that the business tie-up between both parties would continue.

Topics

Topics

Fuel-Cell Motorcycle

Due to the environmental problems and the rapid rise in fuel prices, motorcycles are getting a second look as an inexpensive means of transportation with relatively little environmental impact. Suzuki has developed an air-cooled type of fuel-cell motorcycle that can run on hydrogen, a promising substitute fuel.

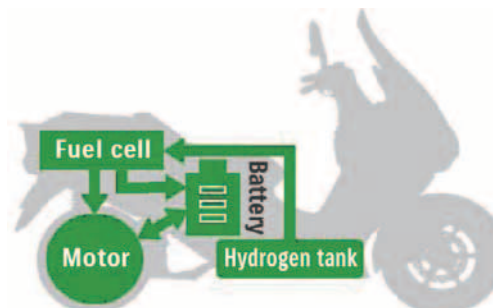
In 2007, at the 40th Tokyo Motor Show, we exhibited the first on-road type fuel-cell motorcycle CROSSCAGE. And in 2009, we unveiled a scooter-type fuel-cell motorcycle BURGMAN at the 41st Tokyo Motor Show.

The BURGMAN Fuel Cell Scooter, which employs a small, lightweight, and simple, air-cooled fuel cell system, enables the layout to be determined freely. Accordingly, the hydrogen tank can be installed in the vehicle body frame, leading to further improvement of safety. Also, it is equipped with a 70MPa hydrogen tank, for the first time among motorcycles, allowing for 350 kilometers of running per fill-up.

We will promote practical use of fuel-cell motorcycles, while performing verification tests on public roads. Moreover, by using this electric system, we are advancing the development of not only fuel-cell motorcycles, but also electrically driven motorcycles and hybrid motorcycles.



BURGMAN Fuel Cell Scooter



BURGMAN System Diagram

04 Promoting the Three Rs (Reduce, Reuse, and Recycle)

Reducing

Among 3Rs*, the first priority should be Reducing (emission reduction).

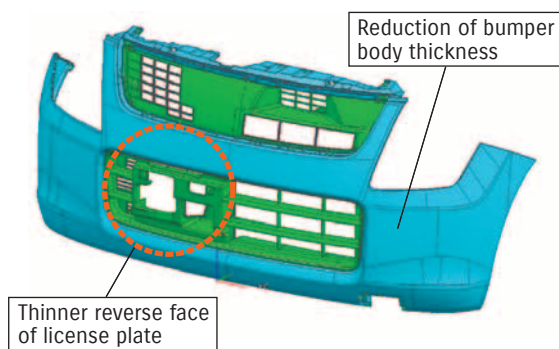
Under the policy of making parts Smaller, Fewer, Lighter, Shorter, and Neater, Suzuki is promoting reduction of emission by thoroughly reducing materials to be used and vehicle weight.

* 3Rs stand for Reducing, Reusing, and Recycling.

① **Efforts for Reducing (Automobiles)**

WAGON R: Front Bumper

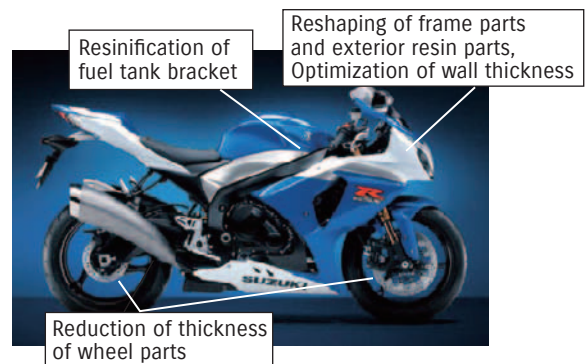
For the front bumper, the bumper body's wall thickness has been reduced, with the reverse face of the license plate also made thinner.



② **Efforts for Reducing (Motorcycles)**

GSX-R1000

This model is designed to be lighter and smaller than conventional models, achieving 7.2% reduction in weight (compared with other Suzuki models).

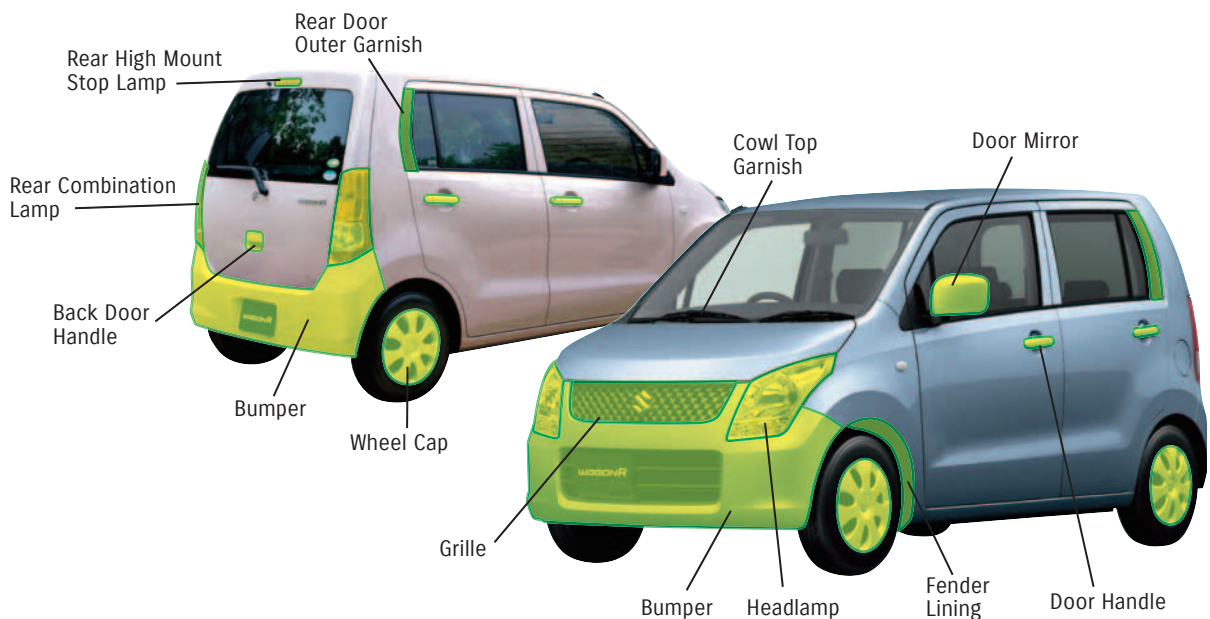


Recycling

① **Recyclable Design (Automobiles)**

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

Major Components Using Recyclable Resinous Materials (Example: Exterior components of WAGON R)

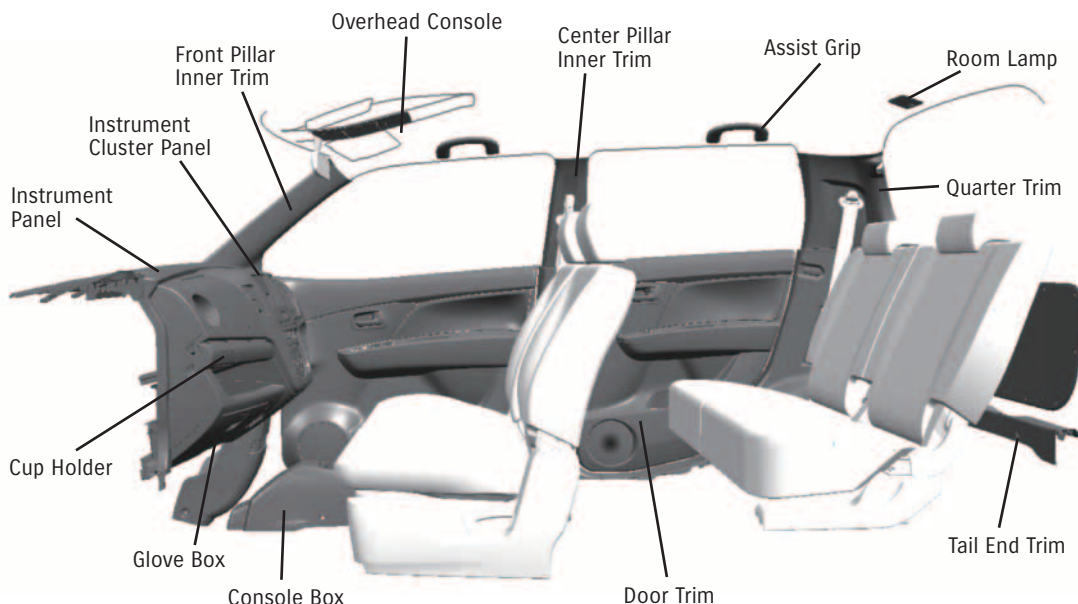


● Use of Easy-To-Recycle Resinous Materials

Plastic is roughly divided into two types: “Thermoset resin”*¹ and “Thermoplastic resin”*².

By applying the thermoplastic resin to almost all plastic parts, Suzuki is promoting environmentally-friendly vehicle manufacturing.

Major Components Using Recyclable Resinous Materials (Example: Interior components of WAGON R)



Component Names

Overhead Console	
Room Lamp	Lens
	Housing
Center Pillar Inner Trim	Upper
	Lower
Assist Grip	
Quarter Trim	Inner
	Upper
Glove Box	Box
	Lid
Console Box	
Cup Holder	Lid
	Tray

Instrument Cluster Panel		
Instrument Panel		
Front Pillar Inner Trim		
Door Handle		
Door Trim	Front	Board
		Armrest
	Rear	Board
		Armrest
	Back	Cover skin
		Base
Tail End Trim		

*1 Thermoset resin
This type of resin will not soften or melt after being hardened by heat or pressure. It is like a basket or ceramic.

*2 Thermoplastic resin:
Even after being formed, this type of resin can be softened or melted by reheating and will be solidified by cooling. It is reusable through repetitive melting and solidifying. It is like a chocolate and candy.

② Recyclable Design (Motorcycles: SKY DRIVE)

● Use of Recyclable Materials

Recyclable materials are applied to the battery lid and tank cover.

● Use of Colored Resin Materials

Colored resin is applied to the rear handle cover, leg cover, foot board, front frame cover, rear fender, etc. The use of the colored resin eliminates the need for separating the paint from the material during recycling, facilitating the recycling process.



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 making efforts to recycle the used glass collected from end-of-life vehicles. In fiscal 2008 we continued the recycling project in cooperation with seven automotive manufacturers*¹ and two glass producers. Putting much emphasis on the development of glass collectors, we developed a rear glass collector, which was a difficult challenge, and thus became able to recover all the glass in automobiles. And we will make continuous efforts for further cost reduction.

*¹ Those manufacturers are Isuzu Motors, Nissan Motor, Nissan Diesel Motor, Fuji Heavy Industries, Mazda Motor, Mitsubishi Motors, and Mitsubishi Fuso Truck & Bus.



Door glass collector



Side glass collector



Rear glass collector

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

05 Managing and Reducing Environmental Impact

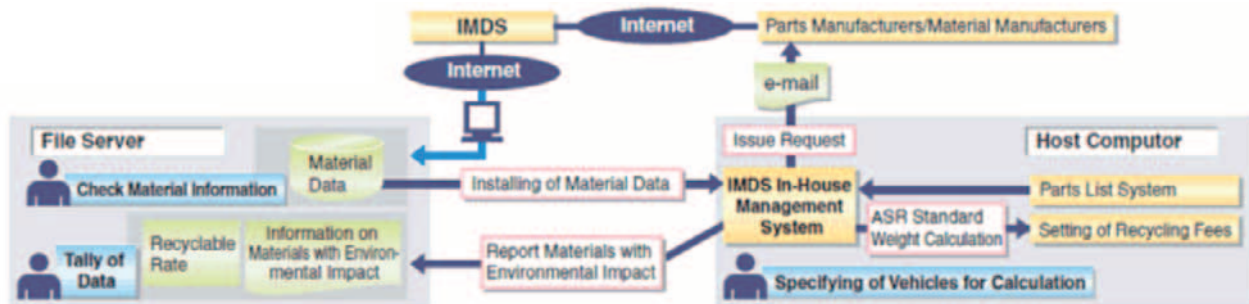
Managing Materials with Environmental Impact

In 2003 we introduced IMDS (International Material Data System), which is a material data collection system focused on automobile industries. And based on it, we established an in-house environmental impact substances control system (see the chart below). This system allows us to control not only the four heavy-metal substances (lead, mercury, hexavalent chromium, and cadmium) targeted by European ELV Directive, but also potentially hazardous substances (SVHC*) specified in REACH regulation (Registration Evaluation Authorisation and Restriction of Chemicals).

In fiscal 2008, we identified 14 types of automobiles and motorcycles in total to be in compliance with the environmental impact substances-related laws and regulations.

*SVHC : Substance of Very High Concern

● Management System for Materials with Environmental Impact



Reduction of Environmental Impact

Suzuki is aggressively promoting reduction of the four kinds of heavy-metal environmental impact substances from all models of automobiles and motorcycles not only by achieving the goals set by Japan Automobile Manufacturers Association (JAMA) and European ELV Directives, but also by conforming to various regulations required in other areas.

● 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

In fiscal 2008, ALTO produced in India conformed to European ELV Directives, with four kinds of heavy-metal substances strictly controlled and reduced. Even when used ALTO is disposed of, it has become possible to minimize the environmental impact.

In various countries, environmental impact substances-related regulations, such as REACH which became effective in June 2007 to control chemical substances in Europe, have been tightened. Under such a circumstance, Suzuki is carrying out global-scale environmental impact reduction activities in various countries where Suzuki-related plants and offices are located.



Developing of Lead-Free Soldering

We are developing a technology for replacing the lead-containing solder (tin : lead = 6 : 4) used in the Electric Control Unit (ECU) with a lead-free solder to reduce the environmental impact.

And we have introduced the lead-free solder into the EPI controller installed in some Suzuki vehicles since fiscal 2004.

Compliance with European Chemical Control Regulation REACH

In June 2007, the environmental impact substances-related regulation REACH (Regulation concerning the Registration, Evaluation, Authorization and Restriction of Chemicals) became effective to protect people and environments in Europe from hazardous chemical substances. Concerning hazardous chemical substances to be used in manufacturing and/or to be imported, REACH requires companies to list, evaluate, register, report, and disclose them (to customers). For compliance with REACH, cooperation throughout the supply chain is crucial. In order to prevent turmoil in the world's automobile industry, a task force has been organized in cooperation with European, U.S., Korean, and Japanese automobile and parts manufacturers to determine a common policy for the compliance.

While going with the task force and cooperating with our European plants, distributors and customers, Suzuki promoted compliance with REACH and completed the necessary preliminary registry before December 2008. We will keep close relations with suppliers not only to communicate the supply chain information necessary for registration, but also to respond to the requirements for the report on Substances of Very High Concern (SVHC), and licensed/controlled materials.

Reducing VOCs (Volatile Organic Compounds) in Car Interior

To improve the comfort inside the vehicle by reducing the amount of VOC emissions, we have reexamined materials used in vehicle interiors, adhesives, coatings, etc. For the new MR WAGON released in January, 2006 and later models, such as the new SX4, new CERVO and PALETTE, we have successfully reduced the target set by the Ministry of Health, Labor and Welfare as the automobile industry's voluntary goal*. We intend to further reduce the VOC value for all models to be produced and sold in Japan.

Examples of Models That Achieved Lower Interior VOC Levels Than The Target



* JAMA (The Japan Automobile Manufacturers' Association, Inc.) takes a voluntary approach to reducing the vehicle cabin VOCs of 13 different substances defined by Japan's Ministry of Health, Labor and Welfare to lower levels than the governmental target by imposing the voluntary targets on new model passenger cars to be marketed in and after April 2007 and new model commercial vehicles to be sold in and after April 2008.

● REACH-related suppliers' meeting in Europe

(Hungary: MAGYAR SUZUKI)

For compliance with the European chemical substances control regulations (REACH), it was very important for every supplier to properly understand the complex regulations. For that purpose, a REACH-related explanatory meeting for suppliers was held at our European plant, MAGYAR SUZUKI (Hungary), in March 2008.



MAGYAR SUZUKI CORPORATION

Reduction of Freon (HFC) (By reducing air conditioner refrigerant and using alternative refrigerant)

● Reducing Air Conditioner Refrigerant

For the purpose of reducing the usage of Freon (HFC134a) in air conditioner refrigerant that causes global warming, we have optimized the design of air conditioning systems and are also making efforts for downsizing the heat exchanger and adopting a 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 overseas production car sequentially.

● Use of Alternative Refrigerant

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

06 Reducing Noise

Automobiles

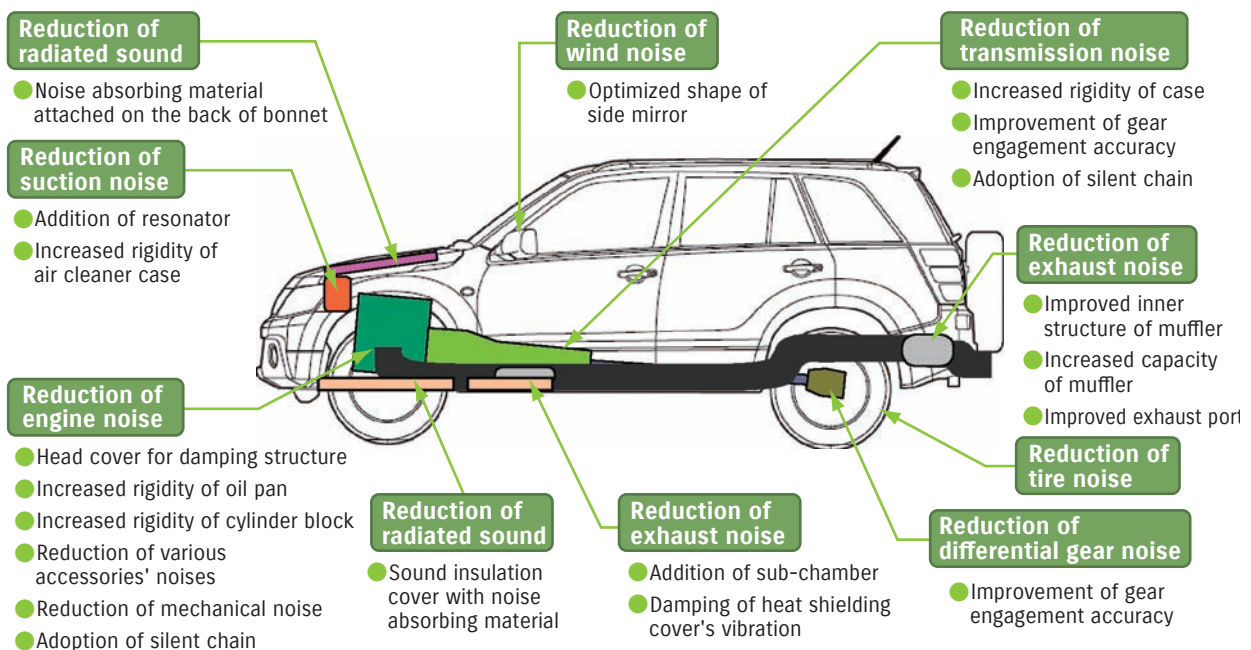
① Vehicle Exterior Noise

We are working to reduce vehicle noise, aiming to reduction of road traffic noise, which is regarded as one of the environmental issues. Specifically, we are reducing various kinds of noises from the engine, transmission, air-intake and exhaust systems, and tires. At the same time, we are optimizing the design of the sound insulation cover that is used to prevent the inside noises from being released to the outside of vehicle. And we are incorporating those improvements in vehicles which are in production.

As a result, all automobiles manufactured by Suzuki and sold in Japan have satisfied the requirements of domestic regulations related to vehicle external noise.

Also, in order to conform to the newly established interchangeable muffler's acceleration noise regulations, which became effective in December 2008, we have completed the required design of the optional muffler to be sold by Suzuki.

● Major Noise Prevention Measures



② Vehicle Interior Noise

Also, to provide comfort and quiet interior environment to users, we are promoting reduction of vehicle interior noise by improving noise sources and taking sound absorption, sound insulation, and vibration damping measures.

● Examples of Noise Reduction Measures for New WAGON R

- A sound absorption type ceiling has been employed.
- The dash silencer has been enlarged.
- A noise absorbing material has been employed in the dash side panel.
- A hydraulic engine mount has been adopted.
- The double seal has been applied to the front door weather strip.
- The door mirror shape has been optimized.

Motorcycles

● Activity for All Models

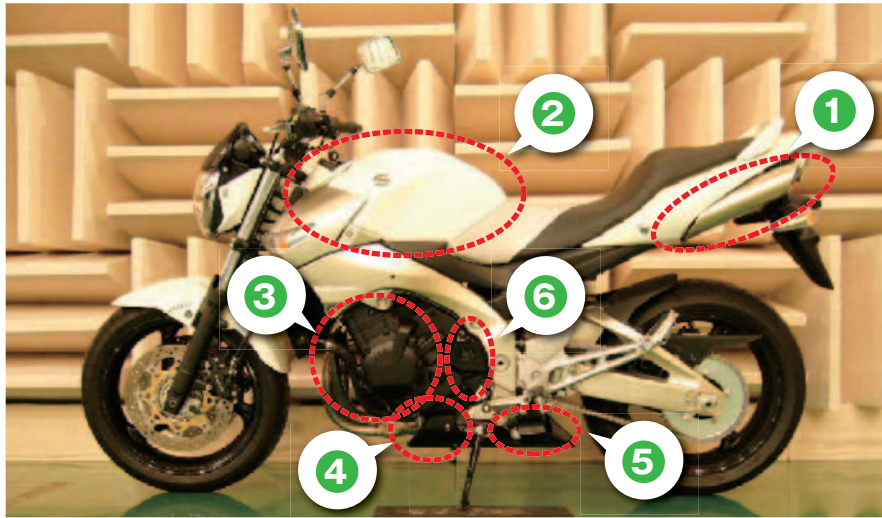
We have been making efforts to reduce motorcycle noise, aiming to reduction of road traffic noise, which is regarded as one of the serious environmental issues.

As a result, all models of motorcycles sold in Japan have satisfied the requirements of 2001 domestic noise-related regulations.

● Example of Applied Product

The following describes our noise reduction efforts, taking an example of GSR400.

In order to satisfy the strictest requirements of domestic noise regulations, GSR400 incorporates a lot of sound-deadening mechanisms, with the additional weight minimized.



① For more effective reduction of exhaust noise, the muffler employs a three-chamber inversion structure.

② The air cleaner has been made of resin and reinforced by ribs, with an additive agent added to the PP material, to enhance the sound-deadening characteristics. Moreover, a light-weight noise absorbing material is incorporated in the gasoline tank, which wraps around the cleaner, for reduction of both noise and weight.

