SUZUKI ENVIRONMENTAL & SOCIAL REPORT 2010

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

SUZUKI

By clicking on each item, you can go to the relevant page.

ENVIRONMENTAL & SOCIAL REPORT 2010

contents

- The period covered by this report is the fiscal 2009 (from April 1, 2009 through March 31, 2010), and this report also contains descriptions on some activities taking place before or after that time period.
- This report covers information about not only Suzuki Motor Corporation, but also Suzuki Group companies. (Unless "related companies", "dealers", or "overseas" is indicated in each description, the information is related to Suzuki Motor Corporation.)
- This report was created in accordance with "Environmental Report Guidelines 2007" by Ministry of the 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.

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 every field 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 and fairness. 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 2009 are divided into main 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

CEO & COO

Corporate Philosophy and CSR

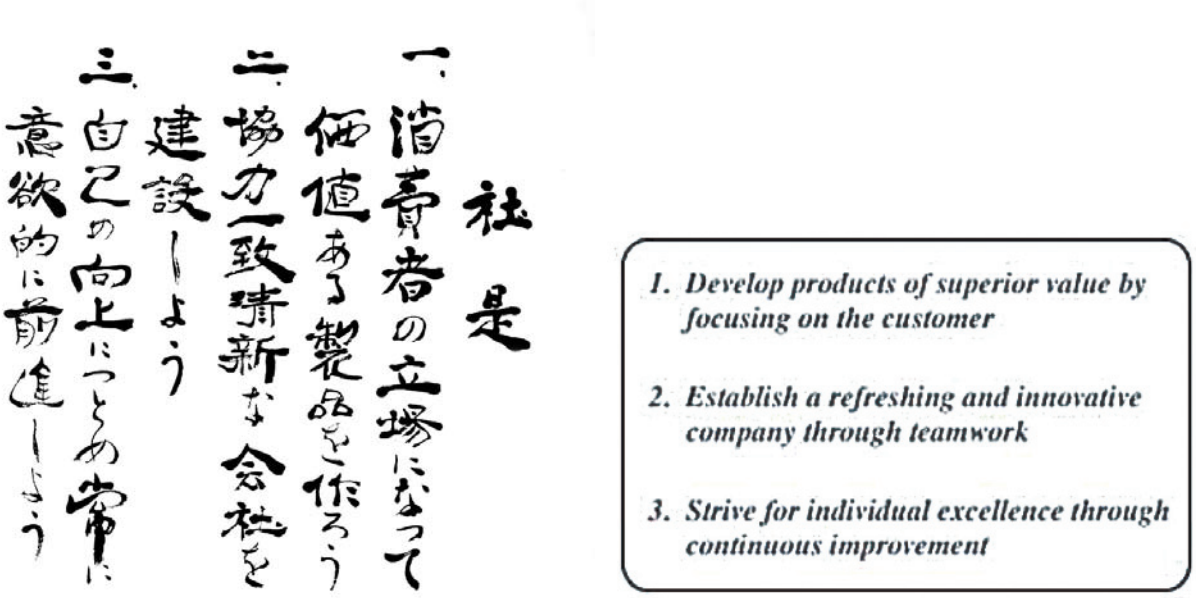
[Corporate Social Responsibility]

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 the basic policy on CSR of Suzuki.

CSR Policy

01 Suzuki's basic policy of CSR

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



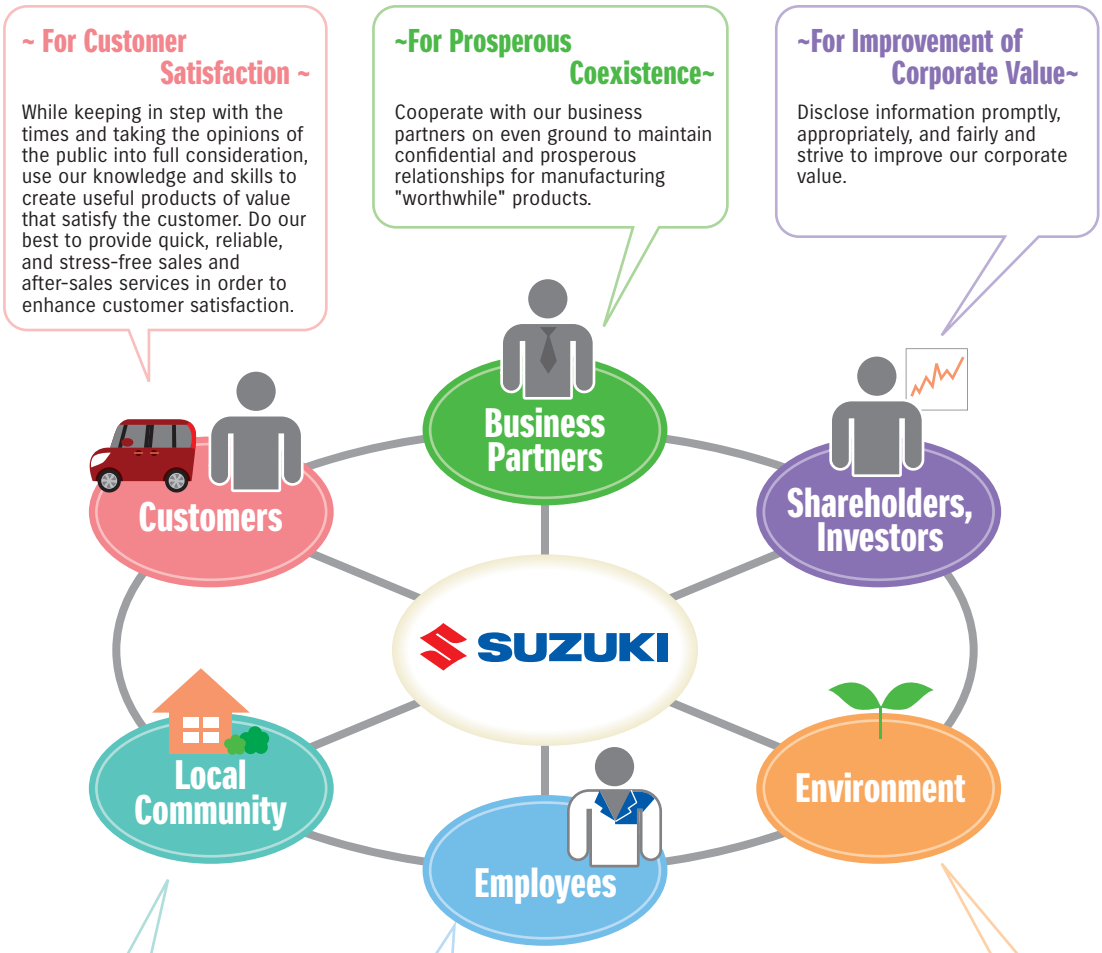
Suzuki Activity Charter

1. Develop and provide truly useful products and services by taking 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 without yielding to anti-social groups or organizations that are a menace to society.
4. Fully disclose accurate and fair information to the public and keep 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.

Policy for Stakeholders

01 Philosophy regarding individual stakeholders

This section describes our policy regarding individual stakeholders.



CSR Management System

01 Strengthening Corporate Governance

Through fair and efficient corporate activities, 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.

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.

①Directors and Board of Directors Meeting

For the purpose of enabling the agile corporate management and operations and clarifying the individual responsibilities, we have reduced the number of board members and introduced a new executive system (Senior Managing Officer and Managing Executive). In that system, each board member, except Chairman & CEO (and President & COO), also works as a Senior Managing Officer, the center of operation, as well as Executive / Deputy Executive General Manager of each division or other functional unit to allow for discussion based on site information at board meetings for making proper decisions in line with actual situations of each department. Also, to promptly carry out the decisions made at the board meetings without sectionalism throughout the company, we have established a system which promotes cross-sectional review and problem solving. In order to clarify managerial accountability for individual directors and flexibly respond to the changing business environment, the term of each director is set to one year.

②Corporate Auditors and Auditors Meeting

We employ the auditing system. There are five auditors, consisting of 2 internal and 3 external auditors, to enhance our auditing function.

One of the external auditors has been reported to Tokyo Stock Exchange according to its regulations as an independent executive officer.

Also, in addition to the internal auditing department, a department to audit associated companies has been established. Thus, audits are conducted from three different angles concerning compliance with laws, internal control and management efficiency in conjunction with the accounting auditors. They always exchange information to strengthen their mutual collaboration.

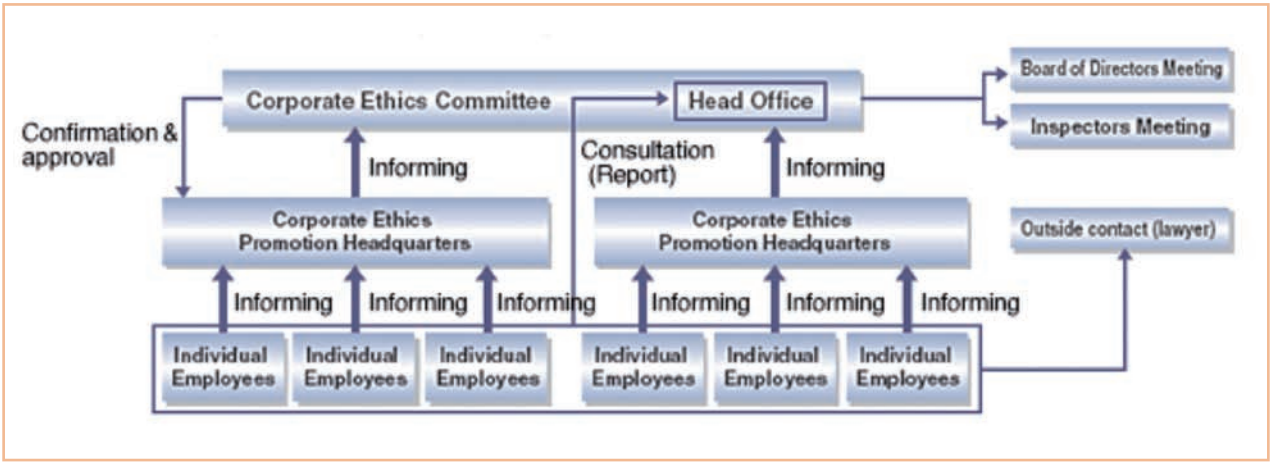
③Compliance (Corporate Ethics) System

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.

Suzuki Rules of Corporate Ethics” Standards of Behavior

- Suzuki’s directors and employees, etc. shall recognize social responsibility of the Company and soundly manage their business in good faith.
- Suzuki’s directors and employees, etc. shall comply with related regulations, guidelines and fair rules in performing their duties.
- Suzuki’s directors 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 directors 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 directors and employees, etc. shall strictly protect confidentiality of the Company’s information, unless it has been officially disclosed outside the Company. Also, they shall take meticulous care for handling personal information.
- Suzuki’s directors and employees, etc. shall take a firm position against antisocial groups, organizations, etc. and shall not have any relation with them.
- Suzuki’s directors 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 directors and employees, etc. shall act cautiously, recognizing that crises 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 prevent 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 facts or suspected facts 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

Crisis 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 for the company 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 “Crisis Management Head Office” 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 risk occurred and gives instructions to the appropriate departments and divisions which are then able to communicate with each other to resolve the problem.

Crisis Management Procedures Chart

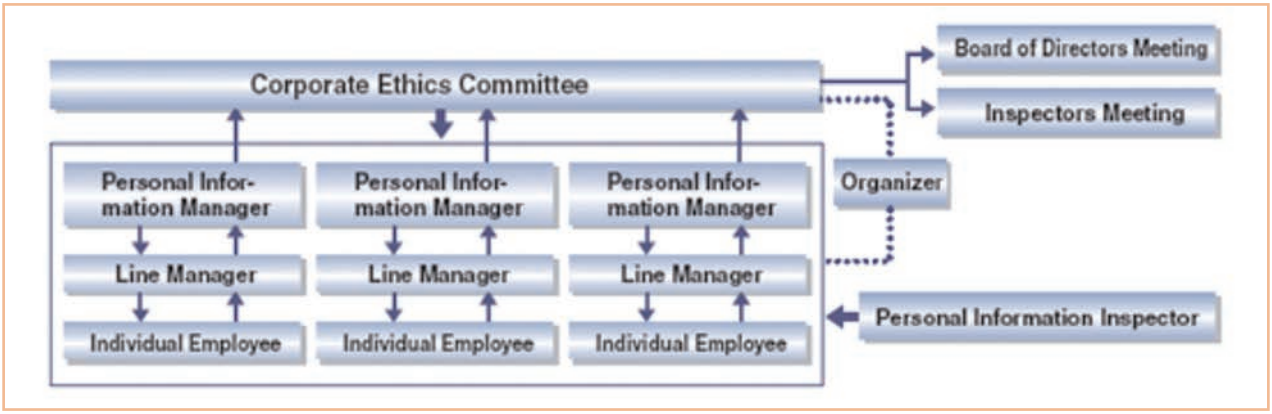
03 Protecting Personal Information

We fully recognize that personal information (information regarding our customers, business partners, shareholders, investors, 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)" is prepared 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 management 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. at each distributor, to familiarize everyone in regard to the protection of personal information. In the future, the Suzuki Group will continue to reexamine and improve the personal information protection system.

Personal Information Protection System



For the details on the handling of personal information, refer to the following website.
(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 existense.
This section introduces our environmentally related activities.

Environmentally-Friendly Business Management

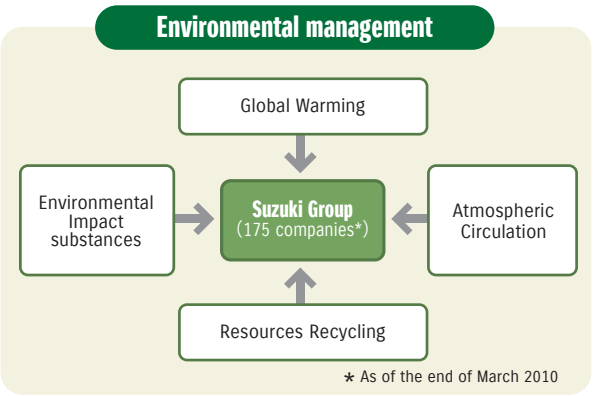
Acknowledging that environmental conservation activities should be regarded as one of the most important challenges in corporate management, Suzuki is promoting global environmental efforts with its group companies.

Suzuki's Efforts Regarding the Environment

Environmenal 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 comprehensive.

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.

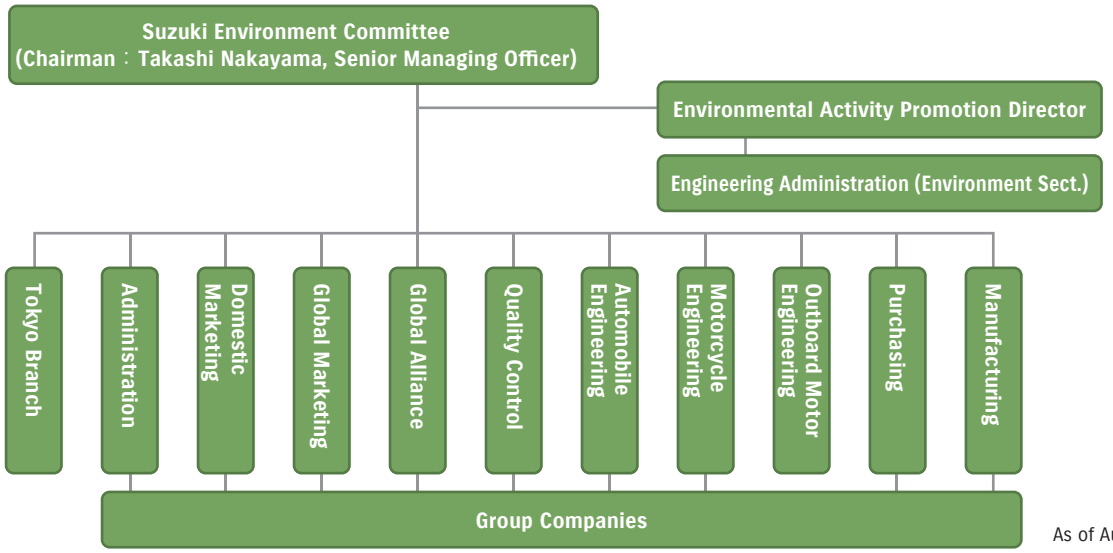
02 Promoting Environmental Organization Activities

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.

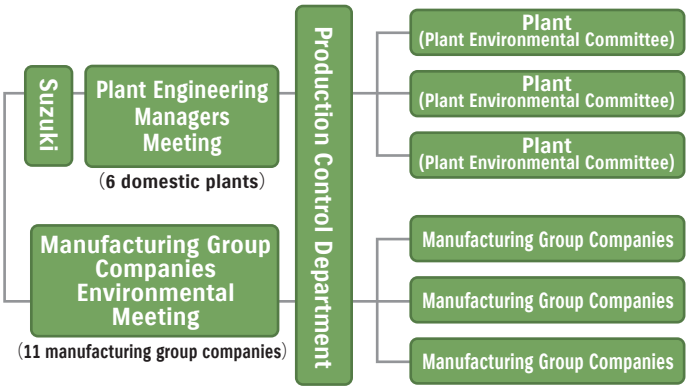
Environmental Organizational Chart of the Suzuki group



As of August 2010

Environment Conference

To improve the environmental management of our plants, a plant engineering managers 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. In addition, an environmental meeting of manufacturing group companies is also held once every two months to enhance the coalition among the Suzuki group companies for environmental activities.

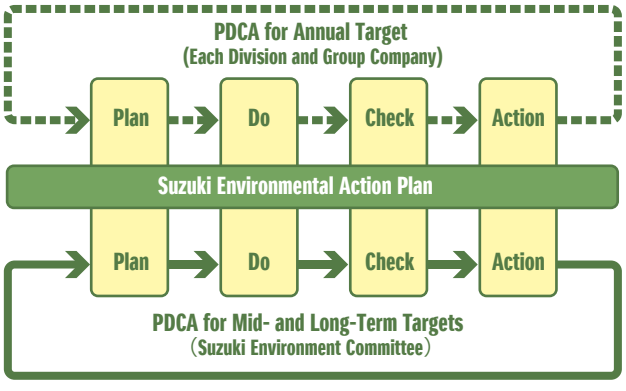


Suzuki Environmental Action Plan

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 2009		Fiscal 2010
			Goals	Results	Goals
Environmentally-Friendly Business Management	Environmental Management	Introduction of Environmental Management System	Obtain ISO 14001 at an increasing number of overseas manufacturing companies.	No overseas manufacturing company acquired ISO14001.	Promote the Suzuki Environmental Management.
Environmentally-Friendly Products Development	Global Warming	Fuel Efficiency Improvement	【Automobiles】 ・Expanded the range of target vehicles for Eco-Car Tax Reduction ・Promote improvement of fuel efficiency, considering the 2015 fuel efficiency targets.	Increased the number of vehicles for Eco-Car Tax Reduction to 341,192 units (55.9% of automobiles). Achieved the 2015 fuel efficiency target with some models of Wagon R, LAPIN, and ALTO. Increased the average fuel efficiency of domestic models from 19.4km/L to 20.8 km/L in fiscal 2009.	Achieve the 2010 fuel efficiency standard with credits.
			【Motorcycles】 Further promote improvement of fuel efficiency.	Increased the fuel efficiency by 8% with GLADIUS 400, compared to the base model.	Further improvement of fuel efficiency by reducing friction and optimizing fuel and ignition timing control.
			【Outboard Engines】 Further improve the fuel efficiency by 10% through adoption of a new engine design.	Increased the fuel efficiency by 29% from conventional models by developing the new DF60.	Further improve the fuel efficiency by 10% through adoption of a new engine design.
		Development of next-generation vehicles	Promote development of next-generation vehicles.	Developed SWIFT Range Extender. (Obtained the type approval in May 2010.)	Promote development of next-generation vehicles.
	Atmospheric Environment	Exhaust gas regulation	【Automobiles】 Further promote the use of 4-star certified vehicles under the newly extended standards. Promote early response to JC08・OBD*1 Ⅱ	The newly extended 4-star certified vehicles increased to 405,572 units (66.5% of automobiles), up 9.6% from the previous year.	Increase the number of low-emission vehicles. Introduce 4-star certified mini turbo vehicles.
			【Motorcycles】 Make new models conform to European Regulations and 2006 and 2007 Domestic Standards.	Conformed to the 2007 Domestic Standard with GLADIUS 400. (∗For the European Regulations, there was no newly applicable model due to the change of product plan.)	Expand the range of target vehicles for emission control in Asian countries (Thailand, China, and India).
			【Outboard Engines】 Promote compliance with each country's emission control regulations. Make special efforts for EPA*2 secondary control, for which the final conformance deadline is 2013.	Conformed to EPA2 (emission and EVAP).	Promote compliance with each country's emission control regulations, with special efforts for EPA secondary control, which final conformance deadline is 2013.

∗1 OBD : On-Board Diagnostic system
∗2 EPA : United States Environmental Protection Agency

			Fiscal 2009		Fiscal 2010
			Goals	Results	Goals
Environmentally-Friendly Products Development	Environmental Impact substances	Control and Reduction of Environmental Impact substances	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).	Reduced four kinds of environmental impact substances in models produced in India.	Continuously promote global efforts to disuse environmental impact substances(excluding some exempted parts).
		Interior VOC*3 (volatile organic compounds) Reduction	Meet the JAMA's voluntary target of interior VOC value for all new domestic models.	Achieved the target with KIZASHI and New ALTO.	Meet the JAMA's voluntary target of interior VOC value for all new domestic models.
		Compliance with European chemicals legislation REACH	Conduct the formal registration and promote reduction of SVHC.	Collected SVHC data.	Further promote reduction of SVHC.
Environmentally-Friendly Manufacturing	Global Warming	CO_2 emission	Further promote reduction of CO_2 emission from plants.	Reduced the CO_2 emission from domestic manufacturing plants by 20% (59,000 tons) from the previous year.	Further promote reduction of CO_2 emission from plants.
	Recycling of Resources	Landfill waste	Maintain the zero-level landfill waste.	Continuously 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 51.1 g/m^2 (by cutting 10.9 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*4 Target Substances	Promote reduction of PRTR target substances.	Reduced by 77% from fiscal 1999.	Promote reduction of PRTR target substances.
Environmentally-Friendly Distribution	Recycling of Resources	Reduction of Packaging Materials	Reduce the amount of packaging materials to be used.	Reduced the amount of corrugated boards by approx. 248 tons with the increased use of returnable containers.	Reduce the amount of packaging materials to be used.
			Promote recycling	Recycled approx. 29 tons of used corrugated boards into buffer materials.	Promote recycling
Environmentally-Friendly Marketing	Recycling of Resources	Recovery and Recycle of Used Bumper	Increase the recovery amount of bumper.	Increased the recovery amount of bumper by 33 % from the previous year.	Further increase the amount of collected bumbper materials.
		Compliance with Japan's End-of-Life Vehicle Recycling Law	Promote efforts to achieve 2015 ASR recycling rate target of 70% or more and reduce cost.	Achieved the ASR*5 recycling rate of 79.4 % (continuously achieving the 2015 legal target of 70% since fiscal 2008).	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	Further promote compliance with overseas end-of-life vehicle recycling regulations.	Established the ELV*6 recovery network in 25 countries out of 27 European countries. Promoting establishment of the ELV disposal system suitable for individual infrastructures in the remaining two countries	Further promote compliance with overseas end-of-life vehicle recycling regulations.
		Promotion of Voluntary Motorcycle Recycling Efforts	Further promote the voluntary recycling effots.	In fiscal 2009, 441 units of vehicles were recycled by Suzuki (112.5% compared to the previous year).	Further promote the voluntary recycling effots.
Environmentally-Friendly Offices	Recycling of Resources	Promotion of paper 3R	Further promote the in-office 3-R activities.	Reduced the amount of paper used by 60% from the previous year. Recycled 849 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 2.7% in fiscal 2009 from the previous year.	Further promote energy saving and improvement activities.
		Introduction of Low-Emission Vehicles for In-House Use	Increase the low-emission vehicle utilization ratio to 85%.	Achieved 82% of low-emission vehicle utilization ratio.	Increase the low-emission vehicle utilization ratio to 85%.

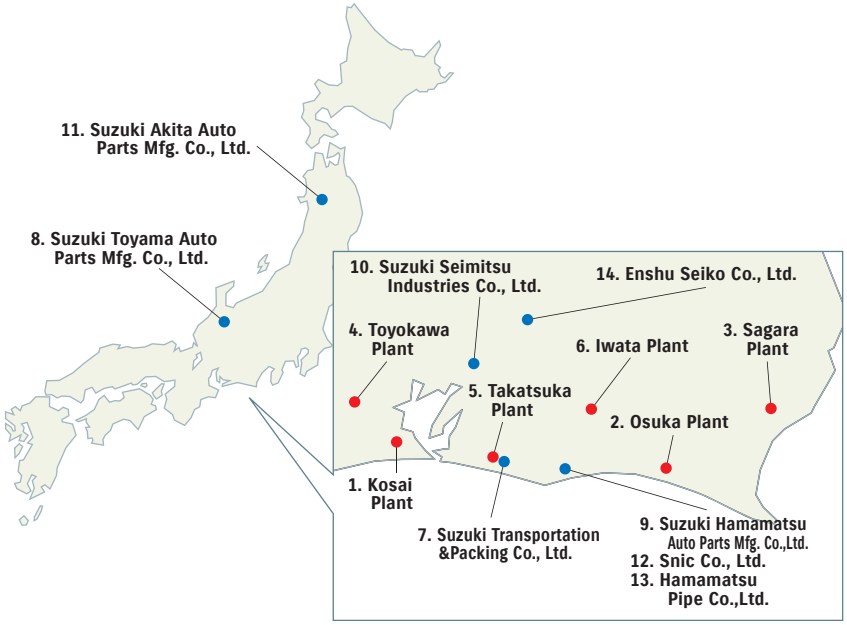
*3 VOC : Volatile Organic Compounds
*4 PRTR : Pollutant Release and Transfer Register
*5 ASR : Automobile Shredder Residue
*6 ELV : End of Life Vehicles

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.