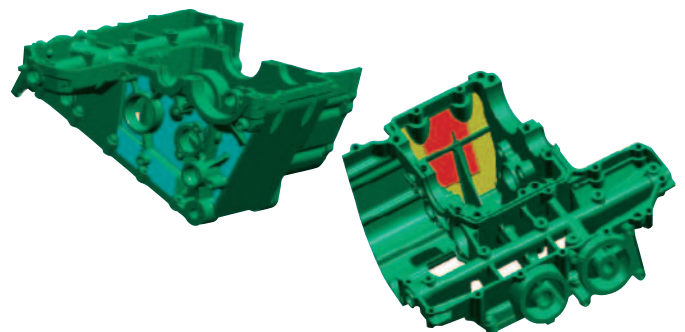


Noise absorbing material (silver sheet) in gasoline tank

③ An engine cover made of resin has been installed on the side of engine, with the noise absorbing material attached on the inner face, to enhance the engine noise reduction characteristics.



④ In addition, the improved machining accuracy of the transmission gear shaft has enabled the runout error to be reduced by 50%, allowing for smooth gear engagement, which results in great reduction of gear noise. Also, the rigidity of the engine case, which supports the transmission gear, has been enhanced through partial change of the wall thickness of the case, allowing for reduction of engine noise. For the purpose of optimization, different sheet thicknesses are applied to the three different colors, respectively, in the figure shown below.



- ⑤ A lower cover has been installed on the lower portion of the engine, with the noise absorbing material attached on the inner face, for further reduction of engine noise.



- ⑥ To reduce the drive chain noise, a noise absorbing material has been attached on the back face of the sprocket cover, with the gap from the frame filled.



● Future Technology

With the use of CAE*, we are now developing a light-weight and efficient noise reduction system through the optimization of sound deadening structure and the adoption of lighter and more effective noise absorbing and vibration damping materials.

At the same time, we are promoting more efficient development by introducing necessary facilities for performing higher accuracy tests.

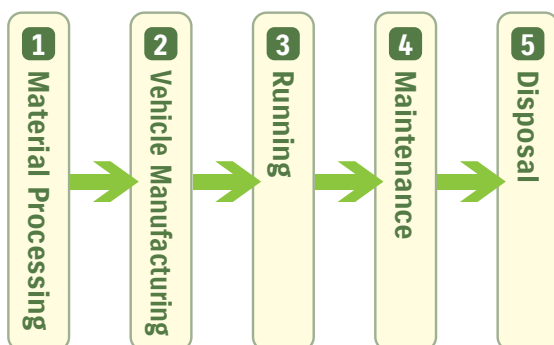
*CAE : Computer Aided Engineering

Designing and manufacturing of products and/or advance verification of process design, making use of computer technology.

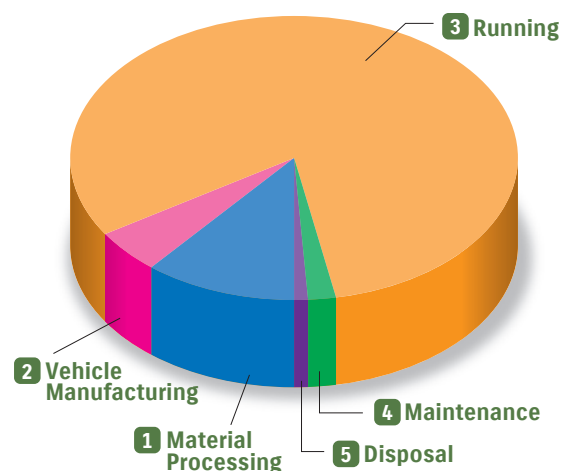
07 Life Cycle Assessment (LCA)

Suzuki employs Life Cycle Assessment (LCA), which is a method for quantitative assessment of environmental impact in all stages of a product life cycle from material processing to product disposal. In fiscal 2008, the LCA was conducted on several models, including WAGON R and SWIFT. The following graph shows the percentages of CO₂ emission during the product life cycle of WAGON R, indicating that CO₂ emitted during running accounts for about 80% of the total amount of CO₂ emission during the entire product life.

● Suzuki LCA Stages



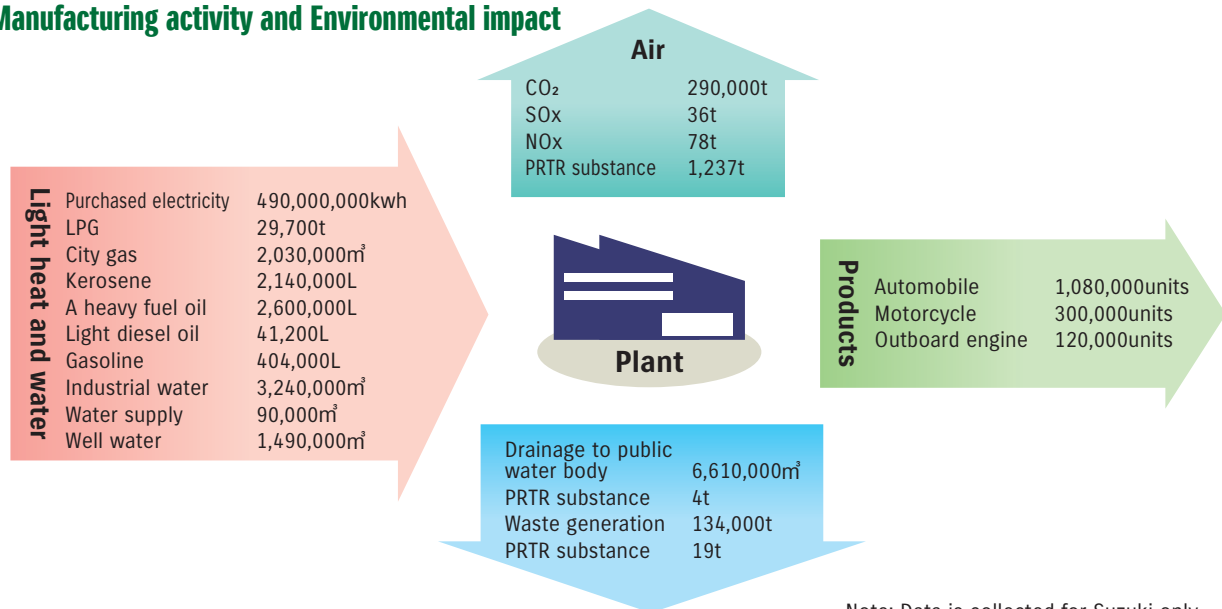
● CO₂ emission in each stage of product life cycle of WAGON R



Environmentally-Friendly Manufacturing

Environmental conservation efforts encompass a wide range of activities including measures for global warming (energy reduction, CO₂ reduction), waste reduction, resource saving (recycling), environmental impact control, green procurement, and mutual communication with the local community. The following describes the achievements of our efforts to reduce environmental impact substances in our production activities.

Manufacturing activity and Environmental impact



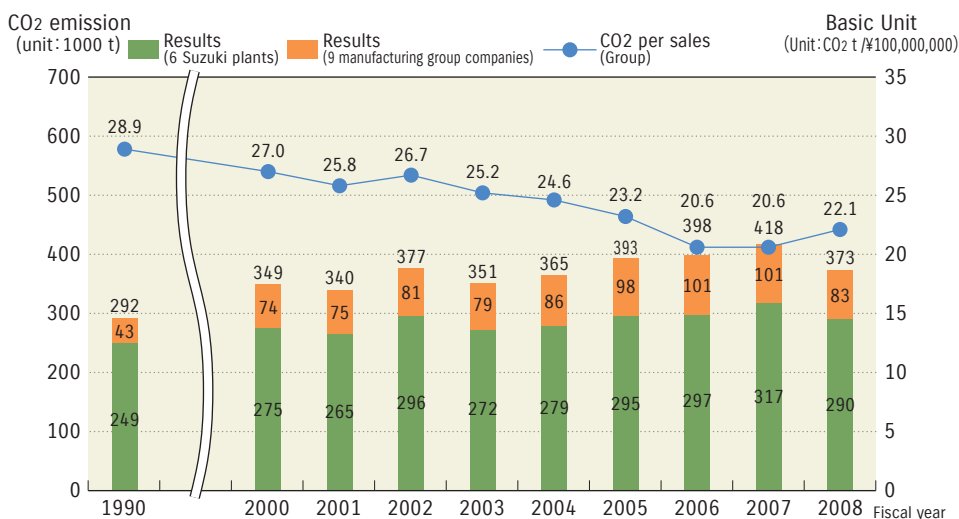
Note: Data is collected for Suzuki only

01 Measures for Global Warming

CO₂ Reduction by Suzuki Plants and Manufacturing Group Companies

CO₂ emissions from energy consumption in manufacturing plants during fiscal 2008 were 373,000 t (down 10.8% from previous year). The amount of CO₂ emission per sales amount decreased by 23.5% from the value in 1990. (It indicated a 7.3% increase last year.) At our production plants, the energy saving activities, such as reduction of steam pressure and intermittent operations of electrodeposition coating circulation pump, have brought successful results. From now on, we will aggressively promote not only improvement activities, but also increasing use of natural energy.

Trends in CO₂ Emissions and Goal



CO₂ Emission by Plant

Plant	CO ₂ emission (1000 t)
Takatsuka Plant	11.9
Iwata Plant	48.5
Kosai Plant	98.3
Toyokawa Plant	10.0
Osuka Plant	49.6
Sagara Plant	71.5

* CO₂ conversion factor: According to Japan Automobile Manufacturers Association

Note: Retroactive adjustment was made because the CO₂ calculation was made according to the latest factor of Japan Automobile Manufacturers' Association.

Energy Saving Activities at Plants

Production plants' energy saving activities, which have been conducted not only domestically, but also abroad, have brought successful results. The following describes the efforts made at six domestic plants and overseas plants, as well as the achievement of CO₂ reduction.

We reviewed the operational conditions of conventional facilities installed in domestic and overseas plants, and replaced them with higher efficiency ones, which are found to be effective.

	Six domestic plants	Overseas plants* ¹
Reduced amount of CO ₂ (year)	1,560t	2,260t* ²

*¹ Maruti Suzuki India (Gurgaon and Manesar plants)

*² Since the in-house power generation is conducted, the power-and-CO₂ conversion factor is 2 to 2.5 times higher than the domestic conversion factor in Japan.

[Energy Saving Activities at Domestic and Overseas Plants]

Major activities	Domestic plants (Saved energy)	Overseas plants (Saved energy)* ¹
Stopping power supply when each line does not work	527t	895t
Performing proper facility operations and optimizing operating conditions	341t	888t
Introducing highly efficient devices (Inverter-controlled devices, etc.)	63t	293t
Consolidating and downsizing facilities	—	86t

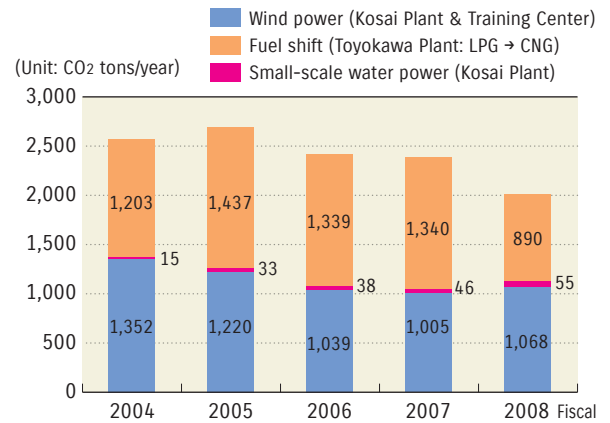
Promoting the Use of Alternative Energy

As a part of global warming countermeasure, Suzuki is promoting the use of alternative energy at Kosai Plant by installing three wind force power generation systems (one of them used for a training center) and a small-scale hydraulic power generation system (using industrial water receiving pressure).

[Electric Power Generated by Alternative Energies]

	Electric power [kWh]
Wind power (Kosai Plant & Training Center)	1,638,022
Small-scale water power (Kosai Plant)	84,215

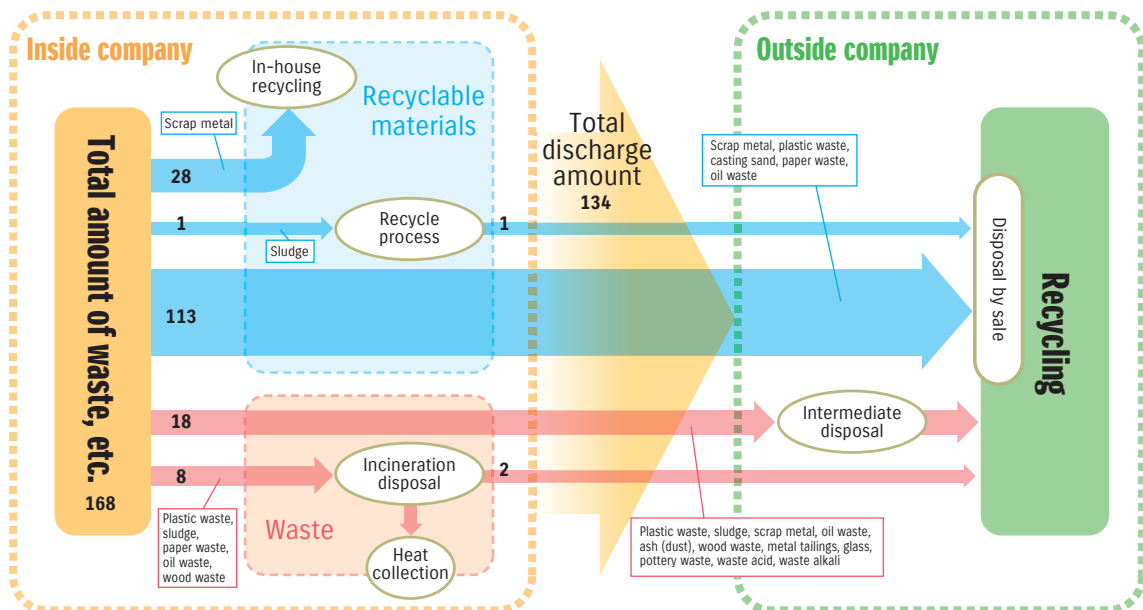
[CO₂ Reduced by Alternative Energies]



02

Effective Utilization of Resources

Flow of waste, etc.* (unit: 1,000 tons/year)



* Waste, etc. = Wastes and recyclable materials
Note: The data cover only Suzuki.

Waste Reduction

At our six domestic plants, the zero-level landfill waste*1 was achieved in August 2001 through reduction of waste and promotion of recycling. Since then, the zero level has been maintained.

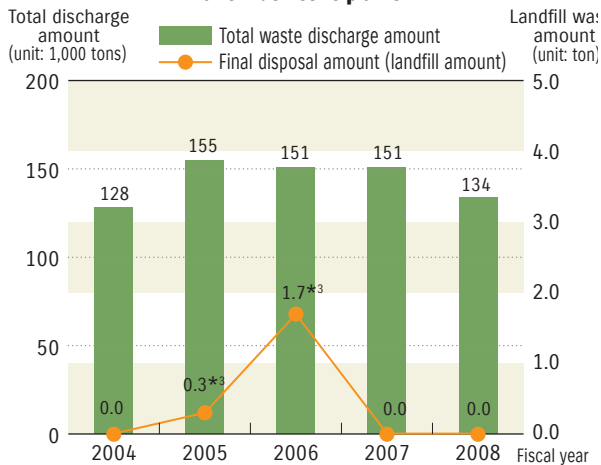
Also, domestic manufacturing group companies achieved the zero-level*2 in fiscal 2008, with the landfill waste decreasing to less than 1% of the amount (1,370 t) recorded in fiscal 2002, when the collection of the landfill waste data was started.

We will promote further reduction of waste, while maintaining the zero level of landfill waste.

*1 Definition of Suzuki's zero level
Landfill waste shall be less than 1% of the amount recorded in 1990 (24,675 tons).

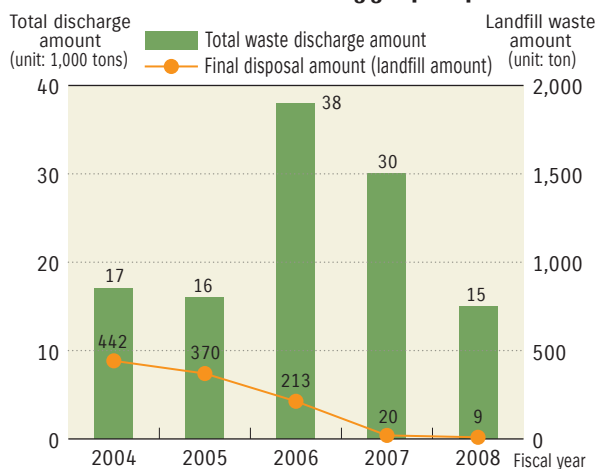
*2 Definition of domestic manufacturing group companies' zero level
Landfill waste shall be less than 1% of the amount recorded in fiscal 2002 (1,370 tons). (The fiscal 2002 is the year when the waste reduction efforts were started by domestic manufacturing group companies.)

Total waste discharge amount and landfill waste amount at six domestic plants



*3 We made investigations into the use of asbestos, and the collected asbestos materials were disposed of by landfill because it is difficult to recycle those materials at present.

Total waste discharge amount and landfill waste amount at nine domestic manufacturing group companies



Note) The total discharge amounts (at our six domestic plants and at manufacturing group companies) include a part of waste discharged by non-manufacturing departments. In the future, the total discharge amount will include all of waste discharged by both manufacturing and non-manufacturing departments.

Note) Among the total amount of emergence, the discharge amount indicates the amount of wastes and recyclable materials transferred outside each company.

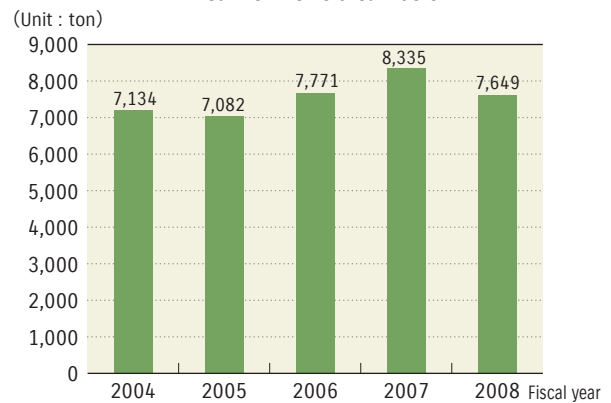
Reduction of Incinerated Wastes

The amount of incinerated wastes were reduced by 5.57% from the amount recorded in 2000 (down 8.23% from the previous year).

Dioxin compliant incinerator at our Kosai plant is used to dispose of burnable waste to reduce waste and use effectively the heat energy.

In addition, the amount of dioxin emission is reduced by the oxygen control function incorporated in our incinerator management system. As a result, the dioxin level in fiscal 2008 was 0.012ng-TEQ/Nm³, which was well below the regulatory level (5ng-TEQ/Nm³).

Amount of Incinerated Waste



Note: The data cover only Suzuki.

Resource Saving

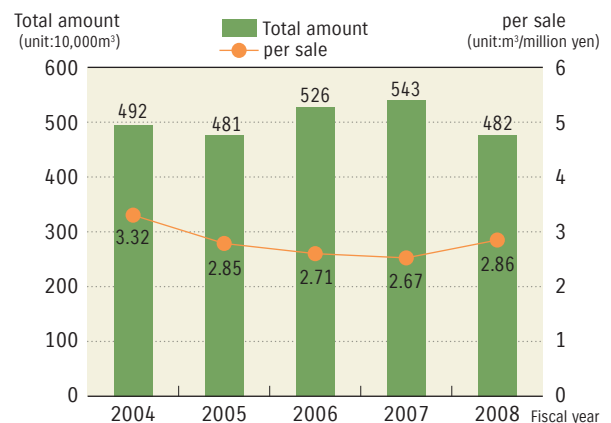
Water usage measures

We are working on ways to conserve water and reuse wastewater in order to reduce the amount of water used in our domestic manufacturing plants.

For this purpose, we are utilizing airtight cooling towers, air cooled compact air conditioners, water conserving faucets, rain water collection, collection of water from coolers, and reuse of waste water.

Through the promotion of those activities, the total amount of water consumption was reduced by 11% from the previous year.

Amount of Water Used



Note: The data cover only Suzuki.

03 Reducing Environmental Risk

● Soil and Groundwater Protection

After organic chlorine 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 groundwater and took measurements along the site boundaries.

In September 2008, it was revealed during periodic measurement at an observation well located on the west boundary of the Takatsuka Plant site that the fluorine level exceeded the upper limit of environmental quality standard for groundwater. In January 2009, it was also found at an observation well located on the north west boundary of the Takatsuka Plant site that the boron level exceeded the upper limit of environmental quality standard for groundwater at the time of the periodic measurement. Although according to the results of the well monitoring conducted by Hamamatsu city officials, the contamination level around the plant was found to be within the standard, we have taken the following measures for both of them. (Fluorine)

Any specific pollution cause has not been found, so continuous monitoring is conducted on a monthly basis. (Boron)

There was a possibility that it was caused by leakage of boron-containing waste liquid from a liquid receiving tank used in the plating process. Therefore, we immediately repaired the tank and applied the double structure to it to prevent the reoccurrence.

● Preventing the Leakage of Sewage

As a part of our water management activities, our analysis department periodically analyzes plant effluent, groundwater, and water used in factory processes to ensure that sewage does not leak from the plants.

If any abnormality should be found in water quality, the related section will be immediately informed and suitable measures will be carried out.

(Case study)

In January 2009, groundwater contamination was caused at the Takatsuka Plant due to leakage of water used in manufacturing processes. We have taken necessary measures for preventing diffusion of the contaminated groundwater, while conducting periodic monitoring.

Also, the Takatsuka Plant is contributing to the community through great reduction of nitrogen content in the plant effluents (88% cut) and purification of water quality of the Lake of Sanaru.



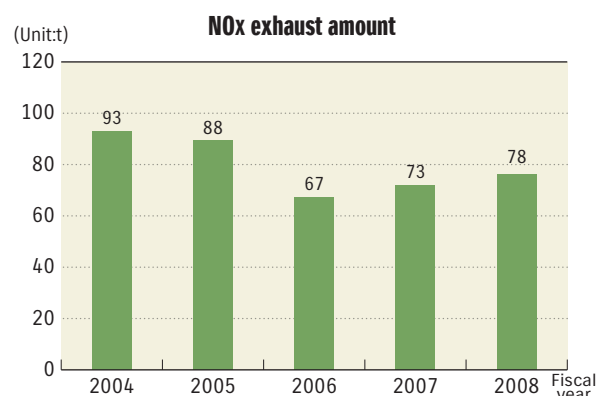
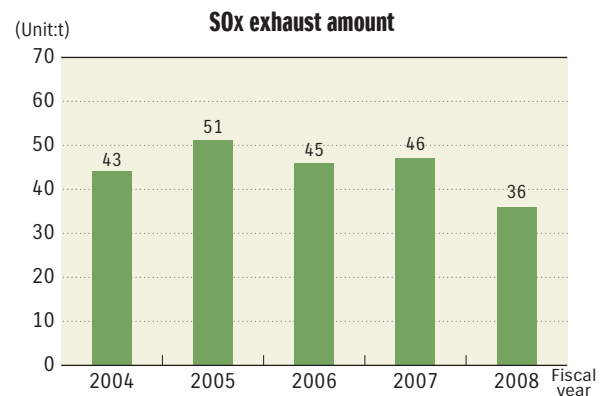
Analysis

● 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. Compliance with the laws and regulations is the minimum required CSR (corporate social responsibility). Aiming to be fully trusted by the local community, we will continuously promote necessary measures for prevention of noise and odor and elimination of the potential sources of them.

● Control of SOx and NOx Exhaust Amount (at our six domestic plants)

We reduce SOx (sulfur oxides) and NOx (nitrogen oxides) exhaust amounts by applying higher voluntary standards to those oxides exhausted from boilers, etc. in order to prevent air pollution.



● Controlling PCB: Polychlorinated Biphenyl

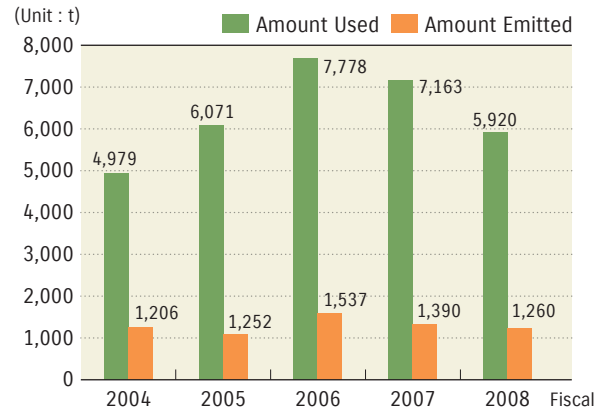
At five plants, a total of 1,428 units of transformers, condensers, and stabilizers which contain PCB (polychlorinated biphenyl) are controlled. Among them, nine units are used at two plants, with the remaining 1,419 units kept under locks and keys. We also reported storing condition, etc. of PCB based on the "Act on Special Measures concerning Promotion of Proper Treatment of PCB Waste" which came into force in July 2001.

04 Managing and Reducing Materials with Environmental Impact

●PPTR (Pollutant Release and Transfer Register) Targeted Substances

To reduce materials with environmental impact, we are working to reduce PRTR targeted substances. As a result of the efforts to reduce PRTR-related substances contained in paints and cleaning thinners, the amount of emissions of them was 1,260 tons in fiscal 2008, down 9.4% from the previous fiscal year.

Amount of PRTR Materials that are Used and Emitted



●VOC (Volatile Organic Compounds)

VOC is a chemical contained in solvents mainly used in the painting process. Suzuki is working to reduce the amount of VOC emission in the painting process. In fiscal 2008, the amount of VOC emissions from the automobile body, bumper and motorcycle paints was 62.0g/m², which indicates a reduction of 3.4 g/m² from the previous year.

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.



Among domestic plants, the Osuka Plant uses water-soluble paints in part of the brake drum painting process.

At the Sagara automobile assembly plant, water-soluble paints began to be used in April 2009.

In overseas factories, the new factory in Magyar Suzuki (Hungary) started using water-soluble paints in January 2005 to reduce VOCs.

●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

05 Promotion of Reducing

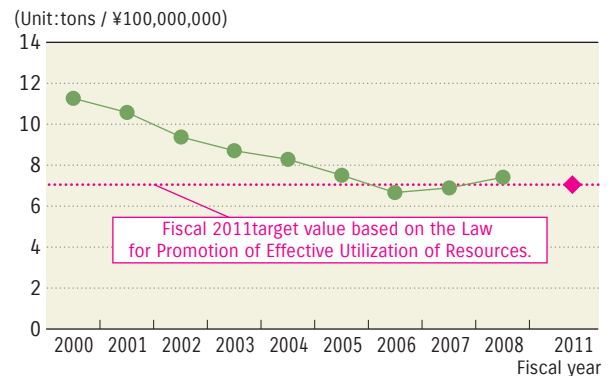
Among 3Rs, the first priority should be on Reducing (emission reduction).

Under the policy of making parts Smaller, Fewer, Lighter, Shorter, and Neater, Suzuki is promoting reduction of the amount of emissions by thoroughly reducing the amount of materials to be used.

● 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 Byproducts Plan” and reported the plan’s results. The purpose of this plan is to control the occurrence of byproducts, such as scrap metal and waste casting sand. In fiscal 2008, we reduced those byproducts to 7.4 tons per ¥100,000,000 of shipment value. Our 2011 target has been set to 7.3 tons per ¥100,000,000.

Amount of By-products Produced per Shipping Value



06 Promoting Green Procurement

We revised “Suzuki Green Procurement Guideline” on October 1, 2008.

With this revision, chemical substances required to be controlled by Suzuki have been conformed to the contents of Global Automobile Declaration Substance List (GADSL).

The conventional control target substance list had been fixed before the revision. However, by linking to the GADSL through the website, it has now become possible to reflect the contents or any revision of GADSL in the Suzuki’s control target substance list.

In addition, we have added the European Regulation concerning the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH) to necessary regulations for green procurement.

For suppliers that need to cope with REACH, we hold explanatory meetings to inform them what to do for REACH and cooperate with them for promotion of green procurement.

Based on the “Green Procurement Guideline”, Suzuki is promoting the procurement of eco-friendly parts and materials by encouraging suppliers to produce parts and materials conforming to the latest regulations as mentioned above and giving priority to the suppliers who show a positive attitude toward environmental preservation.

*GADSL : Global Automobile Declaration Substance List
(Industry-wide common substance control list)



Explanatory Meeting on Green Procurement

Environmentally-Friendly Distribution

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.

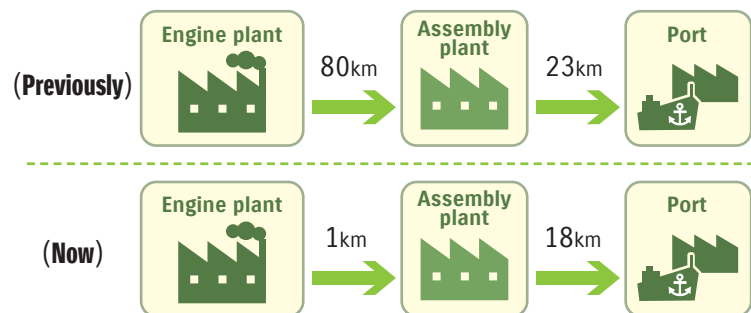
01 Using Efficient Transportation and Reducing Energy Consumption

Since the revised Energy Saving Law came into effect in April 2006, Suzuki has promoted reorganization of in-house environmental system.

We will further promote improvement of transportation efficiency and energy saving.

Reduction of Transportation Distance (for exported automobiles and engines)

In fiscal 2008, a new assembly plant was built near the Sagara engine plant. Also, by changing the port of shipment of automobiles to Omaezaki Port, the domestic transportation distance has been greatly reduced, compared with the conventional transportation route.



Enhancement of Transportation Efficiency (Motorcycle)

For efficient product transportation from production plants to dealers, distribution bases have been centralized in a large consuming region. Also, for transportation from the distribution bases to dealers, cooperative transport with other companies is conducted to increase transportation efficiency.



Suzuki Osaka Dispatch Center (Motorcycle)

Reduction of Transportation Distance (for imported parts to plants)

In the process of importing parts, they are once stored at warehouses and then delivered to plants. By requesting plants to store parts, we are now reducing the use of warehouses to avoid temporary storage of parts*.

Also for delivery of tires, some of our plants directly receive tires from tire manufacturers to eliminate the need for temporary storage.

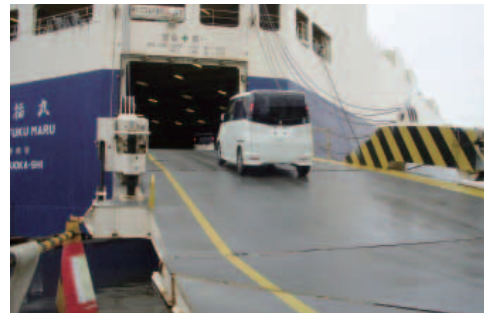
* Temporary storage of parts: Parts to be used for production are temporarily stored at warehouses, and then delivered to the relevant plants as necessary.

Modal Shift (promoting ocean transportation of automobiles)

For domestic transportation of automobiles, Suzuki uses two types of transportation methods: by sea and by land.

For transportation to destinations further north from Tohoku and further west from the Chugoku and Shikoku areas, we encourage the use of sea transport, considering the economic efficiency and reduction of CO₂ emissions. At present, the sea transport accounts for more than one third of all transportation.

The amount of CO₂ emitted by sea transport is only about 25% of the one emitted by truck transport. And the use of sea transport brings about 30% reduction of CO₂ emission, compared with the case where only truck transport is used.



Promotion of Eco-Driving

We are promoting eco-driving for truck transport, and at the same time, have increased the use of trucks equipped with eco-driving support devices and idling stop system. As a result, the overall fuel efficiency during transportation has been greatly improved.

Suzuki Transportation & Packing Co., a member company of Suzuki group, transporting various kinds of Suzuki products and parts to sales agents and dealers, conduct driver training for eco-driving and safe driving as needed to ensure both safety and environment conservation.



(Held by) Suzuki Transportation & Packing Co., Ltd.
<http://www.suzukitp.co.jp>

Topics

Topics

Environmentally-Friendly Transportation Efforts at Overseas Plants

● MARUTI SUZUKI INDIA LIMITED

For vehicle products transportation, this company received the Golden-Peacock Eco Innovation Award in July 2009 as a result of shifting the transport method from the trailer transportation to the double-deck merchandise train, which emits less CO₂.

● THAI SUZUKI MOTOR CO., LTD.

This company collects gasoline from finished vehicles after final inspection, which was previously disposed of as waste oil, to use it for trucks that transfer engines in the plant site.

02 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 2008, returnable containers accounted for 22% of the total number of containers used in shipments out of our plants, reducing the use of cardboard by about 121 ton. Also, returnable containers used for receiving shipments accounted for 51% of all receiving containers used during the fiscal year, resulting in reduction of about 148 tons of cardboard.



Returnable containers used in shipments out of the factories.



Returnable containers used in shipments received.

● Promoting Returnable Racks of Outer Case

Suzuki encourage to use returnable racks instead of steel cases, which have been discarded at overseas plants in order to reduce steel cases and packing materials usages as for overseas plants.

In fiscal 2008, we began to send returnable racks to Malaysia and Taiwan (TAI LING MOTOR). The returnable racks had already been used in Hungary, India, Indonesia, Taiwan (PRINCE MOTORS), Pakistan, USA (SMAC), China (CHANGAN SUZUKI), Canada (CAMI). And approximately 57% of all steel cases were used as returnable racks during the fiscal year.

Moreover, returnable racks have been used for motorcycles imported from Taiwan since 2006. At present, we are considering the use of them also for motorcycles imported from China.



Recycling

● Reusing Cardboard

Suzuki reuses cardboard materials already used in factories as cushioning materials. Since a machine that produces cushioning materials was introduced in 2003, we have promoted reuse of waste cardboards. In fiscal 2008, we reused about 26 tons of them.



Cushioning material made of the recycled waste cardboard boxes

03 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

Improvement of Repair Bumper Transportation Efficiency

For transporting repair bumpers, we changed the packaging style from cardboard boxes to air cushion materials, resulting in reduction of the packaging material weight by 50% and the average cubic volume by about 75%.

Moreover, lowering the height of transfer pallets has enabled two-tier loading on a truck box. As a result, transportation efficiency was greatly improved, equivalent to 145 large trucks per month.



Environmentally-Friendly Marketing

We are promoting proper treatments in consideration of environment for our products which have been used by customers. Also, Suzuki group's agents and non-manufacturing companies are devoting themselves to environmental management and aggressively promoting environmental conservation activities.

01 Environmental Management Promoted by Suzuki Group's Agents and Non-Manufacturing Companies

Based on the "Suzuki Environmental Conservation Action Plan", which was revised in December 2007 to roll the environmental policy out to all group member companies, we are enhancing environmental management and promoting environmental conservation activities throughout the entire group.

In fiscal 2008, Suzuki group's domestic 59 sales agents and three non-manufacturing companies (62 companies in total) promoted energy-saving and environmental conservation activities by reducing the energy consumption and the amount of discharged waste, as well as continuous conformance to recycling laws.

For overseas companies, we conducted environmental data investigation on 21 group member companies including sales agents to review the current management system. And we will promote the same environmental activities as those we have carried out in Japan.

02 Proper Treatment of End-Of-Life Products

Recycling Promotion in Japan

Automobiles

●State of automobile recycling in fiscal 2008

Suzuki is promoting the recycling and proper treatment of ① automotive shredder residue (ASR), ② airbags, and ③ CFCs/ HFCs from specific recyclable items in accordance with the Law Concerning Recycling of Used Automobiles (Automobile Recycling Law). In fiscal 2008 (from April 2008 to March 2009), the results are as follows:

①Collection and Recycle of ASR

In cooperation with other 13 automobile manufacturers (as of Oct. 1, 2009), such as Nissan Motors, Mazda Motors, and Mitsubishi Motors, we organized an "Automobile Shredder Residue Recycling Promotion Team (ART)" which is working together with recycling companies throughout the nation in order to conform to the relevant regulations, properly dispose of waste, increase the recycling rate, and reduce the disposal cost.

We achieved the ASR recycling rate of 75.3% in fiscal 2008, far ahead of the schedule of legal standard for the year 2015.

②Collection and Recycle of Air Bags and Freon (HFCs)

For collection and recycle of air bags and collection and disposal of Freon (HFC) materials, we organized Japan Auto Recycling Partnership with other automobile manufacturers to cooperate with recycling companies throughout the nation.

In fiscal 2008, the airbag recycling rate at Suzuki was as high as 94.3%, which is far higher than the legal target of airbag recycling rate. Also, we collected and disposed of 73,324 kg of HFC materials.

We will make continuous efforts to promote the recycling activities, while designing easy-to-recycle products, saving and effectively using resources, reducing the amount of wastes, reducing the cost of recycling, and establishing a stable recycling system.

●Result of recycling in fiscal 2008

[Results of recycling or treatment specified three items]

ASR	Collected weight / Collected quantity	37,894 tons / 339,627 units
	Recycled amount	31,860 tons
	ASR recycling ratio	75.3%
Airbags	Collected weight / Collected quantity	9,919 kg / 37,190 units
	Total weight of recycled airbags	9,351kg
	Airbag recycling ratio	94.3%
CFCs/HFCs	Collected weight / Collected quantity	73,324 kg / 249,113 units

[Balance of Payments]

(Unit : yen)

Amount of official credit deposit received	1,861,141,075
Amount of recycling cost	*1,931,656,465
Balance of payments	Δ70,515,390

* 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 2008, access the following Suzuki's website:

<http://www.suzuki.co.jp/about/csr/recycle/report/index.html>

Motorcycles

● Regarding Voluntary Recycling of Motorcycles

In cooperation with three other domestic motorcycle manufacturers and 12 importers, Suzuki established a motorcycle recycling system in October 2004, which is now smoothly operated to promote voluntary activities for scrapping or recycling motorcycles that users want to discard.

Discarded motorcycles are collected at designated collection centers, and disassembled, shredded, and sorted at a scrapping or recycling facility. Those that can be used as recycled materials are recycled, while other waste materials are properly disposed of.

For more details, access the following websites.

For the progress of Motorcycle Recycle System (July 28, 2009), access the following:

<http://www2.suzuki.co.jp/motor/recycle/progress/2009.html>

For disused motorcycle dealers, access the following website of Japan Mini Vehicles Association:

<http://www.zenkeijikyo.or.jp/nirin/meibo/>

For the designated collection centers, access the following website of Japan Automobile Recycling Promotion Center.

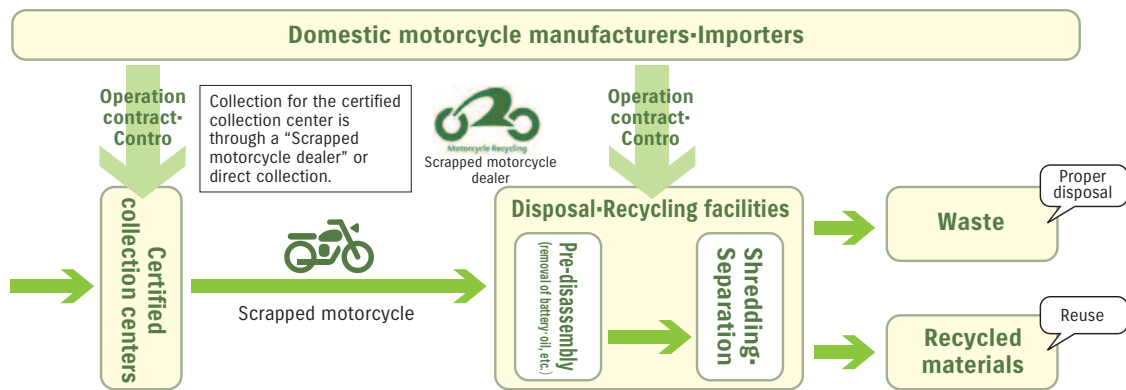
<http://www.jarc.or.jp/motorcycle/reception/>

For more details of the Suzuki's voluntary motorcycle recycling activities, access the following website:

<http://www2.suzuki.co.jp/motor/recycle/index.html>

For the details of Japan Automobile Recycling Promotion Center, access the following website.

<http://www.jarc.or.jp/motorcycle/>



Outboard Engines

● Voluntary Promotion of FRP* Boat Recycling System

*FRP (fiber-reinforced plastic)

Suzuki participates in a program called the "FRP Boat Recycling System" promoted by the Japan Boating Industry Association.

This system is for recycling of disused FRP boats, which are dismantled, crushed, sorted and finally processed through cement burning.

Conventionally, proper disposal of FRP boats was

difficult due to their product characteristics. However, based on the results of survey researches conducted by the Ministry of Land, Infrastructure and Transport, the FRP Boat Recycling System was established to help users easily dispose of disused boats, contributing to the prevention of illegal dumping.

Activities under the FRP Boats Recycling System began to be conducted nationwide in fiscal 2007, which was the third year after the launch.



Mark of the FRP Boat Recycling System

For more details, access the following websites.

Suzuki's voluntary FRP motorcycle recycling promotion activities: http://www1.suzuki.co.jp/marine/info/index_002.html

Japan Boating Industry Association (FRP Boat Recycling System): <http://www.marine-jbia.or.jp/recycle/index.html>

Promotion of Recycling Abroad

In Europe, End-of-life Vehicle Directive (ELV Directive: 2000/53/EC) was came into effect in 2000, requiring automobile manufacturers to establish a proper system for collecting and disposing of disused automobiles. Suzuki is providing ELV collection services suitable for respective conditions of individual countries by establishing an appropriate ELV collecting network in each country, with designated collecting points located in proper distance from customers.

Also, under the RRR (Reusability, Recyclability, Recoverability)

Directive 2005/64/EC, which came into force in 2005, we were audited by an authorized auditing agency on our systems for collecting material data and verifying environmental impact substances, and acquired the certificate of conformance (COCOM) in August 2008.

In China, an automobile recycling law is now under consideration, so we are conducting the regulatory trend survey by keeping close contacts with our local subsidiary to prepare for conformance to the new regulation.

03 Promoting the Three Rs (Reduce, Reuse, and Recycle)

Recycling Promotion in Japan

● Bumper Recycling

In an effort to use resources more effectively, we have been collecting and recycling used bumpers that have been removed from automobiles by distributors at the time of repair or replacement.

Initially, used bumpers were collected from distributors in the original form. Since 2000, however, they have been collected after being shredded by a shredding machine, which has been installed in almost all of our distributors (with some exception). As a result, the cubic volume of the (shredded) bumpers for transportation was reduced to 1/6 of the previous volume, allowing for reduction of CO₂ emission during transportation due to efficient transfer and handling of the downsized materials.

The collected bumpers are recycled and reused to produce such automotive parts as a battery tray, engine undercover, foot rest, etc.



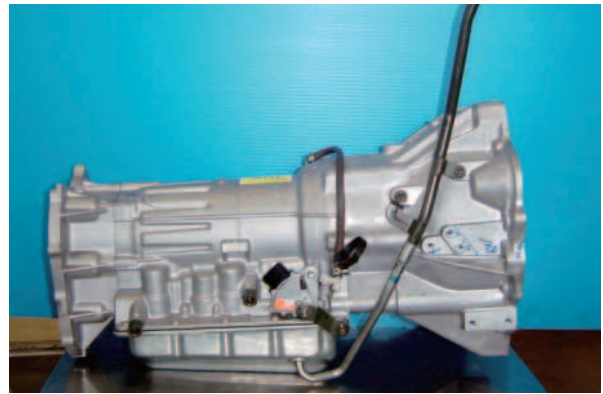
Engine Undercover

● Rebuilt Parts (with reused materials)*

For effective use of natural resources and reduction of customers' economic burden, Suzuki is using and dealing in rebuilt parts for automatic transmission and power steering.

In fiscal 2008, the sales of rebuilt parts accounted for 4.7% of the total sales quantity of target parts.

* Rebuilt parts are the parts that are removed and collected at the time of repair, reproduced with the damaged or worn portions replaced, and finally inspected.



Automatic Transmission

Environmentally-Friendly Offices

Not only developing or selling eco-friendly products, we are also promoting environmental conservation activities at our offices. In addition, we participated in Team Minus 6% in fiscal 2005 to make aggressive efforts for further energy saving and CO₂ reduction.