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● [Domestic Six Plants]

	Plant´s name	ISO acquisition month
1	Kosai Plant	Jul-98
2	Osuka Plant	Sep-99
3	Sagara Plant	Sep-99
4	Toyokawa Plant	Dec-00
5	Takatsuka Plant	Mar-03
6	Iwata Plant	Mar-03

<Domestic Group Companies>

● [Non-Manufacturing Companies]

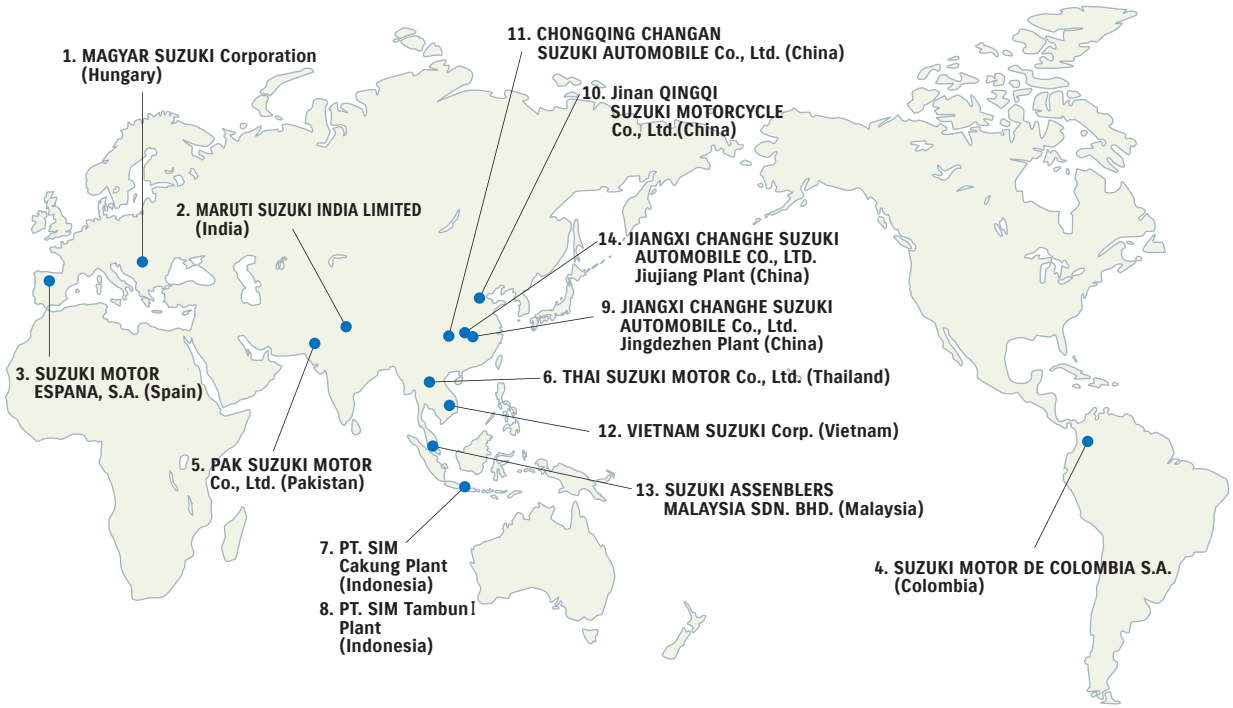
	Plant´s name	ISO acquisition month
7	Suzuki Transportation & Packing Co., Ltd.	Jan-05

● [Manufacturing Companies]

	Plant´s name	ISO acquisition month
8	Suzuki Toyama Auto Parts Mfg. Co., Ltd.	Mar-01
9	Suzuki Hamamatsu Auto Parts Mfg. Co.,Ltd.	Jun-01
10	Suzuki Seimitsu Industries Co., Ltd.	Oct-01
11	Suzuki Akita Auto Parts Mfg. Co., Ltd.	Mar-02
12	Snic Co., Ltd.	Mar-05
13	Hamamatsu Pipe Co.,Ltd.	May-05
14	Enshu Seiko Co., Ltd.	Jul-05

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, 14 overseas manufacturing companies obtained the ISO14001 certificate. Other group companies are also making best efforts to acquire the certificate.



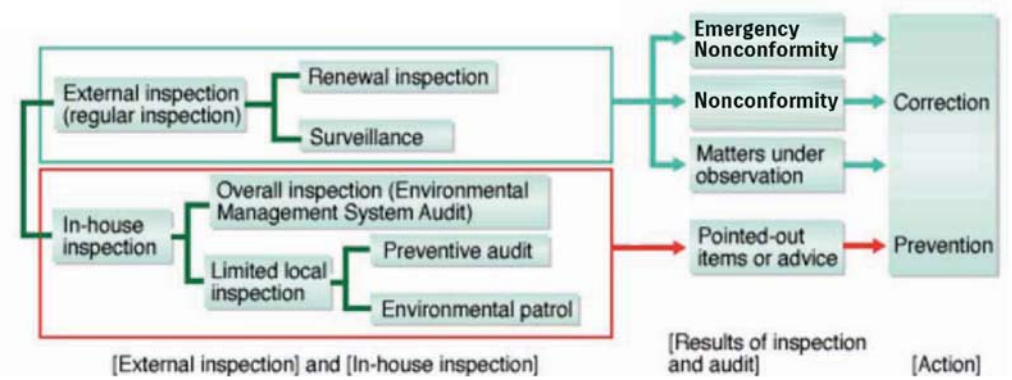
	company's name	ISO acquisition month
1	MAGYAR SUZUKI Corporation (Hungary)	Apr-98
2	MARUTI SUZUKI INDIA LIMITED (India)	Dec-99
3	SUZUKI MOTOR ESPANA, S.A. (Spain)	Feb-00
4	SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)	Dec-03
5	PAK SUZUKI MOTOR Co., Ltd. (Pakistan)	Aug-05
6	THAI SUZUKI MOTOR Co., Ltd. (Thailand)	Aug-05
7	PT.SIM Cakung Plant (Indonesia)	Apr-06
8	PT. SIM Tambun I Plant (Indonesia)	Aug-08

	company's name	ISO acquisition month
9	JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. Jingdezhen Plant (China)	Dec-03
10	Jinan QINGQI SUZUKI MOTORCYCLE Co., Ltd. (China)	Aug-04
11	CHONGQING CHANGAN SUZUKI AUTOMOBILE Co., Ltd. (China)	Nov-04
12	VIETNAM SUZUKI Corp. (Vietnam)	Mar-05
13	SUZUKI ASSENBLERS MALAYSIA SDN. BHD.(Malaysia)	Oct-06
14	JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. Jiujiang Plant (China)	Dec-06

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 2009, renewal audit at one plant and surveillance at five plants were conducted, resulting in 7 items of nonconformity*1 to ISO14001 requirements at the six plants. We immediately investigated the causes and took corrective actions and preventive measures. Also, there were 22 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 2009, 14 items were pointed out, and 56 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 2009, 5 items were pointed out, and 15 items were advised, 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 2009, 133 times of emergency drills (including 17 times of night drills) were conducted at domestic plants.

These drills were also held at our overseas plants.

04 Environment-Related Incidents and Court Cases

Environmental Incidents, etc.

- At Takatsuka Plant, it was revealed that the arsenic level exceeded the upper limit of environmental quality standard for groundwater at the final discharge outlet. This was caused by natural arsenic contained in the pumped groundwater. Therefore, the requirement of the effluent standard has been satisfied through adjustment of the amount of groundwater pumped.
- Iwata Plant drew a complaint about odor. To solve the problem, additional exhaust filter chambers and odor eliminating systems were installed.
- According to the asbestos investigation conducted in fiscal 2009, it was found that asbestos was contained in a four-wheel buggy (LT80) imported from abroad, its service part (gasket), and another service part for a motorcycle once imported to Japan and re-exported to an overseas agent.
  We will take all necessary measures to prevent reoccurrence of it by giving proper instructions to related departments about the relevant regulations and procedures.

05 Environmental Accounting

Cost of Environmental Conservation

(Unit: ¥100,000,000)

Classification	Contents		Change		2010 (Mar.)		
			Fiscal 2008	Fiscal 2009	Invest-ment	Expenses	Total
Business Area Costs:	Pollution Prevention	For preventing air pollution, water contamination, etc.	4.4	10.0	0.3	4.2	4.5
	Environmental Conservation	For preventing global warming, ozone layer depletion, etc.	3.4	5.3	0.1	4.5	4.6
	Recycling of Resources	For effective use of resources, recycling or proper disposal of waste materials, etc.	9.9	14.5	0.6	7.2	7.8
	Total		17.7	29.8	1.0	15.9	16.9
Upstream/ Downstream Costs:	For recovery, recycling or proper disposal of rejected parts (bumpers, etc), containers, and packaging materials, etc.		0.3	0.3	–	0.1	0.1
Managerial Costs:	For conducting employee training, establishing and operating environmental management system, monitoring and measuring environmental impact, etc.		4.3	4.2	–	3.2	3.2
Research and Development Costs:	For promoting research and development activities to reduce environmental impact, etc.		382.0	468.0	5.0	402.8	407.8
Social Activities Costs:	For promoting nature protection, tree-planting campaign, relationship with local community, publication of environmental information, etc.		2.7	2.6	–	2.0	2.0
Environmental Damage Costs:	For recovering soil, nature, etc.		0.1	0.1	–	0.2	0.2
Total			407.1	505.0	6.0	424.2	430.2

Effectiveness of Environmental Conservation

(Unit: ¥100,000,000)

Item		Fiscal 2008	Fiscal 2009	2010 (Mar.)
Economical Effect	Energy Cost Reduction	1.1	1.3	1.8
	Waste Management Cost Reduction	0.04	0.2	0.2
	Resource Saving (including recycle and valuable resource disposal)	72.9	63.8	32.1
	Total	74.0	65.3	34.1

(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

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

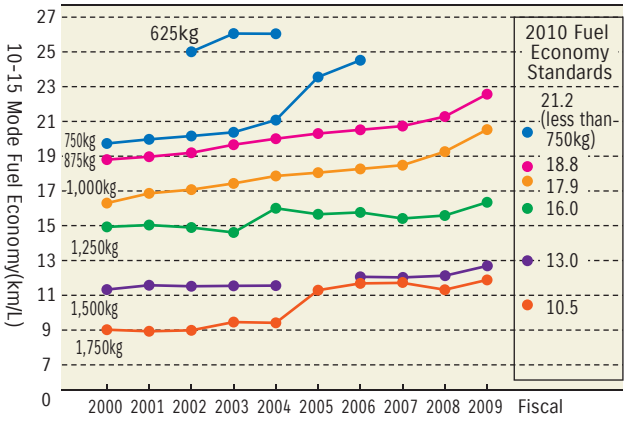
■Improvement of Fuel Efficiency

(1) Trends in Average Fuel Efficiency by Weight Class

In fiscal 2009, fuel efficiency was greatly improved in all weight categories, so that Suzuki vehicles in four out of five weight categories (except the 1,500-kg category) achieved the 2010 target level of fuel efficiency.

Lighter vehicles tend to allow for better fuel efficiency. Suzuki contributes to improvement of fuel economy for the entire motorized society by providing lightweight 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.)

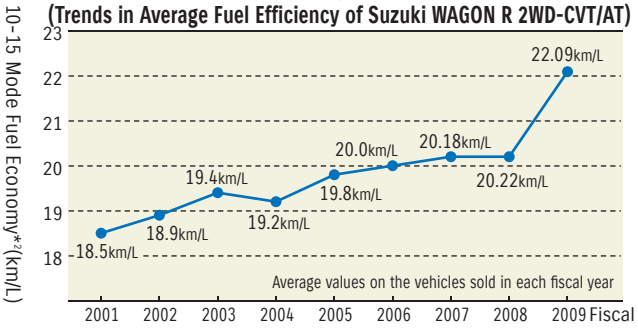


(2) Fuel Efficiency of Representative Models

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. In fiscal 2009, the average fuel efficiency of WAGON R 2WD-CVT/AT was improved by about 9%, compared to the previous year.

*1 Two box type mini vehicles with overall height of 1,550 mm or more (According to Suzuki's survey conducted in Sept. 2009)
*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 Fuel Efficiency of Representative Models of Suzuki
(Trends in Average Fuel Efficiency of Suzuki WAGON R 2WD-CVT/AT)



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

As of the end of March 2010, Suzuki applied the 2010 Fuel Efficiency Target to 17 types and 34 models sold in fiscal 2009.

The volume of shipments of the applied models reached 457,045 units in fiscal 2009, accounting for 74.9% of the total quantity of domestic delivery. The fiscal 2009 shipment of the vehicles for Eco-Car Tax Reduction was 341,192 units.

[Number of Models Achieved "2010 Fuel Efficiency Target" in Fiscal 2009]

Vehicles achieved 2010 target	11 types 19 models
2010 target + 5%	9 types 12 models
2010 target + 10%	5 types 8 models
2010 target + 15%	9 types 10 models
2010 target + 20%	5 types 6 models
2010 target + 25%	5 types 5 models

(4)Efforts for 2015 Fuel Efficiency Target

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

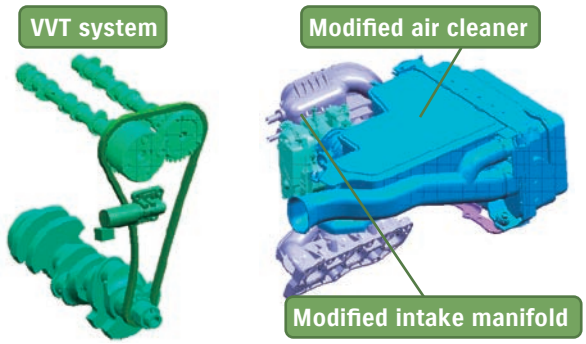
(Some models of Wagon R, LAPIN, and ALTO achieved the 2015 fuel efficiency target.)

Major improvements in fuel efficiency

Fuel Efficiency Improving Technologies

(1) Improvement of Engine Efficiency

In the engine of New ALTO, a VVT (variable valve timing) system is incorporated, which is designed to greatly improve the fuel efficiency by increasing the gas mileage. The VVT system properly adjusts the valve opening and closing timing to make the engine work efficiently. In addition, the intake manifold and air cleaner have been modified to reduce the airflow resistance.



Topics

Adoption of Idling Stop System

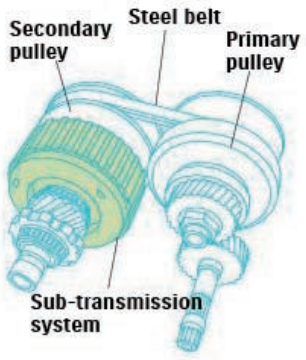
WAGON R FX, which was introduced on the market in August 2010, is equipped with the Idling Stop System. For the purpose of avoiding unnecessary fuel consumption, the system enables the engine to stop automatically at the time of waiting for the traffic light to change. With the use of this system, the lowest fuel consumption of 25.0 km/L among the mini-tall wagon vehicles has been achieved to allow for comfortable eco-driving.

Topics

Idling stop lamp

(2) Installation of CVT (continuously variable transmission) with sub-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-speed transmission newly combined with 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 keeping the conventional advantages of CVT.



(3) Reduction of vehicle weight

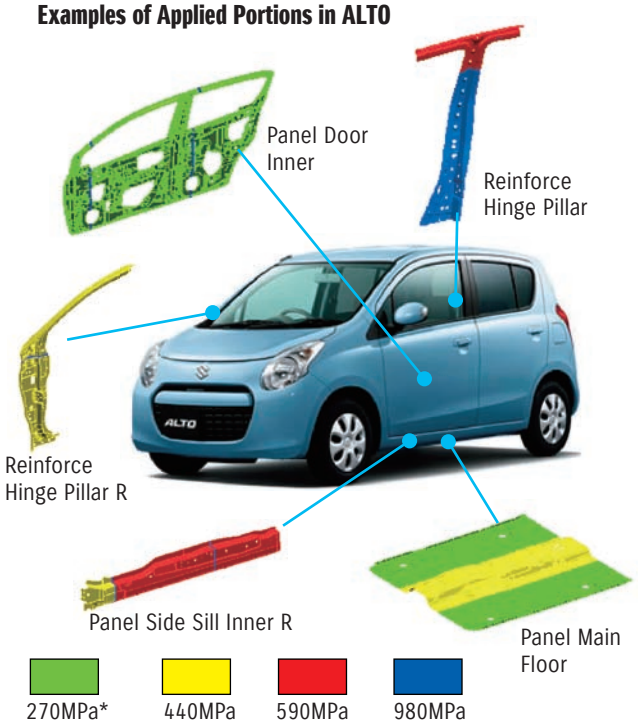
●Utilizing Tailored Blanks

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

With the use of high-tensile steel plate featuring excellent strength in vehicle bodies, Suzuki has reduced the number of reinforcement parts in order to both reduce the entire weight and enhance the body strength. TS:980MPa has been employed in the center pillar of WAGON R introduced on the market in 2003 or later. Also, TS:440MPa has been used in the apron side member of new WAGON R introduced on the market in 2008 and later. Thus, the application range of high-tensile steel plate has been further extended. 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 in ALTO

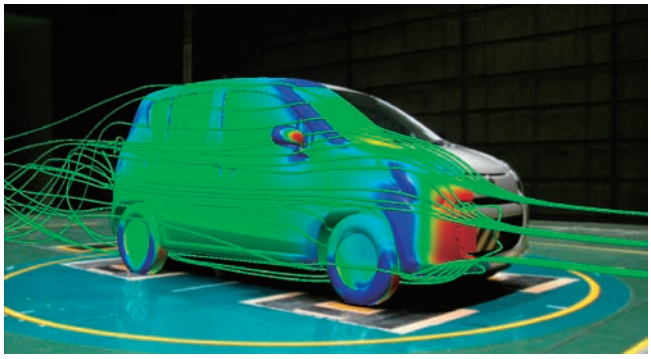


*MPa stands for "Mega Pascal." It indicates the type of strength of high tensile copper plate.

(4) 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 form a body shape that ensures smooth air flow around the vehicle body, which greatly influences the fuel efficiency, running stability and quietness. 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 ALTO, we have reduced air resistance by optimizing the rear end body shape and employing the air dam skirt.

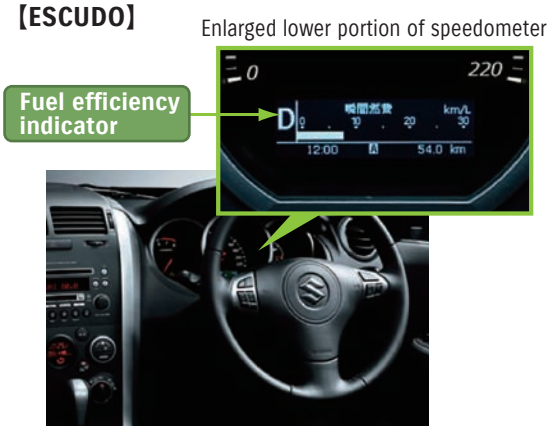


(5) Installation of eco-drive supporting devices

Suzuki has been increasing the number of vehicles equipped with eco-drive supporting devices, such as a fuel consumption indicator. In fiscal 2009, such devices were employed in 11 out of 16 models of vehicles.

【New ALTO】

【ESCUDO】



Topics

Topics

Installation of Eco-Drive Indicator

An eco-drive indicator has been newly incorporated in WAGON R, LAPIN, and PALETTE, all of which were introduced on the market in August 2010, and SWIFT introduced in September. When the instantaneous fuel efficiency and accelerator movement indicates proper driving state for fuel economy, the eco-drive indicator located in the meter panel lights up and stays on, so that the driver can recognize eco-driving at a glance and fuel efficiency can be improved.

Eco-Drive Indicator

Motorcycles

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

Activity for All Models

For the fuel supply system, we were promoting switch-over from the conventional carburetor to FI*1 (an electronically controlled fuel injection) system that enables optimum fuel injection control.

We have already employed the FI system in all models sold domestically and in Europe, and it is now being introduced into the models destined for ASEAN.

*1 FI : Fuel Injection

Example of Applied Product

For GLADIUS 400 introduced on the (domestic) market in December 2009, the FI system (equipped with the atomizing injector), iridium plug, large-capacity ignition coil, and optimized ignition control have been employed, resulting in about 8% improvement*2 of fuel efficiency, compared with the base vehicle (SV400).

*2 Steady speed fuel consumption (during driving at 60 km/h)
The fuel efficiency varies according to the actual conditions (weather, road, vehicle, driving, maintenance, etc).

Outboard Engines

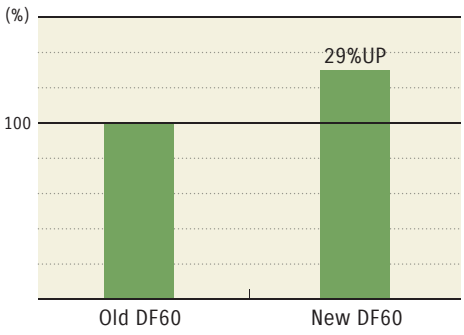
In order to reduce CO_2 emissions, which are connected to global warming, we are constantly working to develop and improve products that offer superior fuel economy.

The new model DF60, which production started in November 2009, offers low-fuel consumption by employing the EPI (Electronic Petrol Injection) system designed for optimum fuel supply to each cylinder and the lean burn control system, which is highly regarded in DF70, DF80, and DF90.

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, DF60 features the smallest size and the lightest weight*1 in its class*2 of competitors' products.

*1 As of November 2009
*2 44.1kW(60ps)class

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



02 Clean Exhaust Gas

Automobiles

Compliance with domestic emission control regulations

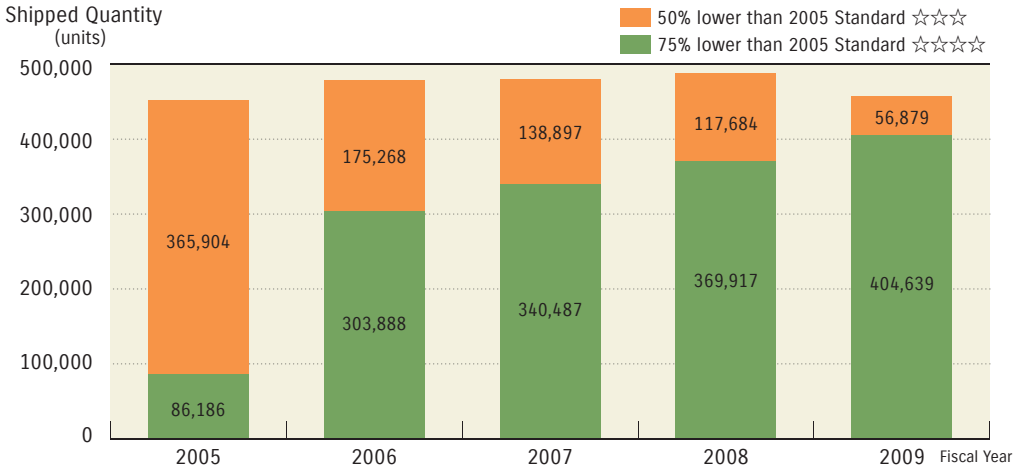
At Suzuki, all of new vehicles are designed to meet the 2005 exhaust emissions standards (new long-term standards). Among vehicles introduced on the market in fiscal 2009, we increased the numbers of types and models that were certified as ☆☆☆☆ low-emission vehicles to 11 types and 19 models as of the end of March 2010.

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

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.

Compliance with overseas emission control regulations

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

Exhaust Gas Reduction Technology

As to the new long-term Japanese regulations, we promote early response to JC08/OBDII.

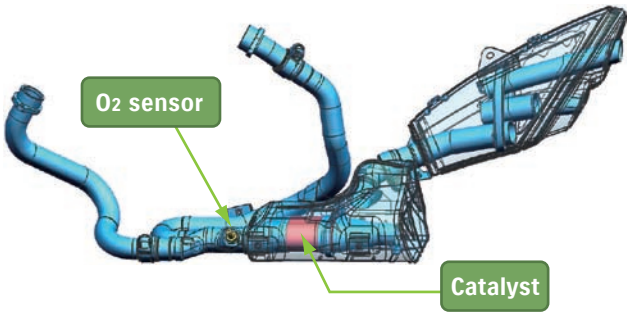
Motorcycles

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. Also, we are making efforts to conform to the emission regulations in Asian countries, such as India, China and Thailand.

Example of Applied Product

For GLADIUS 400, which was introduced on the domestic market in December 2009, the fuel supply system has been changed from the conventional carburetor system to the FI system equipped with the atomizing injector. In combination with the O_2 sensor, which detects the oxygen concentration in exhaust gas, it boosts performance of the catalyst installed in the muffler and reduces the emission gas. With that improvement, the vehicle satisfies the requirements of the 2007 domestic emission standards.



Future Technology

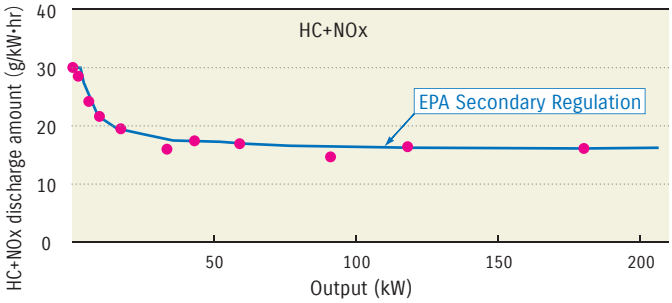
Not only in Japan, Europe and North America, but also in ASEAN-member countries, we are promoting efforts to use the FI (electronically controlled fuel injection) device, which enables fine control of fuel supply.

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.

Outboard Engines

Suzuki outboard engines satisfy the requirements of the 2008 emission regulation values set by California Air Resources Board (CARB), the secondary regulation values set by the U.S. Environmental Protection Agency (EPA), and the 2010 marine engine emission voluntary regulation values by Japan Boating Industry Association.

Secondary EPA Regulation Values and Suzuki Model's Emission Values



Topics

Topics

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 Vehicles (75% lower than 2005 Emission Standard)	Tonnage tax and Acquisition tax 75% cut
2010 Fuel Efficiency Standard + 15% and ☆☆☆☆Low-Emission Vehicles (75% lower than 2005 Emission Standard)	Tonnage tax and Acquisition tax 50% cut

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

03 Development of Next-Generation Fuel-Cell Cars and Motorcycles

Automobiles

Alcohol-Fueled Type Vehicles

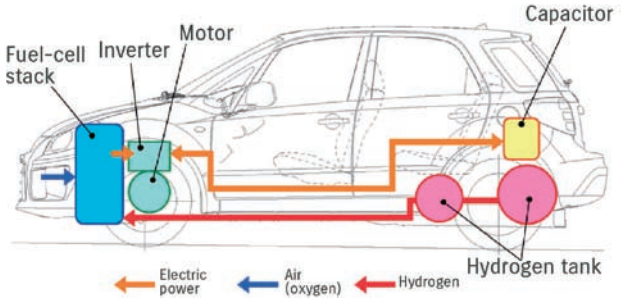
We have developed bioethanol-based vehicles using the fuel (E25) containing 25% bioethanol, and are selling them as Grand Vitara, SX4 and JIMNY in Brazil.

GRAND VITARA

Fuel Cell Electric Vehicles

Suzuki is developing 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. Moreover, 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 2008 and at The 41st Tokyo Motor Show in November 2009. As of the end of March 2010, we are working for a national project called JHFC (Japan Hydrogen & Fuel Cell Demonstration Project) promoted by Ministry of Economy, Trade and Industry. 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)



Motorcycles

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 clean energy.

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

In February 2010, Suzuki started verification tests on the BURGMAN Fuel Cell Scooter on the campus of Loughborough University (U.K) in cooperation with Intelligent Energy (U.K). Through the verification test, we are collecting various kinds of data to be used for practical use of fuel-cell driven motorcycles.

Moreover, by using this electric system, we are advancing the development of not only fuel-cell motorcycles, but also electrically driven motorcycles

Ceremony for verification test
(Sir Dennis Rooke Building, Loughborough University)

Hydrogen being charged

Topics

Topics

●Development of SWIFT Range Extender*

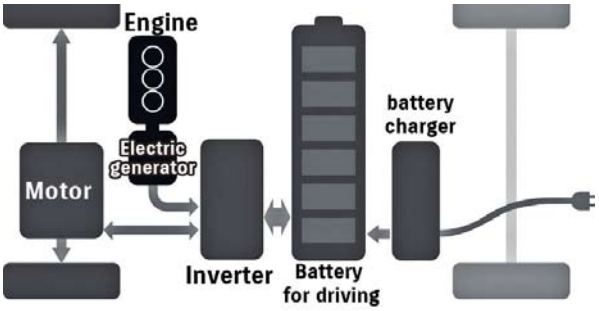
At the 41st Tokyo Motor Show in 2009, we unveiled SWIFT Range Extender, and obtained the type approval in May 2010.

The SWIFT Range Extender is an EV-based compact passenger car equipped with a power generation engine. It can run about 15 km on battery, and when the battery starts to run out, the compact engine installed in the vehicle generates the power for further driving.

In the autumn of 2010, we plan to conduct verification tests at dealers throughout the nation and also conduct a joint experiment with the municipal government of Hamamatsu to collect data for further development for full-scale production.

SWIFT Range Extender

Basic concept of SWIFT Range Extender



* Rang Extender : A device to extend the running distance

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

Reducing

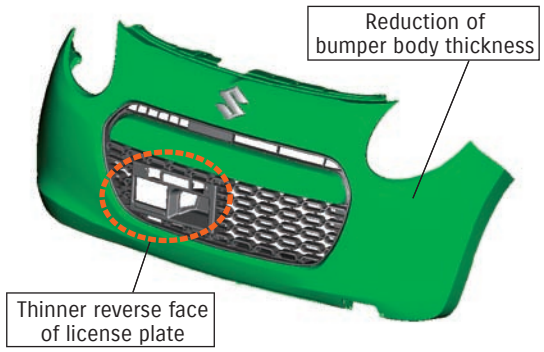
Among 3Rs*, the first priority should be “Reducing (emission reduction)”.

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

For example, the front bumper of ALTO has been slimmed through reduction of the wall thickness of bumper and license plate.

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

Efforts for Reducing
(Example: Front bumper of ALTO)



Recycling

①Recyclable Design (Automobiles)

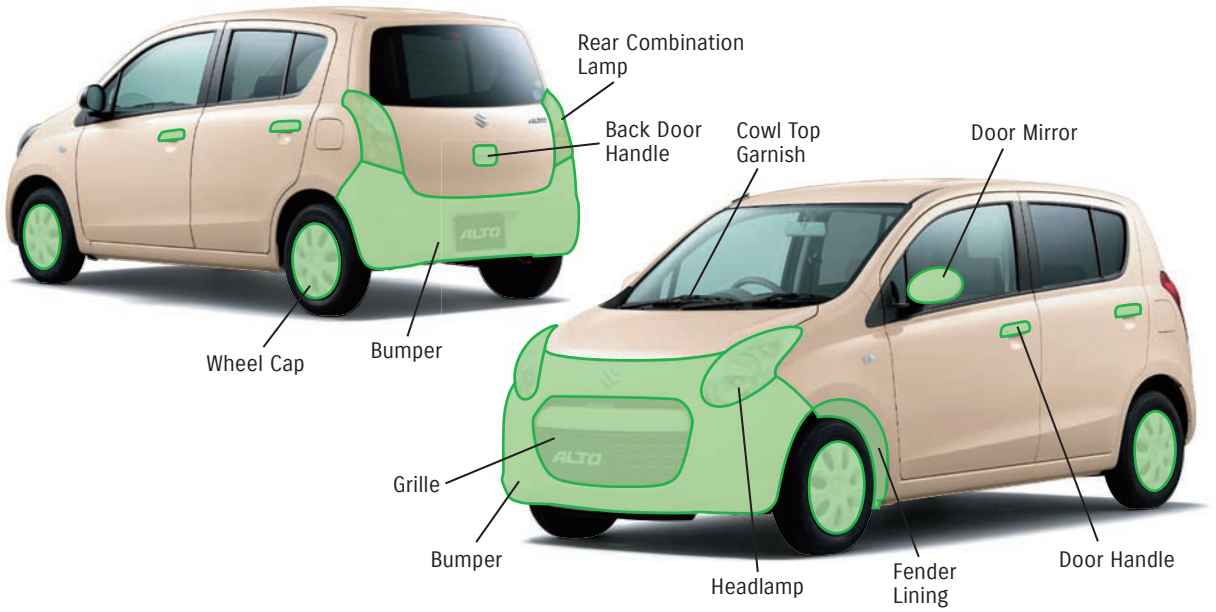
Recyclable vehicle design is an important factor to allow for easy recycling of end-of-life cars. To produce environmentally-friendly vehicles, Suzuki uses easy-to-recycle materials in exterior and interior resinous parts.

Use of Easily Recyclable Resinous Materials

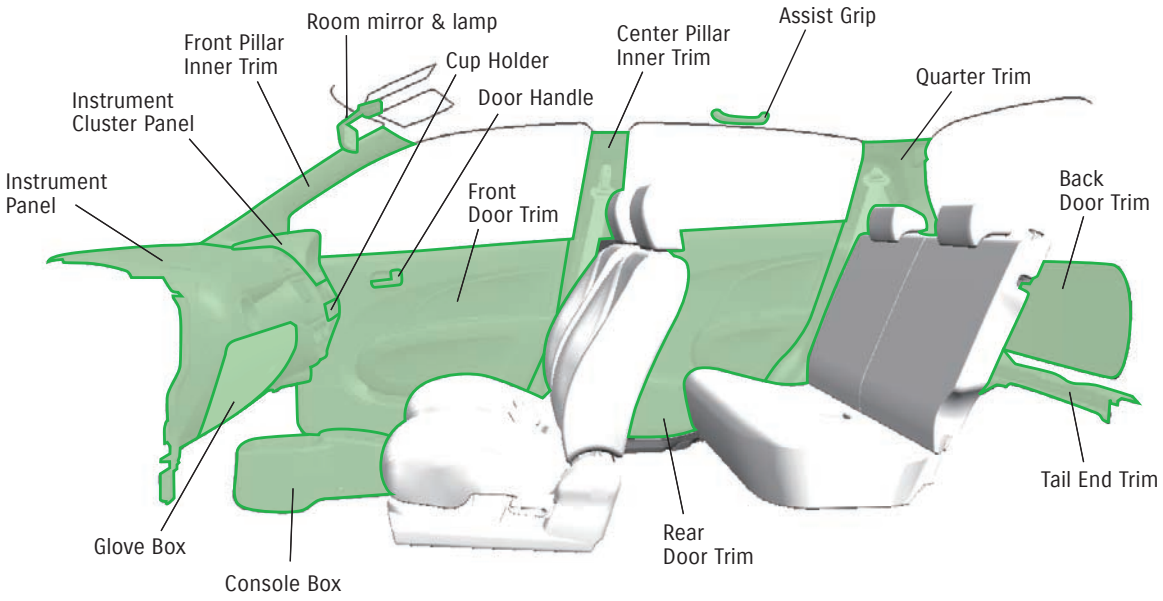
Plastic is roughly divided into two types: “Thermoset resin”*1 and “Thermoplastic resin”*2.

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

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



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



部品名

Room mirror & lamp	Housing
	Stay
	Lens
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 material will not soften or melt after being hardened by heat or pressure. It is like a biscuit or ceramic.

*2 Thermoplastic resin:
Even after being formed, this type of resin material 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.

②Recycllable Design (Motorcycles)

●Use of Colored Resin Materials and Recyclable Materials

The increased use of PP material coloring resin, which eliminates the need for separating the paint from the base material during recycling, facilitates the recycling process. Also, we partially employ recyclable PP material coloring resin in battery lid, etc.

For SFV400 and 650, the area where the PP material coloring resin is applied has been increased by about 25%, compared to SV650, and the parts applied by it include frame cover, headlamp cover, and radiator shroud.

For GSF650S, the PP material coloring resin is now applied to the conventionally painted parts, such as side cowling, inner cowling, meter panel, and change box, resulting in the increase of the applied area by about 20%, compared to conventional models.

SFV400/650

GSF650S

●Ease of disassembling

For SFV400/650 and GSF650S, clips are very frequently used during assembling of exterior trim parts, enabling easy disassembly of the exterior parts without using any special tool.

05 Managing and Reducing Environmental Impact

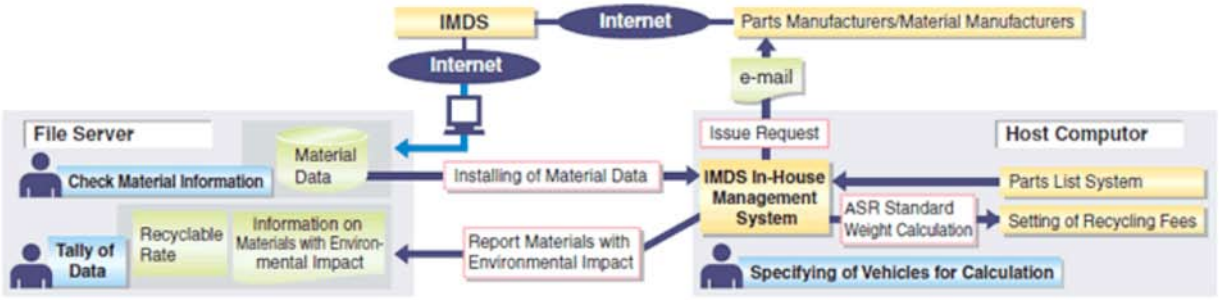
Managing Materials with Environmental Impact

In 2003 we introduced IMDS*1, 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*3) specified in the European regulation (REACH*2).

In fiscal 2009, we identified 14 types of automobiles and motorcycles in total to be in compliance with the environmental impact substances-related laws and regulations.

*1 International Material Data System
*2 REACH : Registration Evaluation Authorization and Restriction of Chemicals
*3 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.

In fiscal 2009, we succeeded in practical use of a new non-chrome antirust treatment technique, which we had been developing for further reduction of environmental burdens, and employed it in manufacturing of some parts of WAGON R, ALTO and PALETTE.

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 many countries, various environmental impact substances-related regulations have been tightened, such as REACH which became effective in June 2007 to control chemical substances in Europe. Under such a circumstance, Suzuki carried out hexavalent chrome reduction activities in Asian countries, including India and Taiwan, in fiscal 2009.

Non-chrome galvanized bolt

Developing of Lead-Free Soldering

We are developing a technology for replacing the lead-containing solder 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 all new domestic models after the new MR WAGON released in January 2006, we have successfully achieved lower interior VOC concentration levels than the target set by the Ministry of Health, Labor and Welfare, which is deemed as the automobile industry´s voluntary goal*. We intend to further reduce the VOC value for all models to be sold in Japan.

Examples of 2009 Models That Achieved Lower Interior VOC Levels than the Target


New ALTO


PALETTE SW


KIZASHI

* 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.

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 air conditioner refrigerant (HFC-134a) that is one of the factors causing global warming, we have optimized the design of air conditioning systems, and at the same time, are making efforts for downsizing the heat exchanger and introducing a sub-cooling system. The air conditioner system of the refrigerant saving type is adopted in all models by domestic production car, and also in oversea production vehicles sequentially.

●Use of Alternative Refrigerant

We are now conducting research and development of a next-generation air-conditioning system using an environmentally friendly refrigerant that can replace the current air conditioner refrigerant (HFC134a) to minimize the effects of global warming.

06 Reducing Noise

Automobiles

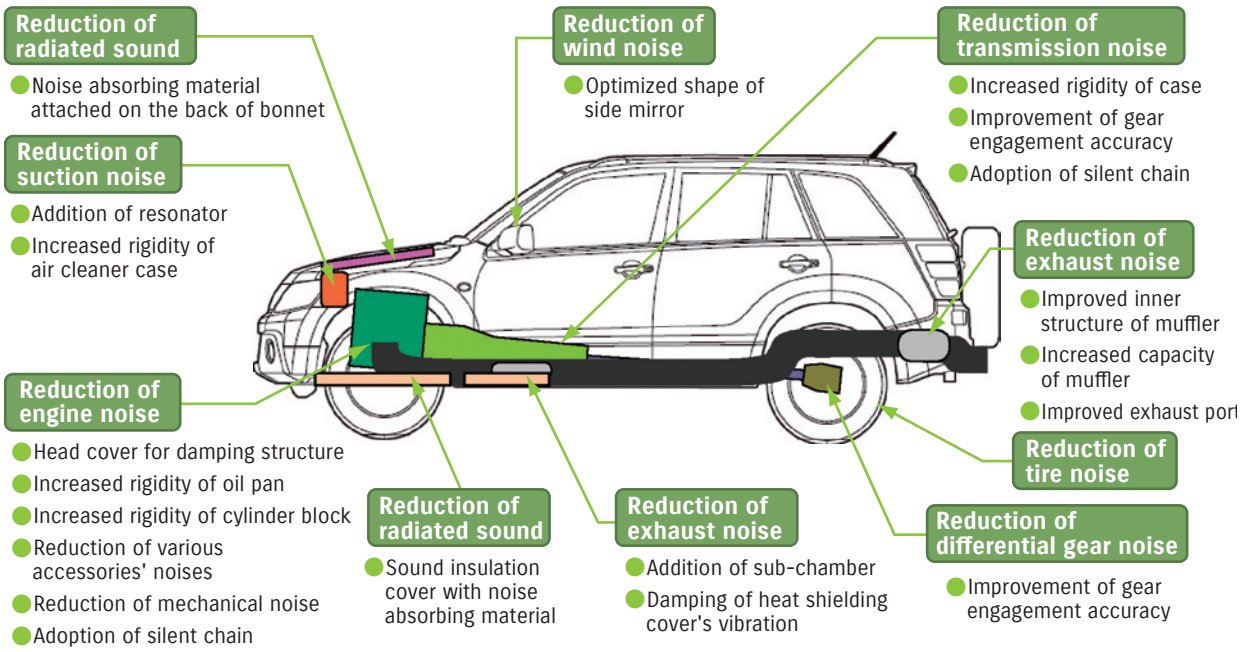
①Vehicle Exterior Noise

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 incoporating 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 replacement muffler's accelerated running 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



②Vehicle Interior Noise

Also, to provide comfort and quiet interior enviornment 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 ALTO

- ·A sound absorption type ceiling has been employed.
- ·The dash silencer has been enlarged.
- ·Engine room noise has been absorbed.
- ·A hydraulic engine mount has been adopted.
- ·A sound insulation cover has been installed in the fender.
- ·Rigidity of rear suspension bracket has been increased.
- ·The door mirror shape has been optimized.

Motorcycles

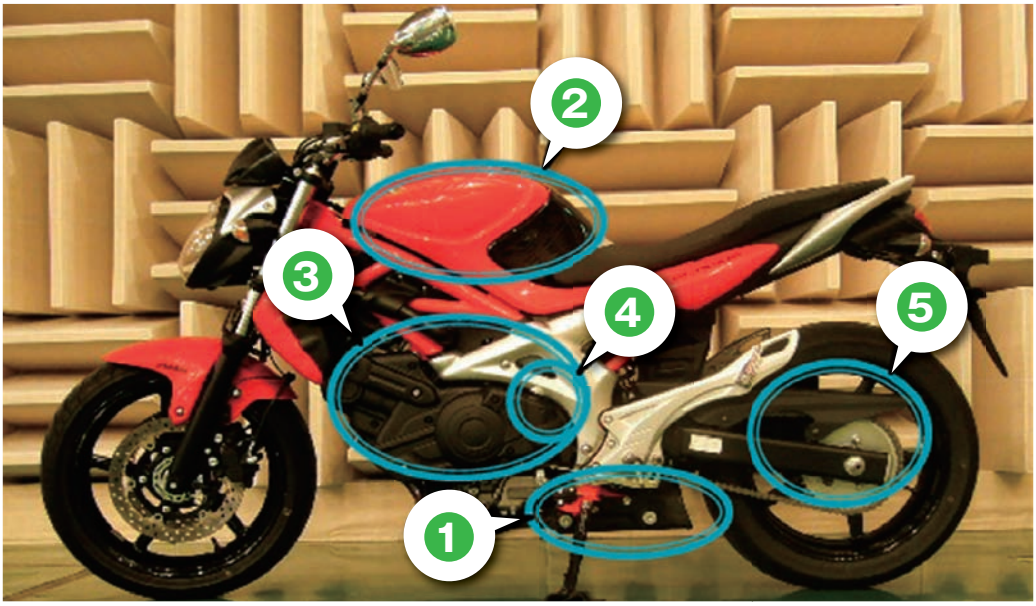
We have been making efforts to reduce motorcycle noise, aiming to reduction of road traffic noise, which is regarded as one of the serious environmental issues.

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 GLADIUS 400.

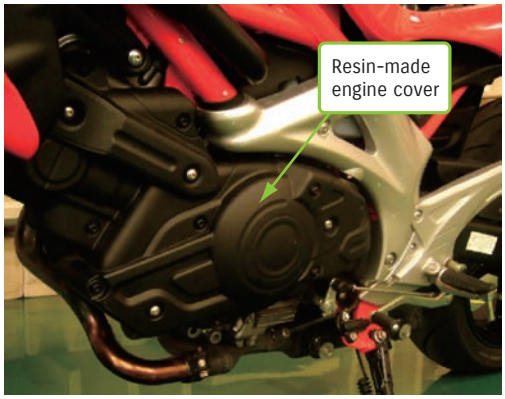
GLADIUS 400 is designed to conform to the Japanese noise regulation, which is regarded as the strictest one in the world, by employing many noise reduction structures, while minimizing the weight increase.



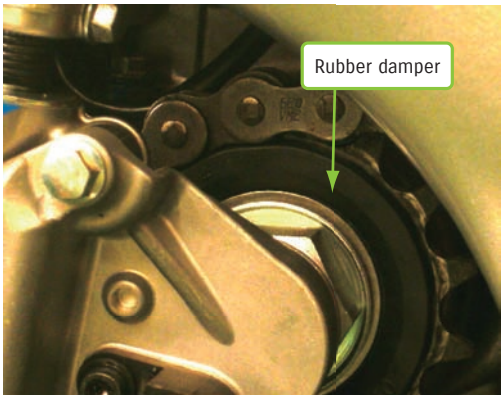
❶For mufflers that reduce exhaust sound, a noise reduction chamber has been installed under the engine, and a compact sensor has been connected to it, allowing for both stylish design and noise reduction.

❷The air cleaner, which is made of resin, provides optimum rigidity to improve the noise reduction performance. In addition, a light-weight noise absorbing material has been installed inside the gasoline tank enclosing the air cleaner. Thus, both noise and weight have been reduced.

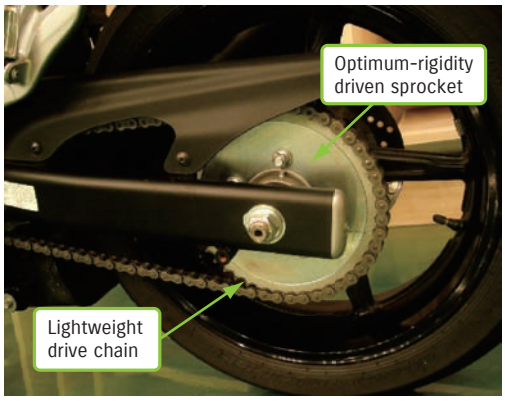
❸For reducing engine noise, a resin-made engine cover has been installed on the lateral face of engine, and a noise reducing material has been attached to the inside to improve the sound insulation performance.



❹A rubber damper has been installed on the drive sprocket, resulting in reduction of drive chain's engagement noises.



❺The chain engagement noise has been reduced through adoption of a lightweight drive chain, and the resonance sound also has been reduced through optimization of the wall thickness and structure of driven sprocket.



●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.

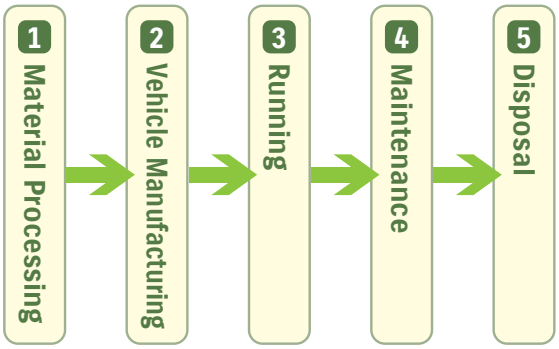
At the same time, we are promoting more efficient development by introducing necessary facilities for performing hlgher accuracy tests.

*CAE : Computer Aided Engineering
Designing and manufacturing of products and/or advance verification of process design, making use of computer technology.

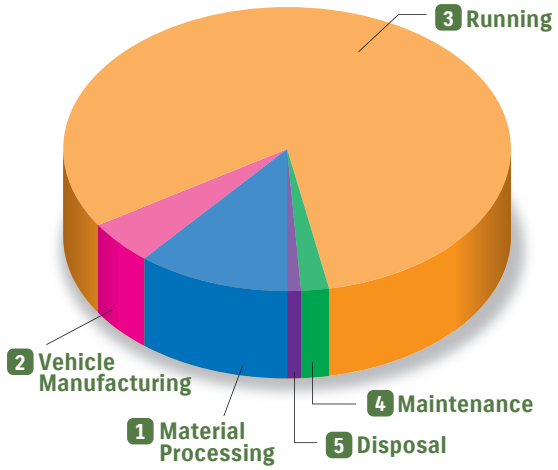
07 Life Cycle Assessment (LCA)

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 2009, the LCA was conducted on several models, including New ALTO and KIZASHI. The following graph shows the percentages of CO_2 emission during the product life cycle of New ALTO, indicating that CO_2 emitted during running accounts for about 80% of the total amount of CO_2 emission during the entire product life.

Suzuki LCA Stages



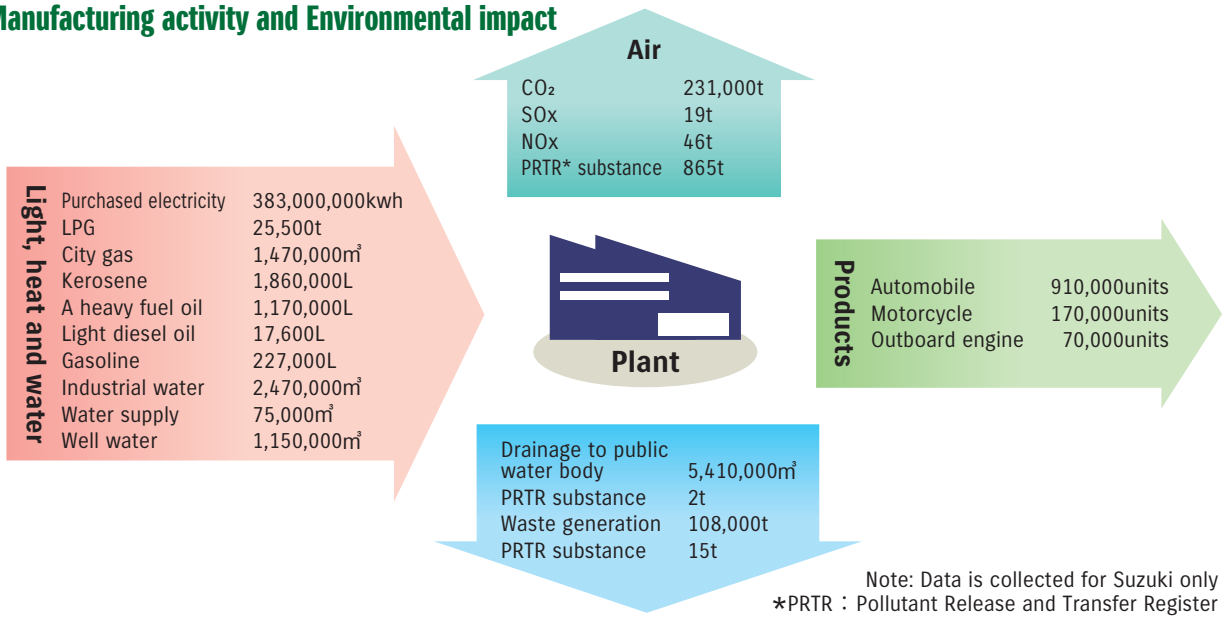
CO_2 emission in each stage of product life cycle of New ALTO



Environmentally-Friendly Manufacturing

Environmental conservation efforts encompass a wide range of activities including measures for global warming (energy reduction, CO_2 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



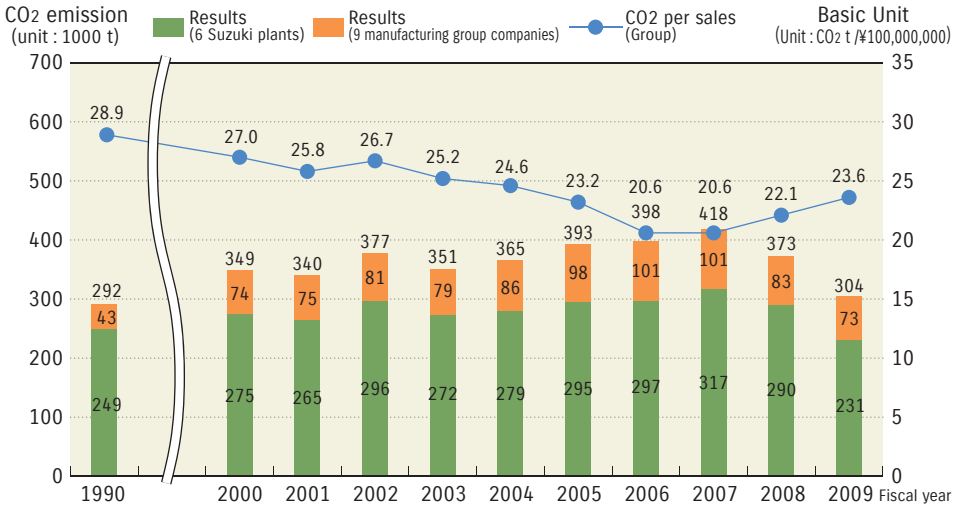
Note: Data is collected for Suzuki only
*PRTR : Pollutant Release and Transfer Register

01 Measures for Global Warming

CO_2 Reduction by Suzuki Plants and Manufacturing Group Companies

CO_2 emissions coming from energy in domestic manufacturing plants during fiscal 2009 were 304,000 t (down 18.5% from previous year). The amount of CO_2 emission per sales amount decreased by 18.3% from the value in 1990. (It indicated a 6.8% increase from last year.) At our production plants, such energy saving activities as power-off of equipment during holidays and time difference start-up of painting booth are carried out. From now on, we will aggressively promote increasing adoption of low CO_2 emission fuel and natural energy. At overseas production plants, calculation of the amount of CO_2 emission has been started, and the total energy-derived CO_2 emission from 19 overseas production plants was 445,000 tons in fiscal 2009.