01 Promoting Energy Reduction

Energy-Saving Month Campaign

Suzuki is making company-wide efforts for office energy saving by encouraging all office workers to make efficient use of energy for personal computers, etc. At Suzuki, February 2009 was our Energy Saving Month to carry out an energy-saving campaign by asking all employees working at the head office and in-plant offices to propose ideas to efficiently save energy used in offices. As a result, 753 ideas were collected in total. Excellent ideas were rolled out throughout the entire company for company-wide office energy saving activities. Those energy-saving activities resulted in a 6.5% reduction of the amount of CO₂ emission per employee in fiscal 2008 from the previous year.

Participation in "Team Minus 6%"

In August 2005, 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 for CO₂ reduction, based on which Suzuki is making in-house efforts.

[Specific Six Activities]

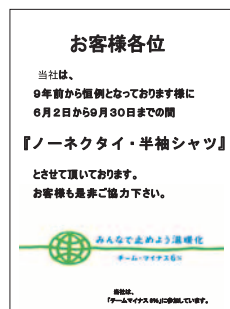
- ① Set the cooling temperature to 28°C and the heating temperature to 20°C.
- ② Turn the tap off frequently and completely.
- ③ Perform eco-driving.
- ④ Choose eco-products.
- ⑤ Reject excess packaging.
- ⑥ Keep the plugs disconnected when the electric appliances are not used.

Out of the Specific Six Activities, two activities conducted at Suzuki are described below in detail.

① Set the cooling temperature to 28°C and the warming temperature to 20°C.

Since fiscal 2000, we have conducted Cool Biz campaign (short-sleeved shirts with no ties) in every summer. For the three months from June to September every year, all male employees wear short-sleeved shirts with no ties to work at Suzuki.

Also, during that period of time, visitors see a signboard saying No-Tie, Short-Sleeved Shirts Campaign Now Underway at the company cafeteria and the entrances and exits to/from all departments of Suzuki, and visitors and suppliers are also recommended to do the same when visiting Suzuki.



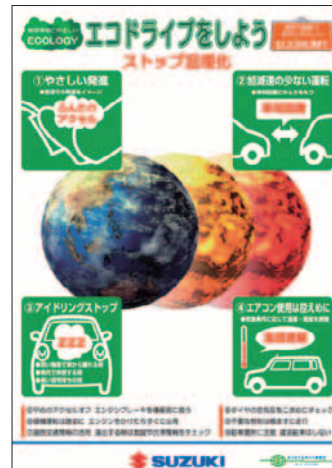
In-house poster saying No-Tie, Short-Sleeved Shirts Campaign Now Underway

③ Perform eco-driving.

Suzuki launched Idling Stop Campaign in fiscal 2002 by:

- Sticking up the Idling Stop Campaign poster.
- Attaching Eco-Drive stickers to company vehicles.
- Recording the idling stop time in the company car log.

All of our employees are familiarized with this campaign, with efforts made for energy saving and CO₂ reduction. The campaign has been further developed into Eco-Drive Promotion Campaign, which consists of 10 items of recommended activities including Idling Stop.



In-house poster saying Perform Eco-Driving

Eco-Drive sticker



In fiscal 2008, the following activities were performed.

- (1) Employee training in Eco-Drive
 - Eco-drive education was provided to new employees.
 - The Perform Eco-Driving posters were stuck up in the company.
 - The Eco-Drive stickers were attached to company vehicles.
 - Articles recommending eco-drive were inserted in the company magazines and website.
 - (2) Proper arrangement for eco-drive educational environment
 - In-house lending of eco-drive educational DVDs
 - Participation of in-house eco-drive leaders in seminars held by Japan Center for Climate Change Actions to deliver internal lectures
- Through the above-mentioned training and education, we will further promote energy-saving and CO₂ reduction activities.

Participation in CO₂ Reduction and Lights-Down Campaign

In fiscal 2008, Suzuki participated in the “CO₂ Reduction / Light Down Campaign” promoted by Ministry of the Environment. Through that campaign, we temporarily turned off the S neon advertising displays and sign poles at the head office, plants and dealers throughout the country on June 21 “Black Illumination Day” and July 7 “Star Festival Light Down Day”.

In addition, we have made it a rule, since January 2009, to turn off the identification (company name) sign displayed at every plant, regardless of the Light Down Campaign, in order to reduce the CO₂ emissions.



(Before turning off)



(After turning off)

<Photo> Suzuki Motor Sales Tochigi Inc. <http://www.sj-tochigi.co.jp>

02

Promotion of Three Rs (Reduce, Reuse, and Recycle) - Paper Recycling

Under the policy of making parts Smaller, Fewer, Lighter, Shorter, and Neater, Suzuki is making efforts for paper reduction and material recycling.

Paper Reduction (Reducing)

For the purpose of reducing the amount of paper used in offices, proposals on how to reduce paper were internally collected in the head office and plant's office sections. And excellent proposals were rolled out throughout the company. The proposals included the increased use of computerized documents and the back side of used paper. As a result of those efforts, the amount of paper used in fiscal 2008 was reduced by 19% from the previous year.

Promotion of Material Recycling of Paper Waste

Previously, paper wastes were burnt for thermal recycling at Suzuki head office. Since July 2005, however, material recycling has been conducted, instead of the thermal recycling, through separate collection of office documents, newspapers and magazines, cardboard boxes, etc. In fiscal 2008, 85 tons of paper wastes were recycled.

● Suzuki's end-of-life vehicle collection and recycle network

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	Collection & Transportation Companies	→	Burning at Incineration Site of Kosai Plant	→	Particulates	Collecting & Transporting Companies	→	Melting	Shredding	Used as Roadbed Materials			
					Burnt Residue			→		Sorting	Firing	Used as Cement Raw Materials	
Office Documents	Collecting & Transporting Companies	→	→	→	Collecting & Transporting Companies	→	→	Compression	Melting	Used as Recycled Paper			
Corrugated paper										→	→	→	Recycled into corrugated paper
Newspaper, Magazines, Catalogs, etc.										→	→	→	Used as Recycled Paper
Specific Waste Paper								→	→	→	Burning	Landfill	Landfilling of Incinerated Ash

Environmental Education and Information Disclosure

We are providing our employees with environmental education to increase their interest in global environmental issues and make them understand the importance of the environmental conservation activities for doing businesses in an environmentally friendly way.

Also, environmental information is exchanged through communications with local community and participation in environmental community events.

01 Environmental Education

Suzuki conducts hierarchical training for individual employees according to respective work contents and positions, and at the same time, cultivates human resources capable of being qualified persons for promotion of environmental activities. Moreover, to promote the environmental activities on a global scale, we bring in trainees from overseas to provide environmental education.

● Education according to Managerial Hierarchy

Hierarchical training as part of our employee education program, we provide new employees with awareness-raising workshops concerning such basic environmental subjects as Suzuki's environmental philosophy, policy, issues, and eco-drive concept. Also, we provide other employees with environmental training according to their job functions. In addition, internal auditor training is provided to management level employees. In individual factories, special educational programs to prevent environmental accidents are carried out especially for employees working in environmentally-important processes. A total of 350 programs were provided to new employees, management level employees, and all factory employees.

● Education to Obtain Special Qualifications

We encourage employees to obtain special qualifications relating to the environment management. In fiscal 2008, 194 employees were newly qualified as pollution prevention managers, 26 as energy managers, and 677 as internal environment system auditors.

● Overseas Trainees

In fiscal 2008, we accepted 345 trainees (mainly plant managers, production engineers, or designers) from overseas plants, and provided them with our environmental education on environmental policy, segregation of wastes, energy-saving countermeasures, etc. to promote the environmental activities on a global scale.

Environmental Education Efforts at Overseas Plants (Thailand: THAI SUZUKI MOTOR CO)

In order to ensure compliance with environmental laws, we organized an environmental education committee consisting of 35 members. The committee members attend external lectures on national policy against environmental pollution and environmental activity request by the national environmental agency and the prefectural environmental bureau, and then give internal lectures to employees.

This year, the committee plans for environmental education for new employees.

02 Exchange of Environmental Information

●Community Information Exchange

We regularly carry out information exchange meetings with local residents to ask their views and opinions for further environmental improvement. In fiscal 2008, such meetings and events (including the summer fair or autumn fair) took place 12 times at six plants. Also, 894 plant tours were conducted at six plants.



Plant-and-community information exchange meeting

Topics

Topics

●Suzuki Summer Festival

At the summer festival held in fiscal 2008 (head office), Suzuki explained its environmental efforts, eco-drive concept, and CO₂ reduction activities that can be carried out at home to local residents. Also, we gave a picture-story show concerning CO₂ reduction to local children. Thus, we deepened exchanges and enhanced our relationship with the local community.



●Participating in Environment-related Fairs

We participated in the following environment-related fairs in fiscal 2008.

Name of Fair	Date	Location	Organizer and Cosponsor
Eco-Car World 2008 Kobe	May 17 - 18, 2008	Kobe Merikenpark	Ministry of the Environment, Kobe City Government, etc.
Eco-Car World 2008 Yokohama	June 7 to 8, 2008	Yokohama Red Brick Warehouse	Ministry of the Environment, Yokohama City Government, etc.
Hokkaido Toyako Summit, (International Media Center) Environmental Showcase	July 5 to 10, 2008	Rusutu, Abuta-gun, Hokkaido	Ministry of Economy, Trade and Industry; Ministry of the Environment, etc. JHFC (Japan Hydrogen & Fuel Cell Demonstration Project)
The 24th Nara Motor Fair Eco-Car Assemblage	Oct. 4 to 5, 2008	NARA KEIRIN Stadium (Parking Area)	Japan Automobile Dealers' Association Nara Branch and Nara Television Co., Ltd.
2008 SUPER GT (Round 9: Collaborative Test-Ride Event)	Nov. 8 to 9, 2008	Fuji International Speedway	JHFC (Japan Hydrogen & Fuel Cell Demonstration Project)
The 6th Shizuoka Environment & Forest Fair	Nov. 14 to 16, 2008	Twin Messe Shizuoka	Shizuoka Prefectural Government, etc.
Eco Energy School	Dec. 5, 2008 to Jan. 30, 2009	Hamamatsu Johoku Technical High School and other high schools in Shizuoka Prefecture	Shizuoka Prefectural Government (Shizuoka Center for Climate Change Actions)



Hokkaido Toyako Summit



The 24th Nara Motor Fair



The 6th Shizuoka Environment & Forest Fair

Data concerning Environment

[Environmental Data]



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The environmental data on new products launched in fiscal 2008 are as follows:

The data can be seen also on the following Suzuki's website. <http://www.suzuki.co.jp>

Also, the environmental information on each type of automobiles and motorcycles can be obtained from the following website:
<http://www.suzuki.co.jp/about/csr/environmentalInfo/index.html>

For the types of automobiles that conform to the Law on Promoting Green Purchasing, please refer to the following website.

<http://www.suzuki.co.jp/about/csr/green/index.html>

Automobiles

Car Name		WAGON R	WAGON R STINGRAY	
Date of Sales Start		2008.9.25		
Vehicle Type		DBA-MH23S	CBA-MH23S	
Engine	Model	K6A		
	Total Piston Displacement (L)	0.658		
	Type	In-line Three-Cylinder Engine: DOHC12V VVT	In-line Three-Cylinder Engine: DOHC12V Intercooler Turbo Type	
	Max. output (net) [kW (PS) / rpm]	40(54)/6,500	47(64)/6,000	
	Max. torque [N·m (kg·m) / rpm]	63(6.4)/3,500	95(9.7)/3,000	
Drive Train	Drive System	2WD		
	Transmission	CVT		
Vehicle Weight (kg)		850	880	
Fuel Consumption Rate	10-15 Mode Fuel Efficiency (km/l)	23.0	21.5	
	CO ₂ emission (g/km)	101	108	
	Reference	Achieved 2010 Fuel Efficiency Standard + 25%	Achieved 2010 Fuel Efficiency Standard + 20%	
	JC08 mode fuel efficiency (km/l)	22.2	—	
Exhaust Gas	Applicable standard / certification level	SU-LEV	U-LEV	
	Test mode	JC08H+JC08C Mode	10-15+11 Mode	
	Regulation / certification values (g/km)	CO	1.15	
		NMHC	0.013	0.025
		NO _x	0.013	0.025
Reference	Conforming to regional standards on low emission vehicle (LEV-7) designated in domestic 15 prefectures			
Noise	Applicable Standard	Conforming to 1998 Standard		
	Acceleration Noise Regulation Value [dB (A)]	76		
Air conditioner refrigerant consumption		CFC's substitute: HFC134a, 320g		
Specifications		FX Limited	TS	

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of airconditioner, etc).
The JC08 mode is a newly established test method designed to collect more realistic running data than the 10-15 mode, so it generally indicates a slightly lower fuel consumption rate.

Automobiles

Car Name		SPLASH		
Date of Sales Start		2008.10.21		
Vehicle Type		DBA-XB32S		
Engine	Model	K12B		
	Total Piston Displacement (L)	1.242		
	Type	In-line Four-Cylinder Engine : DOHC16V VVT		
	Max. output (net) [kW (PS) / rpm]	65(88)/5,600		
	Max. torque [N·m (kg·m) / rpm]	117(11.9)/4,400		
Drive Train	Drive System	2WD		
	Transmission	CVT		
Vehicle Weight (kg)		1,050		
Fuel Consumption Rate	10-15 Mode Fuel Efficiency (km/l)	18.6		
	CO ₂ emission (g/km)	125		
	Reference	Achieved 2010 Fuel Efficiency Standard + 15%		
	JC08 mode fuel efficiency (km/l)	-		
Exhaust Gas	Applicable standard / certification level	SU-LEV		
	Test mode	-		
	Regulation / certification values (g/km)	CO	1.15	
		NMHC	0.013	
		NO _x	0.013	
Reference	Conforming to regional standards on low emission vehicle (LEV-7) designated in domestic 15 prefectures			
Noise	Applicable Standard	Conforming to 1998 Standard		
	Acceleration Noise Regulation Value [dB (A)]	76		
Air conditioner refrigerant consumption		CFC's substitute: HFC134a, 370g		
Specifications		-		

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of airconditioner, etc).

Automobiles

Car Name		ESCUDDO		
Date of Sales Start		2008.6.26		
Vehicle Type		CBA-TDA4W		
Engine	Model	J24B		
	Total Piston Displacement (L)	2.393		
	Type	In-line Four-Cylinder Engine: DOHC16V		
	Max. output (net) [kW (PS) / rpm]	122(166)/6,000		
	Max. torque [N·m (kg·m) / rpm]	225(22.9)/4,000		
Drive Train	Drive System	4WD		
	Transmission	5MT	4AT	
Vehicle Weight (kg)		1,600	1,620	
Fuel Consumption Rate	10-15 Mode Fuel Efficiency (km/l)	11.0	10.6	
	CO ₂ emission (g/km)	211	219	
	Reference	Conforming to 2010 Fuel Efficiency Standard		
	JC08 mode fuel efficiency (km/l)	-		
Exhaust Gas	Applicable standard / certification level	U-LEV		
	Test mode	10-15+JC08C Mode		
	Regulation / certification values (g/km)	CO	1.15	
		NMHC	0.025	
		NO _x	0.025	
Reference	Conforming to regional standards on low emission vehicle (LEV-7) designated in domestic 15 prefectures			
Noise	Applicable Standard	Conforming to 1998 Standard		
	Acceleration Noise Regulation Value [dB (A)]	76		
Air conditioner refrigerant consumption		CFC's substitute: HFC134a, 530g		
Specifications		2.4XG		

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of airconditioner, etc).

The JC08 mode is a newly established test method designed to collect more realistic running data than the 10-15 mode, so it generally indicates a slightly lower fuel consumption rate.

Motorcycles

Car Name		SKYWAVE 650LX	GSR400ABS	ADDRESS V125G ADDRESS V125G LIMITED	GRASS TRACKER BIG BOY
Date of Sales Start		2008.11.28	2009.3.9	2008.12.8	2008.9.22
Vehicle Type		EBL-CP52A	EBL-GK7EA	EBJ-CF4EA	JBK-NJ4DA
Engine	Model	P506	K719	F468	J438
	Total Piston Displacement (cm ³)	638	398	124	249
	Type	Water-Cooled Four-Cycle In-line Two-Cylinder DOHC 4V	Water-Cooled Four-Cycle In-line Four-Cylinder DOHC 4V	Air-Cooled Four-Cycle Single-Cylinder SOHC	Air-Cooled Four-Cycle Single-Cylinder SOHC 2V
Transmission		CVT (Belt-Type Stepless Speed Change)	6-Step Return	V-Belt Stepless Speed Change	5-Step Return
Vehicle Weight (kg)		277	215	98 <100 *Limited>	139
Fuel Consumption Rate	Fuel consumption during running at 60km/h on proving ground (km/L)	27.0	32.0	52.0	48.0
Exhaust Gas	Applicable standard level	Conforming to 2007 Standard	Conforming to 2007 Standard	Conforming to 2007 Standard	Conforming to 2006 Standard
	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	Conforming to 2001 Standard	Conforming to 2001 Standard	Conforming to 2001 Standard	Conforming to 1998 Standard
	Acceleration Noise Regulation Value [dB (A)]	73	73	71	73

* The fuel consumption values during running on proving ground are the values obtained under a specific testing condition. They vary according to weather, road, vehicle, driving and other conditions during running.

Marine & Power Products (Outboard Engines)

Model	DF90T / 80T / 70T
Date of Sales Start	2008.8.7
Vehicle Type	09002F / 08001F / 07002F
Weight (kg)	L : 160 X : 164
Transom height (mm)	L : 510 X : 637
Max. output [kW (PS) / rpm]	66.2(90)/5,800 · 58.8(80)/5,500 · 51.5(70)/5,500
Fully-opened speed range (rpm)	DF90 : 5,300~6,300 DF80,70 : 5,000~6,000
Engine type	DOHC 16V
Total piston displacement (cm ³)	1,502
Alternator output	12V 27A
Power tilt & trim	P.T.T
Environmentally sound gasoline-type outboard engine certificate No.	DF90 : 20 Marine No.0006 · DF80 : 20 Marine No.0005 · DF70 : 20 Marine No.0004

* Fuel-feeding system: EPI (electronic controlled fuel injection system)

The weight includes the aluminum propeller weight.

The unit of engine output has been changed from PS/rpm to kW/rpm. The figures in parentheses are reference values based on the old unit.

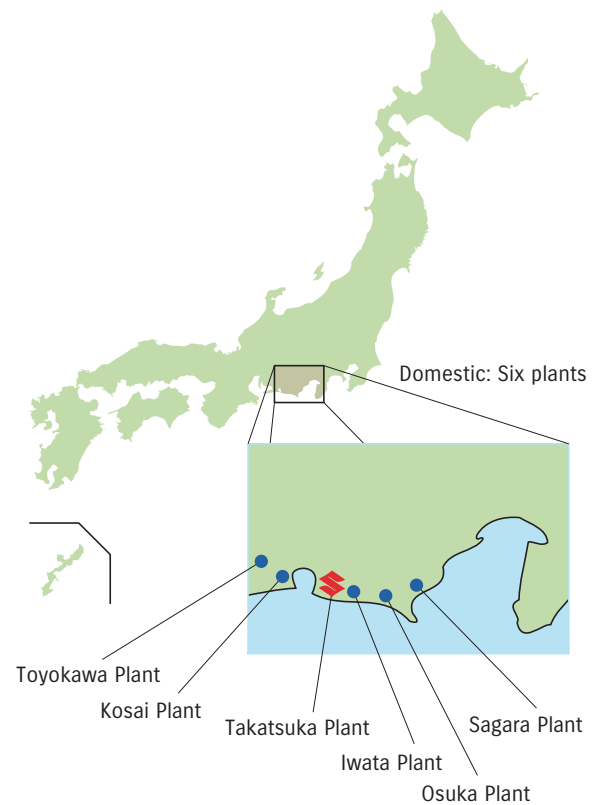
This section describes the environmental data collected at each of six domestic plants and nine manufacturing group companies*. Each plant and group company follows laws, regulations and agreements for environmental control, and is promoting the reduction of environmental impact, based on the strictest 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.

* Among nine manufacturing group companies, S-TECK has no relevant equipment.

< 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):
NO_x, Nitrogen oxide (ppm);
SO_x, 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 SO_x measurement is not required.