Trends in CO_2 emissions from domestic production plants



CO_2 Emission by Plant

	CO_2 emission (1000 t)
Takatsuka Plant	6.6
Iwata Plant	38.5
Kosai Plant	84.2
Toyokawa Plant	6.9
Osuka Plant	38.6
Sagara Plant	56.2

* CO_2 conversion factor: According to 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 CO_2 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)	1,257t	3,413t*2

*1 Maruti Suzuki India (Gurgaon and Manesar plants)
*2 Since the in-house power generation is conducted, the power-and-CO_2 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	420t	565t
Performing proper facility operations and optimizing operating conditions	339t	796t
Introducing highly efficient devices (Inverter-controlled devices, etc.)	498t	1,628t
Consolidating and downsizing facilities	–	181t

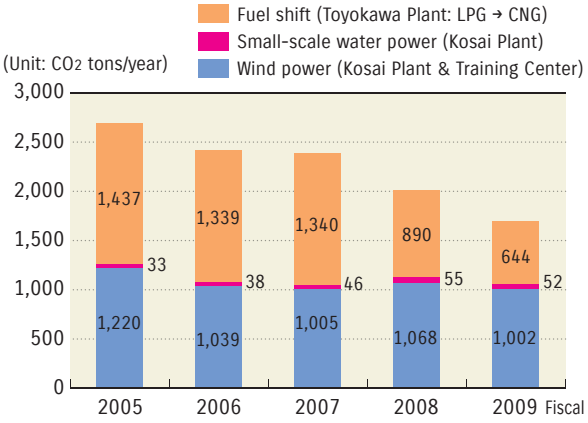
Promoting the Use of Alternative Energy

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]

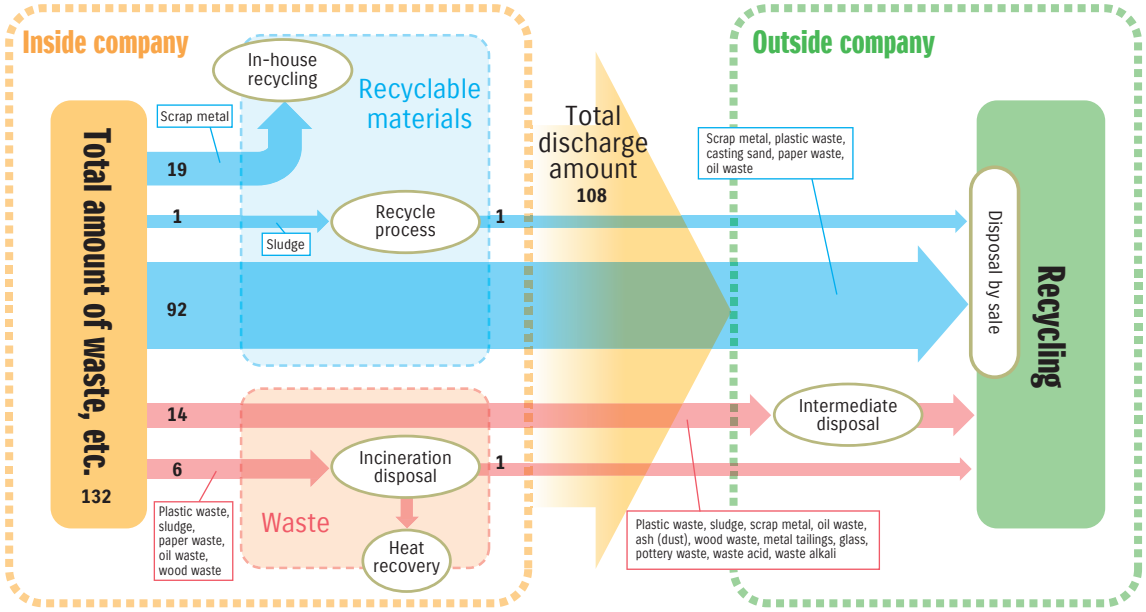
	Electric power [kWh]
Wind power (Kosai Plant & Training Center)	1,536,297
Small-scale water power (Kosai Plant)	79,341

[CO_2 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.

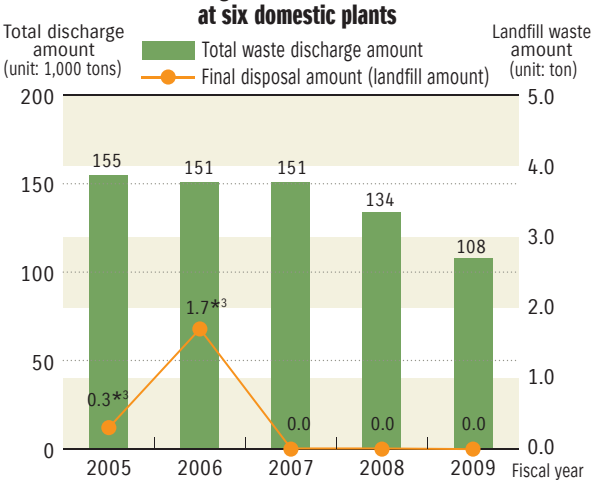
Also, domestic manufacturing group companies achieved the zero-level*2 in fiscal 2009, with the landfill waste decreasing to less than 1% of the amount (1,370 t) recorded in fiscal 2002, when the collection of the landfill waste data was started.

We will promote further reduction of waste, while maintaining the zero level of landfill waste. At overseas manufacturing group companies, the total waste discharge amount and landfill waste amount data are now being collected.

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

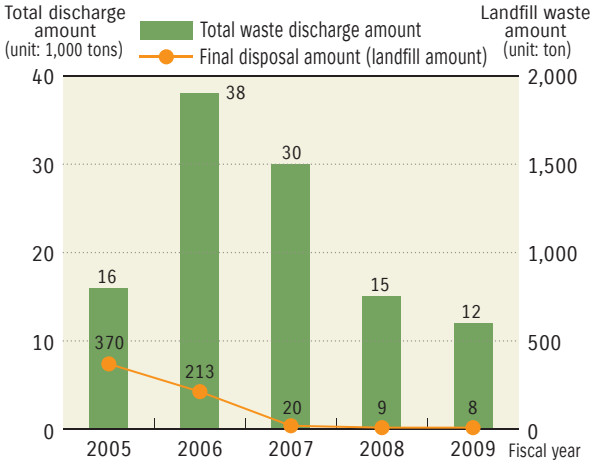
*2 Definition of domestic manufacturing group companies' zero level
Landfill waste shall be less than 1% of the amount recorded in fiscal 2002 (1,370 tons). (The fiscal 2002 is the year when the waste reduction efforts were started by domestic manufacturing group companies.)

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, all of the wastes discharged by both manufacturing and non-manufacturing departments will be combined as the total discharge amount.

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

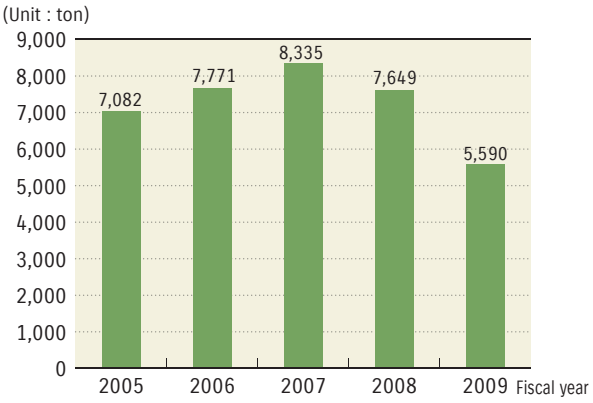
Reduction of Incinerated Wastes

The amount of incinerated wastes was reduced by 31.0% from the amount recorded in 2000 (down 26.9% 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 2009 was 0.150ng-TEQ/Nm^3, which was well below the regulatory level (5ng-TEQ/Nm^3).

Amount of Incinerated Waste



Note: The data cover only Suzuki.

Resource Saving

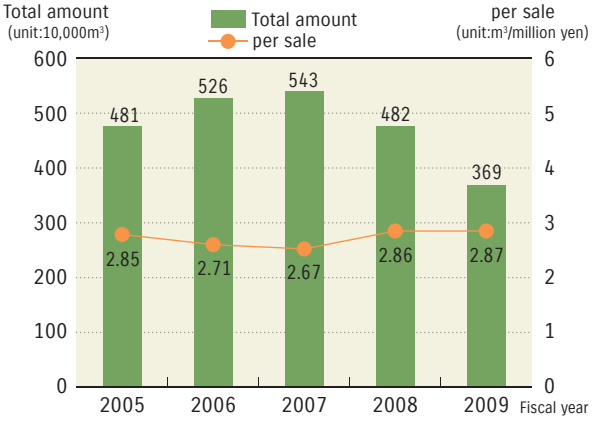
●Water usage measures

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 23% 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.

●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 systematically carried out. When water used in manufacturing processes leaked at Takatsuka Plant in January 2009, the plant, Manufacturing Engineering Division and Engineering Division worked together to identify the leaked portion and measured the quality of contaminated groundwater there. After that, we have continuously monitored the quality of the groundwater.

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

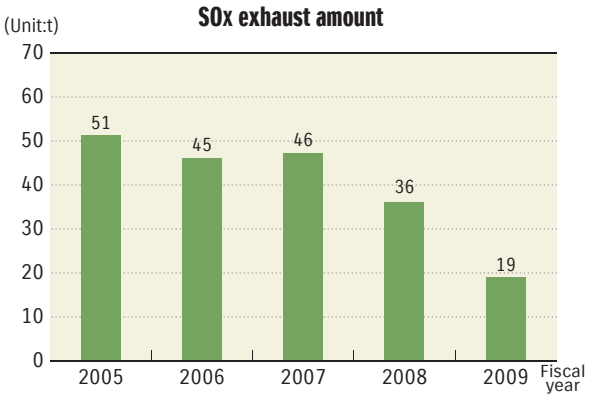
Analysis

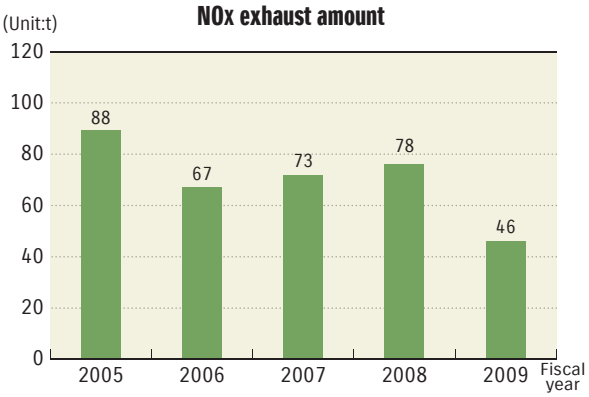
●Reduction of Odor and Noise

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

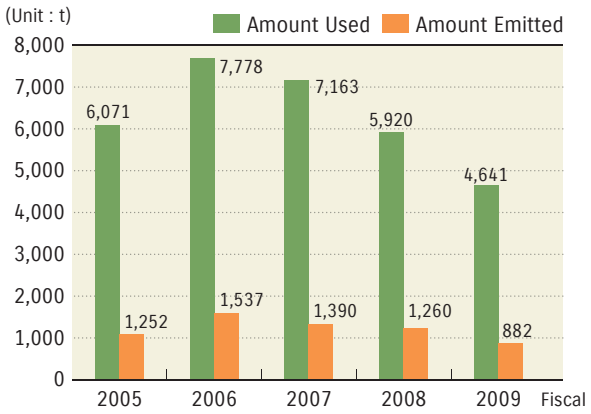
At five plants, a total of 1,524 units of transformers, condensers, and stabilizers which contain PCB (polychlorinated biphenyl) are controlled. We also reported to the authorities on the storing condition of PCB according to the Act on Special Measures concerning Promotion of Proper Treatment of PCB 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 882 tons in fiscal 2009, down 30% 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 2009, the amount of VOC emissions from the automobile body, bumper and motorcycle paints was 51.1 g/m^2, which indicates a reduction of 10.9 g/m^2 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 solvent-free water-soluble paints in part of the brake drum painting process, and the Sagara Automobile Assembly Plant began to use the water-soluble paints 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.

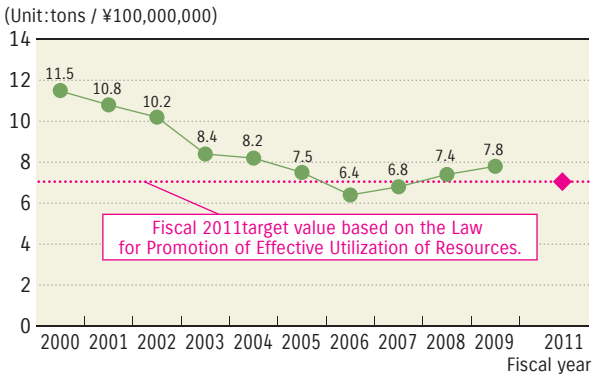
05 Promotion of Reducing

Among 3Rs, the first priority should be on Reducing (amount of waste and byproducts).
Under the policy of making parts Smaller, Fewer, Lighter, Shorter, and Neater, Suzuki is promoting reduction of the amount of waste by thoroughly reducing the amount of materials to be used.

●Activities for the Effective Use of Resources Law

Based on the "Law for Promotion of Effective Utilization of Resources", which went into effect in April 2001, we created a "Controlling the generation of Byproducts Plan" and are reporting the results. The purpose of this plan is to control the generation of byproducts, such as scrap metal and waste casting sand. In fiscal 2009, we reduced those byproducts to 7.8 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 Sales



06 Promoting Green Procurement

We have established "Suzuki Green Procurement Guideline" as our policy to purchase eco-friendly parts and materials from suppliers that are aggressively conducting environmental conservation activities.
Suppliers that agree to the Suzuki Green Procurement Guideline submit "Suzuki Green Procurement Promotion Agreement" to SMC, and SMC gives priority, in transaction, to those suppliers that have submitted the agreement to promote the green procurement.
The conventional control target substance list, which was included in Suzuki Green Procurement Guideline, was deleted at the time of revision of the guideline in October 2008. Instead, through linkage with Global Automobile Declarable Substance List (GADSL)*, which is a world automobile standard, it has now become possible not only to respond to any revision of GADSL in a timely manner, but also to reduce the burden of chemical substance control on suppliers.
In addition, we are also going hand in hand with suppliers to conform to other environment-related regulations such as European ELV (End-of-Life Vehicle) Directive and European Regulation concerning the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH).
Suzuki will make further efforts for global environmental protection with suppliers by continuously promoting the green procurement.

*GADSL : Global Automobile Declarable Substance List

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.

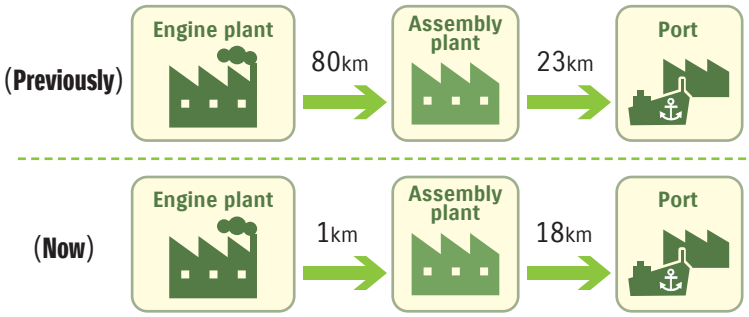
01 Using Efficient Transportation and Reducing Energy Consumption

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)

At present, automobile engines are manufactured at Sagara Plant and transported to Kosai Plant. However, production of some models has been transferred from Kosai Plant to Sagara Plant, with the engine and vehicle transportation distance shortened.



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 disbribution 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.

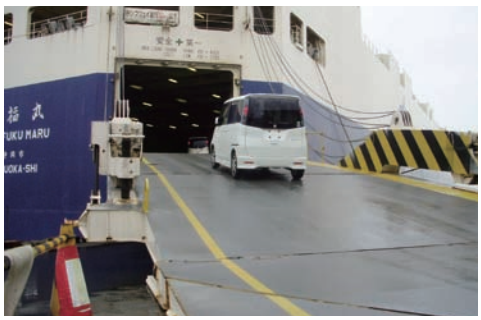
* Temporary storage of parts: Parts to be used for production are temporarily stored at warehouses, and then delivered to the relevant plants as necessary.

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 ocean transportation, considering the economic efficiency and reduction of CO_2 emissions. Now, the ocean transportation accounts for more than one third of the total transport.

At present, the ocean transportation accounts for more than one third of all transportation. The amount of CO_2 emitted by ocean transportation is only about 25% of the one emitted by truck transport. And the use of ocean transportation brings about 30% reduction of CO_2 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

In December 2008, the vehicle products transportation method was shifted from the conventional trailer transportation to the double-deck merchandise train, which emits less CO_2. In fiscal 2010, the train transportation is still continued, and the CO_2 emission has been reduced through 30% or more of increase of transportation volume from 2009.

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

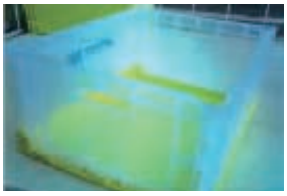
Reuse

●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 2009, 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 104 tons. Also, returnable containers used for receiving shipments accounted for 51% of all receiving containers used during the fiscal year, resulting in reduction of about 144 tons of cardboard.

Returnable containers used in shipments out of the factories.



Returnable containers used in shipments received.

●Promotion of using returnable containers for packaging materials

Suzuki encourages employees to use returnable racks instead of steel cases, which used to be discarded at local plants, in order to reduce the amount of packing and packaging materials used.

In fiscal 2009, we began to send returnable racks to Pakistan (motorcycles). In addition, we have already used returnable containers for Hungary, India, Indonesia, Taiwan (Tai Ling Motor), Pakistan (automobiles), U.S.A (SMAC) and China (Changan Suzuki). About 62% of the parts and materials were transported with the use of returnable racks in fiscal 2009.

Also, in fiscal 2009, the cardboard used for sending transmissions to Hungary was replaced by plastic trays that can be used repeatedly.

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 2009, we reused about 29 tons of them.

Cushioning material made of the recycled waste cardboard

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 CO_2-free, battery-type material transportation vehicles.

AGV

Improvement of Repair Bumper Transportation Efficiency

For transporting repair bumpers, we changed the packaging style from cardboard 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, greatly improving the between-plants truck transportation efficiency.

The packaging style for bumper transportation was changed at Kosai Plant in fiscal 2008, and then at Sagara Plant in fiscal 2009. As a result, the average number of trucks used for monthly bumper transportation was reduced by 234 from 351 in fiscal 2008 to 117 in fiscal 2009.

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 is intended to roll our environmental policy out to all group member companies, we are enhancing environmental management and promoting environmental conservation activities throughout the entire group.

In fiscal 2009, Suzuki group's domestic 54 distributors and five non-manufacturing companies (59 companies in total) promoted energy-saving and environmental conservation activities through reduction of the energy consumption and the amount of discharged waste, as well as 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.

Topics

Topics

Promotion of Environmental Management by Suzuki Group's distributors and Non-Manufacturing Companies

Suzuki group's domestic distributors and non-manufacturing companies participate in various kinds of environmental conservation activities. They aim to be community-friendly companies through participation in regional cleanup activities and global warming prevention programs.

SUZUKI MOTOR SALES SHIMANE INC. (May 1, 2009)
Implementation of Shinjiko Lake Cleanup Program
(Implementation of Regional Cleanup Activity)
http://sj-shimane.jp

(After turning off)

(Before turning off)

SUZUKI MOTOR SALES TOCHIGI INC. (June 21 and July 7, 2009)
Participation in Lights-Down Campaign
(Activity for Prevention of Global Warming)
http://sj-tochigi.jp

SUZUKI MOTOR SALES SAITAMA INC. (March 2010)
Participation in Saitama Environmental Restoration Program
(Activity for Prevention of Global Warming)
http://sj-saitama.jp

Suzuki Transportation & Packing Co., Ltd. (Sept. 19, 2009)
Implementation of the 11th Clean Campaign <Iwata area>
(Implementation of Regional Cleanup Activity)
http://www.suzukitp.co.jp

02 Proper Treatment of End-Of-Life Products

Recycling Promotion in Japan

Automobiles

●Efforts for Automobile Recycling Law

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 Act on Recycling, etc. of End-of-life Vehicles (Automobile Recycling Law). In fiscal 2009 (from April 2009 to March 2010), the results are as follows:

①Collection and Recycle of ASR

In cooperation with other 13 automobile manufacturers (as of June 1, 2010), 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.

In fiscal 2009, we achieved the ASR recycling rate of 79.4%, far ahead of the schedule of legal standard for the year 2015 (70% or higher).

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 2009, the airbag recycling rate at Suzuki was as high as 93.9%, which is higher than the legal target of airbag recycling rate (85% or higher). Also, we collected and disposed of 82,308 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 2009

[Results of recycling or treatment specified three items]

ASR	Collected weight / Collected quantity	41,573 tons / 361,722 units
	Total weight of recycled airbags	33,015 tons
	Airbag recycling ratio	79.4%
Airbags	Collected weight / Collected quantity	13,599 kg / 53,445 units
	Total weight of recycled airbags	12,775 kg
	Airbag recycling ratio	93.9%
CFCs/HFCs	CFCs/HFCs collected weight / collected quantity	82,307 kg / 280,690 units

[Balance of Payments] (Unit : yen)

Amount of official credit deposit received	2,109,137,642
Amount of recycling cost	2,106,483,195
Balance of payments	2,654,447

For more details on the results of the recycling in fiscal 2009, access the following Suzuki´s website:
http://www.suzuki.co.jp/about/csr/recycle/report/index.html

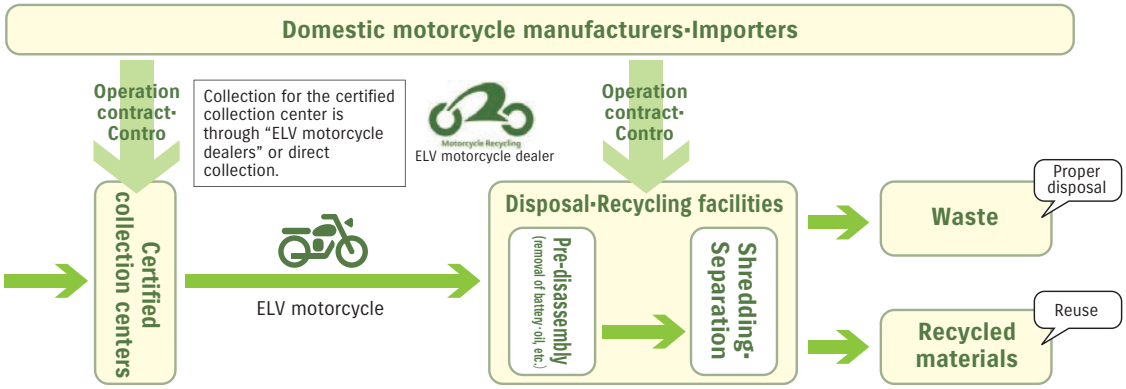
Motorcycles

●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 proper scrapping or recycling motorcycles that users want to discard.

Discarded motorcycles are collected by "ELV motorcycle dealers" and "certified collection centers", and disassembled, shredded, and sorted at disposal / recycling facilities. Those that can be used as recycled materials are reused, while other waste materials are properly disposed of.

For more details, access the following websites.
For the progress of Motorcycle Recycle System (as of August 24, 2010), access the following website:
http://www2.suzuki.co.jp/motor/recycle/progress/2010.html
For ELV motorcycle dealers, access the following website of Japan Mini Vehicles Association:
http://www.zenkeijikyo.or.jp/nirin/meibo/index.html
For the certified collection centers, access the following website of Japan Automobile Recycling Promotion Center.
http://www.jarc.or.jp/motorcycle/service/
For more details on Voluntary Motorcycle Recycling Efforts by Suzuki, 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

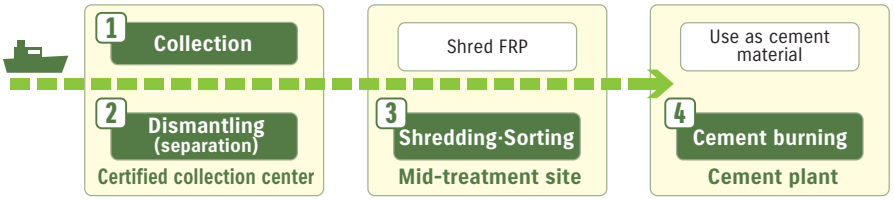
*FRP (fiber-reinforced plastic)

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) came into effect in 2000, requiring automobile manufacturers and importers to establish a proper system for collecting and disposing of disused automobiles. Suzuki is creating ELV collection network systems suitable for respective conditions of individual countries.

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. And in fiscal 2009, we obtained the RRR Directive approval for all of our vehicles sold in Europe.

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

Recycling

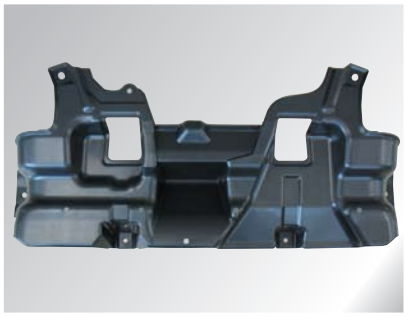
Recycle of bumpers

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 CO_2 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.