Suzuki's Domestic Plants

● Kosai Plant



[Manufacturing operations]	Final assembling of light and compact passenger cars
[Plant site area]	1,096,000 m ²
[Building area]	461,000 m ²
[Number of employees]	2,309 persons
[Location]	4520 Shirasuka, Kosai-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

Primary Drain Outlet (Plants No.1 and No.2)

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.7~8.1	7.9
BOD	15	1.1~3.2	2.2
SS	15	Under 5.0	Under 5.0
Oil content	2	Under 1.0	Under 1.0
Lead	0.1	Under 0.01	Under 0.01
Chrome	0.4	Under 0.05	Under 0.05
Total nitrogen	12	1.8~2.8	2.3
Total phosphorous	2	0.08~0.45	0.23
Zinc	1	Under 0.05~0.19	0.11

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small-sized boiler	150	70~120	94
	Incinerator	200	96~110	102
	Electrodeposition drying furnace	230	59~75	67
	Cooling and heating machine 1	150	48~60	55
	Cooling and heating machine 2	150	57~58	58
	Cooling and heating machine 3	150	81~100	91
	Water-tube boiler	150	70~120	94
SOx (K value)	Small-sized boiler	7	Under 0.09	Under 0.09
	Incinerator	7	0.47~0.80	0.64
	Electrodeposition drying furnace	7	Under 0.04	Under 0.04
Particulates	Small-sized boiler	0.1	Under 0.01~0.01	0.01
	Incinerator	0.15	Under 0.01~0.02	0.01
	Electrodeposition drying furnace	0.2	Under 0.01	Under 0.01
	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	6~28	15
Dioxin	Incinerator	5	0.012	0.012
CO	Incinerator	100	7	7

<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				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	50,000	0	870	0	0	0	0	14,000	0	35,000
30	Polymer of 4,4'-isopropylidenediphenol and 1-chloro-2,3-epoxypropane(liquid)	37,000	0	0	0	0	0	0	5,500	0	31,000
40	Ethyl benzene	300,000	170,000	0	0	0	0	0	85,000	12,000	26,000
43	Ethylene glycol	1,200,000	0	0	0	0	0	0	0	0	1,200,000
63	Xylene	610,000	260,000	0	0	0	0	0	130,000	110,000	120,000
176	Dibutyltin oxide	18,000	0	0	0	0	0	0	920	0	17,000
179	Dioxins	120	1.1	0.044	0	0	0	120	0	0	0
224	1, 3, 5 - trimethyl benzene	94,000	51,000	0	0	0	0	0	25,000	18,000	0
227	Toluene	630,000	210,000	0	0	0	0	0	99,000	130,000	190,000
231	Nickel	7,400	0	370	0	0	0	0	4,800	0	2,200
272	Bis phthalate(2-ethylhexyl)	64,000	2,100	0	0	0	0	0	1,900	0.06	61,000
283	Hydrogen fluoride and its water-soluble salts	5,800	0	650	0	0	0	0	3,500	1,700	0
299	Benzene	22,000	240	0	0	0	0	0	0	6,100	15,000
307	Poly (oxyethylene) =alkyl ether	10,000	0	770	0	0	0	0	0	9,400	0

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

● Iwata Plant



[Manufacturing operations]	Final assembling of light and compact passenger and commercial vehicles
[Plant site area]	298,000 m ²
[Building area]	163,000 m ²
[Number of employees]	1,532 persons
[Location]	2500 Iwai, Iwata-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.7~7.9	7.8
BOD	15/20	Under 1.0~2.1	1.4
SS	30/40	Under 5.0	Under 5.0
Oil content	3	Under 1.0	Under 1.0
Lead	0.1	Under 0.01	Under 0.01
Chrome	2	Under 0.05	Under 0.05
Total nitrogen	60/120	5.8~14.2	10.6
Total phosphorous	8/16	0.5~4.3	1.4
Zinc	1	Under 0.05~0.15	0.09

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	130	49~100	75
	Boiler 3	150	110	110
	Small-sized boiler	—	130	130
	Hot Water Boiler	150	100	100
	Cooling and heating machine	150	92~99	96
SOx (K value)	Boiler 3	17.5	2.73~3.51	3.12
	Small-sized boiler	17.5	0.35~0.62	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	—	—
	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				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	14,000	0	120	0	0	0	7,300	0	0	6,700
30	Polymer of 4,4'-isopropylidenediphenol and 1-chloro-2,3-epoxypropane(liquid)	9,100	0.02	0	0	0	0	1,600	0	0	7,400
40	Ethyl benzene	140,000	83,000	0	0	0	0	0	41,000	5,300	14,000
43	Ethylene glycol	890,000	1,300	0	0	0	0	0	780	390	890,000
63	Xylene	270,000	110,000	0	0	0	0	0	56,000	36,000	67,000
176	Dibutyltin oxide	3,000	0	0	0	0	0	150	0	0	2,900
224	1, 3, 5 - trimethyl benzene	46,000	27,000	0	0	0	0	0	13,000	6,400	0
227	Toluene	290,000	94,000	0	0	0	0	21	44,000	49,000	110,000
231	Nickel	1,500	0	13	0	0	0	710	0	0	810
272	Bis phthalate(2-ethylhexyl)	82,000	16,000	0	0	0	0	1,900	0	0	63,000
299	Benzene	11,000	39	0	0	0	0	0	0	2,400	8,400

* 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 decomposition, and products).

● Sagara Plant



[Manufacturing operations]	Assembling of engines for compact and standard automobiles Casting and machining of engine main parts.
[Plant site area]	1,963,000 m ²
[Building area]	251,000 m ²
[Number of employees]	1,778 persons
[Location]	1111 Shirai, Makinohara-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.4~7.8	7.7
BOD	20/30	1.0~12	4.6
SS	30/40	Under 5.0	Under 5.0
Oil content	5	Under 1.0	Under 1.0
Lead	0.1	Under 0.01	Under 0.01
Chrome	0.4	Under 0.05	Under 0.05
Total nitrogen	60/120	4.1~7.9	5.2
Total phosphorous	8/16	0.13~0.34	0.24
Zinc	1	0.09~0.29	0.21

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Heat-treating furnace	180	41~46	44
	Dry type dust collector	180	Under 5	Under 5
	Aluminum melting furnace	180	31~45	37
Particulates	Heat-treating furnace	0.2	Under 0.01	Under 0.01
	Dry type dust collector	0.2	Under 0.01	Under 0.01
	Aluminum melting furnace	0.2	Under 0.01	Under 0.01
Chlorine	Dry type dust collector	10	Under 1	Under 1
Hydrogen chloride	Dry type dust collector	20	Under 5	Under 5
Dioxin	Dry type dust collector	1	0.0000009	0.0000009
	Processing before facet aluminum	1	0.0000015	0.0000015

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	4,500	0	27	0	0	0	1,300	22	0	3,100
30	Polymer of 4,4'-isopropylidenediphenol and 1-chloro-2,3-epoxypropane(liquid)	4,200	82	0	0	0	0	340	50	25	3,700
40	Ethyl benzene	35,000	19,000	0	0	0	0	0	9,700	2,700	3,300
63	Xylene	69,000	29,000	0	0	0	0	0	14,000	11,000	15,000
176	Dibutyltin oxide	2,400	0	0	0	0	0	120	0	0	2,300
179	Dioxins	1.9	0.000012	0	0	0	0	1.9	0	0	0
224	1, 3, 5 - trimethyl benzene	14,000	9,100	0	0	0	0	0	4,400	390	0
227	Toluene	69,000	20,000	0	0	0	0	17	9,800	16,000	24,000
299	Benzene	2,800	43	0	0	0	0	0	0	870	1,900

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

● Takatsuka Plant



[Manufacturing operations]	Assembling of motorcycle engines and machining of parts
[Plant site area]	182,000 m ² (including headquarters area)
[Building area]	139,000 m ² (including headquarters area)
[Number of employees]	622 persons (excluding headquarters staff)
[Location]	300 Takatsuka-cho, Minami-ku, Hamamatsu-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.3~7.8	7.5
BOD	20/30	Under 1.0~1.1	1.0
SS	30/40	Under 5.0~5.8	5.3
Oil content	5	Under 2.5	Under 2.5
Lead	0.1	Under 0.01	Under 0.01
Chrome	0.1	Under 0.05	Under 0.05
Total nitrogen	60/120	3.9~35	20
Total phosphorous	8/16	0.12~0.21	0.15
Zinc	1	Under 0.05~0.09	0.06

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small-sized boiler	140	77~100	89
	LPG-FUELED AIR CONDITIONER	150	60~87	74
SOx (K value)	Small-sized boiler	7	1.35~2.44	1.97
	LPG-FUELED AIR CONDITIONER	7	0.06	0.06
Particulates	Small-sized boiler	180	10~30	20

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	14,000	3.7	0	0	0	0	0	0	14,000	1.8
63	Xylene	67,000	25	0	0	0	0	0	0	67,000	8.4
224	1, 3, 5 - trimethyl benzene	1,900	0.13	0	0	0	0	0	0	1,900	0
227	Toluene	130,000	580	0	0	0	0	0.01	0	128,000	13
231	Nickel	3,000	0	0	0	0	0	0	2,100	0	880
283	Hydrogen fluoride and its water-soluble salts	9,100	0	830	0	0	0	0	0	8,300	0
299	Benzene	7,500	5.3	0	0	0	0	0	0	7,500	1.1

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

● Toyokawa Plant



[Manufacturing operations]	Assembling of motorcycles and outboard engines
[Plant site area]	187,000 m ²
[Building area]	78,000 m ²
[Number of employees]	792 persons
[Location]	1-2 Utari, Shirotori-cho, Toyokawa-shi, Aichi

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.0~7.2	7.1
BOD	25	Under 1.0~1.5	1.2
SS	30	Under 5.0	Under 5.0
Oil content	5	Under 2.5	Under 2.5
Lead	0.1	Under 0.005~0.02	0.0061
Chrome	0.5	Under 0.05	Under 0.05
COD (total amount)	27.51	0.09~12.5	3.50
Total nitrogen (total amount)	19.24	0.01~5.45	1.63
Total phosphorous (total amount)	2.55	0.02~1.11	0.36
Zinc	2	Under 0.05~0.16	0.09

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	—	60~74	67
	Absorption type cooling and heating machine 1	150	58~65	62
	Drying furnace 1	—	—	—
	Drying furnace 2	—	—	—
Particulates	Boiler 1	—	—	—
	Absorption type cooling and heating machine 2	0.2	—	—
	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				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	20,000	12,000	0	0	0	0	0	6,000	760	1,300
43	Ethylene glycol	180,000	0	0	0	0	0	0	0	0	180,000
63	Xylene	30,000	15,000	0	0	0	0	0.2	7,200	1,800	6,300
69	Hexavalent chromium	1,000	0	1.0	0	0	0	7.2	0	0.02	1,000
224	1, 3, 5 - trimethyl benzene	2,700	1,700	0	0	0	0	0	840	78	0
227	Toluene	160,000	100,000	0	0	0	0	0.34	48,000	2,100	9,900
299	Benzene	940	7.8	0	0	0	0	0	0	140	790

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

● Osuka Plant



[Manufacturing operations]	Manufacturing of cast parts
[Plant site area]	151,000 m ²
[Building area]	55,000 m ²
[Number of employees]	485 persons
[Location]	6333 Nishi Ohbuchi, Kakegawa, Shizuoka

<Water Pollution Data (at a drain outlet)>

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.5~7.8	7.6
BOD	10/15	1.1~3.5	2.5
SS	30/40	Under 5.0~7.0	5.5
Oil content	2	Under 1.0	Under 1.0
Lead	1	Under 0.01	Under 0.01
Chrome	2	Under 0.05	Under 0.05
Total nitrogen	60/120	4.1~7.9	5.2
Total phosphorous	8/16	0.13~0.34	0.24
Zinc	1	Under 0.05~0.07	0.06

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
Particulates	Cast iron melting furnace	0.1	Under 0.01	Under 0.01
	Aluminum melting furnace	0.2	Under 0.01~0.02	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	4~5	5
Hydrogen chloride	Aluminum melting furnace	20	Under 5	Under 5
	Aluminum melting & holding furnace	20	Under 5	Under 5
Fluorine, 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				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	1,800	930	0	0	0	0	54	450	390	0
63	Xylene	5,800	2,700	0	0	0	0	82	1,400	1,600	0
227	Toluene	4,700	1,800	0	0	0	0	350	580	1,900	0
311	Manganese and its compounds	180,000	0	0	0	0	0	3,600	0	0	180,000
346	Molybdenum	2,800	0	0	0	0	0	56	0	0	2,700

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

Domestic Manufacturing Subsidiaries

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

[Manufacturing operations]	Machining of automobile parts, Die-casting and machining
[Plant site area (building area)]	64,525 m ²
[Number of employees]	439 persons
[Location]	7-3 Minami-Hiramatsu, Iwata-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

Annual drainage volume: 123,821m³

Items	Regulation values	Results	Averages
pH	5.8~8.6	6.8~7.7	7.2
BOD	20	0.5~2.8	1.0
SS	40	1.0~7.0	3.0
Oil content	5	0.5~1.9	0.9
Total nitrogen	60	1.4~10.0	5.2
Zinc	3	0.05~0.16	0.1

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Aluminum melting furnace	15	Under 1	Under 1
Particulates	Aluminum melting furnace	0.075	Under 0.02	Under 0.02
Chlorine	Aluminum melting furnace	30	Under 0.9	Under 0.9
Hydrogen chloride	Aluminum melting furnace	80	1.2~3.8	2.5
Fluorine, 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				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
227	Toluene	210	210	0	0	0	0	0	0	0	0
253	Hydrazine	20	0	0	0	0	0	20	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 Corporation

[Manufacturing operations]	Casting of automobile parts, Heat treatment and gear-cutting
[Plant site area (building area)]	82,350 m ² (38,000 m ²)
[Number of employees]	544 persons
[Location]	500 Inoya, Inasa-cho, Kita-ku, Hamamatsu-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

Annual drainage volume: 86,488m³

Items	Regulation values	Results	Averages
pH	5.8~8.6	6.6~7.4	7.1
BOD	15	2.4~12	6.7
SS	20	2~4.5	2.1
Oil content	5	0.7~3.0	1.8
Total nitrogen	60/120	16~28	20.7
Total phosphorous	8/16	0.04~0.10	0.08
Zinc	1	0.05~0.20	0.10

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Continuous carburizing furnace	180	48~50	48.9
	Annealing furnace	180	48~50	48.6
	Water cooling and heating machine	150	39~52	51.3
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				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	1,200	0	0	0	0	0	0	1,000	0	170
16	2- amino ethanol	21	0	0	0	0	0	21	0	0	0
40	Ethyl benzene	8.4	8.4	0	0	0	0	0	0	0	0
63	Xylene	50	50	0	0	0	0	0	0	0	0
224	1, 3, 5 - trimethyl benzene	32	32	0	0	0	0	0	0	0	0
227	Toluene	120	120	0	0	0	0	0	0	0	0
232	Nickel compounds	8.5	0	0	0	0	0	0	7.4	0	1.1
270	Di-n-butyl phthalate	1.1	0	0	0	0	0	0	0	0	1.1
304	Baric acid and its compounds	140	0	0	0	0	0	140	1.6	0	120
309	Poly (oxyethylene) = Nonyl phenyl ether	33	0	0	0	0	0	29	0	0	4.3
311	Manganese and its compounds	1,000	0	0	0	0	0	0	880	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 Akita Auto Parts Mfg. Co., Ltd.

[Manufacturing operations]	Casting and machining of automobile parts
[Plant site area (building area)]	199,504 m ² (25,394 m ²)
[Number of employees]	396 persons
[Location]	192-1 Ienohigashi, Hamaikawa, Ikawa-machi, Minami Akita-gun, Akita

<Water Pollution Data (at a drain outlet)>

Annual drainage volume: 55,552m³

Items	Regulation values	Results	Averages
pH	6.0~8.5	7.0~7.4	7.3
BOD	20	1.0~9.6	6.0
SS	30	4.9~14	9.4
Oil content	4	0.5~1.7	0.8
Total nitrogen (total amount)	39.5	1.1~8.6	4.0
Total phosphorous (total amount)	4	0.14~0.69	0.29
Zinc	2	0.06~0.40	0.24

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small-sized boiler	180	47~84	66
SOx (K value)	Small-sized boiler	0.26	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				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	2,400	0	0	0	0	0	1,500	0	0	970
40	Ethyl benzene	30	30	0	0	0	0	0	0	0	0
63	Xylene	4,500	280	0	0	0	0	0	0	4,300	0
224	1, 3, 5 - trimethyl benzene	2,900	18	0	0	0	0	0	0	2,900	0
227	Toluene	160	160	0	0	0	0	0	0	0	0
299	Benzene	7.8	7.8	0	0	0	0	0	0	0	0
309	Poly (oxyethylene) = Nonyl phenyl ether	90	0	0	0	0	0	90	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.

[Manufacturing operations]	Machining of automobile parts
[Plant site area (building area)]	2,307 m ²
[Number of employees]	281 persons
[Location]	1246-1 Yamahigashi, Tenryu-ku, Hamamatsu-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

Annual drainage volume: 36,326m³

Items	Regulation values	Results	Averages
pH	6.5~8.2	7.3~7.5	7.4
BOD	10	1.0~8.6	4.6
COD	35	6.6~24	15.3
SS	15	2.0~9.7	2.6
Oil content	3	0.5~1.9	1.1
Chrome	2	Under 0.05	Under 0.05

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
Hydrogen chloride	Aluminum central melting furnace	80	Under 5	Under 5
Chlorine	Aluminum central melting furnace	30	Under 1	Under 1
Fluorine compound	Aluminum central melting furnace	3	Under 1	Under 1

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
63	Xylene	2,500	2,000	0	0	0	0	450	0	0	0
227	Toluene	1,700	970	0	0	0	0	690	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.**

[Manufacturing operations]	Manufacturing of automobile internal trim parts
[Plant site area (building area)]	21,000 m ²
[Number of employees]	450 persons
[Location]	1403 Higashi Hiramatsu, Iwata-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

Annual drainage volume: 12,196m³

Items	Regulation values	Results	Averages
pH	6.0~8.5	7.0~7.4	7.4
BOD	20	1.0~4.9	3.0
SS	40	2.0~8.4	3.6
Oil content	5	0.7~2.2	1.0
Zinc	2	0.07~0.10	0.08

<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				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
43	Ethylene glycol	15,000	5,900	0	0	0	0	0	0	0	9,100
224	1, 3, 5 - trimethyl benzene	130,000	3,000	0	0	0	0	0	0	0	130,000
338	Tolylene diisocyanate	920,000	0	0	0	0	0	1,800	0	0	920,000

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

● **Hamamatsu Pipe Co., Ltd.**

[Manufacturing operations]	Manufacturing of automobile pipe parts
[Plant site area (building area)]	36,000 m ²
[Number of employees]	164 persons
[Location]	6-2 Minami Hiramatsu, Iwata-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

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

<Air Pollution Data (at exhaust outlets)>

There is no relevant equipment.

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
68	Chromium, trivalent chromium and their compounds	17,000	170	0	0	0	0	0	430	0	0
231	Nickel	6,700	67	0	0	0	0	0	170	0	0
311	Manganese and its compounds	1,900	20	0	0	0	0	0	49	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 Auto Parts Toyama Mfg. Co., Ltd.

[Manufacturing operations]	Machining of automobile parts
[Plant site area (building area)]	75,000 m ²
[Number of employees]	354 persons
[Location]	3200 Mizushima, Oyabe-shi, Toyama

<Water Pollution Data (at a drain outlet)>

Annual drainage volume: 295,734m³

Items	Regulation values	Results	Averages
pH	6~8	6.7~7.7	7.2
BOD	15	1.7~12.1	6.4
SS	15	1.0~10.4	4.4
Oil content	5	0.5~1.0	0.7
Lead	0.08	Under 0.005~0.047	0.0087
Chrome	2	Under 0.02	Under 0.02
Total nitrogen	60/120	0.7~7.0	3.8
Total phosphorous	8/16	0.18~1.3	0.71
Zinc	2	Under 0.2	Under 0.2

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler	150	91~110	98
SOx (K value)	Boiler	3.8	0.031~0.10	0.05
Particulates	Boiler	0.3	0.0001~0.002	0.0006

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	1,300	1,300	0	0	0	0	0	0	0	0
63	Xylene	4,400	4,400	0	0	0	0	0	0	0	0
227	Toluene	4,700	4,700	0	0	0	0	0	0	0	0
232	Nickel compounds	5,640	0	80	0	0	0	3,550	270	0	1,740

* 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.

[Manufacturing operations]	Manufacture of automobile internal trim parts
[Plant site area (building area)]	21,000 m ² (6,000 m ²)
[Number of employees]	110 persons
[Location]	5158-1 Hiraguchi, Hamakita-ku, Hamamatsu-shi, Shizuoka

<Water Pollution Data (at a drain outlet)>

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

<Air Pollution Data (at exhaust outlets)>

There is no relevant equipment.

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
63	Xylene	5,700	5,700	0	0	0	0	0	0	0	0
227	Toluene	12,000	12,000	0	0	0	0	0	0	0	0

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

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	Launch the sale of a new mini vehicle equipped with a lean-burn engine which achieved 29.0km/l fuel consumption in 10·15 mode. 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. Launched the sale of ALTO equipped with Idling Stop System.
	October	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.

1999	November	MARUTI UDYOG (India) (currently: MARUTI SUZUKI INDIA LIMITED) obtained the ISO 14001 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.
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 the "Logistic Prize" for the transportation package for "Senior Cars" (environmentally-friendly electric vehicles) at the Japan Packaging Contest.
	October	Fully changed the design of the electric power-assisted bicycle LOVE.
	November	Won the "World Star Prize" for the transportation package for "Senior Cars" (environmentally-friendly electric vehicles) at the World Packaging Contest.
	December	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 the "Excellent Environmentally-Friendly Concept Car Award" from the Automotive News magazine (U.S.A) for our electric vehicle concept car "COVIE" at the Detroit Motor Show.
	March	Launched the "Idling Stop" campaign.
	July	Put the direct-injection turbo engine which realized both low fuel consumption and high output power 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.
	July	Installed a wind-driven power generating facility at Inasa Training Center.
	September	Became a member of IMDS (international material data system).
	Issued a "Green Procurement Guideline."	
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 of Japan's first 700-bar compressed hydrogen storage system for fuel cell vehicles.
	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	Participatee in "Team Minus 6%".
	October	Participated in the "FRP Boat Recycling System" promoted by the Japan Boating Industry Association and announced the recycling fees.
2006	September	Developed "MIO," an electric wheelchair equipped with a fuel cell, and exhibited it at the International Home Care & Rehabilitation Exhibition.
2007	October	Developed the fuel cell motorcycle "CROSSGAUGE" and exhibited it at the Tokyo Motor Show.
	November	Established Suzuki Environment Control Regulations.
2008	April	Set up "Suzuki History Museum" to introduce Suzuki's history and manufacturing know-how to the public.
	June	Received the Minister's award for the newly developed fuel-cell electric vehicle "SX4-FCV".
	July	Exhibited "SX4-FCV" at "Environmental Showcase" held in International Media Center for Hokkaido Toyako G8 Summit.

Social Responsibility

[Suzuki, For the Benefit of All]



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.

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With our Customers

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.

01 Customer Relations Office

Customer inquiries have steadily increased since the customer service section was established in 1995 from 9,000 calls in the initial year to 28,000 calls in 2000, 60,000 calls in 2003, 92,000 calls in 2005, and 117,000 in 2008. In order to quickly respond to customer inquiries and requests at all times, our customer relation service is easily accessible from cellular or hard line phones at our toll free phone numbers, or from our website via e-mails even on nonbusiness days.

Moreover, to provide more efficient and better services, we improved our data integration system which is designed for uniform management of various kind of inquires. At the same time, we are organizing various data materials and upgrading application technologies to provide quick and accurate answers to customers.

For the inquiries that need direct contact, such as about purchase or repair of products, our customer relations office will properly support them with the use of the nationwide Suzuki network.