Examples of parts using recycled materials



Engine Undercover

Foot Rest

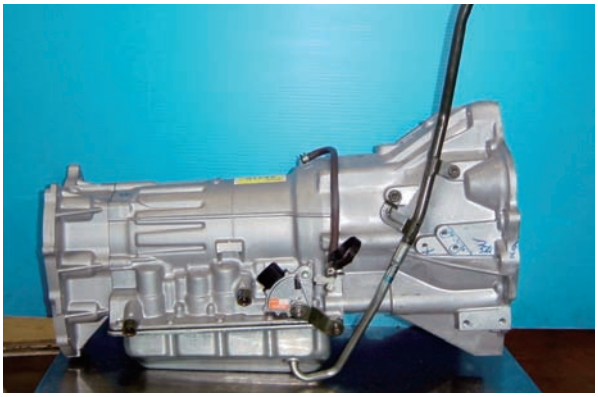
Reuse

Rebuilt Parts (with reused parts)*

For effective use of natural resources and reduction of customers' economic burden, Suzuki deals in rebuilt parts for automatic transmission.

In fiscal 2009, the sales of rebuilt parts accounted for 42.3% 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 aggressively promoting environmental conservation activities at our offices through promotion of energy saving and material recycling and reduction of CO_2 and paper use.

01 Promotion of Energy Saving and CO_2 Reduction

In order for all of employees to work together for office energy saving and CO_2 reduction, Standard of Employee Behavior and the progress of each activity specified in Standard of Behavior are put in the internal homepage. As a result of those energy-saving and CO_2 reduction activities, the amount of CO_2 emission per employee in fiscal 2009 decreased by 2.7% from the previous year. Details about those activities are as follows:

Standard of Employee Behavior

We have established Standard of Employee Behavior (for In-house Cost Cutting Activities), which covers not only electric power saving, but also a wide range of cost-cutting activities, for the purpose of promoting energy saving and CO_2 reduction by individual employees.

[Standard of Behavior for In-house Cost Cutting Activities (Excerpt)]

①Follow the predetermined temperature settings of air conditioner (cooling at 28°C and warming at 20°C).
②Turn off unnecessary electric lights
③Save electricity of electric appliances.
④Implement eco-drive.
⑤Computerize documentary forms and minimize printout of electronic data.

Ease of Checking the Progress of Standard of Behavior

To allow individual employees to check the effect of energy saving activities, we put the following information in our internal homepage: changes in electric consumption at each of major offices and plant buildings, year-to-year comparison, and the progress of each activity specified in Standard of Behavior.

Eco-drive education

Previously, we provided eco-drive education as a part of environmental education. In fiscal 2009, we started a special seminar focusing on eco-drive, which has been attended by 830 persons so far. And it has brought about an effect of improvement in fuel efficiency of in-house cars by 0.8 km/l.

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

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

Reducing

Paper Reduction

For the purpose of reducing the amount of paper used, Suzuki has been aggressively conducting company-wide paperless and paper reduction activities by promoting computerization of various documentary forms, use of backing paper, and reduction of documents used at meetings.

As a result of those activities, the amount of paper used in fiscal 2009 was greatly reduced by 60% from the previous fiscal year.

Recycling

Promotion of Material Recycling of Paper Waste

At Suzuki head office, paper wastes were previously burnt for thermal recycling (reused as heat energy). 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 2009, 849 tons of paper wastes were recycled.

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

<table>
<tr><th rowspan="2">Type of Waste</th><th>Outsourcing</th><th colspan="2">In-house Disposal at Suzuki</th><th colspan="4">Outsourcing</th></tr>
<tr><th>Collection & Transportation</th><th>Intermediate Treatment</th><th>After Treatment</th><th>Collection & Transportation</th><th>Intermediate Treatment</th><th>Final Treatment</th><th>Reuse or Disposal</th></tr>
<tr><td rowspan="2">Waste Paper</td><td rowspan="2">Collection & Transportation Companies →</td><td rowspan="2">Burning at Incineration Site of Kosai Plant →</td><td>Particulates</td><td rowspan="5">Collecting & Transporting Companies →</td><td>Melting</td><td>Shredding</td><td>Used as Roadbed Materials</td></tr>
<tr><td>Burnt Residue →</td><td>Sorting</td><td>Firing</td><td>Used as Cement Raw Materials</td></tr>
<tr><td>Office Documents</td><td colspan="3" rowspan="3">→</td><td rowspan="3">Compression →</td><td rowspan="3">Melting →</td><td>Used as Recycled Paper</td></tr>
<tr><td>Corrugated paper</td><td>Recycled into corrugated paper Recycling</td></tr>
<tr><td>Newspaper,Magazines, Catalogs,etc.</td><td>Used as Recycled Paper</td></tr>
<tr><td>Specific Waste Paper</td><td>Burning</td><td>Landfill</td><td>Landfilling of Incinerated Ash</td></tr>
</table>

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

Environmental Education Efforts in Japan

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 evironmental 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 fiscal 2009, environmental education was provided to 18,000 persons throughout the entire Suzuki group. In individual factories, special educational programs to prevent environmental accidents are carried out especially for employees working in environmentally-important processes. Also various educational 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 2009, 148 employees were newly qualified as pollution prevention managers, 39 as energy managers, and 511 as internal environment system auditors.

●Overseas Trainees

In fiscal 2009, we accepted 132 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

<MARUTI SUZUKI INDIA LIMITED (India)>

Hierarchical environmental education is provided to new employees, existing employees, managers of sales companies, and suppliers. So far, 5,840 persons have attended the lectures on EMS (Environmental Management System), ISO14001, environment-related regulations, etc.

<CHONGQING CHANGAN SUZUKI AUTOMOBILE Co., Ltd.(China)>

Environmental education for new employees was provided 32 times to foster awareness of environmental protection. So far, 900 persons have attended the lectures on environment-related regulations, etc.

For supervisors and foremen, education about energy saving and wastewater treatment is provided. Also, education about such environmental standard and system related matters as ISO 14001, environmental regulations, and risk management was provided to the persons in charge of environment safety. Through such education, environment preservation has been conducted and promoted.

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 2009, such meetings and events took place 6 times at six plants. Also, 306 plant tours were conducted at six plants.

Plant-and-community information exchange meeting

●Participating in Environment-related Fairs

Suzuki participated in the following environment-related fairs in fiscal 2009.

Name of Fair	Date	Location	Organizer and Cosponsor
Automotive Engineering Exposition (Exhibited SX4-FCV fuel-cell car)	May 18 to 22, 2009	Pacifico Yokohama	Society of Automotive Engineers of Japan
Eco-Car World 2009 (Exhibited SX4-FCV fuel-cell car)	June 6 to 7, 2009	Yokohama Red Brick Warehouse	Ministry of the Environment, Yokohama City Government, etc.
The 72nd JAEF Workshop (Experimental study on hydrogen battery and fuel cell and test drive of SX4-FCV fuel-cell car)	Aug. 7, 2009	JHFC Oguro Park	JHFC (Japan Hydrogen & Fuel Cell Demonstration Project)by Japan Automobile Education Foundation
The 7th Shizuoka Environment & Forest Fair (Exhibited MIO fuel-cell senior car)	Oct. 23 to 25, 2009	Twin Messe Shizuoka	Shizuoka Prefectural Government, etc.
Eco Energy School (Seminar on FCV fuel-cell vehicles and test drive of SX4-FCV fuel-cell car)	Nov. 9, 2009 to Feb. 19, 2010	Hamamatsu Gakugei J&H School,and other high schools in Shizuoka Prefecture	Shizuoka Prefectural Government Environmental Agency(Shizuoka Center for Climate Change Actions)
Shizuoka New Energy Promotion Seminar (Seminar and exhibit of fuel-cell senior car)	Nov. 23, 2009	Twin Messe Shizuoka	Shizuoka Prefectural Government Environmental Agency
Eco-Car Assemblage in Osaka (Exhibited MIO fuel-cell senior car)	Dec. 9 to 10, 2009	Intex Osaka, Hall No. 3	Osaka Motor Show Executive Committee(At The 6th Osaka Motor Show)
FC FESTA Osaka (Exhibited SX4-FCV fuel-cell car)	Dec. 4 to 7, 2009	Grand Cube Osaka	Agency for Natural Resources and Energy, etc
Shizuoka Traffic Safety Fair (Exhibited SX4-FCV fuel-cell car and MIO fuel-cell senior car)	Jan. 22 to 23, 2010	Twin Messe Shizuoka	Shizuoka Prefectural Government, etc.
U.K. Fuel-Cell Motorcycle Verification Test's Opening Ceremony (Exhibit and test drive of Burgman Fuel Cell Scooter)	Feb. 3, 2010	London City Hall	CENEX, U.K
The 26th Osaka Motorcycle Show (Exhibited Burgman Fuel Cell Scooter)	Mar. 20 to 22, 2010	Intex Osaka, Hall No.2	NMCA, Kinki Branch
The 37th Tokyo Motorcycle Show (Exhibited Burgman Fuel Cell Scooter)	Mar. 26 to 28, 2010	Tokyo Big Sight	Tokyo Motorcycle Show Association

Data concerning Environment

[Environmental Data]

The environmental data on new products launched in fiscal 2009 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 motorcylces 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			ALTO									
Date of Sales Start			December 16, 2009									
Vehicle Type			DBA-HA25S									
Engine	Model		K6A									
	Total Piston Displacement (L)		0.658									
	Type		In-line Three-Cylinder Engine: DOHC12V									
	Max. output (net) [kW (PS) / rpm]		40(54)/6,500									
	Max. torque[N·m (kg·m)/rpm]		63(6.4)/3,500									
Drive Train	Drive System		2WD		4WD		2WD	4WD	2WD	4WD	2WD	4WD
	Transmission		5MT 5MT(ABS)	4AT 4AT(ABS)	5MT(ABS)	4AT(ABS)	4AT 4AT(ABS)	4AT 4AT(ABS)	CVT(ABS)	CVT(ABS)	CVT(ABS)	CVT(ABS)
Vehicle Weight (kg)			710 (720)	730 (740)	770	790	730 (740)	780 (790)	760	810	760	810
Fuel Consumption Rate	10-15 mode	Fuel efficiency (km/l)	24.0	22.5	23.0	22.0	22.5	22.0	24.5	23.5	24.5	23.5
		CO_2 emission (g/km)	97	103	101	106	103	106	95	99	95	99
	JC08 mode	Fuel efficiency (km/l)	22.6	21.8	21.0	20.0	21.8	20.0	22.6	21.8	22.6	21.8
		CO_2 emission (g/km)	103	106	111	116	106	116	103	106	103	106
	Reference		2010 Fuel efficiency standard +25% achieved	2010 Fuel efficiency standard +15% achieved	2010 Fuel efficiency standard +20% achieved	2010 Fuel efficiency standard +15% achieved	2010 Fuel efficiency standard +15% achieved	2010 Fuel efficiency standard +15% achieved	2010 Fuel efficiency standard +25% achieved	2010 Fuel efficiency standard +25% achieved	2010 Fuel efficiency standard +25% achieved	2010 Fuel efficiency standard +25% achieved
Exhaust Gas	Applicable standard / certification level		SU-LEV									
	Test mode		JC08H+JC08C Mode									
	Regulation / certification values, etc. (g/km)	CO	1.15									
		NMHC	0.013									
		NOx	0.013									
	Reference		Conforming to regional standards on low emission vehicle (LEV-7) designated in domestic 15 prefectures									
Noise	Applicable standard level		Conforming to 1998 Standard: Acceleration Noise Regulation Value 76dB (A)									
Air conditioner refrigerant consumption			CFC's substitute: HFC134a, 320g									
Specifications			F				G				X	

* 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			ALTO VAN		
Date of Sales Start			December 16, 2009		
Vehicle Type			HBD-HA25V		
Engine	Model		K6A		
	Total Piston Displacement (L)		0.658		
	Type		In-line Three-Cylinder Engine: DOHC12V		
	Max. output (net) [kW (PS) / rpm]		40(54)/6,500		
	Max. torque[N·m (kg·m)/rpm]		63(6.4)/3,500		
Drive Train	Drive System		2WD		4WD
	Transmission		5MT	4AT	4AT
Vehicle Weight (kg)			710	730	780
Fuel Consumption Rate	10-15 mode	Fuel efficiency (km/l)	24.0	22.5	22.0
		CO_2 emission (g/km)	97	103	106
	JC08 mode	Fuel efficiency (km/l)	22.6	21.8	20.0
		CO_2 emission (g/km)	103	106	116
	Reference		Achieved 2010 Fuel Efficiency Standard + 25%	Achieved 2010 Fuel Efficiency Standard + 25%	Achieved 2010 Fuel Efficiency Standard + 25%
Exhaust Gas	Applicable standard / certification level		SU-LEV		
	Test mode		JC08H+JC08C Mode		
	Regulation / certification values, etc. (g/km)	CO	1.4		
		NMHC	0.013		
		NOx	0.013		
	Reference		Conforming to regional standards on low emission vehicle (LEV-7) designated in domestic 15 prefectures		
Noise	Applicable standard level		Conforming to 1999 Standard: Acceleration Noise Regulation Value 76dB (A)		
Air conditioner refrigerant consumption			CFC's substitute: HFC134a, 320g		
Specifications			VP		

* 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			PALETTE				PALETTE SW			
Date of Sales Start			September 17, 2009							
Vehicle Type			DBA-MK21S				DBA-MK21S		CBA-MK21S	
Engine	Model		K6A							
	Total Piston Displacement (L)		0.658							
	Type		In-line Three-Cylinder Engine: DOHC12V VVT						In-line Three-Cylinder Engine: DOHC12V (intercooled turbocharger)	
	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	4WD	2WD	4WD	2WD	4WD	2WD	4WD
	Transmission		CVT				CVT			
Vehicle Weight (kg)			920	970	930	980	930	980	960	1,010
Fuel Consumption Rate	10-15 mode	Fuel efficiency (km/l)	21.5	21.0	21.5	21.0	21.5	21.0	20.0	19.0
		CO_2 emission (g/km)	108	111	108	111	108	111	116	122
	JC08 mode	Fuel efficiency (km/l)	19.6	18.8	19.6	18.2	19.6	18.2	–	–
		CO_2 emission (g/km)	118	123	118	128	118	128	–	–
	Reference		2010 Fuel efficiency standard +20% achieved	2010 Fuel efficiency standard +15% achieved	2010 Fuel efficiency standard +20% achieved	2010 Fuel efficiency standard +15% achieved	2010 Fuel efficiency standard +20% achieved	2010 Fuel efficiency standard +15% achieved	2010 Fuel efficiency standard +10% achieved	2010 Fuel efficiency standard +5% achieved
Exhaust Gas	Applicable standard / certification level		SU-LEV						U-LEV	
	Test mode		JC08H+JC08C Mode						10-15 mode+11 mode	
	Regulation / certification values, etc. (g/km)	CO	1.15						1.15	
		NMHC	0.013						0.025	
		NOx	0.013						0.025	
	Reference		Conforming to regional standards on low emission vehicle (LEV-7) designated in domestic 15 prefectures							
Noise	Applicable standard level		Conforming to 1998 Standard: Acceleration Noise Regulation Value 76dB (A)							
Air conditioner refrigerant consumption			CFC's substitute: HFC134a, 320g							
Specifications			L		X		XS		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			SX4		SX4 SEDAN
Date of Sales Start			May 20, 2009		
Vehicle Type			DBA-YA11S	DBA-YB11S	DBA-YC11S
Engine	Model		M15A		
	Total Piston Displacement (L)		1.49		
	Type		In-line Four-Cylinder Engine: DOHC16V VVT		
	Max. output (net) [kW (PS) / rpm]		82(111)/6,000		
	Max. torque[N·m (kg·m)/rpm]		145(14.8)4,400		
Drive Train	Drive System		2WD	4WD	2WD
	Transmission		4AT		
Vehicle Weight (kg)			1,190	1,250	1,180
Fuel Consumption Rate	10-15 mode	Fuel efficiency (km/l)	16.4	15.6	16.4
		CO_2 emission (g/km)	142	149	142
	Reference		Achieved 2010 fuel efficiency standard		Achieved 2010 fuel efficiency standard
Exhaust Gas	Applicable standard / certification level		SU-LEV		
	Test mode		10-15+JC08C Mode		
	Regulation / certification values, etc. (g/km)	CO	1.15		
		NMHC	0.013		
		NOx	0.013		
	Reference		Conforming to regional standards on low emission vehicle (LEV-7) designated in domestic 15 prefectures		
Noise	Applicable standard level		Conforming to 1998 Standard: Acceleration Noise Regulation Value 76dB (A)		
Air conditioner refrigerant consumption			CFC's substitute: HFC134a, 430g		
Specifications			1.5G/1.5XG		1.5G

* 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).

Car Name			KIZASHI	
Date of Sales Start			October 21, 2009	
Vehicle Type			CBA-RE91S	CBA-RF91S
Engine	Model		J24B	
	Total Piston Displacement (L)		2.393	
	Type		In-line Four-Cylinder Engine: DOHC16V VVT	
	Max. output (net) [kW (PS) / rpm]		138(188)/6,500	
	Max. torque[N·m (kg·m)/rpm]		230(23.5)4,000	
Drive Train	Drive System		2WD	4WD
	Transmission		CVT	
Vehicle Weight (kg)			1,490	1,560
Fuel Consumption Rate	10-15 mode	Fuel efficiency (km/l)	12.6	11.4
		CO_2 emission (g/km)	184	204
	Reference			Achieved 2010 Fuel Efficiency Standard + 5%
Exhaust Gas	Applicable standard / certification level		U-LEV	
	Test mode		10-15+JC08C Mode	
	Regulation / certification values, etc. (g/km)	CO	1.15	
		NMHC	0.025	
		NOx	0.025	
	Reference		Conforming to regional standards on low emission vehicle (LEV-7) designated in domestic 15 prefectures	
Noise	Applicable standard level		Conforming to 1998 Standard: Acceleration Noise Regulation Value 76dB (A)	
Air conditioner refrigerant consumption			CFC's substitute: HFC134a, 530g	
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).

Motorcycles

Car Name			BOULEVARD 400	GLADIUS 400ABS	ADDRESS V125
Date of Sales Start			February 26, 2010	December 4, 2009	December 2, 2009
Vehicle Type			EBL-VK57A	EBL-VK58A	EBJ-CF4EA
Engine	Model		K509	K510	F468
	Total piston displacement (cm^3)		399	399	124
	Type		Water-Cooled Four-Cycle In-line Two-Cylinder SOHC 4V	Water-Cooled Four-Cycle 90°V Twin DOHC 4V	Air-Cooled Four-Cycle Single-Cylinder SOHC
Transmission			5-Step Return	6-Step Return	V-Belt Stepless Speed Change
Vehicle Weight (kg)			267	206	97
Fuel Consumption Rate	Fuel consumption during running at 60km/h on proving ground (km/L)		33.0	40.0	52.0
Exhaust Gas	Applicable standard level		Conforming to 2007 Standard	Conforming to 2007 Standard	Conforming to 2007 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 level		Conforming to 2001 Standard Acceleration Noise Regulation Value: 73dB (A)	Conforming to 2001 Standard Acceleration Noise Regulation Value: 73dB (A)	Conforming to 2001 Standard Acceleration Noise Regulation Value: 71dB (A)

* 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	DF9.9E / 8E	DF9.9 / 8
Date of Sales Start	May 28, 2009	
Model	–	
Weight (kg)	L : 45.5	S : 39.5 L : 42
Transom height (mm)	S : 422 L : 549	
Max. output [kW (PS) / rpm]	DF9.9 : 7.3(9.9)/5,700 DF8 : 5.9(8)/5,200	
Fully-opened speed range (rpm)	DF9.9 : 5,200 to 6,200 DF8 : 4,700 to 5,700	
Engine type	SOHC 4V	
Total piston displacement (cm^3)	208	
Alternator output	12V10A	12V6A (Option)
Power tilt & trim	Manual	

* 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.

Model	DF60T / 60TH
Date of Sales Start	December 1, 2009
Model	06002F
Weight (kg)	L: 106/111 X: 109/114
Transom height (mm)	L: 524 X: 651
Max. output [kW (PS) / rpm]	44.1(60)/5800
Fully-opened speed range (rpm)	5300 to 6300
Engine type	DOHC 12V
Total piston displacement (cm^3)	941
Alternator output	12V19A
Power tilt & trim	P.T.T.
Environmentally sound gasoline-type outboard engine certificate No.	21 Marine No.0001

* TH indicates "Tiller Handle" model.
* 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.

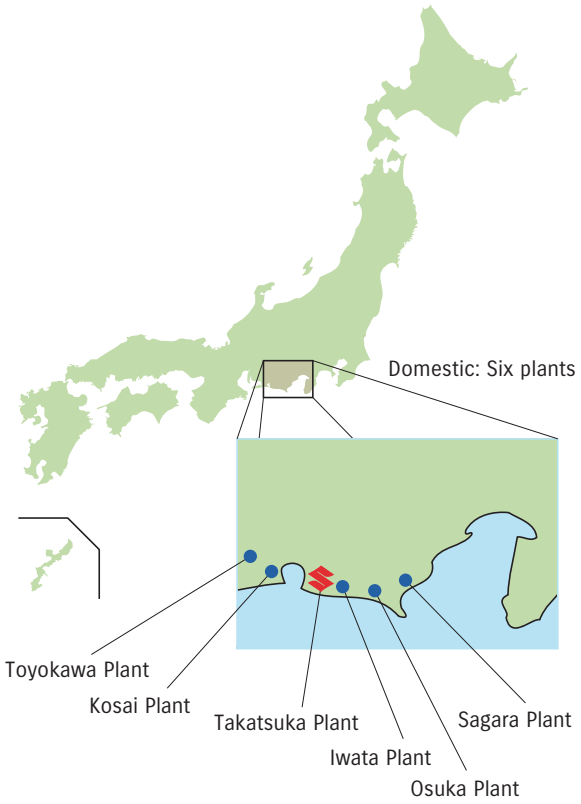
< Note >

①Water quality [Code: Name (unit)]
pH: Hydrogen-ion concentration (none)
BOD: Biochemical oxygen demand (mg/L)
SS: Suspended solids (mg/L) and Other items (mg/L)

②Air quality [Code: Name (unit)]
NOx: Nitrogen oxide (ppm)
SOx: Sulfur oxide (K value)
Particulate (g/Nm^3)
Chlorine, hydrogen chloride, fluorine and hydrogen fluoride (mg/Nm^3)
Dioxins (ng-TEQ/Nm^3)

③Among 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.")

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



Suzuki's Domestic Plants

●Kosai Plant

[Operations] Final assembling of light and compact passenger cars
[Plant site area] 1,096,000m²
[Building area] 461,000m²
[Number of employees] 2,309 persons
[Location] 4520 Shirasuka, Kosai-shi, Shizuoka

<Water Quality Data (at drain outlets)>

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	1.4 - 2.3	2.0
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	1.5 - 3.2	2.6
Total phosphorous	2	0.43 - 0.57	0.53
Zinc	1	0.10 - 0.15	0.13

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small-sized boiler	–	81 - 110	93
	Incinerator	200	83 - 97	88
	Electrodeposition drying furnace	230	72 - 72	72
	Cooling and heating machine 1	150	53 - 56	54
	Cooling and heating machine 2	150	61- 63	62
	Cooling and heating machine 3	150	87 - 100	95
	Water-tube boiler	150	82 - 91	87
SOx (K VALUE)	Small-sized boiler	–	Under 0.09	Under 0.09
	Incinerator	7	0.40 - 0.56	0.47
	Electrodeposition drying furnace	7	Under 0.04	Under 0.04
Particulates	Small-sized boiler	–	Under 0.01	Under 0.01
	Incinerator	0.15	Under 0.01	Under 0.01
	Electrodeposition drying furnace	0.2	Under 0.02	Under 0.02
	Cooling and heating machine 1	0.1	Under 0.01	Under 0.01
	Cooling and heating machine 2	0.1	Under 0.01	Under 0.01
	Cooling and heating machine 3	0.1	Under 0.01	Under 0.01
	Water-tube boiler	0.1	Under 0.01	Under 0.01
Hydrogen chloride	Incinerator	150	13 - 63	42
Dioxin	Incinerator	5	0.15	0.15
CO	Incinerator	100	10	10

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

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

Substance No.	Substance names	Amount*	Air pollutant	River pollutant	Soil	Landfill	Sewerage	Waste disposal	Recycled amount	Decomposition disposal	Product inclusion
1	Zinc compound (water-soluble)	44,000	0	350	0	0	0	0	13,000	0	31,000
30	4.4-isopropylidenediphenol	42,000	0	0	0	0	0	0	4,100	0	38,000
40	Ethyl benzene	230,000	130,000	0	0	0	0	0	65,000	9,000	23,000
43	Ethylene glycol	980,000	0	0	0	0	0	0	0	0	980,000
63	Xylene	480,000	200,000	0	0	0	0	0	96,000	87,000	97,000
176	Organic tin compound	6,700	0	0	0	0	0	0	340	0	6,400
224	1, 3, 5 - trimetyl benzene	74,000	40,000	0	0	0	0	0	20,000	14,000	0
227	Toluene	560,000	200,000	0	0	0	0	0	93,000	110,000	160,000
232	Nickel compounds	6,500	0	110	0	0	0	0	4,400	0	2,000
272	Bis phthalate	38,000	0	0	0	0	0	0	1,100	0	37,000
283	Fluorine	5,100	0	530	0	0	0	0	2,700	1,900	0
299	Benzene	16,000	180	0	0	0	0	0	0	5,000	11,000
307	Poly (oxyethylene)	2,500	0	190	0	0	0	0	0	2,300	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Air/River pollutants, Waste disposal, Recycled amount, and Product inclusion).

Iwata Plant

[Operations] Final assembling of light and compact passenger and commercial vehicles

[Plant site area] 298,000m²

[Building area] 163,000m²

[Number of employees] 1,532 persons

[Location] 2500 Iwai, Iwata-shi, Shizuoka

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8 - 8.6	7.5 - 7.9	7.7
BOD	15/20	1.0 - 2.7	1.7
SS	30/40	Under 5.0	Under 5.0
Oil content	3	Under 1.0	Under 1.0
Lead	0.1	Under 0.005	Under 0.005
Chrome	2	Under 0.05	Under 0.05
Total nitrogen	60/120	7.6 - 13.7	10.0
Total phosphorous	8/16	3.3 - 5.6	4.3
Zinc	1	0.05 - 0.09	0.06

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	130	61 - 71	66
	Boiler 3	150	87 - 120	104
	Hot Water Boiler	150	100 - 110	105
	Cooling and heating machine	150	52 - 120	84
SOx (K VALUE)	Boiler 3	17.5	1.89 - 3.41	2.65
Particulates	Boiler 1	0.1	Under 0.01	Under 0.01
	Boiler 3	0.25	Under 0.01	Under 0.01

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

Unit: kg/year

Substance No.	Substance names	Amount*	Air pollutant	River pollutant	Soil	Landfill	Sewerage	Waste disposal	Recycled amount	Decomposition disposal	Product inclusion
1	Zinc compound (water-soluble)	11,000	0	100	0	0	0	5,900	0	0	5,500
30	4.4-isopropylidenediphenol	8,500	0.02	0	0	0	0	1,100	0.01	0	7,400
40	Ethyl benzene	55,000	27,000	0	0	0	0	0	14,000	3,700	11,000
43	Ethylene glycol	640,000	8.4	0	0	0	0	0	5.0	2.5	640,000
63	Xylene	200,000	85,000	0	0	0	0	0	41,000	27,000	47,000
176	Organic tin compound	1,800	0	0	0	0	0	91	0	0	1,700
224	1, 3, 5 - trimetyl benzene	28,000	16,000	0	0	0	0	0	7,600	4,900	0
227	Toluene	240,000	81,000	0	0	0	0	17	38,000	39,000	79,000
232	Nickel compounds	1,200	0	10	0	0	0	590	0	0	650
272	Bis phthalate	100,000	0	0	0	0	0	3,000	0	0.01	98,000
299	Benzene	7,000	24	0	0	0	0	0	0	1,900	5,100
311	Manganese	2,200	0	130	0	0	0	750	0	0	1,300

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Air/River pollutants, Waste disposal, Recycled amount, and Product inclusion).