The vast amounts of data on those inquiries and requests are collected into the data integration system as the "voices of the customers" and shared on the company's intranet. With the personal information carefully protected, the system allows each department's personnel in charge to confirm and use the data for improvement of product development, manufacturing,

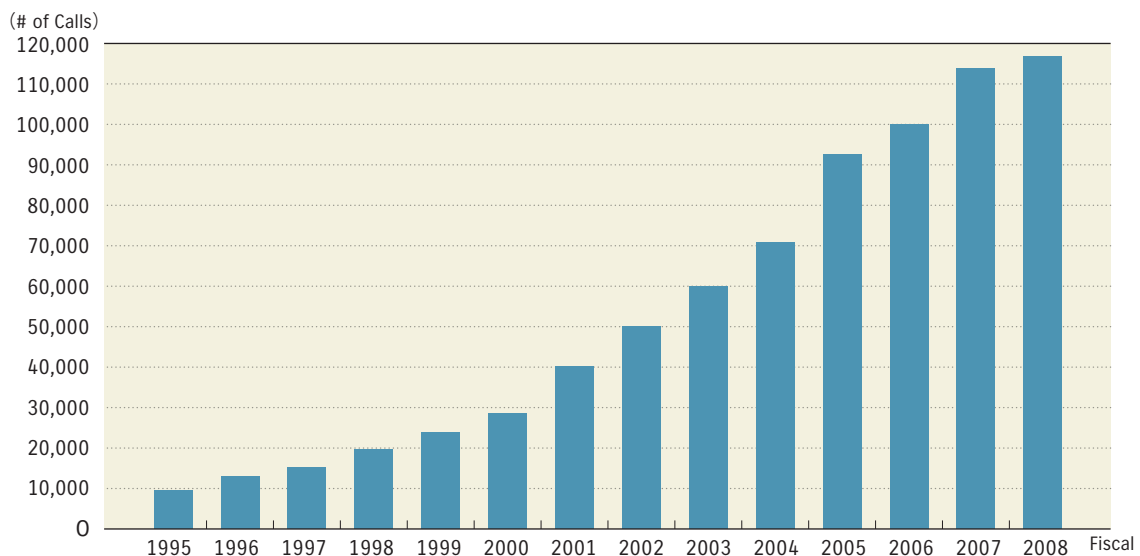
quality assurance, sales and after-sale service activities.

Based on the concept, "the customer relations office is the one directly responds to customers", a system is established to enable important information to be quickly provided to relevant departments.

In order to provide more reliable and convenient services, our customer relations office staff will continuously make efforts for further improvement.



Trends in Access to the Customer Service Section



02 CS(Customer Satisfaction)Activities

Launch of Fans Net Declaration

For the purpose of creating as many fans of Suzuki as possible, the Fans Net Declaration activity was launched by our domestic automobile dealers last year. This program intends to make each staff member of dealers, who is making face-to-face customer contact, think of what to do for customers and do it. At each activity base, Fans Net meetings are periodically held by selected promotion committee members.

For example, equipment proposed at a Fans Net meeting for better customer service include a “large monitor system” which helps customers easily understand the features of products. Also, customer-

friendly services, attractive events, and better attitudes toward taking care of customers (through telephone or daily conversations) are discussed. Moreover, they are making efforts to establish close relations with customers by providing better after-sale services with the use of the “customer information system”.

A placard behavioral policy indicating what we should do for customers is stuck up in each show room so that customers also can see it. The policy was established through discussions at the nationwide Fans Net meetings under the theme of “How to create bonding with customers”.



[Management Training for Suzuki Dealers]

We support our domestic privately owned dealerships in creating local community-based networks. The “Management Training for Suzuki Dealers” program in particular, which was launched in 1979, intends to train successors to privately owned dealers of Suzuki products at a Suzuki’s sales company for a certain period of time. They will work as employees of the sales company, where Suzuki assists them to learn both sales and technical skills necessary for future dealer operations and to acquire various licenses. This program contributes to high quality customer services by dealers, not only creating stronger ties between the Suzuki group and privately owned dealerships, but also providing greater reliability to customers.



03 Electric Vehicles

Our line of electric wheelchairs and welfare vehicles are designed to meet the purpose and needs of seniors and the disabled. We will actively develop new vehicles, that taking into consideration users and driving conditions, etc., and contribution 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

The electric wheelchair equipped with a user-controlling steering wheel began to be sold in 1985. This wheelchair is designed to enable senior citizens to easily go out. It is capable of moving at speeds ranging from 2 km/h to 6 km/h. Another type with the speeds ranging from 1 to 6 km/h is also available. (Town Cart)



Town Cart

Introduced in 2005 on the market, the compact type of the senior car, "Town Cart", is designed to allow the user to travel in public facilities, housing complexes, shopping malls and metropolitan areas. With the turning radius of 1.1 meters, it can provide small turns, offering a comfortable ride and user-friendly operations. It is permitted to be used in the Tokaido-Sanyo Shinkansen bullet train N700 between Tokyo and Hakata. (A specific preliminary procedure is required.)



Motor Chair

This is a standard user-controlling type electric wheelchair, which began to be sold in 1974. Specially designed for the persons with relatively severe impairment, this wheelchair is controlled by means of a joystick for direction and speed and is propelled by the two rear wheels, which enables 360-degree turning without moving back and forth. Since it can be used both indoors and outdoors, it expands the user's field of activities.



Kind Chair

This is a basic user-controlling type electric wheelchair, which began to be sold in 2001. With an electric power unit installed in a standard manual wheelchair, it features light weight (28 kg excluding the weight of battery), allowing for loading in a compact car*2 by folding. The electric power unit for this Kind Chair is sold individually, so it is possible to make an electric wheelchair by installing it in a commercially available manual-type wheelchair*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.

Topics

In May 2008, a JIS mark labeling system began to be implemented, requiring third-party certification. Before that, JIS (Japanese Industrial Standards) for electric wheelchairs had already existed, and Suzuki was developing products in accordance with it. As a result, we received the relevant certificate in January 2009, and since then, we have attached the purpose-indicated type JIS mark to our products.

Topics



Purpose-indicated type
JIS mark

● Safety Driving Training

For the purpose of letting users enjoy our electric wheelchairs in a safe manner, we conduct the “Suzuki Electric Wheelchair Safe Driving Program” for the people who are currently using our electric wheelchair, or those who are considering the purchase of it, working in conjunction with local police departments, etc.,

We try to improve the trainee’s awareness of traffic safety and accident prevention through seminars and practical training.



● 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.

Topics

● Joint verification test on fuel-cell senior cars with prefectural government

We modified and upgraded a fuel cell-operated Senior Car “MIO”, which had been exhibited as a reference exhibit at the International Home Care & Rehabilitation Convention in 2006 and 2007, and started leasing it to the Shizuoka prefectural government from November 28, 2008 for one year. It is now under a joint verification test with the prefectural government at Hamanako Garden Park.

The fuel-cell Senior Car “MIO” is based on the steering wheel-type Suzuki Senior Car, with the battery replaced by a Direct Methanol Fuel Cell (DMFC). The DMFC uses methanol, an easy-to-use liquid fuel, enabling long-distance running as long as 60 km, which is almost twice longer than the travel distance of the conventional Senior Cars.

At the verification test, not only the fuel-cell Senior Car “MIO”, but also the conventional Senior Car “ET4D” are run at the same time, in order to evaluate the advantages and disadvantages of the fuel-cell type, which are considered for development of new welfare vehicles for senior citizen.

Topics

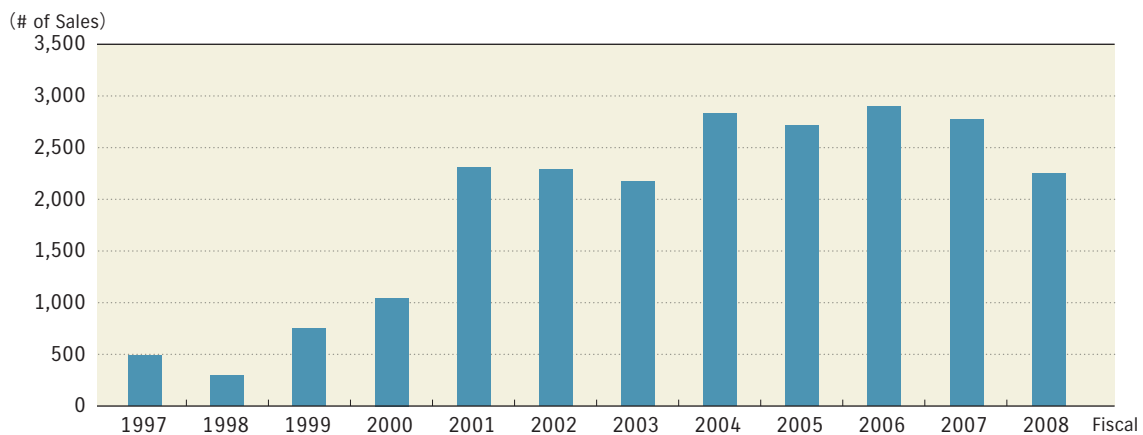


04 Welfare Vehicles ("With" Series)

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, seven different models and three types, "Courtesy Type", "Lifting Seat Type" and "Rotating Seat Type", are available. We are working to develop a lineup of vehicles that accommodate specific needs and situations.

"With" Series Sales



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. The Solio, Wagon R and Every Wagon can be fitted with the lifting passenger seat.



Lifting Seat Type Vehicle

This type of vehicle enables the passenger seat for the person requiring nursing care to be moved up, rotated and moved down by remote control. Since the seat can be brought into a position that makes it easy for the person requiring nursing care to get in and out of, the stress on the assistant is reduced. The Solio, Wagon R and Every Wagon can be equipped 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 operations are performed 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 is faced to the outside. Wagon R can be equipped with this type of seat.



05 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 AG.

TECT

軽量衝撃吸収ボディ【テクト】
TECT-Total Effective Control Technology

Resistance against front offset collision at 64 km/h



Front offset collision test
Source: National Agency for Automotive Safety and Victim's Aid (NASVA)

Topics

Topics

Evaluated by an occupant protection test under the 2008 Japan New Car Assessment Program (JNCAP*¹), which intends to conduct safety performance evaluation, Suzuki WAGON R awarded the highest ratings (five stars on the driver's seat and six stars on the passenger's seat) among the new compact cars tested.

WAGON R has been highly regarded by a broad range of users, regardless of age and sex, because of unique styling, ease of getting on and off, ease of driving, and large indoor space. It reached the top in the number of newly registered domestic mini vehicle for the sixth successive year*².

*1 Japan New Car Assessment Program

*2 Source: Investigated by Suzuki based on the data from Japan Mini Vehicles Association

● Outline of Japan New Car Assessment Program (JNCAP)

The purpose of the car assessment is to allow automobile users to select safe cars and encourage automobile manufacturers to develop safe vehicles. It is conducted by National Agency for Automotive Safety and Victim's Aid (NASVA*³), which performs safety performance evaluation tests on commercially available vehicles.

*3 National Agency for Automotive Safety and Victim's Aid

Participation in Large-Scale Verification Test on Advanced Safety Technology ITS-Safety 2010

Since January 12, 2009, Suzuki has participated in the large-scale verification test on advanced safety technology-equipped vehicles "ITS-Safety 2010", which takes place at the new Tokyo waterfront subcenter under the leadership of ITS Promotion Council (operated jointly by government and private sectors). For that test, we provide our motorcycle and automobiles (three units in total). This test intends to conduct verification of the following three kinds of systems: ①A system that uses the vehicle-to-vehicle communication via radio waves for information exchange between vehicles to quickly alert the driver to the possibility of collision with other vehicles; ②A system that uses the road-to-vehicle communication via optical beacons to prevent traffic signals from being overlooked and detect a vehicle(s) to be watched out in advance at a blind intersection; and ③A system that receives signals from the sensor installed on the road through the road-to-vehicle communication to prevent collision by detecting the last vehicle in a jammed line on express highways.

Based on the results of those verification tests, Suzuki will keep studying the safety technologies which will be demanded for the future traffic society.



Swift ASV-4



Wagon R ASV-4



Skywave 250 ASV-4



Navigation display screen

06 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.

Also, we are promoting the Good Rider Anti-theft Registration activity for registration of motorcycles to prevent theft. In addition, we cooperate on the annual National Motorcycle Safe Riding Competition organized by JTSA (Japan Traffic Safety Association) by sending judges and motorcycles for the competition.

Moreover, in cooperation with Japan Automobile Manufacturers' Association, we promote the improvement of motorcycle parking areas and a campaign to avoid traffic accidents.

ABS Test-Ride Event

Suzuki is making efforts to increase the number of motorcycles equipped with ABS, which is an assist device to provide stable brake performance mainly to large-sized motorcycles. The models that have been equipped with ABS so far include GSR400, Bandit 1250S, and Skywave 400 and 650.

In 2008, we held an ABS-equipped motorcycle test-ride event 21 times in total throughout the nation, and the event was experienced by about 500 potential customers.

In order for more people to experience this advanced brake system, we plan to enhance the sales promotion of ABS-equipped motorcycles by holding the ABS test-ride event 50 times this year, aiming to attract 1,500 persons or more.



Suzuki Safety School

In fiscal 2008, we launched Suzuki Safety School at the motorcycle school area in Ryuyo Proving Ground to teach users of Suzuki motorcycles how to enjoy riding safely. This school accepts a broad range of students from beginner riders to return riders who ride a motorcycle after a long interval or experienced riders who want to learn new traffic rules or reconfirm basic techniques.

It is conducted four times a year, providing not only such a basic curriculum as how to ride, turn and stop, but also advanced courses including Hazard anticipation and Riding with ABS.



Cooperation with "Hamamatsu, the hometown of the Motorcycle".

"Hamamatsu, the hometown of the Motorcycle" is an event to spread information, attractions, and the culture of Hamamatsu, where the domestic motorcycle industry was born, nationwide. More than 30,000 people attended this big event in 2007. Suzuki is contributing to foster personnel resources those have dreams on motorcycle and bear production in new generation, and to create the town where motorcycle lovers get together through industrial tourism and touring project by cooperating this event.



Touch & Try stock vehicle



A concept model displayed at the motor show

Parade from downtown Hamamatsu city to the event site to promote safe driving.

In-House Safe Driving Seminars

As a manufacturer and seller of motorcycles, we regularly hold motorcycle driving safety seminars for our new employees, motorcycle commuters, and employees of related companies and distributors.

Twenty seminars were conducted in fiscal 2008 for new employees who have graduated from high-school or university, motorcycle commuters, and employees of distributors.

We will continue to conduct such seminars to train them to improve their safe riding awareness, basic motorcycle operation, and riding manner, as well as to follow the traffic rules, as employees working for motorcycle companies, who must be the role models for other riders.



Sunday SRF in Ryuyo Off-Road Seminar

To promote off-road motor sports, a technical riding school for a broad range of off-road motorcycle 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. Ms. Saya Suzuki, an eight-year consecutive All Japan Motocross Ladies class reigning champion with International A License, is invited as an instructor to provide one-on-one coaching session. 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.



With Our Business Partners

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.

01 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.

02 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.

03 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

01 The Suzuki Foundation

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

Policy

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

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

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

Foundation Activities

① Grants for Basic and Original Project

The foundation offers grants for basic and creative 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, 2009, we have contributed to the basic development research of technologies by providing grants totaling 1,012,690,000 yen for 725 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.

During the period from 2003 to date (as of April 1, 2009), 65,090,000 yen of grants have been provided to nine projects, including the "Development of emission gas purification system for mini and compact vehicles".

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 (as of April 1, 2009), it has provided grants totaling 107,520,000 yen for 274 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 seven researchers who came from the Budapest Engineering and Economics College. Some of the projects they are working on are international collaborative research development.

⑤ Supporting Inter Academia

Shizuoka University and eight European universities have a research exchange program related to natural science. They hold international conferences (Inter Academia) for the purpose of utilizing the results from their researches for their own countries. Suzuki Foundation actively supports these activities.

⑥ Number and amount of grants

- Number of grants in 2008 : 64
(Accumulated total by April 1, 2009 : 1,015)
- Total amount of grants in fiscal 2008: ¥62,310,000
(Accumulated total by April 1, 2009 : 1,201.82 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 evolutionary studies, the Motoo Kimura Evolutionary Studies Fund was established in December 2004 with the funds from Suzuki. This fund rewards those who have made a great contribution to the genetic science research.

02 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 assets : ¥1,495,470,000
- Total amount of grants (as of April 1, 2009) : ¥87,000,000
- Scholarships (Fiscal 2008) : 63 scholarships (¥19,800,000)



A ceremony of receiving scholarship certificates

03 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 accept children who cannot attend Japanese schools due to the language barrier or international schools due to the economic hardship so that they can experience the joys of learning and adjust to the Japanese society.

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, receiving subsidies from the prefectural and municipal governments. With the consistent efforts gradually recognized, the number of supporters and collaborators is increasing. And people

from the local industrial community take part as board members (founder, trustee, whip, and councilor) of the school.

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



04 Suzuki Opens Endowment Lectures at University

Introduction of Suzuki's Monozukuri (production) to local students

For the purposes of cultivation of human resources and activation of researches, we give "Suzuki Endowment Lectures" at a local university by sending lecturers from Suzuki. Also, we create an endowed chair to inform students on what are happening in the industrial world.

● Endowment lectures

We have been lecturing at Shizuoka University (Engineering Dept.) since 2003 on environmental engineering on engines for the purposes of cultivation of researchers, promotion of learning, and contribution to society.



-Current major research theme :

Projects related to reduction of environmental load of engine (technologies to reduce CO₂ emission by using alternative fuel for gasoline and mileage improvement)

-Lectures :

Company employees as professors and assistant professors.

-Term :

9 years from April 2003 to March 2012

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.

● Endowment Lectures

Also, we contribute with endowment lectures that introduce current industrial status and activities for problems at three universities; Shizuoka Sangyo University, Hamamatsu University and Hamamatsu Gakuin University.

-Theme	: Fiscal 2001	Mini Vehicle Industry
	: Fiscal 2002	Suzuki's Way
	: Fiscal 2003	Suzuki's Challenge
	: Fiscal 2004	Pursuing Global Business
	: Fiscal 2005 to 2008	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

With Our Employees

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.

01

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

If any accident occurs, it is specified without exception, regardless of seriousness, in a relevant report that is circulated in the company (for horizontal deployment) to prevent recurrence of the same accident or occurrence of similar ones. We will continue to raise employees' safety awareness to sense potential risks, review or revise our safety operation manual, and improve any risk factor in our workplaces.

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

● Heinrich's Law (1 : 29 : 300)



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.
- Provide mental health seminars by external industrial physicians mainly to supervisors and managers in order for them to take care of mental health of workers at each workplace.
- To make consultation easier, we opened a mental counseling corner by physiotherapist 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
- Training in traffic carelessness and risk prediction by small group.
- Instruction on and strict control of traffic rules within the plants
- Traffic safety education at the jurisdictional police stations
- Individual instruction with driving simulators and proper driving checks
- Alert employees to traffic safety before long holidays

02 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 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 and that allows employees to request transfers.

03 Secure and Comfortable Working Environment

We are pursuing a working environment where employees who bear business activities can maximize their motivations and abilities in a mentally and physically fulfilling condition. Various assistant systems are employed to help employees work actively through positive adaptation as a company to diversify the working environment. Also, a comfortable working environment will improve employee's motivation to increase productivity.

Child-Care Shortening Hours System

We have adopted a system to shorten daily working hours based on self application by employees who need child-care for pre-elementary school children.

The employees applying for this system may be exempted from overtime work in principle. Also, they can use the company's car parking area, allowing them to use cars for easy pick-up of their children.

This system enabling employees with small children to choose from various working styles creates a working environment where employees with motivation and ability can keep working. Also, the short-time working system enhances awareness of child-care support in the entire workplace and promotes Strong Working Atmosphere which can support those short-time workers.

Childcare, Caring of an Aged Family Member 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 in working even though they have the will and ability to work. This system is used by many employees.

Re-employment System

Since July 1991, far earlier than the revision of the Law concerning Stabilization of Employment of the Older Persons in April 2006, we have adopted a re-employment system for hiring people after the mandatory retirement age of 60 years old. This system offers employment to the people who are willing and able to work after retirement age of 60 years old. Now, they are using their abundant experience and acquired skills in each working place.

As part of our approach to work sharing system, in which work is shared by several workers, we introduced a short-time working system for the reemployed people in June 2009.

Employees, etc. Consultation Service

Since 2002, we have rolled out the "Employees Consultation Service" throughout the company as part of CSR Management System. In April 2007, the coverage of this service was expanded to include not only Suzuki Motor's regular employees, but also all persons working in the business locations (including nonregular, apprentice, probationary, dispatched, temporary, part time, seasonal, and seconded workers and Suzuki's employees working in other companies' locations) in consideration of the actual circumstance.) In addition, the consultation service is also available to employees of other Suzuki group companies. It provides a broad range of consultation from trouble in the workplace, such as sexual harassment or power abuse, to questions, problems, improvements related to their individual jobs via e-mail or phone service. In addition, consultaion with an outside lawyer is possible to maintain fairness. Quick and fair solutions to individual problems can maintain a comfortable working environment. Also, it is ensured that any report or consultation request will not cause any disadvantage to the reporting person. (Refer to Employees Consultation Service under CSR Management System.)

In addition to the consultation service, an "Improvement Proposal Box" is located at worksite cafeterias and offices, allowing every employee to easily make a proposal on work improvement or request for consultation.

04 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 knowledge, technology and skills necessary to pursue tasks in accordance with the job position.

* 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.

**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
Fiscal2007	18,600
Fiscal2008	19,000



● Suzuki In-House Training System

Position	Group Training(Off~JT)		Training for Individual Occupational Abilities		
	Managerial Hierarchy Training		In-House Training (OJT)	Voluntary Skill Development	Small Group Activities
Executives					
General Managers / Assistant General Managers	General Managers / Assistant General Managers Seminars Key Person Nurture Seminar	Outside Seminars	OIT	Correspondence Courses Language Seminars Seminars for Gaining Licenses	Proposed Activities
Managers	Third Year Section Chief Seminars New Manager Seminars				
Assistant Managers / Supervisors	Third Year Chief Seminars New Chief Seminars New Foreman Seminars				
Employees / Foremen	New Section Leader Seminars New Employee Seminar				
New Staff	Basic Orientation Practical Seminars (Manufacturing / Products) Introductory Seminar				

● 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 vocational skills on their own through correspondence courses or language seminars.

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.

05 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 139 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 50,000 employees in 139 companies to enjoy working with a highly creative and stable labor union relationship.

06 Deployment of an Affiliate "Suzuki Support"

Suzuki Support Co., Ltd, a special affiliate company established in February 2005, has been conducting business activities for five years. As of the end of August 2009, 59 employees including those having severe intellectual disabilities are brightly and vigorously performing janitorial service at Suzuki's main office, employee dormitories and related facilities, and collection/delivery service of internal documents.

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

Also in August 2007, we obtained "Specified Labor Business" certification to expand dispatch workplaces. Since March 2008, we dispatch employees with disabilities to local farmers and purchase agricultural products from them to use in our company cafeteria.

This challenge is attracting attention as a local circulation type business model called "Local production, local consumption". We hope to expand and develop this challenge as a project to contribute to local communities in the future.

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 their experience through social participation.