●Sagara Plant

[Operations] Assembling of engines for compact and standard automobiles
Casting and machining of engine main parts.

[Plant site area] 1,963,000m²

[Building area] 251,000m²

[Number of employees] 1,778 persons

[Location] 1111 Shirai, Makinohara-shi, Shizuoka

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8 - 8.6	7.0 - 7.7	7.4
BOD	20/30	1.0 - 6.1	3.4
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 0.10	Under 0.10
Total nitrogen	60/120	9.79 - 15.9	11.9
Total phosphorous	8/16	1.00 - 3.86	1.90
Zinc	1	0.08 - 0.17	0.12

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Heat-treating furnace	180	38 - 44	41
	Dry type dust collector	180	Under 5.0	Under 5.0
	Aluminum melting furnace	180	25 - 80	42
	Electrodeposition drying furnace	230	23 - 36	30
	Cooling and heating machine 1	150	68 - 98	83
	Cooling and heating machine 2	150	70 - 96	83
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
	Electrodeposition drying furnace	0.2	Under 0.04	Under 0.04
	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
Chlorine	Dry type dust collector	10	Under 1.0	Under 1.0
Hydrogen chloride	Dry type dust collector	20	Under 5.0	Under 5.0
Dioxin	Dry type dust collector	1	–	–
	Processing before facet aluminum	1	0.010	0.010

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

Unit: kg/year

Substance No.	Substance names	Amount*	Air pollutant	River pollutant	Soil	Landfill	Sewerage	Waste disposal	Recycled amount	Decomposition disposal	Product inclusion
1	Zinc compound (water-soluble)	4,300	0	26	0	0	0	1,200	46	0	3,000
30	4.4-isopropylidenediphenol	4,500	12	0	0	0	0	170	7.1	3.6	4,300
40	Ethyl benzene	13,000	5,700	0	0	0	0	0	2,700	1,200	3,700
43	Ethylene glycol	98,000	0	0	0	0	0	0	0	0	98,000
63	Xylene	40,000	8,300	0	0	0	0	0	3,900	12,000	16,000
176	Organic tin compound	1,900	0	0	0	0	0	97	0	0	1,800
224	1, 3, 5 - trimetyl benzene	7,000	4,100	0	0	0	0	0	1,900	1,000	0
227	Toluene	64,000	8,100	0	0	0	0	12	3,700	26,000	26,000
299	Benzene	2,600	20	0	0	0	0	0	0	870	1,700

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Air/River pollutants, Waste disposal, Recycled amount, and Product inclusion).

●Takatsuka Plant

[Operations] Assembling of motorcycle engines and machining of parts

[Plant site area] 182,000 m² (including headquarters area)

[Building area] 139,000 m² (including headquarters area)

[Number of employees] 622 persons (excluding headquarters staff)

[Location] 300 Takatsuka-cho, Minami-ku, Hamamatsu-shi, Shizuoka

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8 - 8.6	7.1 - 7.6	7.4
BOD	20/30	Under 1.0 - 6.5	2.4
SS	30/40	Under 5.0 - 9.5	6.6
Oil content	5	Under 2.5	Under 2.5
Lead	0.1	Under 0.01	Under 0.01
Chrome	0.4	Under 0.05	Under 0.05
Total nitrogen	60/120	3.9 - 16	7.6
Total phosphorous	8/16	0.21 - 0.57	0.42
Zinc	1	Under 0.05 - 0.05	0.05

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small-sized boiler	–	83 - 130	98
	LPG-fueled air conditioner	150	63 - 82	73
SOx (K VALUE)	Small-sized boiler	7	0.69 - 2.08	1.23
Particulates	Small-sized boiler	–	Under 0.01 - 0.02	0.02

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

Unit: kg/year

Substance No.	Substance names	Amount*	Air pollutant	River pollutant	Soil	Landfill	Sewerage	Waste disposal	Recycled amount	Decomposition disposal	Product inclusion
40	Ethyl benzene	15,000	7.1	0	0	0	0	0	0	15,000	0.62
63	Xylene	100,000	30	0	0	0	0	0	0	100,000	2.6
224	1, 3, 5 - trimetyl benzene	11,000	0.14	0	0	0	0	0	0	11,000	0
227	Toluene	190,000	360	0	0	0	0	0.01	0	190,000	50.0
283	Fluorine	5,200	0	480	0	0	0	0	0	4,700	0
299	Benzene	9,600	3.3	0	0	0	0	24	0	9,600	0.29

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Air/River pollutants, Waste disposal, Recycled amount, and Product inclusion).

●Toyokawa Plant

[Operations] Assembling of motorcycles and outboard engines

[Plant site area] 187,000m²

[Building area] 78,000m²

[Number of employees] 792 persons

[Location] 1-2 Utari, Shirotori-cho, Toyokawa-shi, Aichi

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8 - 8.6	6.5 - 7.4	6.9
BOD	25	2.2 - 4.1	3.3
SS	30	Under 5.0	Under 5.0
Oil content	5	Under 2.5 - Under 3.5	Under 2.5
Lead	0.1	Under 0.005 - 0.027	0.007
Chrome	0.5	Under 0.1	Under 0.1
COD (total amount)	27.51	4.9 - 12.8	8.7
Total nitrogen (total amount)	19.24	5.2 - 11.9	7.1
Total phosphorous (total amount)	2.55	0.2 - 1.4	0.68
Zinc	2	Under 0.05 - 0.20	0.11

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small-sized boiler	–	58 - 71	67
	Absorption type cooling and heating machine	150	53 - 68	62
Particulates	Small-sized boiler	–	Under 0.01	Under 0.01
	Absorption type cooling and heating machine	0.2	Under 0.01	Under 0.01
	Drying furnace 1	0.4	Under 0.01	Under 0.01
	Drying furnace 2	0.4	Under 0.01	Under 0.01

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

Unit: kg/year

Substance No.	Substance names	Amount*	Air pollutant	River pollutant	Soil	Landfill	Sewerage	Waste disposal	Recycled amount	Decomposition disposal	Product inclusion
40	Ethyl benzene	9,600	5,800	0	0	0	0	0.04	2,800	640	410
43	Ethylene glycol	91,000	0	0	0	0	0	0	0	0	91,000
63	Xylene	17,000	7,000	0	0	0	0	0.13	3,400	4,700	1,700
69	Hexavalent chromium	740	0	0.74	0	0	0	5.2	0	0	730
224	1, 3, 5 - trimetyl benzene	1,700	720	0	0	0	0	0	340	610	0
227	Toluene	75,000	44,000	0	0	0	0	0.12	21,000	7,400	2,900
299	Benzene	600	2.4	0	0	0	0	0	0	400	190

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Air/River pollutants, Waste disposal, Recycled amount, and Product inclusion).

●Osuka Plant

[Operations] Manufacturing of cast parts
[Plant site area] 151,000 m²
[Building area] 55,000 m²
[Number of employees] 485 persons
[Location] 6333 Nishi Ohbuchi, Kakegawa, Shizuoka

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8 - 8.6	7.6 - 7.9	7.7
BOD	20/30	Under 1.0 - 4.5	1.9
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	3.5 - 4.0	3.7
Total phosphorous	8/16	0.10 - 0.29	0.20
Zinc	1	Under 0.05 - 0.07	0.06

<Air Quality 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	Under 0.01
	Aluminum melting & holding furnace	0.2	Under 0.01	Under 0.01
Chlorine	Aluminum melting furnace	10	Under 1.0 - 1.0	Under 1.0
	Aluminum melting & holding furnace	10	Under 1.0	Under 1.0
Hydrogen chloride	Aluminum melting furnace	20	Under 5.0	Under 5.0
	Aluminum melting & holding furnace	20	Under 5.0	Under 5.0
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 Substances (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount*	Air pollutant	River pollutant	Soil	Landfill	Sewerage	Waste disposal	Recycled amount	Decomposition disposal	Product inclusion
63	Xylene	1,500	640	0	0	0	0	18	330	500	0
227	Toluene	1,200	380	0	0	0	0	110	78	600	0
311	Manganese	48,000	0	0	0	0	0	950	0	0	47,000
346	Molybdenum and its compounds	1,200	0	0	0	0	0	25	0	0	1,200

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Air/River pollutants, Waste disposal, Recycled amount, and Product inclusion).

Domestic Manufacturing Subsidiaries

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

[Operations] Machining of automobile parts,Die-casting and machining
[Plant site area (building area)] 64,525 m²
[Number of employees] 338 persons
[Location] 7-3 Minami Hiramatsu, Iwata-shi, Shizuoka

<Water Quality Data (at drain outlets)>

Annual drainage volume: 76,588 m³

Items	Regulation values	Results	Averages
pH	5.8 - 8.6	7.0 - 7.7	7.4
BOD	20/25	0.5 - 4.4	1.1
SS	40/50	1.0 - 14	2.7
Oil content	5	0.5 - 1.2	0.8
Total nitrogen	60/120	0.4 - 12	4.3
Zinc	2	0.05 - 0.18	0.06

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Aluminum melting furnace	15	Under 1.0 - 2	1.5
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	Under 0.9 - 2.1	1.5
Fluorine &Hydrogen fluoride	Aluminum melting furnace	3	Under 0.8	Under 0.8

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

Unit: kg/year

Substance No.	Substance names	Amount*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
227	Toluene	95	95	0	0	0	0	0	0	0	0
253	Hydrazine	23	0	0	0	0	0	23	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, Recycled, Incineration disposal, and Products).

●Suzuki Seimitsu Corporation

[Operations] Casting of automobile parts,Heat treatment and gear-cutting
[Plant site area (building area)] 82,350 m² (38,000 m²)
[Number of employees] 505 persons
[Location] 500 Inoya, Inasa-cho, Kita-ku, Hamamatsu-shi, Shizuoka

<Water Quality Data (at drain outlets)>

Annual drainage volume: 79,195 m³

Items	Regulation values	Results	Averages
pH	5.8 - 8.6	6.8 - 7.9	7.2
BOD	15	2.3 - 9.9	6.7
SS	20	1.3 - 2.5	2.0
Oil content	5	0.5 - 3.0	1.4
Total nitrogen	60/120	6.1 - 29.3	22
Total phosphorous	8/16	0.06 - 0.14	0.10
Zinc	1	0.06 - 0.52	0.13

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Continuous carburizing furnace	180	48 - 50	49.0
	Annealing furnace	180	49 - 50	49.5
	Water cooling and heating machine	150	40 - 58	49.0
SOx (K VALUE)	Continuous carburizing furnace	17.5	0.08 - 0.09	0.085
	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 Substances (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	1,300	0	0	0	0	0	0	1,200	0	100
16	2- amino ethanol	17	0	0	0	0	0	17	0	0	0
40	Ethyl benzene	3.8	3.8	0	0	0	0	0	0	0	0
63	Xylene	20	20	0	0	0	0	0	0	0	0
224	1, 3, 5 - trimetyl benzene	15	15	0	0	0	0	0	0	0	0
227	Toluene	64	64	0	0	0	0	0	0	0	0
232	Nickel compounds	8.6	0	0	0	0	0	0	7.5	0	1.1
270	Di-n-butyl phthalate	2.2	0	0	0	0	0	0.1	0	0	2.1
304	Baric acid and its compounds	150	0	0	0	0	0	140	6.3	0	1.0
309	Poly (oxyethylene) = Nonyl phenyl ether	30	0	0	0	0	0	27.5	0	0	2.8
311	Manganese and its compounds	910	0	0	0	0	0	0	800	0	110

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

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

[Operations] Casting and machining of automobile parts
[Plant site area (building area)] 199,504m² (25,394m²)
[Number of employees] 404 persons
[Location] 192-1 Ienohigashi, Hamaikawa, Ikawa-cho, Minamiakita-gun, Akita

<Water Quality Data (at drain outlets)>

Annual drainage volume: 55,552 m³

Items	Regulation values	Results	Averages
pH	6.0 - 8.5	6.9 - 7.4	7.2
BOD	20	1.0 - 9.36	4.2
SS	30	2.8 - 16	7.8
Oil content	4	0.5 - 2.1	1.2
Total nitrogen (total amount)	39.5	0.8 - 4.5	2.1
Total phosphorous (total amount)	4	0.4 - 0.63	0.2
Zinc	2	0.04 - 0.18	0.08

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small-sized boiler	180	38 - 93	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 Substances (accumulated values calculated according to PRTR Law)>

Unit: kg/year

Substance No.	Substance names	Amount*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	1,900	0	0	0	0	0	1,900	0	0	0
40	Ethyl benzene	28	28	0	0	0	0	0	0	0	0
63	Xylene	3,900	240	0	0	0	0	0	0	3,700	0
224	1, 3, 5 - trimetyl benzene	2,500	15	0	0	0	0	0	0	2,500	0
227	Toluene	120	120	0	0	0	0	0	0	0	0
299	Benzene	7	7	0	0	0	0	0	0	0	0
309	Poly (oxyethylene) = Nonyl phenyl ether	54	0	0	0	0	0	54	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, Recycled, Incineration disposal, and Products).

●Enshu Seiko Co., Ltd.

[Operations] Machining of automobile parts
[Plant site area (building area)] 2,307m²
[Number of employees] 222 persons
[Location] 1246-1 Yamahigashi, Tenryu-ku, Hamamatsu-shi, Shizuoka

<Water Quality Data (at drain outlets)>

Annual drainage volume: 36,326 m³

Items	Regulation values	Results	Averages
pH	6.5 - 8.2	7.0 - 7.6	7.3
BOD	10	1.9 - 9.9	6.0
COD	35	7.5 - 31.0	14.9
SS	15	2.0 - 2.0	2.0
Oil content	3	0.5 - 2.1	1.2
Chrome	2	Under 0.05	Under 0.05

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
Hydrogen chloride	Aluminum central melting furnace	80	Under 5.0	Under 5.0
Chlorine	Aluminum central melting furnace	30	Under 1.0	Under 1.0
Fluorine compound	Aluminum central melting furnace	3	Under 1.0	Under 1.0

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

Unit: kg/year

Substance No.	Substance names	Amount*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
63	Xylene	1,200	910	0	0	0	0	310	0	0	0
227	Toluene	990	550	0	0	0	0	440	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, Recycled, Incineration disposal, and Products).

●Snic Co., Ltd.

[Operations] Manufacture of automobile internal trim parts
[Plant site area (building area)] 21,000m²
[Number of employees] 421 persons
[Location] 1403 Higashi Hiramatsu, Iwata-shi, Shizuoka

<Water Quality Data (at drain outlets)>

Annual drainage volume: 9,341 m³

Items	Regulation values	Results	Averages
pH	5.8 - 8.5	7.1 - 7.6	7.4
BOD	20	1.0 - 4.5	2.2
SS	40	2.0 - 5.8	2.8
Oil content	5	0.5 - 1.8	0.9
Zinc	2	0.08 - 0.32	0.19

<Air Quality Data (at exhaust outlets)>

There is no relevant equipment.

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

Unit: kg/year

Substance No.	Substance names	Amount*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
43	Ethylene glycol	2,100	830	0	0	0	0	0	0	0	1,200
224	1, 3, 5 - trimetyl benzene	92,000	2,000	0	0	0	0	0	0	0	90,000
338	Tolylenediisocyanate	46,000	0	0	0	0	0	6,000	0	0	40,000

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

●Hamamatsu Pipe Co., Ltd.

[Operations] Manufacturing of automobile pipe parts
[Plant site area (building area)] 36,000m²
[Number of employees] 202 persons
[Location] 6-2 Minami Hiramatsu, Iwata-shi, Shizuoka

<Water Quality Data (at drain outlets)>

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

<Air Quality Data (at exhaust outlets)>

There is no relevant equipment.

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

Unit: kg/year

Substance No.	Substance names	Amount*	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	420	0	16,000
231	Nickel	6,300	63	0	0	0	0	0	160	0	6,100
311	Manganese and its compounds	2,000	20	0	0	0	0	0	49	0	1,900

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

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

[Operations] Machining of automobile parts
[Plant site area (building area)] 75,000m²
[Number of employees] 315 persons
[Location] 3200 Mizushima, Oyabe-shi, Toyama

<Water Quality Data (at drain outlets)>

Annual drainage volume: 252,629 m³

Items	Regulation values	Results	Averages
pH	6 - 8	6.9 - 7.7	7.3
BOD	15	1.1 - 10.8	9.4
SS	15	1.4 - 8.6	3.7
Oil content	5	0.5 - 0.8	0.6
Lead	0.08	Under 0.005 - 0.001	Under 0.005
Chrome	2	Under 0.1	Under 0.1
Total nitrogen	60/120	0.4 - 11.1	3.6
Total phosphorous	8/16	0.1 - 1.5	0.5
Zinc	2	Under 2.0	Under 2.0

<Air Quality Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler	150	75 - 100	96
SOx (K VALUE)	Boiler	17.5	0.02 - 0.23	0.12
Particulates	Boiler	0.3	0.0001 - 0.0008	0.0005

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

Unit: kg/year

Substance No.	Substance names	Amount*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	1,200	1,200	0	0	0	0	0	0	0	0
63	Xylene	3,800	3,800	0	0	0	0	0	0	0	0
227	Toluene	4,200	4,200	0	0	0	0	0	0	0	0
232	Nickel compounds	4,200	0	160	0	0	0	470	410	0	3,100

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

●Suzuki Kasei Co., Ltd.

[Operations] Manufacture of automobile internal trim parts
[Plant site area (building area)] 21,000m² (6,000m²)
[Number of employees] 185 persons
[Location] 5158-1 Hiraguchi, Hamakita-ku, Hamamatsu-shi, Shizuoka

<Water Quality Data (at drain outlets)>

There is no relevant equipment.

<Air Quality Data (at exhaust outlets)>

There is no relevant equipment.

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

Unit: kg/year

Substance No.	Substance names	Amount*	Discharge		Transfer				Recycle	Disposal by decomposition	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
63	Xylene	4,000	4,000	0	0	0	0	0	0	0	0
227	Toluene	8,800	8,800	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, Recycled, Incineration disposal, 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	Mar.	Demonstrated 10 units of CARRY VAN electric vehicles at the Osaka Expo.
1971	Jul.	Established an Environmental Protection Section in Facilities Group of Production Engineering Dept. to take environmental measures in our production processes.
1977	Apr.	Built the Suzuki Group Safety & Hygiene and Pollution Issues Council.
1978	Dec.	Developed the CARRY VAN electric vehicles.
1981	Dec.	Held "Energy Saving Symposium" with Machinery Industry Promotion Foundation (now Suzuki Foundation).
1989	Aug.	Established an Environmental Issue Council to promote company-wide environmental conservation activities.
1990	Mar.	Installed Freon collectors at domestic distributors to collect Freon contained in car air conditioner refrigerant for reuse.
1991	Dec.	Totally abolished the use of specific CFC (contained in polyurethane foamed components, such as seats).
1992	Jan.	Started displaying material names on resin parts.
		Developed a continuously variable transmission (SCVT) which was installed in CULTUS Convertible.
	Oct.	Developed a natural gas-fueled scooter.
	Nov.	Established a Waste Countermeasure Group in Production Engineering Development to promote reduction and reuse of wastes.
	Dec.	Launched the sale of electric vehicles ALTO and EVERY.
1993	Mar.	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.
	Dec.	Completed the replacement of Freon used in car air conditioner refrigerants.
1994	Jun.	Started collecting and recycling used bumpers replaced by dealers.
	Aug.	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	Jan.	Renewed the waste incinerator to reduce waste and reuse heat waste (steam).
	Aug.	Introduced co-generation facilities into Kosai Plant to promote energy saving activities.
1996	Apr.	Launched the sale of the electric power-assisted bicycle LOVE.
	May	Prepared the "Environmental Protective Activities Plan (follow-up version)."
	Dec.	Introduced co-generation facilities into Sagara Plant.
1997	Mar.	Developed a natural gas-fueled WAGON R.
	May	Greatly modified and sold electric vehicles ALTO and EVERY.
	Oct.	Won the Technical Innovation Award for our 4-stroke outboard engine at the Chicago Boat Show.
	Dec.	Issued a "Vehicle Disassembly Manual" and distributed it to distributors.
1998	Feb.	Introduced co-generation facilities into Osuka Plant.
		Prepared an "Initiative Voluntary Action Plan for the Recycling of Used Automobile."
	Apr.	MAGYAR SUZUKI (Hungry) obtained the ISO14001 certification.
	Jul.	Kosai Plant obtained the ISO14001 certification.
	Oct.	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.
	Dec.	Developed an environmentally friendly pipe bending technology.
1999	Mar.	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.
	Jun.	Launched the sale of natural gas-fueled (CNG) WAGON R.
	Aug.	Launched the sale of a new model of EVERY electric vehicle.
	Sept.	Osuka and Sagara plants obtained the ISO14001 certification.
	Oct.	Launched the sale of ALTO equipped with Idling Stop System.
		Won "The Best Concept Car" special award for Suzuki PU-3 COMMUTER at the Tokyo Motor Show.
		Fully changed the design of the electric power-assisted bicycle LOVE.

1999	Nov.	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.
	Dec.	Launched the sale of natural gas-fueled (CNG) EVERY.
2000	Jan.	Developed a compact bumper crushing machine in house.
	Feb.	SUZUKI MOTOR ESPANA (Spain) obtained the ISO14001 certification.
	Jun.	CAMI AUTOMOTIVE (Canada) obtained the ISO14001 certification.
	Jul.	Won the "Logistic Prize" for the transportation package for "Senior Cars" (environmentally-friendly electric vehicles) at the Japan Packaging Contest.
	Oct.	Fully changed the design of the electric power-assisted bicycle LOVE.
	Nov.	Won the "World Star Prize" for the transportation package for "Senior Cars" (environmentally-friendly electric vehicles) at the World Packaging Contest.
	Dec.	Toyokawa Plant obtained the ISO14001 certification.
2001	Jan.	Totally abolished the use of lead (used in painting processes of domestic motorcycle and automobile plants).
	Mar.	Expanded the sale of the bumper crushing machine nationwide.
	Apr.	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.
	Aug.	Achieved the target of drastic reduction in landfilled solid waste to almost zero.
	Oct.	Started mutual cooperation with GM in the fuel cell technology field.
2002	Jan.	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.
	Mar.	Launched the "Idling Stop" campaign.
	Jul.	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	Jan.	Announced a hybrid engine car "TWIN" for the first time in small sized passenger cars.
		Announced a new concept energy-saving scooter "CHOINORI."
	Mar.	Iwata Plant obtained the ISO14001 certification.
		Takatsuka plant obtained the ISO14001 certification.
		Installed a wind-driven power generating facility at Inasa Training Center.
	Jul.	Became a member of IMDS (international material data system).
	Sept.	Issued a "Green Procurement Guideline."
		Launched the sale of certified ultralow-emission vehicle.
2004	Jan.	Jointly established Japan Auto Recycling Partnership and ART with other manufacturers.
	Feb.	Installed 2 units of wind-driven power generating facility at Kosai Plant.
	Jul.	Announced the motorcycle recycling fees.
		Announced the end-of-life automobile recycling fees.
	Aug.	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	Jul.	Developed "Hyper Alumite" that has improved corrosion resistance and durability, with the anodized aluminum film smoothed on the aluminum material surface.
	Aug.	Participatee in "Team Minus 6%".
	Oct.	Participated in the "FRP Boat Recycling System" promoted by the Japan Boating Industry Association and announced the recycling fees.
2006	Sept.	Developed "MIO," an electric wheelchair equipped with a fuel cell, and exhibited it at the International Home Care & Rehabilitation Exhibition.
2007	Oct.	Developed the fuel cell motorcycle "CROSSGAUGE" and exhibited it at the Tokyo Motor Show.
	Nov.	Established Suzuki Environment Control Regulations.
2008	Apr.	Set up "Suzuki History Museum" to introduce Suzuki's history and manufacturing know-how to the public.
	Jun.	Received the Minister's award for the newly developed fuel-cell electric vehicle "SX4-FCV".
	Jul.	Exhibited "SX4-FCV" at "Environmental Showcase" held in International Media Center for Hokkaido Toyako G8 Summit.
2009	Apr.	Received Ichimura Industrial Awards (Contribution Prize) for development and practical application of high-speed plating system realizing low price and low environmental impact.
	Sept.	Maruti Suzuki India Limited greatly reduced CO_2 emission by shifting the transport method from the trailer to the double-deck merchandise train and received the Golden-Peacock Eco Innovations Award.
	Oct.	Developed the plug-in hybrid automobile "SWIFT Range Extender" and the fuel cell scooter "BURGMAN Fuel Cell Scooter"and exhibited them at the Tokyo Motor Show as reference exhibits.

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.