[Summary of Suzuki Support]

1. Company Name	Suzuki Support Corporation
2. Capital	10,000,000 yen
3. Capital Investor	Suzuki Corporation
4. Location	300 Takatsuka-Cho Minami-Ku, Hamamatsu city, Shizuoka prefecture
5. Establishment	February 2005
6. Business category	Janitorial services, etc.
7. Representatives	Chief Executive Officer Masafumi Yayoshi (Suzuki Co. Executive Director - Administration Deputy Director General)
8. Employees	69 (59 employees with disabilities)

Our Shareholders and Investors

01 Improving Corporate Value

Suzuki has made best efforts to improve the corporate value to live up to shareholders' expectations.

Unfortunately, however, due to the worldwide financial crisis, the automobile sales drastically declined in many parts of the world market, leading to a 30% or more decrease in the sales forecast for the fiscal 2009 (ending in March 2010) from the fiscal 2007 (ending March 2008). Thus, we are now facing an unprecedented crisis.

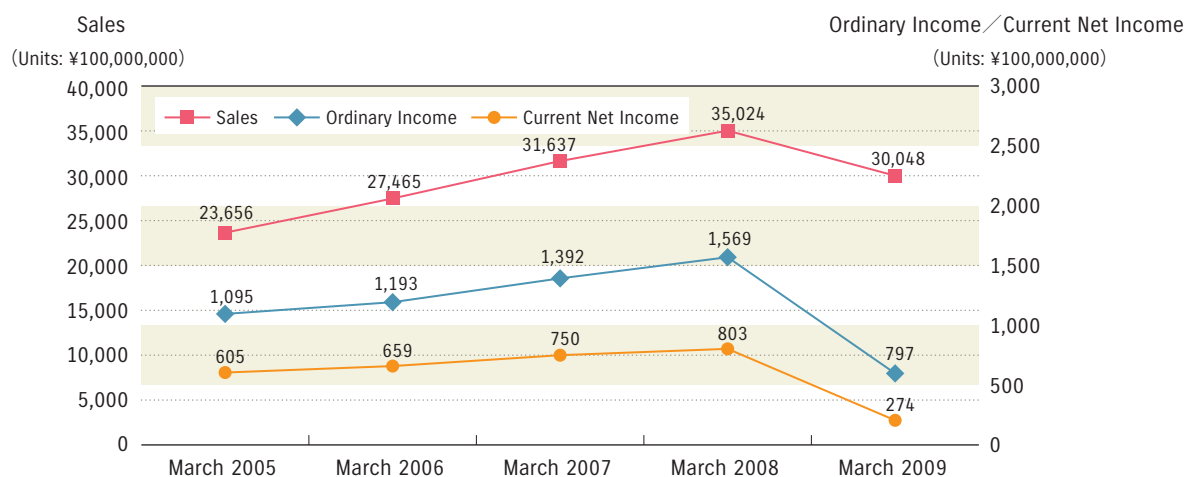
In order to come out of such a crisis, we need to unite our efforts under the slogan of Rack our brains to overcome the difficulty of the situation.

Our specific efforts to cope with the dramatic

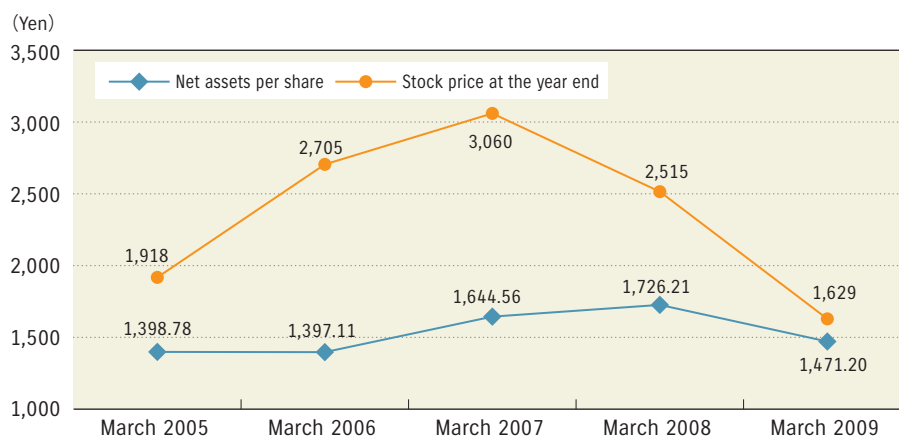
decrease of sales include the material cost reduction by reducing 1g per part for 1-yen cost reduction, the fixed cost reduction through the in-house cost cutting activities, and the profit increase by reviewing the current organizations and systems and establishing a profit-increasing system.

For our group's mid-term strategic management plan "Suzuki Three-Year Medium-Term Plan (April 2008 to March 2011)", we will review it to respond to the drastic change in business environment. We will announce a new plan at an appropriate time, considering the external environments.

Consolidated Achievements



Net Asset per Share and Stock Price at the year end



02 For Our Shareholders and Investors

Suzuki's basic profit sharing policy is focused on maintaining a continuous and stable dividend. At the same time, however, from a medium- and long-term perspective, we always consider how to improve business performance, dividend payout ratio, and internal reserves as a basis for enhancement of our corporate structure to prepare to expand our business operations in the future.

The Suzuki Group's business performance largely depends on overseas production plants, mainly in developing countries, and is subject to exchange rate fluctuations. For further stable growth of Suzuki group, it is important to enhance corporate strength and prepare

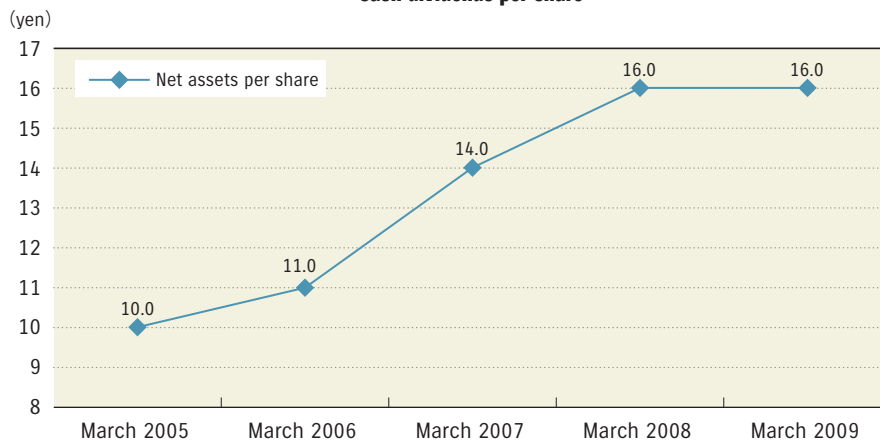
for any contingency.

For the business year (fiscal 2008) ending in March 2009, the settlement of balance ended in the black despite the harsh business environment in the second half of the fiscal year. As a result, the ordinary dividend remained the same as the previous fiscal year at 16 yen per share (including the mid-term dividend of 8 yen).

As mentioned above, we will determine the ordinary dividend by considering the fiscal year's business performance.

Our company contract stipulates that interim dividend is available.

Cash dividends per share



03 Shareholder Benefit Program

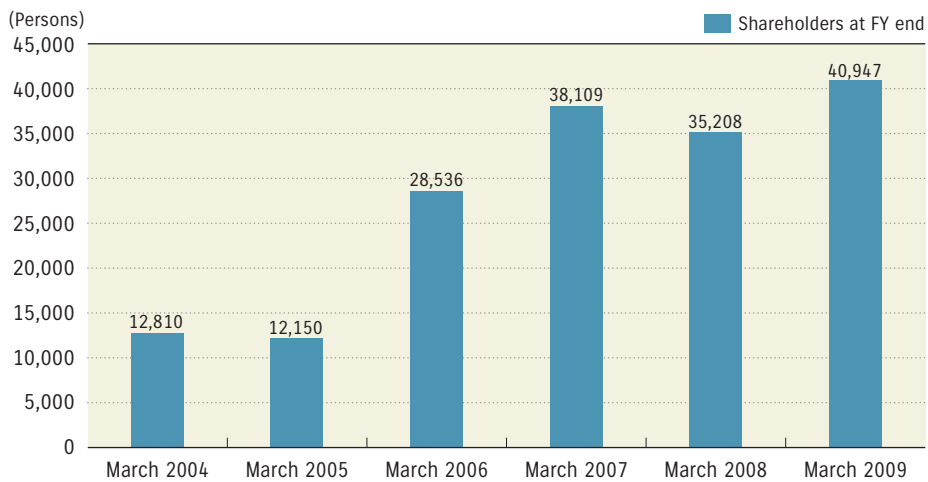
As a token of appreciation for the shareholders' continuous support for Suzuki and in hope of further patronage of Suzuki's products, we offer a shareholder benefit program.

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 changing as shown below.

Changes in the number of shareholders at fiscal year ends



● Eligible shareholder

All the shareholders having the minimum sale unit of shares (100 shares) or more as of March 31 of each year

● 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 Group.



A set of Hungarian acacia honey and German rock salt

04 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".

(1) IR information on Homepage

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

SUZUKI :: IR情報 サイトマップ | GLOBAL | ホーム

IR情報トップ | IRニュース | IRライブラリー | 株式・格付・社債情報 | 財務ハイライト | IRカレンダー | よくある質問

トップメッセージ
代表取締役会長兼社長 鈴木 修より皆様へのメッセージ

IRライブラリー
事業報告書 有価証券報告書
Annual Report 会社概況
財務情報 環境・社会レポート
投資家向け説明会

株式・格付・社債情報
株価情報 株主総会招集 / 決議通知
株式の状況 株主優待情報
格付け情報 株式の請手続きについて

財務ハイライト 売上高推移 / 輸出比例推移 / 生産台数推移 等

IRカレンダー IRに関する年間スケジュール

電子公告 スズキからの重要なお知らせ

よくある質問 お客様からのお問合せの中で比較的多いお問合せと回答

IRニュース
2009年8月3日
平成22年3月期(第144期)第1四半期決算短信を掲載しました。

2009年6月29日
第143回定時株主総会決議のご通知を掲載しました。

2009年6月29日
第143期報告書を掲載しました。

バックナンバー ▶

株価情報
現在の株価をご覧いただけます。 株価表示 ▶

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* IR (investor relations) means activities of a company to offer the company information necessary for investment for shareholders and investors in a timely, fair and continuous manner.

(2) Open periodical seminar for analysts and corporate investors.

We hold an analyst seminar by the representative at the second quarter closing and the final quarter closing, and by the director in charge at the first quarter closing and the third quarter closing.

In addition, investors' conference and other presentation meetings, individual meetings (at the request of analysts), new model announcement shows (to invite analysts), and plant tour events for analysts are held as well.

(3) Set-up of department for IR

Regarding IR, the post in charge is set up in Public Relations Section (Tokyo Branch), Headquarters' Public Relations Section and Management Planning Section.

(4) IR event for individuals

Since the 142nd annual meeting of shareholders held on June 27, 2008, we have made it a rule to invite shareholders to Suzuki History Museum, after the meeting, for better understanding of Suzuki.

The Suzuki History Museum is a facility, which has been open to the public since April 2009, for showing the history of Suzuki, introducing its worldwide business activities, and comprehensively explaining the automobile production process under the theme of Suzuki's way of manufacturing.



Suzuki Historical Museum outline



With Local Communities

01 Cleanup Activities

Forest Conservation Activities

Suzuki's Forest (Hamamatsu city)

Under the agreement called the "Volunteers' Forest Agreement" with the Tenryu Forest Administration Department of Forest Agency, Suzuki carries out forest protection activities. Those activities are performed by the Suzuki group's employees, and their family members at the "Suzuki Forest" located in Inasa town, Kita-ku, Hamamatsu-city.

In fiscal 2008, our employees and their families participated in events such as a tree planting and underbrush cutting. Also, children enjoyed experiencing inoculation of Shiitake mushroom in spring, and picking them in autumn.



Shimokawa Proving Grounds (Shimokawa-cho, Hokkaido)

Shimokawa town, where there is Suzuki's proving grounds, is located on the north of Hokkaido, with the forest accounting for about 90% of the total land area. Key industries of Shimokawa are the forest and agricultural industries. Therefore, we promoted proper improvement of the forest management by considering how to vitalize both the forest and agricultural industries and how to utilize the valuable assets for the future. As a result, we obtained the FSC (Forest Stewardship Council) Forest Group Certificate for the first time in Hokkaido in 2003.

The 287ha forest in the Suzuki Shimokawa Proving Grounds was also recognized to conform to the strict standard of the FSC certification program, so it has been registered in the FSC Forest Group Certificate for Shimokawa Town since 2006. Suzuki will continue to consider the coexistence with nature, while conducting industrial activities.

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

In July 2008, Shimokawa was certified, together with Yokohama city and Toyama city, as an environmental model city that is aggressively promoting CO₂ reduction.



Shimokawa Proving Ground (Hokkaido)

Participation in volunteer activity to cleanup Lake Sanaru

Suzuki is participating in the "Lake Sanaru network meeting" of the volunteer group held by Hamamatsu city which is trying to improve the water quality and water environment of Sanaru lake.

In fiscal 2008, our employees and their families participated in such events as a water quality survey and cleanup activities at the Lake Sanaru and its rivers.

Improving Goodwill and Manners

In order to encourage employees to improve their manners, aggressively participate in volunteer activities, and increase awareness of environmental preservation, Suzuki takes part in a program called "Hamamatsu-city Road and River Preservation Foster Group Program"*. Since we became the foster group (responsible organization) for the Takatsuka underground passage and the roads in its vicinity in September 2004, we have carried out cleanup activities in those areas. In fiscal 2008, the cleanup activities were performed 20 times, with a total of 1,156 employees participating in them to collect burnable and unburnable litter, etc., which filled up 15 mini-trucks.

* This program allows individual groups to determine the areas they will take care of and the activities they will perform (such as road cleanup) as foster groups (responsible organizations). And the foster group application is submitted to the mayor.



Participation in Lake Hamana Environmental Network

Lake Hamana Environmental Network was established in 2007 for the purpose of environmental conservation activities by the people who are interested in or have connections to Lake Hamana, including the residents living near the lake, various environmental protection groups, and business groups (58 groups in total as of the end of March 2009). And it has become the largest network related to environmental preservation for Lake Hamana.

As part of our volunteer activities, a total of 149 employees of Suzuki participated in eight events in fiscal 2008, including Hamanako Eco-Kids Experiential Learning, which is a kind of environmental learning for children who will be major players in the next generation, and Hamanako Eco-Workshop, which is also an educational activity to review the Lake Hamana. The participants learned about not only the history and natural environment of the Lake Hamana, lifestyle of the local residents, and environmental conservation activities.

Through lectures and experiential learning, we will continue to study the current state of the Lake Hamana, which is a valuable asset for the community, and will further promote the environmental preservation activities.



Hamanako Eco-Kids Experiential Learning Activity

Visiting Amamo, which is called a cradle in sea

Along the Pacific Ocean coastline between Tokyo and Osaka, the Lake Hamana is the only water area, where the Amamo (seagrass) still exists, supporting the fish babies and other sea's harvest in Lake Hamana and Enshu-Nada.



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.

02 Supporting Disaster Struck Areas

Donations to Myanmar Hit by Strong Cyclone and China Hit by Big Earthquake

In 2008, we sent the following donations to Myanmar, which was hit by a powerful cyclone on May 2, and China, which was hit by a large-scale earthquake centered in Sichuan on May 12, as relief efforts.

● Details of Donations

	Details of donations
Donation to Myanmar	Monetary donation of 10 million yen via Japanese Red Cross Society
Donation to China	Monetary donation of 10 million yen via Japanese Red Cross Society

03 Promoting Sports and Education (supporting the main purport)

Suzuki welcomed an athlete with an artificial leg as a new member of the track club in 2008.

Suzuki track club agrees with the activity concept of the Japan Sports Association for the Disabled which is aiming at “constructing a social environment to offer opportunities to enjoy sports for as many disabled persons as possible”. This new employment is realized for the purpose of “giving courage and hope for disabled persons in Japan” as a leading businessmen’s sports team.



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.



Giving Lectures at Local Elementary School

We gave two kinds of lectures at a local elementary school. The first lecture was given by a modeler of our automobile design department, who explained how to design an automobile with a clay model, which is an important tool for designing automobiles. The second lecture was related to athletic sports, on which a coach and athletes explained tips about long-distance running and showed actual training methods for road relay race.



Lecture on automobile design



Coaching on long-distance running

Giving Lectures on Work at Junior High School

At the request of a local junior high school, we gave lectures on work to junior high school students. Lecturers, who were invited from various local companies, told their own experiences of working in society to the students. A home-grown modeler of our automobile design department also gave a lecture about how to design an automobile model. The students took a keen interest in the lecture because there are not so many people who know how to design automobiles.



04 Contribution to Local Community

Inauguration of Suzuki History Museum

The Suzuki History Museum is a facility designed to display a lot of products that have been produced by Suzuki so far since the inauguration of the company, showing a history of automobile development together with a history of Hamamatsu city to give both children and adults a good time. On the third floor, the company history is comprehensively explained with a dramatization and a story of development of a representative product, in addition to the display of a lot of products produced since the inauguration. On the second floor, the entire process of car production is shown. Visitors can easily understand how a Suzuki's car is produced through planning, styling, designing, and manufacturing. Especially, a full-scale production line using actual cars is installed, giving visitors an image of a plant tour. Also on this floor, our environmentally-friendly production activities are explained. On the first floor, the Suzuki's current products are displayed. Visitors can ride in the displayed car to touch the steering wheel and feel the seat arrangement. During the half year from April to September, the number of visitors exceeded 30,000. We will make the museum more attractive and comprehensible to show both the "efforts made by Suzuki so far" and a "direction of future activities". Also, we will plan for various kinds of attractions that make local residents and others feel like visiting it. And we will exercise our ingenuity to allow for easy and comfortable visiting.



Products showing the company history on the 3rd floor



A production line replicated on the 2nd floor

Presenting Wheelchairs to Hamanako Garden Park

With the proceeds raised from a motorcycle charity auction event "2008 Suzuki Meeting in Lake Hamana" held in October, Suzuki bought seven units of wheelchairs and presented them to Hamanako Garden Park, which is a local resort facility. This event has been annually held since 2000, and it was the 8th. We will continue to be of help to the local residents.



05 Activities at Each Plant

Various activities are carried out at our plants and facilities to gain the admiration and respect of local communities. The autumn Fair, plant tours and clean-up activities around the plant are planned to value communication with local people.

Activity in Kosai Plant

●Kosai Plant's Autumn Fair

Kosai Plant holds an annual autumn fair in cooperation with local community association members to promote communications among employees, their families, and local residents. Attractive events include eco-tour (to see the plant's environmental facilities), various refreshment stands, TV character show, and rice cake throwing game. Local women's association people help us with hand dances, and Shirasuka junior high school students perform music concerts. Also, fresh vegetables and specialties are sold there.



●Elementary School Children's Plant Tour

About 10,000 elementary school children of the fifth grade in Shizuoka prefecture are annually invited to the plant tour as an out-of-classroom social lesson.

The plant tour allows the children to see actual assembly conveyer systems and windmill power generation system and understand our environmental efforts.



●Exchange Meeting with Local Community Association

In order to show Suzuki's business activities to the members of local community association and exchange opinions with them, Kosai Plant periodically holds an information exchange meeting.

Also, a tour of environment-related facilities, such as the automobile assembly lines, incineration site, and windmill power generator, is conducted to show our environmentally friendly automobile production.



●5S Activities around Kosai Plant

As part of environmental conservation, members of Kosai Plant's sanitation group and affiliated companies located in the plant site (as a total of about 200 persons) perform cleanup activities on roads around the plant three times a year.

Also, employees and suppliers are strictly prohibited from littering and encouraged to raise environmental awareness.



●Traffic Safety Guidance around Kosai Plant

Kosai Plant's traffic safety group members and others perform a traffic safety activity on commuter roads and crossings around the plant to check employees' seatbelt usage and traffic manners mainly at intersections and give guidance to them, as necessary, for the purpose of preventing traffic accidents. A total of about 500 employees per year cooperate for this activity to ensure traffic safety on the street.



●Participation in Lake Hamana & Narrow Islands Cleanup Campaign

From Kosai Plant, a total of 140 employees participate in Lake Hamana Cleanup Campaign led by Kosai city government and "Narrow Islands Cleanup Campaign" led by Shizuoka Trade Union Confederation to clean up the Shirasuka seashore.



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.



● Joint Clean-up Activity with Neighbor Residents

On the "Environmental Cleanup Day" in Iwata city, Suzuki participates in the weed mowing activity with neighborhood residents.



● Participating in Forest Preservation Event

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



● Deepening Exchanges with Local Residents

Aiming to "develop with the community", the plant invites board members of local residents' association and other interested persons for the plant tour, providing them with information on our environmental activities and freely exchanging opinions. Thus, in the spirit of prosperous coexistence, we are promoting good relations with local community.



● Traffic Manner Check & Guidance

Traffic safety guidance activities are carried out on public streets around the plant by the plant's traffic safety group members to improve or check traffic manners of employees.

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

The plant lends its ground to local sports groups. 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 part of the outdoor social studies program, and provide them with a plant tour. The plant tour, which enables them to learn how automobiles are actually assembled, is helpful for their better understanding of the real world of manufacturing.

Activities at Sagara Plant

● Voluntary Cleanup around the Plant

As part of global environmental preservation activities, Sagara Plant carries out joint cleanup activities three times a year in cooperation with Sagara Proving Grounds, Sagara PDI Center, Suzuki Transportation & Packing Co., Suzuki Kasei, Sunic and subcontractors.

Also, it is further promoting environmental preservation activities by providing environmental education to employees and requesting vendors and suppliers for cooperation.



● Participating in Shoreline Cleanup Activities

The plant's employees participated in Shizunami Shoreline Cleanup Activities (2nd "Small Kindness" Cleanup Campaign).

Organizers: Shizuoka "Small Kindness" Campaign Haibara Area Planning Committee
Volunteer Group for Shizunami Shoreline Cleanup Campaign



● Deepening Exchange with Local Residents

Every year, an information exchange meeting is held in March to provide information on Suzuki's business activities and environmental efforts to local residents and listen to their opinions. In fiscal 2008, the meeting was held in March 2009 and attended by 20 persons, including representatives of local residents, city councilors, and person in charge of Makinohara area.



● Fishing Event at Sagara Plant Reservoir Pond

An annual fishing event with local people is held at Sagara Plant's reservoir pond. In fiscal 2008, it was held in November, and a number of carps and gibels as big as 40cm in size were caught.