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

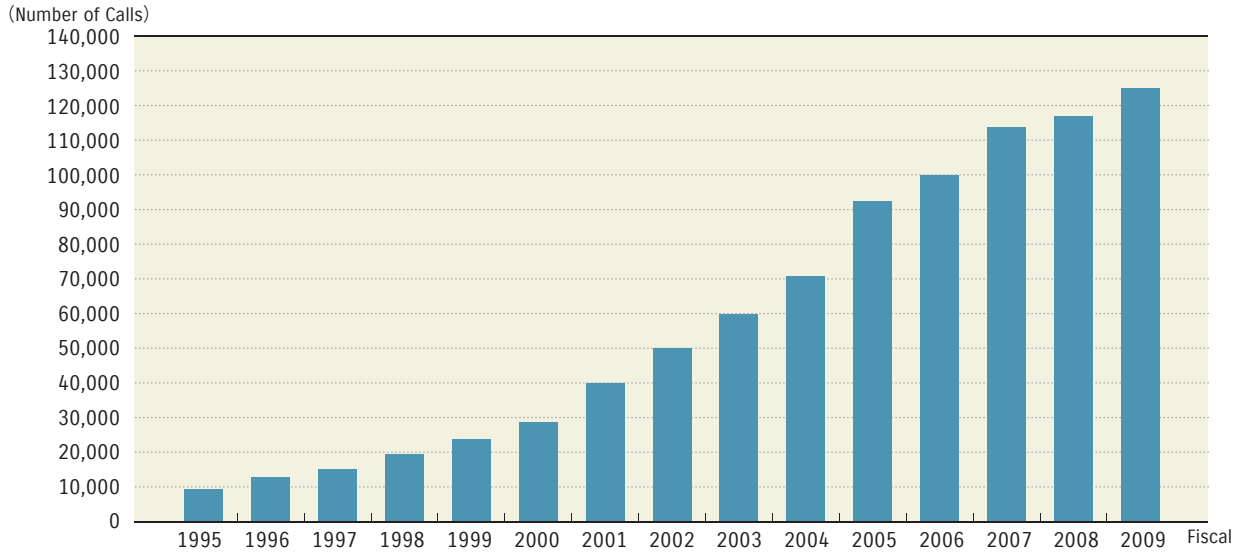
Customer inquiries steadily increased from 9,000 calls in 1995, when the customer relations office was established, to more than 124,000 calls in 2009. It is expected that this tendency will continue.

Our customer 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 so that the customer relations office can quickly responds to customer inquiries and requests at all times as a "window allowing for direct contact with customers." Also, we are organizing various data materials and upgrading application technologies to provide quick and accurate answers to satisfy the customers who have accessed our service office. In the case of purchasing or repairing products, which requires direct responses, proper support is provided through the nationwide Suzuki service network.

The "voices of customers" are collected into a data integration system for efficient information management and posted in our Intranet system, with the personal information carefully protected. Also, we have established a system enabling such information to be promptly and directly provided to the relevant persons in charge of product development, manufacturing, quality assurance, sales or after-sales service departments, depending on importance, for more efficient and better services to customers.

For providing more reliable and convenient services, customer relations office will continuously make efforts for further improvement of operations.

Trends in Access to the Customer Relations Office



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 has been conducted by our domestic automobile distributors since 2008. This program intends to make each staff member of distributors, who is making face-to-face customer contact, think of what to do for customers and make actions. At each activity base, Fans Net meetings are periodically held by selected promotion committee members.

For example, activities 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. This policy was established through discussions at the nationwide Fans Net promotion committee meetings under the theme of “How to create bond with customers”.

[Management Trainee System for Suzuki Dealers]

We support our domestic privately owned dealerships in creating local community-based networks. The “Management Trainee System 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, taking into consideration users and driving conditions, etc., to contribute 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-controllable 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 adjustable speeds ranging from 2 km/h to 6 km/h. Also, there is another type that provides adjustable speeds ranging from 1 km/h to 6 km/h. (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-controllable 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, and Kind Chair) are regarded as pedestrian under the Road Traffic Act. 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 some manual wheel chairs.

Topics

In May 2008, a JIS (Japanese Industrial Standards) mark labeling system began to be implemented, requiring a third-party certification. Before that, JIS for electric wheelchairs had already existed, and Suzuki was developing products in accordance with it. Accordingly, 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

●Safe Driving Training Program "For Preventing Accidents due to Misuse"

In order for people to enjoy using our electric wheelchair in a safe manner, Suzuki is making efforts to promote better understanding of operation method by conducting face-to-face sales through full-time sales persons and showing potential customers how to operate an actual wheelchair. Furthermore, we conduct the “Suzuki Electric Wheelchair Safe Driving Program,” which is a training session for the people who are currently using our electric wheelchair, working in conjunction with local police departments, traffic safety committee, etc. At the same time, we are making efforts to foster trainers for that program. Through such a training session, consisting of lecture and practical training, we try to improve the users' awareness of traffic safety for protecting them from any accidents.

●Electric Wheelchair Association Safety Activities

The Electric Wheelchair Safety Promotion Association was established by manufacturers and sales companies 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.

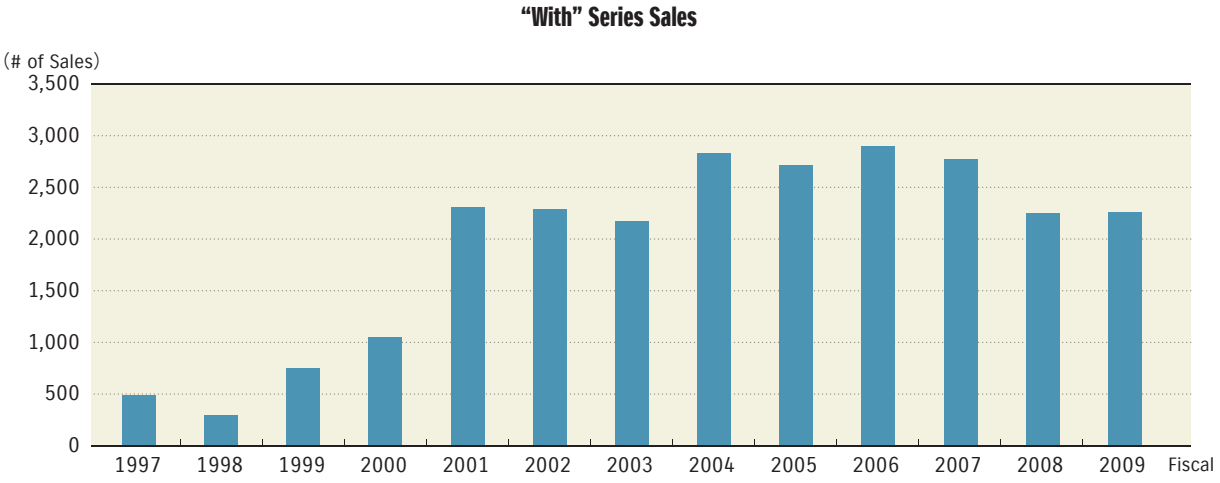
●Electric Wheelchair Safety Instruction Commendation System

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.

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.

Now, we offer six different models belonging to the following three types: "Wheelchair Courtesy Type", "Lifting Seat Type" and "Rotating Seat Type". We are working to develop a lineup of vehicles that accommodate specific needs and situations.



Wheelchair Courtesy Vehicle

Wheelchair courtesy vehicles make it easy for persons requiring special care to get into and out of the rear of the vehicle while seated in the wheelchair. The low floor vehicle allows the helper to easily support the passengers who require special care during getting on and off. This vehicle can accommodate either a manual or electric wheelchair. Wagon R, Every Wagon, and Every can be fitted with the system.

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 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ー［テクト］
TECT=Total Effective Control Technology
Resistance against front offset collision at 64 km/h

Photo: An image of airbag deployment

Knee airbag

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

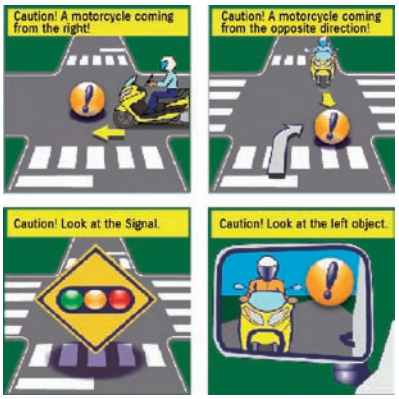
By providing our motorcycle and automobile (three units in total), we have participated in the "ITS-Safety 2010" large-scale verification test, which has taken place for verification of advanced safety technology-equipped vehicles since January 12, 2009 at the new Tokyo waterfront subcenter under the leadership of ITS Promotion Coucil (operated jointly by government and private sectors). This test intends to conduct verification of the following three kinds of systems: ① A system that performs the vehicle-to-vehicle communication via radio waves for information exchange between vehicles to quickly alert the driver to the danger of collision with other vehicles; ② A system that performs 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 ③ A 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 Activities for 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 cooperate for the promotion of Motorcycle Safe Riding Trainer Training Session and Centralized Training Workshop organized by JTSA (Japan Traffic Safety Association) by sending instructors.

Also, we are cooperating for the promotion of the Good Rider Anti-theft Registration activity for anti-theft registration of motorcycles. Moreover, we cooperate on the annual National Motorcycle Safe Riding Competition organized by JTSA by sending judges and motorcycles for the competition.

Furthermore, in cooperation with Japan Automobile Manufacturers' Association, we promote the improvement of motorcycle parking areas and conduct a traffic accident prevention campaign.

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 1250 Series, Gladius 400, and Skywave 400 and 650.

In 2009, we held an ABS-equipped motorcycle test-ride event 60 times in total throughout the nation, and the test ride was experienced by about 2,000 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 100 times this year, aiming to attract 3,500 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 enjoyoy 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. In 2009, the number of visitors exceeded 32,000. 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.

This year, the Suzuki History Museum was specially opened to the visitors to "the hometown of motorcycle" as a new initiative.

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.

In fiscal 2009, 20 seminars were conducted for new employees who have just graduated from high schools or universities, 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 motorcydle 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

Coupled with today's worsening energy problems, the need for energy saving automobiles is growing. Accordingly, the compact car industry is at the stage of rapid progress by satisfying such need of the time. In such a situation, we believe that the compact car makers must make more efforts to quickly repsond to the public need. For that purpose, further development of the related mechanical industries and cultivation of engineers are very important. This foundation was established with collaboration from Ministry of Economy, Trade and Industry and other various organizations to continuously support and finance those mechanical industries related to compact cars for promoting technological development and attracting young people to this industry. (The Suzuki Foundation was established as a specific public interest company in 1980, commemorating the 60th anniversary of Suzuki's founding, with the funds deposited with affiliated companies.)

Foundation Activities

①Grants for Basic and Original Project

The Suzuki Foundation offers grants for basic and creative projects related to environmental, information, control, material and medical technologies, which are the framework of social development. We have contributed to the basic research for development of technologies by providing grants totaling 1,052,690,000 yen to 758 researchers (as of April 1, 2010) at universities, junior colleges, and research institutes.

②Grants for Theme-Based Project Assignments

We also finance projects that concentrate the combined intellect of researchers in finding solutions of high priority concerns such as global environmental conservation and natural energy resource saving. Since the start of our financial aid in 2003, we have financed 10 projects including the "Development of emission gas purification system for mini and compact vehicles" and amounting to 78,230,000 yen to date (as of April 1, 2010).

③Grants for further development of findings and for overseas training of researchers

The foundation partially provides grants to symposiums and conferences held in Japan and other countries for the purpose of further development of findings from basic or creative scientific researches. So far (as of April 1, 2010), it has provided grants totaling 114,340,000 yen for 301 symposiums and conferences.

④Grants for Joint Project with Foreign Researchers

Based on the researchers exchange agreement between Shizuoka University and Budapest University of Technology and Economics (Hungary), the two universities tied up with the Suzuki Foundation in 1999 and have been working on this project. So far, eight researchers have come to Japan from the Budapest University of Technology and Economics. The projects they have been working on include those for international collaborative research development.

⑤Supporting Inter Academia

For international exchange activity, Shizuoka University and eight European universities hold international conferences (Inter Academia) for the purpose of mainly announcing the results from the researches conducted by students and instructors under social programs. Suzuki Foundation also actively supports those activities.

⑥Number and amount of grants

- Number of grants in 2009: 62
  (Accumulated total: 1,077 as of April 1, 2010)
- Total amount of grants in fiscal 2009: ¥60,950,000
  (Accumulated total: ¥1,262.77 million as of April 1, 2010)

⑦Supporting Public Interest "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: ¥1,555,580,000
- Total amount of grants (as of April 1, 2010): ¥106,380,000
- Scholarships (Fiscal 2009): 64 scholarships (¥19,380,000)

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. And about 60 local companies joined the supportive action. 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 caused by engine (catalyst technology for better flue-gas treatment with and improvement of fuel efficiency for reduction of CO_2 emission)
- Lecturers:
  Suzuki employees sent 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 2009 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 on past methods. In this we place emphasis on the following points.

①Create a safe and healthy workplace for our employees.
②Create a system that evaluates and supports those who want to take the initiative in advancing their careers.
③Create 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 major injury, there are 29 minor injuries, behind which there are 300 no-injury accidents*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 No-injury accident is an experience 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 aged 40 years or 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 mental health and others through the corporate intranet and seminars to allow employees to 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 physicartist 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 not only on public roads, but also within the plant site
- 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 setting 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:

①Specifying goals has improved motivation.
②Supervisors 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 a corporate culture that enables employees to 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 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 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 on page 8.)

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))

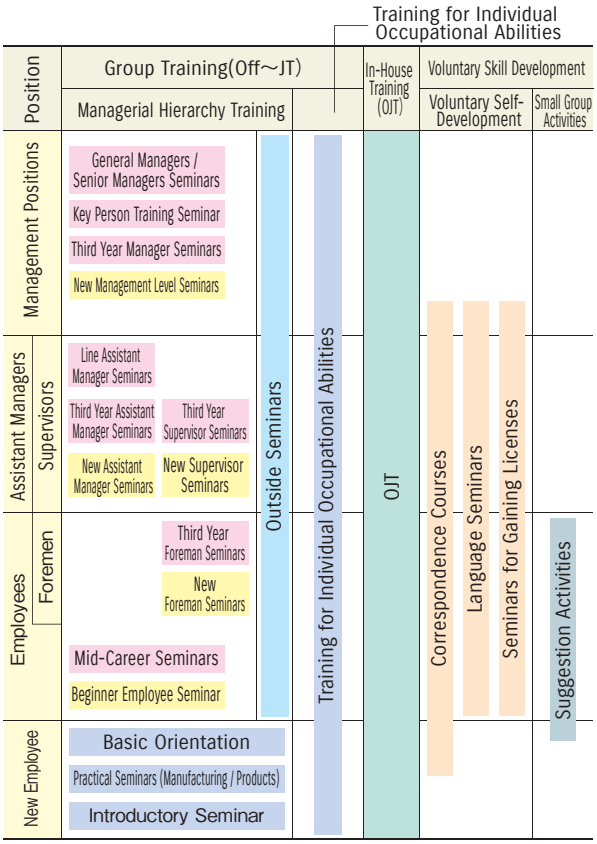
Group Training, also known as "Off the Job Training" consists of seminars given in our in-house school, training center, etc. and out of company training seminars, etc. Seminars are generally given according to management hierarchy * and cover basic knowledge, technology and skills necessary to pursue tasks in accordance with the job position.

* Management hierarchy: Seminars that are carried out according to corporate rank such as General Manager/Senior Manager Seminars, Assistant Manager Seminars, Supervisor Seminars, Foreman Seminars, etc.

Number of Seminar Participants
(Overall Suzuki Group)

Fiscal 2002	13,932 persons
Fiscal 2003	17,699 persons
Fiscal 2004	14,430 persons
Fiscal 2005	14,518 persons
Fiscal 2006	15,470 persons
Fiscal 2007	18,600 persons
Fiscal 2008	19,000 persons
Fiscal 2009	18,000 persons

Suzuki In-House Training System



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

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

●Voluntary Skill Development

Self-Development

Scholarships are available to support those employees who actively work to improve 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 suggestion activities, quality control circles, etc., in order to create a more cheerful work environment or increase self-development.

05 Labor 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 seriously 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

The Suzuki group has 138 member companies (manufacturers, non-manufacturers, sales companies) at home and abroad. It is our hope that those 138 member companies are individually trusted by the local residents, society, and customers.

At Suzuki, seminars are given to union officials and labor union leaders of overseas companies to make them understand the importance of cooperative relationship and smooth communication between labor and management, as well as the need for a fair, equal and clear personnel management system, etc. We also work with the labor union to promote global personnel exchanges with both domestic and overseas member companies, and we strive to establish a work climate which allows about 50,000 employees in 138 companies to enjoy working under highly creative environments and through stable labor-management relations.

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 six years. As of the end of June 2010, 60 employees including those having severe intellectual disabilities are brightly and vigorously performing janitorial service and documents pickup and delivery service at Suzuki's main office, employee dormitories and related facilities.

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 Motor Corporation
4. Location	300 Takatsuka-cho, Minami-ku, Hamamatsu-shi, Shizuoka
5. Establishment	February 2005
6. Business category	Janitorial services, etc.
7. Representative	Hiroyasu Uchida, President (also Managing Officer, Administration Deputy Executive General Manager, Suzuki Motor Corp.)
8. Number of employees	71 (60 employees with disabilities)

Our Shareholders and Investors

01 Improving Corporate Value

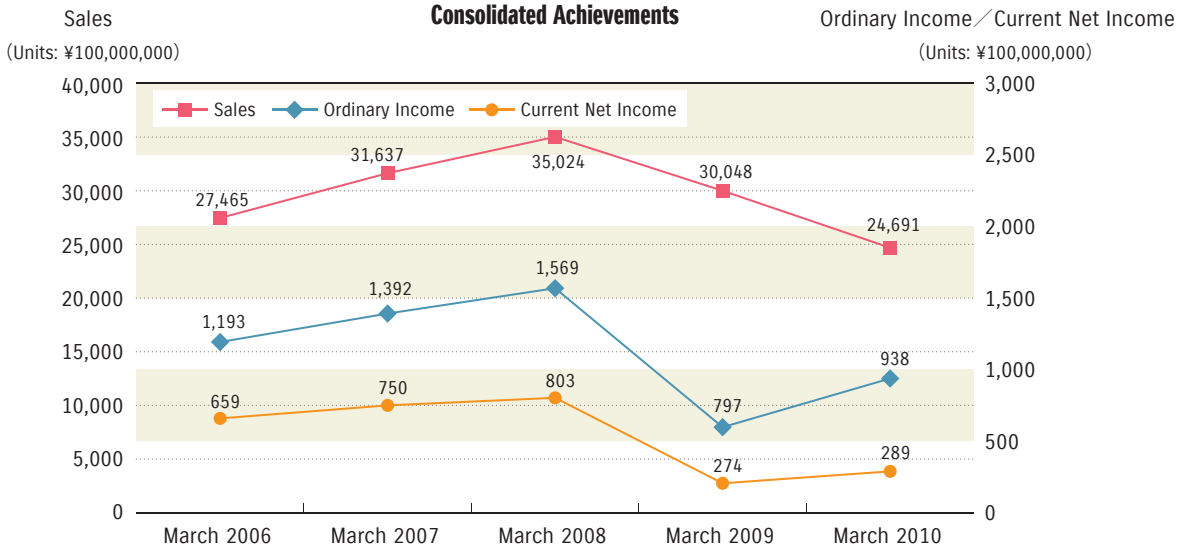
Suzuki has made best efforts to improve the corporate value to live up to shareholders' expectations.

Unfortunately, however, due to the worldwide financial crisis, the automobile sales drastically declined throughout the world except some areas, resulting in a 30% decrease in sales from the peak fiscal year that ended in March 2008. Thus, we are still in a difficult situation.

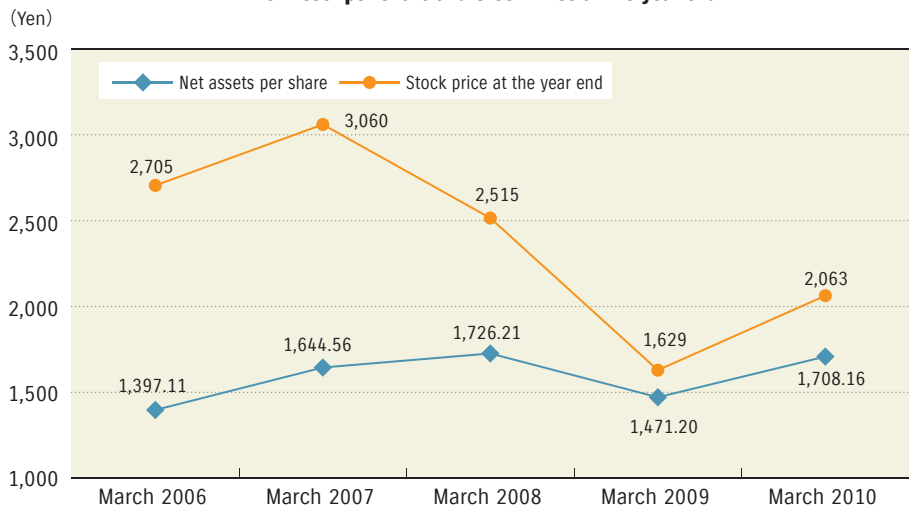
In order to come out of such a situation, we need to unite our efforts under the slogans of "Rack our brains to overcome the difficulty" and "Face up to the 30% decline in sales, and start refresh all over."

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.

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- to 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.

Although the drastic sales decline has continued due to the harsh business environment since the second half of the previous fiscal year, we have successfully recorded a profit, resulting from thorough expenditure cut.

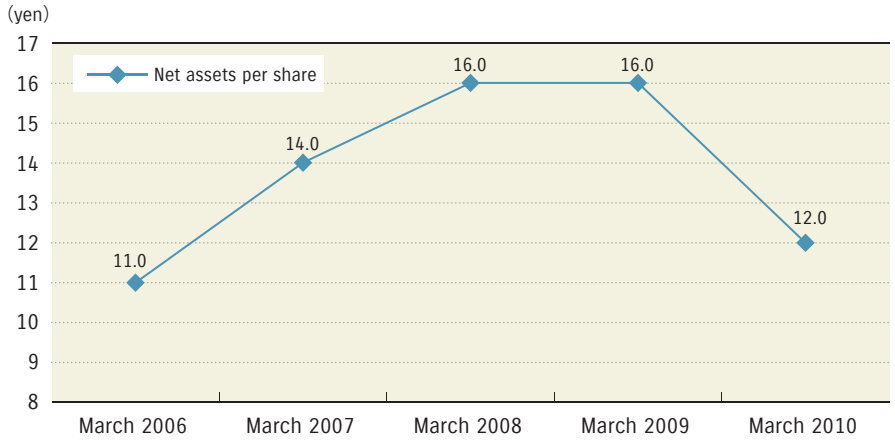
The business environment still shows a grim outlook, but we have set the year-end dividend to 7 yen per share in order to express our gratitude to all of shareholders for the continuing support. As a result, the ordinary dividend for the current fiscal year has become 12 yen per share (including the mid-term dividend of 5 yen).

For the next fiscal year, we also plan to set the same dividend as the current one: 12 yen per share (including mid-term dividend of 6 yen).

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

Our articles of incorporation stipulates that interim dividend is available.

Cash dividends per share



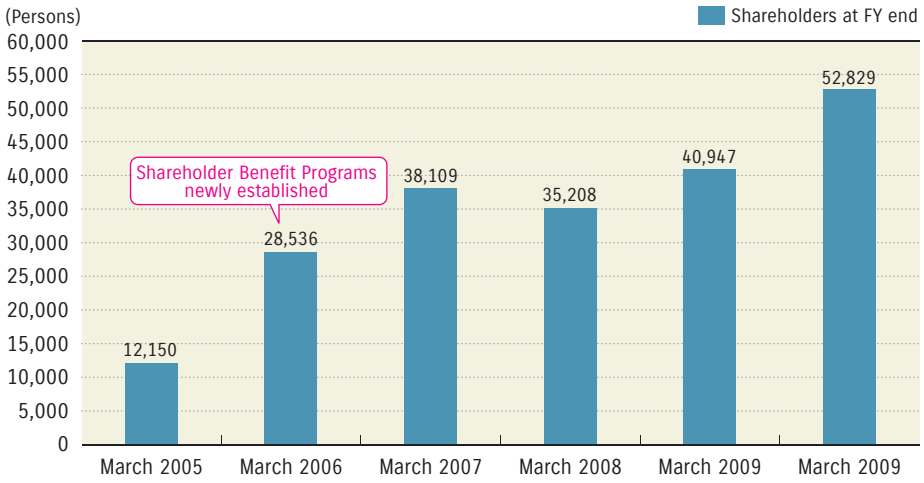
03 Shareholder Benefit Program

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 shareholders

Shareholders who hold a minimum unit of shares (100 shares) and are listed in the shareholders' register and the list of substantial shareholders as of March 31 every 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 gift set of rock salt and Hungarian honey

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)

* 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

Departments in charge of IR are Tokyo Branch Office (PR Sect.), Public Relations Dept. (PR Sect.), and Finance Dept. (IR Planning Sect).

(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 PLAZA, after the meeting, for better understanding of Suzuki.

The SUZUKI PLAZA 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 PLAZA

With Local Communities

01 Cleanup Activities

Forest Conservation Activities

●Suzuki Forest (Hamamatsu city)

Suzuki concluded a "Volunteer Forest" agreement with Tenryu Forest Administration Department of Forestry Agency, and started the forestry preservation activities in 2006 at "Suzuki Forest" located in Inasa-cho, Kitak-ku, Hamamatsu city.

Since fiscal 2008, our employees and their families have participated in events such as a tree planting and underbrush cutting. Also, children enjoy 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 in 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, it 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, it 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. To hand over the sustainable community to the next generation, we made "Shimokawa Environmental Model City Declaration" and are promoting development of environmentally friendly regions by supporting and encouraging the recycle-based forest management, biomass town concept, and construction of environmental type model houses using local materials.

Shimokawa Proving Ground (Hokkaido)

Participation in volunteer activity to clean up 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 2009, the cleanup activities were performed 14 times, with a total of 678 employees collecting burnable and unburnable litter, etc., which filled up 9 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 (62 groups in total as of the end of March 2010). And it has become the largest network related to environmental preservation for Lake Hamana.

As part of our volunteer activities, a total of 94 persons (25 families) participated from Suzuki in 7 events in fiscal 2009, including "Lake Hamana Eco-Kids Experiential Learning", which is a kind of environmental learning for children who will be major players in the next generation, and "Lake Hamana 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, and lifestyle of the local residents, but also the importance of environmental conservation activities.

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

●Lake Hamana Eco-Kids Experiential Learning Activity

Visiting Amamo community, 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 (eel grass) still exists, supporting the fish babies and other sea's harvest in Lake Hamana and Enshu-Sea.

●Lake Hamana Eco-Workshop

Eco-activity field visiting tour on east shore of Lake Hamana

We visited the fields of environmental conservation activities around the Lake Hamana for information exchange with the environmental activist groups.