● Traffic Safety Guidance Activities

Traffic manners of the plant's employees are periodically checked on the street. (Once a week)

The plant also cooperates with the Haibara area safety administration association in crossing guard activities as a partnership with the local community. (4 to 6 times a year)

Activities at Takatsuka Plant

● Deepening Exchange with Local Residents

Suzuki invited board members of the local residents' association to our social gathering and plant tour for exchange of opinions and explanation of Suzuki's business activities and efforts for environmental preservation, as well as promotion of friendship with them.



● Voluntary Cleanup around the Plant

The Takatsuka Plant Manner Up Activity (voluntary cleanup activities) is conducted once every month by the plant's employees who pick up litter around the plant. During the activity, employees enjoy communications with local residents.



● Traffic Safety Promotion Activity

Traffic safety guidance activities are carried out on public streets around the plant by the plant's traffic safety group members once a month. Mainly the driving manners of users of cars, motorcycles and bicycles are checked to ensure the safety of local residents and prevent traffic accidents near the plant.



● Autumn Fair

The annual autumn fair was held at Takatsuka plant and the Headquarters facility.

Favored by good weather, it attracted many local residents, employees and their families. All participants enjoyed various events, such as a brass band concert by local junior high school students, TV animation character show, comic show, and bingo games, as well as refreshment stands prepared by the plant's employees.



Activities at Toyokawa Plant

● Cleanup Activity around the Plant

Timing of implementation: May and September

Activities: On cleanup days in Toyokawa city, the plant's employees cooperate for environmental cleanup activities. About 40 employees participated in the cleanup event by picking up trash around the plant.



● Plant Autumn Fair

Timing of implementation: October

Activities: In order to build closer relations among employees, their families, and local residents, the Autumn Fair was held in the plant site. The festival was very lively with performances by local high school students' dancing club and Japanese drum team, as well as an animation character show. In addition, refreshment booths, lottery event, and rice cake throwing performed by the plant employees were also well received.

Number of participants: Approx. 2,000 persons



● Traffic Safety Guidance Activities

Activities: Traffic safety guidance and crossing guard activities are performed on surrounding public streets by the plant's traffic safety group members and managerial staff on the 10th, 20th and 30th days every month. Every employee's observance of safety driving rules is carefully checked, and any inadequacies are pointed out. Also, we cooperate with Japan Traffic Safety Association by participating in the prefectural traffic safety campaign through street activities.

Activities at Osuka Plant

● Voluntary Cleanup around the Plant

For the purpose of maintaining the clean environment around the plant, the plant's employees carry out cleanup activities around the plant.

Although the activities have been carried out twice a year so far, we plan to perform them four times this year for further cleanup.

Board members of residents' association say that roads have been cleaned off very much.



● Deepening Exchange with Local Residents

We have promoted better relations with the community through such activities as social gatherings and autumn fair organized by our plants. This year, we plan for a informal gathering and plant tour in November, inviting members of local community associations.

We will continue these activities to become a plant beloved by the local residents.

● Traffic Safety Guidance Activities

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.

Activities at Yokohama R&D Center of Development Department

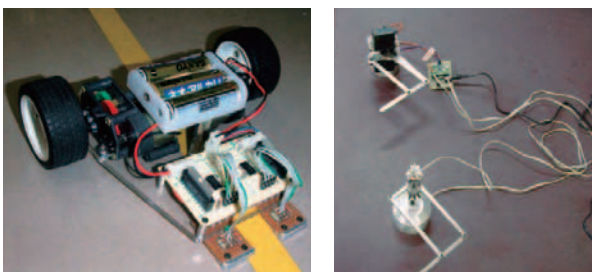
Some engineers are sent from the Suzuki Yokohama R&D Center for a lecture aimed at elementary and junior high school students in line with a program called "Dr. Tuzuki Club School" led by the Tuzuki Ward Administration Promotion Section (Yokohama).



In fiscal 2008, a lecture under the theme of "Robots" was provided to 57 students coming from three 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.



Robots demonstrated there include H8 microcomputer-equipped master & slave type robots, a line tracing robot that follows a line with its infrared sensor, PIC microcomputer-based display unit, and radio-controlled electric wheelchair soccer robots (4 units). They were used to show the actual robot motions and functions. While touching those actually moving state-of-the-art robots in front of their eyes, the students were carefully listening to the instructor's explanation.



<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, wishes and opinions concerning robots. Also, 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.

Activity Ryuyo Proving Ground

● Motorcycle Technology Center (Ryuyo) for Public Sports Competitions. Opening the Proving Ground

In reply to a request by local sports groups and school representatives, we opened Ryuyo Proving Ground to public sports competitions.

The Ryuyo Proving Ground 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 contribute to nurturing healthy young people.



06

Activities in Overseas Manufacturing Companies

India

2008~2009

■ CSR Policy and Guidelines

In 2008-09, Maruti Suzuki India Limited (MSIL) formulated a comprehensive CSR policy and Guidelines. This policy reads as
 “While working to enhance shareholder wealth, Maruti Suzuki will regularly engage with all stakeholders to assess their needs and through its products, services, conduct and management initiatives, promote their sustained growth and well-being”

2008~2012

■ Road Safety Initiatives

MSIL launched National Road Safety Mission on 24th December, 2008 to promote road safety consciousness in India. The focus areas of this mission are Driving Training, Road Safety Awareness and Advocacy with Government. Also under this mission, MSIL has decided to expand its state of the art driving training infrastructure and train 500,000 people in safe driving in three years starting from 2009-10.

MSIL is running two Institutes of Driving Training and Research (IDTR) in Delhi, India. In 2008-09, MSIL signed MoU with Uttarakhand state government to set up another IDTR. Also, in 2008-09, MSIL laid foundation stone of two IDTRs in Haryana state.

MSIL added 22 new Maruti Driving School (MDS) during the year and with this, the total MDS tally reached 50 across India till 31st March, 2009.

In 2008-09, MSIL has trained 96,000 people in safe driving. As on 31st March, 2009, MSIL has trained over 500,000 people in safe driving.



Chairman and MD at National Road Safety Mission Launch



Driving Training Simulator at Maruti Driving School

2008~2009

■ Vocational Training

MSIL has adopted two government Industrial Training Institutes (ITIs) in Haryana. MSIL is helping these institutes upgrade training infrastructure and teaching methodologies with an aim to enhance employability of students.

MSIL organised visits of ITI teachers to its own factories and to benchmark technical training institutes of India. MSIL imparted training to ITI teachers to upgrade their skill level. Senior members of MSIL Management guided ITI teachers as well.

ITI students were taught good Japanese shop floor practices such as 5S, safety etc. Also students were imparted behavioural and attitudinal training. In 2008-09, MSIL trained over 200 teachers, 496 students visited MSIL Gurgaon Plant, 1138 students attended safety training and 320 students participated in career guidance program.

In 2008-09, MSIL added new furniture and modern teaching aids such as cut section engines, LED Panels etc, while repairing existing training equipments of ITI.

Also, MSIL developed green areas and playgrounds for students and implemented rain water harvesting.

With the contribution of MSIL, the students pass out percentage of ITI Gurgaon has improved to 92.2 % in 2008-09 from 68.06% in 2005-06.



Class rooms renovated by MSIL at ITI, Gurgaon



Students learning at ITI, Gurgaon

2008~2009

Employee Volunteering Program (e-Parivartan)

In 2008-09, Maruti Suzuki India Limited (MSIL) launched Employee Volunteering Program to encourage its employees to volunteer their time and skill for the benefit of the society. Employees can choose volunteering options and volunteering centres as per their inclination and convenience.

The unique feature of this program is that the employees do volunteering on holidays only. Despite their busy schedule during working days and personal commitments on holidays, they spare time for volunteering. Around 175 employees have registered for volunteering.

Employees play, dance, and celebrate festivals and birthday parties with poor children besides teaching Mathematics, English and Computers. They also visit old age homes and spend time with elderly people. Maruti Suzuki volunteers are supporting over 1000 children and elderly people.



MSIL employee volunteering at school



MSIL employee teaching dance to students

2008~2010

Community Development Initiatives

MSIL has adopted four villages around its Manesar manufacturing facility for their holistic development. Health Care, Education, Employability and Infrastructure Development are identified as focused areas for intervention.

- Community health program:

With the support of government Primary Health Care Centre, MSIL organised immunization, de-worming, dental check-up for children, eye check-up for elderly and pre and post natal care for women. Free medicines, vision glasses and awareness material were given during health check up camps. In the last two years, over 10,000 children have been immunised, over 5000 people have been benefited through health camps and around 700 vision glasses have been received by elderly people.

- Education:

MSIL organised students' visit to its manufacturing facilities and Children Park near India Gate, New Delhi. Employees teach students as part of Employee Volunteering Program. National days were celebrated for students to participate in group songs, plays, speeches, painting competitions etc. The objective here is to create opportunities for the students to bring out their hidden talent.

- Employability Training:

In 2008-09, MSIL trained 47 unemployed youth from adopted villages in safe driving. First batch of 28 unemployed youth was enrolled in 2008-09 for vocational training in Electronics, Automobiles etc. at ITI, Gurgaon.

- Dengue Mosquito Awareness Campaign:

MSIL organised fumigation campaign to prevent mosquito breeding in Dengue effected residential areas of Gurgaon and Manesar area. Besides, it distributed thousands of awareness leaflets in various schools in these areas.



Health camp organized by MSIL

2009~2010

■ Environment Initiatives

Maruti Suzuki India Limited (MSIL) celebrated Environment month starting from 5th June to 4th July, 2009.

Managing Director Mr. S Nakanishi planted tree on the occasion of World Environment Day and urged employees to work towards environment protection. MSIL has decided to plant 10,000 trees in 2009-10 in Gurgaon and Manesar plants.

MSIL organised exhibition of solar products to spread awareness among employees towards usage of renewable source of energy. Various information materials have been circulated throughout the Environment month to employees on Carbon credits, Carbon footprints and tips for energy efficient life style etc.

In addition to the activities conducted within the company, MSIL also conducted training programmes for vendors, awareness campaign for people of adopted villages and for students of ITI, Gurgaon.

MSIL dealers organised free PUC (Pollution under Control) checking camps for customer vehicles and distributed tree sapling to customers across the country during the Environment month.

Many MSIL employees participated in Earth Hour on 28th March '09 and switched off lights for one hour at their homes to save energy.



MD planting tree on Environment Day









Students rally at Manesar on Environment Day

2009

■ Children's Park

The company manages Children's Park near India Gate, New Delhi. This Children's Park spread over 10 acres area has been developed to give clean, green and safe playgrounds where children can have fun together even as they learn and grow. The construction of playing area and equipments have been undertaken to give children a fulfilling experience.



Indonesia

<p>July 19th - August 30th, 2008</p>	<p>PT. Suzuki Indomobil Motor (SIM) and PT. Suzuki Indomobil Sales (SIS) provided educational training for 500 elementary, junior and senior high school teachers in Jakarta, Bogor, Depok, Tangerang, Bekasi areas. This educational training has been held at 10 schools in Jabodetabek area for 10 terms.</p>		
<p>August 29th -31st, 2008</p>	<p>SIS donated 1,000 tree seeds to be planted on slope of Merapi mountain, Central Java. After this greenery activity, a dance-drama event "Hanoman Obong" was held at Prambanan Temple area, Central Java.</p>		
<p>October 18th - November 30th, 2008</p>	<p>In order to support the existing government health program 'Posyandu' (centre for pre- & post-natal health care that provides information for women and children under age 5), SIM and SIS organised training on healthy child development and provided a lecture on the usage of information system for 500 Posyandu centres in Jakarta, Bogor, Depok, Tangerang, Bekasi area.</p>		
<p>December 20th - 2008</p>	<p>As a form of participation to 'Indonesia Planting program' which was stated by the President of the Republic of Indonesia Mr. Susilo Bambang Yudhoyono, SIM and SIS donated 1,000 various kind of trees to be planted in Jakarta, Bogor, Tangerang and Bekasi area.</p>		
<p>April 13th - 2009</p>	<p>SIM and SIS contributed 1 unit of APV engine to Engineering Faculty of Atmajaya Catholic University, Jakarta. The aim was to support the university's education and research in the automotive engineering field.</p>		

Pakistan

<p>31st Jan 2008</p>	<p>■ Sludge Pit Construction for “Dumping Paint Shop Sludge”</p> <p>Paint shop sludge, which contains heavy metal compounds, were previously dumped outside the company premises. Later on, a temporary pit was prepared inside the plant for dumping the sludge as a temporary countermeasure.</p> <p>Last year, properly cemented three pits have been constructed inside the plant near “Eastern boundary wall” for the purpose of environment protection. It also complies with the legal regulations of the Environmental Protection Agency (EPA).</p> <div style="display: flex; justify-content: space-around;">   </div>
<p>5th May 08 – 11th July 08</p>	<p>■ Education of undergraduate students of Automotive Engineering of NED University</p> <p>PSMC conducted the following program.</p> <ol style="list-style-type: none"> 1) Orientation of the practical manufacturing processes for 12 faculty members 2) Industrial Orientation Program for 120 students for 16 days to learn automobile manufacturing processes in detail 3) Internship of 9 students for 6 weeks to study Engine shop, Press shop and Parts Localization department. <div style="display: flex; justify-content: space-around;">   </div>

AID for Earth Quake Victims of Balochistan


<p>14th November, 2008</p>	<p>Mr. Hirofumi Nagao, MD & CEO of Pak Suzuki met Mr. Nawab Zulfikar Ali Magsi, Governor of Balochistan at Governor House, Quetta. Mr. Nagao presented the blankets for more than 2,400 families for the victims of Earth Quake at Governor House Balochistan.</p>	
<p>28th November, 2008</p>	<p>Mr. Hirofumi Nagao, MD & CEO of Pak Suzuki Motor Company Limited met Mr. Abdul Sattar Edhi, Chairman of Edhi Foundation at Karachi. Mr. Nagao presented the Relief items for more than 250 families for the victims of Earth Quake at Balochistan.</p>	

China

Date	Donator	Donated to	Receiver	Amount
14th May, 2008	Chongqing Changan Suzuki Automobile Co., Ltd. (through Changan Jituan Gongsi*)	Sichuan Wenchuan Earthquake victims	Chinese Red Cross	1,000,000 CNY
20th May, 2008	Chongqing Changan Suzuki Automobile Co., Ltd. Employees		Chinese Red Cross	191,190.1 CNY
30th May, 2008	Chongqing Changan Suzuki Automobile Co., Ltd. Employees		CCP central organisation	55,390 CNY
2008-2010	Chongqing Changan Suzuki Automobile Co., Ltd. Labour Union	Chongzhou Earthquake victims	CCP youth bloc Chongzhou branch	24 pupils received 600 CNY per person (per academic year)
2005-2009	Chongqing Changan Suzuki Automobile Co., Ltd. Labour Union Marketing Planning Dept.	Poor pupils in Banan area	Banan area Maliu/ Fengcheng elementary schools	7 pupils received 600-800 CNY per person (per academic year)

*Changan Jituan Gongsi is the parent company of Suzuki's counterpartner in Changan Suzuki joint venture.

Hungary

2008	<p>Magyar Suzuki Corporation (MSC) contributed via material and financial support to about 30 Hungarian educational institutes, vocational educational institutes, colleges and universities including local Géza Fejedelem School for Industry, Esztergom Balassa Bálint School for Economics and local Bottyán János School for Technology. Benefited institutions of higher education include Széchenyi István University in Győr, Budapest University of Technology and Economics, Budapest Tech, and the Logistics Department of Corvinus University in Budapest, etc.</p> <p>MSC Supports several sport activities in Komárom/Esztergom Counties including Esztergom Rowing Club, Esztergom Knights Rugby Team, Esztergom Kick Box Association, Suzuki youth football squad.</p> <p>MSC organised presentation and exchanging experience with small/medium size entrepreneurs, suppliers, business partners, automotive industry players during conferences and roundtable discussions.</p> <p>MSC organised volunteer activities to enhance motorisation and to share knowledge through factory tours and conferences.</p> <p>MSC carried out its employees' voluntary blood donation organised by Hungarian Red Cross twice in 2008.</p>	
2008 June	<p>MSC organised Puskas Suzuki Cup to promote football for the youth and lead them to have a dynamic and healthy lifestyle.</p>	
2008 July - August	<p>MSC provided financial support for several cultural associations such as the Esztergom Summer Music Festival and Summer Theatre.</p>	
2008 July	<p>In Suzuki Kindergarten (Opened together with Esztergom Municipality in October 2007), MSC employees of Material Control department volunteered for playground cleaning and painting.</p>	
2008 August	<p>A swimming competition arranged with mixed Hungarian and Slovakian teams at the border of Esztergom and Sturovo (in Slovakia) was supported by MSC.</p>	

**2008
September**

As an introduction of CSR 'green' strategy in line with Magyar Suzuki Corporation (MSC)'s renewed environmental policy and new factory eco targets, the company organised a Suzuki Environmental Day in September 2008. Suzuki booth exhibited environmental facts and infos and aired environmental film to teach young generation the importance of environmentally conscious behaviour at home and workplaces. A green Splash on the field also symbolised Suzuki's Environmental Policy as it proposes less environmentally harmful lifestyle with its low CO₂ emissions.



2008 October

MSC donated vehicles to Sunshine Healthcare Foundation in Sturovo, Slovakia and to ÉTA Countrywide Foundation for Handicapped Children in Hungary.



In October world famous Japanese Conductor Ms. Tomomi Nishimoto visited Hungary in order to strengthen Japanese and Hungarian cultural connection while giving two concerts at Budapest Hungarian State Opera House conducting Tchaikovsky and Dvorak. MSC supported this cultural event.



**2008
November**

MSC donated books to Esztergom Central Library.

Supporting the Development of Human Resources in Overseas Manufacturing Companies

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

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

● Companies accepting overseas trainees (fiscal 2008)

Country		Name of Company
South America	Colombia	SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)
Europe	Hungary	MAGYAR SUZUKI CORPORATION
Asia	China	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD.
		JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD.
		JINAN QINGQI SUZUKI MOTORCYCLE CO., LTD.
		CHANGZHOU HAOJUE SUZUKI MOTORCYCLE CO., LTD
		SUZUKI MOTOR R&D CHINA CO., LTD.

Country		Name of Company
Asia	Thailand	THAI SUZUKI MOTOR Co., Ltd. (Thailand)
		SUZUKI MOTOR R&D ASIA CO., LTD.
	Indonesia	P.T. INDOMOBIL SUZUKI INTERNATIONAL
	India	MARUTI SUZUKI INDIA LIMITED
		SUZUKI MOTORCYCLE INDIA PVT. LIMITED
	Pakistan	PAK SUZUKI MOTOR CO., LTD

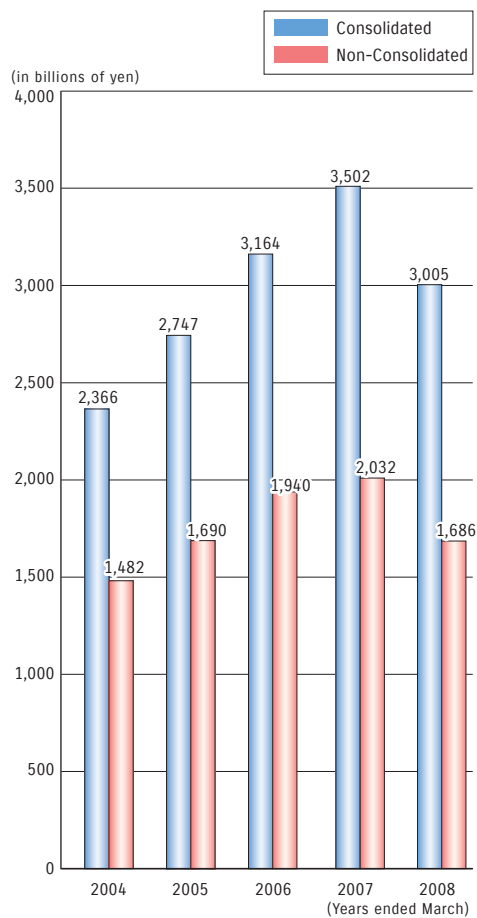
● Number of overseas trainees accepted in fiscal 2008: 345 persons

● Accumulated total number of overseas trainees: 21,657 persons (From 1983 to 2008)

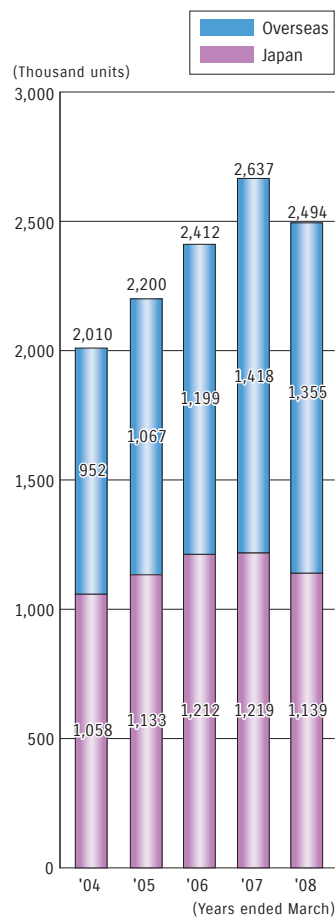
Company Profile

Company Name	SUZUKI MOTOR CORPORATION
Establishment	March 1920
Capital	¥120,210,280,000 (As of March 31, 2009)
Representative	Osamu Suzuki, Chairman & CEO (CEO & COO)
Number of employees	14,266 persons (As of March 31, 2009)

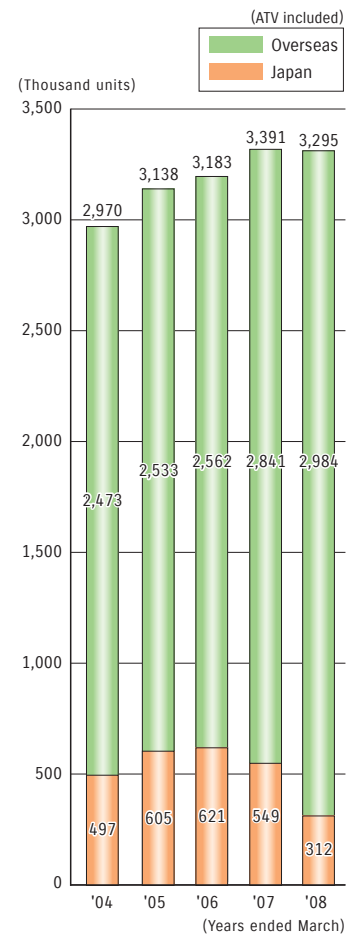
◆ Net sales



◆ Automobile Production



◆ Motorcycle Production



*Production in Japan: CBU+complete knocked-down (CKD) units.
*Overseas production: line-off units at overseas plants.