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

Relief funds to big earthquake-stricken areas in Haiti, Chile, and China

In 2010, there were three big earthquakes in the world: Haiti on January 12, Chile on February 27, and Western China (Qinhai) on April 14. We sent relief funds to those big earthquake-stricken areas as follows:

Details of relief funds

	Monetary donations
Haiti Earthquake	One million yen via Japanese Red Cross Society
Chile Earthquake	500,000 yen via Japanese Red Cross Society
Western China (Qinghai) & Yushu Tibetan Autonomous Prefecture Earthquake	One million yen via Japanese Red Cross Society

03 Promoting Sports and Education (supporting the main purport)

Suzuki's track and field club, which was established in 1962, newly started activities as "Suzuki Hamamatsu Athlete Club" in April 2010. As in the past, the main aim of the activities is development of athletes who can do well in the Olympics, Track and Field World Championships, and other international athletics meets. Also, we will make efforts to promote local sports activities through the athletic sports for further development and spread of athletic sports, as well as for improving skills of athletes.

Athletes selected as "representatives from Japan" for the 16th Asian Games

Three athletes of Suzuki Hamamatsu Athlete Club were selected as representatives from Japan for the 16th Asian Games to be held in Guangzhou, China in November 2010.

The three athletes announced the determination for Asian Games to the local press:
Starting from the left: Tsuyoshi Takeda (3,000-meter steeplechase), Yukifumi Murakami (javelin throw), and Yuki Ebihara (javelin throw)

Special Training Sessions by Suzuki Hamamatsu Athlete Club

Seven athletes of Suzuki Hamamatsu Athlete Club, including three representatives from Japan for the Asian Games to be held in November, gave special training sessions to about 50 local junior high school and high school students in Hakodate, Hokkaido, where their training camp was located. At the training sessions, they gave specialist advice to the students concerning basic walking, sprint, javelin throw, shot put, hammer throw, long jump, and long-distance running.

Coaching by Murakami

Coaching by Ebihara

Coaching by Suzuki (triple-jump champion at 2010 National Championship) and Yamamoto (representative from Japan for Paralympics)

Athletic Sports Class was held in Haruno-cho.

At the request of the municipality of Haruno-cho (now Tenryu-ku, Hamamatsu-shi, Shizuoka), Suzuki Hamamatsu Athlete Club sends athletes to Athletic Sports Class for coaching local residents every year. The people to be coached also include those who have not experienced any track and field sports, so emphasis is put on basic motions, and the training level is increased step by step each year to promote the spread of athletic sports. This year the training session was conducted at Haruno High School, where the ground condition was very good, attracting about 100 participants, which exceeded the previous annual average. They had a great time learning athletic sports.

04 Contribution to Local Community

SUZUKI PLAZA

The SUZUKI PLAZA, which has been open to the public since April 2009, enters the second year. At the request of visitors, the museum is now open on Saturdays, Sundays and holidays, allowing people to visit with family. Also, a special exhibit space "Enshu Corner" was newly added to display local specialty products, culture, major facilities and other information on Enshu district, where Suzuki Motor has been brought up, to enable more visitors to understand the background of Suzuki. During the previous year, the number of visitors exceeded 50,000, and it acquired a good reputation. For the future, we will plan for various summer holiday events for children and renew exhibits to make the museum more enjoyable for local residents of all ages and make it more attractive to motivate every visitor to come again.

Newly added exhibit space "Enshu Corner"

Well-known personalities in Enshu

Information on Hamamatsu Festival

Santa Claus visited SUZUKI PLAZA.

The official Santa Claus*, a goodwill ambassador from Finland visiting children throughout the world to give them dreams, visited the SUZUKI PLAZA and gave presents to local nursery school toddlers who visited there as a surprise event in cooperation with Finnair. The children were first surprised at the sudden appearance of the Santa Claus, and then, shouted for joy when receiving presents from him. In appreciation for the presents, they sang together for him. Thus, they had a very good time.

* The official Santa Clauses are accredited by the Santa Claus Foundation funded by about 70 Finnish major companies and organizations with collaboration from Finnish Ministry of Trade and Industry. They visit various countries in the world during the Christmas season every year with help from Finnair.

A present was handed to each of the children by the real Santa Claus.

Topics

Topics

Summer Holiday Hands-on Studies were conducted.

On the final Saturday in the summer holidays, a study event for children "SUZUKI PLAZA Summer Holiday Hands-on Studies 2010" was held. On that day, about 600 children, mainly local children, got together and enjoyed various kinds of interesting studies. Those hands-on studies, which were related to Suzuki's history of manufacturing, include making handwoven coasters by using a wooden weaving machine and disassembling and assembling an actual motorcycle engine. The children enjoyed learning someting different from what they learn at schools.

Handweaving with a wooden weaving machine

Disassembling and assembling of a motorcycle engine

05 Activities of 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.

Activities of Kosai Plant

●Elementary School Children's Plant Tour

About 12,000 elementary school pupils of the fifth grade in Shizuoka prefecture are annually invited to our plant tour as an out-of-classroom social lesson.

At the plant tour, a library shot titled "Welcome to Kosai Plant. Here's how Suzuki cars are made" was used to make them easily understand the assembly-line operations. Also, they visited the windmill power generator, etc to understand our environmentally-friendly automobile manufacturing.

●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 meetinng.

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

●5S Activities around Kosai Plant

As part of environmental conservation activities, members of Kosai Plant's sanitation group and affiliated companies located in the plant site (about 150 persons in total) perform cleanup activities on roads around the plant four times a year.

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

●Requesting vendors and suppliers for cooperation

Carriers transporting cargoes to and from Kosai Plant are also requested to understand its environmental policy and activities and cooperate in "Prohibition of littering," "Promotion of idling stop campaign," and "Preferential utilization of central highway."

●Traffic Safety Guidance around Kosai Plant

Kosai Plant's traffic safety group plays a central role in traffic safety activities on commuter roads and crossings around the plant by checking employees' seatbelt usage and traffic manners mainly at intersections and giving guidance to them, as necessary, for the purpose of preventing traffic accidents. Every year a total of about 500 employees participate in this activity to ensure traffic safety on the street.

●Participation in Lake Hamana & Narrow Islands Cleanup Campaign

From the Kosai branch of labor union, a total of 150 employees participate in "Lake Hamana Cleanup Campaign" led by Kosai city government and “The Japanese Archipelago Cleanup Campaign” led by Shizuoka Trade Union Confederation to clean up the seabeach (Shirasuka seashore) on the Pacific coast.

Activities of Iwata Plant

●Voluntary Cleanup around the Plant

As part of cleanup activities around the plant, a "Cleanup Program" is conducted by plant employees once a month.

●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.

●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 of Sagara Plant

●Voluntary Cleanup around the Plant

As part of regional 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.

●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 2009, the meeting was held in March 2010 and attended by 17 persons, including representatives of local residents, city councilors, and employees of Makinohara City.

●Fishing Event at Sagara Plant Reservoir Pond

An annual fishing event with local people is held at Sagara Plant reservoir pond. In fiscal 2009, it was held in October, with a lot of carps and gibels caught in good weather.

●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

Board members of the local residents' association are invited to our social gathering and plant tour for the purposes of exchanging opinions and explaining Suzuki's business activities and efforts for environmental preservation, as well as promoting friendship with them.

●Voluntary Cleanup around the Plant

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

●Noise Monitoring Activity on the West of Plant

To check noise on the west of the plant, the managerial staff and environment office staff conduct an "Early Morning & Nighttime Noise Monitoring Activity" four times every year. They check and monitor the noise from the plant at 6 a.m. and 10 p.m., which are quiet hours, to keep providing calm environment to the residents living on the west of the plant.

● Lake Sanaru Cleanup Activity

Nitric acid used for plating process at Takatsuka Plant was discharged to rivers after effluent treatment, but it was said that the discharged water contained a little nitrogen, leading to overabundance of nutrients in Lake Sanaru.

To cope with that problem, we determined to request a specialized company to receive and recycle the effluents instead of the conventional treatment method. As a result, the nitrogen content has decreased by 88%. And the water quality in Lake Sanaru has been improved so greatly that even fishes living in limpid stream (sweetfish, minnow, goby etc.) now can be found in the drainage canal.

Sweetfish lives in the drainage canal where the water quality has been much improved.

Activities of Toyokawa Plant

●Cleanup Activity around the Plant

Timing of implementation: May and September

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

●Regional Community Meeting

Timing of implementation: March

Activities: We invited representative persons of two adjacent neighborhood associations to our plant to hold a regional community meeting.
At the meeting, we explained the outline of our plant operations and environmental activities. Then we showed them our motorcycle assembly lines and effluent treatment facilities. And finally, we exchanged opinions about our activities with them.

●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 of Osuka Plant

●Voluntary Cleanup around the Plant

For the purpose of maintaining the clean environment in surrounding areas, the plant's employees perform cleanup activity around the plant.

As in fiscal 2009, it is also implemented once every month during this fiscal year.

Some board members of local residents' association gave us their words of praise, such as "Our surroundings have become clean and beautiful." We will continue the activity, aiming to make the surroundings more beautiful.

●Deepening Exchange with Local Residents

Every year we enhance communication with the community through social gatherings and plant tour by inviting members of local residents' association.

In this fiscal year, it was implemented in March, and we received valuable comments.

●Receiving a letter of appreciation for cleanup activity after the local Shinto shrine festival

After the Mikumano Shrine Big Festival, we performed the cleanup activity around the shrine. In April, we received a letter of appreciation for this activity from Yokosuka Festival Group, Osuka Branch of Kakegawa Tourist Guide Co., and Enshu Yokosuka Club at an opening ceremony of "Kakegawa South Tourist Information Center"in Plaza Osuka, a municipal gallery.

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

Activities of Yokohama R&D Center

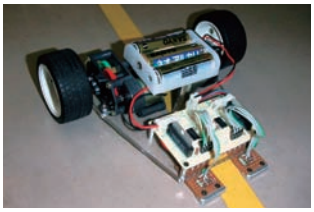
Again in this fiscal year, some engineers were sent from the Suzuki Yokohama R&D Center for a lecture aimed at elementary and junior high school students in line with a program called “Dr. Tuzuki Club School” led by the Tuzuki Ward Administration Promotion Section (Yokohama).

<Teaching in a woodworking room>

In fiscal 2009, a lecture under the theme of “Robots” was provided to 70 students of three elementary and junior high 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 LED 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 listening to the instructor's explanation with keen interest.

During the question and answer session after the lecture, the students asked questions and talked about their dreams, wishes and opinions concerning robots. Also, we sometimes receive thank-you letters and reports from the students and their teachers. The opinions and impressions we receive from the people we came in contact with through this activity are a source of inspiration and encouragement for the next lecture.



<Robot samples demonstrated at the lecture>

Activities of Motorcycle Technology Center (Ryuyo Proving Grounds)

●Opening Ryuyo Proving Grounds to the Public for Sports Competitions

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

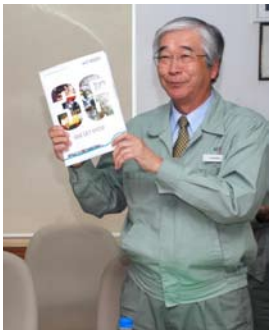
The Ryuyo Proving Ground is open to all, from adults to elementary and junior high school students. Recently the “Sunrise Iwata in Ryuyo“ (triathlon), the “Friendly Duathlon in Ryuyo”, the “Shizuoka Prefecture Seibu Junior High School Marathon Relay Race”, and more have become regular events. In this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

06 Efforts by Overseas Companies

India

■Sustainability Report

Maruti Suzuki India Limited (MSIL) issued its first sustainability report in accordance with the G3 guideline of Global Reporting Initiative (GRI). This report was verified by an external certification agency and has proved to comform to Level A+ of GRI G3 Guideline.



■Sustainability Award

MSIL received a "Certificate for Strong Commitment to Sustainability" established by CII-ITC, which is a research and education base for sustainable development in India. [Photo: Mr. Jairam Ramesh, Minister of Environment and Forests at right and Mr. I V Rao, MSIL (MEO) at left}

■Initiatives for Road Safety

Maruti Suzuki India Limited (MSIL) regards road safety as the most important item in the CSR program and is making great efforts for that purpose.

In fiscal 2009, MSIL added two new Institutes of Driving Training and Research (IDTR) and 32 new Maruti Driving Schools (MDS). With those new IDTRs and MDSs added, MSIL has now four IDTR bases and 83 MDSs in India. MSIL's activities for IDTR and MDS are conducted under individual agreements with state governments and dealers, respectively. Developing energetic activities throughout India, MSIL has trained 670,000 people in safe driving since inception of the first IDTR in 2000.

Since it launched "National Road Safety Mission" program in 2008, MSIL has been carrying out the training activity, aiming to provide safe driving training to 500,000 people within three years. In fiscal 2009, the number of trainees reached 137,000 persons. In addition, MSIL launched a new program in fiscal 2009 to enhance school children's awareness of road safety, and provided about 6,000 pupils with opportunities for elevating their awareness of traffic safety. Also, a short-term training program for drivers to boost their awareness of safe driving, which was previously conducted only in Delhi, has been deployed throughout the nation through MDSs.

Moreover, there is another activity led by MSIL, which is called Maruti Suzuki Traffic Beat. It is intended to provide information on safe driving and vehicle maintenance to commuters using cars through the radio. During rush hours, information about various urban traffic routes are provided, allowing drivers to know another shortcut. The Maruti Suzuki Traffic Beat is broadcast every day at 17 cities in India.

■Vocational Training

In fiscal 2009, MSIL established a new Industrial Training Institute (ITI) for women in Gurgaon, Haryana. MSIL intends to develop this ITI into Centre of Excellence for Apparels. Coupled with the introduction of four government-run ITIs into Haryana in 2006, MSIL jointly launched the ITI development program with two suppliers.

At the ITI in Gurgaon, a central library has been newly established as a place allowing students to acquire the habit of reading outside of classroom hours. Also, a computer room has been newly added.

ITI students learn about safety, 5Ss, improvement, quality, and driving technique from MSIL's specialists. Students and teachers visit MSIL facilities to pick up on the atmosphere. In order to efficiently teach such complex mechanisms as vehicle brake system and fuel injection system, MSIL has introduced audio-visual aids into ITI. In fiscal 2009, MSIL trained ITI teachers for 1,326 hours and students for 69,910 hours on relevant themes in total.

Other than the ITI development program introduced into Haryana, MSIL has also deployed the automobile industry-oriented engineering support into the nationwide private and public ITIs in India. That has made it easy not only to support students to get jobs in the automobile industry, but also to gain skills required at dealers' car repair shops. MSIL supports 19 bases of ITIs by providing them with engines, transmissions and other automobile parts for vocational training. About 400 students have graduated from ITIs and entered employment at vehicle repair shops of dealers.

■Employee Volunteer Program (e-Parivartan)

This program is designed to encourage MSIL employees to perform volunteer activities for impoverished people on Sundays and holidays. The activities include taking care of children who live in child care facilities, sharing time with elderly people at elder care facilities, and celebrating birthdays, festivals or national events with them.

The number of such care facilities located in Delhi, Gurgaon and Manesar has reached 19, with newly established facilities in fiscal 2009 added. MSIL employees have spent more than 4,000 hours in total on the volunteer activities, supporting over 1,200 children and elderly people.

In addition, employees have donated more than 1,000 (new and used) books as part of One-Week Book Donation Program. Those books were delivered to various care facilities.

■Initiatives for Community Development

MSIL has selected four villages around its Manesar manufacturing plant for support. Special teams are conducting activities to improve or enhance Education, Employability Training, Health Care, and Infrastructure Development in those villages in cooperation with the local community.

●Education

In fiscal 2009, nighttime compensatory classes were opened to deprived children. In those villages supported, 75 poor children attended them. As a result, their average score rate of the final examinations increased from 73% to 85%. MSIL provides opportunities for the children to bring out their hidden talent in such fields as theatrical performance, art, craftwork, composition writing, and singing.

●Employability Training

MSIL trained unemployed youth in those villages to improve their abilities necessary for getting jobs. In the past two years, 97 unemployed young people have been trained in safe driving. In addition to the driving training, the unemployed youth were enrolled for vocational training in electronics, electric engineering, automobiles, etc. at ITI, Gurgaon. So far, 43 deprived students have been enrolled in this program.

●Health Care

To provide medical treatment or preventive medical care to women, children and elderly people, MSIL periodically conducts medical check-up camps at the supported villages. For school children, MSIL provides special health camps for the purposes of protective vaccination and health care education. In the supported villages, over 9,200 persons used those health camps.

●Infrastructure Development

In fiscal 2009, to create an environment suitable for study and activities of children, a government-run school in Dhana village, Manesar, was remodeled with modern toilets, safe drinking water system, circumferential groove, playground, and swings.

■Initiatives for Environmental Preservation

MSIL has continuously enhanced environmental preservation activities by promoting compliance with environmental regulations and energy saving. In fiscal 2009, an audit was conducted by M/s AV Belgium, and continuous renewal of the ISO 14001certificate was admitted by the auditors.

For environmental preservation and energy saving, MSIL conducted the following activities in this fiscal year.

- ●Started using environmentally friendly natural gas for electric power generation and manufacturing activities at the Manesar plant.
- ●Started using canal water instead of groundwater at the Manesar plant.
- ●Replaced CFLs (compact fluorescent lamps) and HPSVs (high-pressure sodium vapor lamps) with energy-efficient LED lamps.
- ●Performed environmental activities during the Environment Month from June 5 to July 4. CEO Mr. S Nakanishi planted trees on the occasion of World Environment Day and urged employees to work towards environment protection. In fiscal 2009, MSIL planted 14,000 trees around the Manesar and Gurgaon plants.

■**Children's Park**

MSIL has been managing Children's Park near India Gate, New Delhi since 2000. This park spreading over 10 acres area is a clean, green and safe playground where children can enjoy playing, studying and growing with friends. In this park, not only swing and other play equipment, but also a library and science museum are available.

This park is popular as a recreation area for children. In fiscal 2009, more than 15,000 children visited the park. On the Children's Day, various events and attractions were held, such as dance contenst, art show, and singing competition, in which more than 47 schools participated.

Indonesia

Suzuki Indomobil Sales (SIS) made a donation of a library to SDN Kebon Dalam Lor elemetary school in Prambanan Temple Compounds, Java, Indonesia.

SIS also made a donation worth Rp 30 million for repair of school house and purchase of school facilities to TSAQOFAH ISLAMIYYAH (Islamic Teachers' Association) in East Jakarta.

Suzuki Indomobil Motor (SIM) and SIS, together with dealers and employees, made a donation of Rp 500 million in total to victims of the earthquake-stricken areas in Pariaman (West Sumatra) and Tasikmalaya (West Java). The donations made to those two areas were used for construction of educational facilities, repair of schools, financial aid for Islamic teachers' association, and introduction of three (APV based) ambulance cars.

To support the rescue work at BALI KUTA Beach, SIS made a donation of beach safety equipment worth Rp 10 million .

Pakistan

1. Production Activities

■Development of eco-friendly products

PAK SUZUKI MOTOR CO (PSMC) provides vehicles driven by CNG (compressed natural gas), which is clean and environmentally friendly energy source.

Also, PSMC has agreed to "Suzuki Global Environment Charter" and is promoting the spread of CNG-driven vehicles in the domestic market. These vehicles, which are sometimes called clean energy vehicles or eco-friendly products, are very effective in prevention of global warming.


■Eco-friendly transportation

To realize SMC's policy, PSMC has increased the use of returnable cases and containers for receiving parts from local vendors.


2. Educational Support Activities

■Internship program for engineering college students

PSMC has conducted the following internship programs mainly for students belonging to Department of Automotive & Marine Engineering of NED University of Engineering and Technology.

1) December 2009: 19-day internship program (3 students)
2) June 2009: 25-day internship program (5 students)

Through the above internship programs, those students learned about automobile manufacturing and assembling processes.

■Education/Plant tour

PSMC conducted plant tours six times for the students of various universities and educational institutes listed below.

1) NED University of Engineering and Technology (Students from Department of Mechanical Engineering and Industrial & Manufacturing)
2) PAF KIET University (Students from Department of Business Administration)
3) PAF (Pakistan Air Force) University (Students from Department of Technology)
4) Karachi Japanese School




China

Relief funds for earthquake-stricken areas in China

Date	Donator	Stricken area	Receiver	Amount	Photo
May 14, 2008	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (via CHANGAN Group*)	Earthquake-stricken area in Wenchuan Sichuan	Red Cross Society of China	One million yuan	
May 20, 2008	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (All employees)		Red Cross Society of China	191190.1 yuan	
2008 to 2010	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (Labor union)	Earthquake-stricken area in Chongzhou	Communist Youth League of China (Chongzhou Branch)	Annual donation of 600 yuan to each of 24 children	
April 14, 2010	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (via CHANGAN Group*)	Earthquake-stricken areas in Qinhai & Yushu	Red Cross Society of China	One million yuan	
	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (Communist Party)		Red Cross Society of China	10,410 yuan	

* The CHANGAN Group is a parent company of the Chinese partner CHONGQING CHANGAN AUTOMOBILE CO (investment ratio of 51%) in the joint venture CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD . Its formal name is CHANGAN AUTOMOTIVE GROUP CO., LTD.

Public-Interest Activities

Period or date	Donator	Field of activity	Activity	Photo
2005 to 2009	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (Sales Block)	MALIU and FENGSHENG elementary schools in Banan District	Annual donation of 600 to 800 yuan to each of 7 students	
March 12, 2010	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD.	Shizushan Memorial Forest in Banan District	Tree planting activity	 
May 27, 2010	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD.	Jie Long town Nantuo Elementary School in Banan District	Donation of stationery products, etc to elementary schools in impoverished territory	 

Hungary

The millionth vehicle (SWIFT) produced by MAGYAR SUZUKI CORPORATION (MSC) on the accumulated total basis was displayed at a public science and technology center "Palace of Wonders" as a technologically advanced vehicle.

MSC supports about 30 educational institutes, industrial training schools, technical schools and universities including Géza Fejedelem (local technical school), Esztergom Balassa Bálint (economic school) and Bottyán János (engineering school). In addition, not only such higher education institutions as Széchényi István University in Győr, Budapest University of Technology and Economics, Technical University of Budapest, and Corvinus University of Budapest, but also other automobile industry-related educational institutions also benefit from MSC.

Suzuki Kindergarten: MSC jointly runs a kindergarten with the Esztergom municipality for taking care of the employees' children.

MSC supports several sport activities in Komarom/Esztergom Counties including Esztergom Rowing. Club, Esztergom Knights Rugby Team, Esztergom Kick Boxing Association, Suzuki youth football squad, Esztergom Flying Club, etc.

MSC supported a swimming competition held at the border between Esztergom and Sturovo (Slovakia) with mixed teams consisting of Hungarian and Slovak swimmers.

MSC cosponsored the 3rd PUSKAS Suzuki Cup to promote football for the youth and lead them to have a dynamic and healthy lifestyle.

Every year MSC provides financial support for several cultural associations such as the Esztergom Summer Music Festival and Summer Theatre.

MSC contributed to the "Spring Voice" concert, which is held every year at Hungarian Academy of Music and participated by its excellent graduating students as a joint music event between Hungary and Japan.

By temporarily providing vehicles, MSC cooperated with the "National Security and Safety Day" program, which was conducted by an emergency force of police, fire-fighting team, Red Cross, national emergency service, and private security & emergency teams in Esztergom for ensuring safe environment to the general public.

MSC exchanges opinions with small/medium size entrepreneurs, suppliers, business partners, and automotive industry players through conferences and roundtable discussions.

MSC accepts students from the local schools for plant tour, as part of the social education program.

MSC employees cooperate with the blood donation organised by Hungarian Red Cross twice a year.

In the spring of 2010 a heavy flood occurred in Komarom/Esztergom Counties, so MSC temporarily provided the four-wheel-drive SX4 to support the rescue work by Esztergom rescue team.

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 2009)

Country		Name of Company
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.
		DACHANGJIANG GROUP CO., LTD.

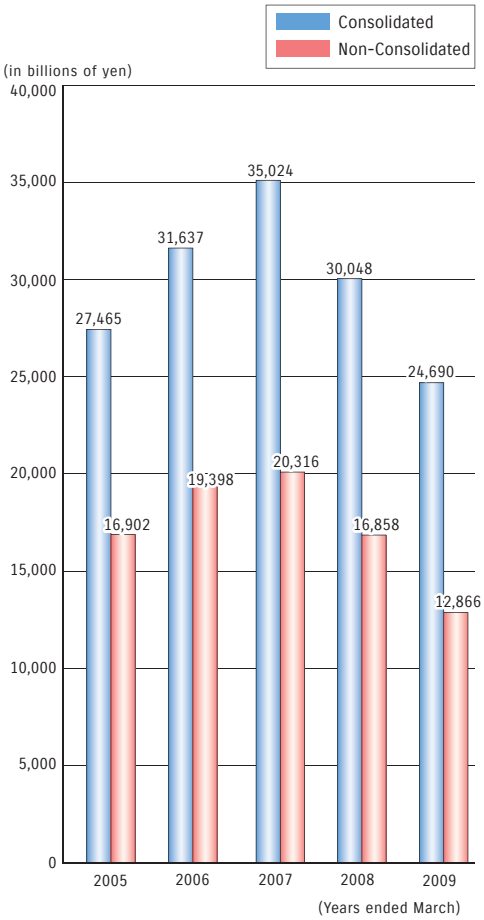
Country		Name of Company
Asia	India	MARUTI SUZUKI INDIA LIMITED
		SUZUKI POWERTRAIN INDIA LIMITED
	Pakistan	PAK SUZUKI MOTOR CO., LTD

- Number of overseas trainees accepted in fiscal 2009: 132 persons
- Accumulated total number of overseas trainees: 21,789 persons (From 1983 to 2009)

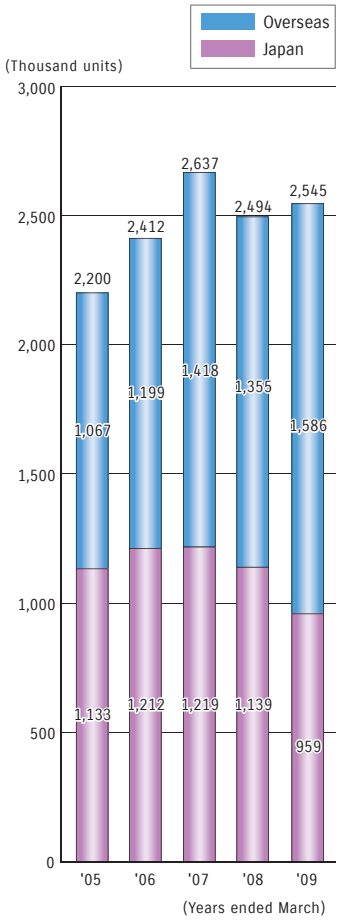
Company Profile

Company Name	**SUZUKI MOTOR CORPORATION**
Establishment	March 1920
Capital	¥134,803,110,000 (As of March 31, 2010)
Representative	Osamu Suzuki, Chairman & CEO (CEO & COO)
Number of employees	14,504 persons (As of March 31, 2010)

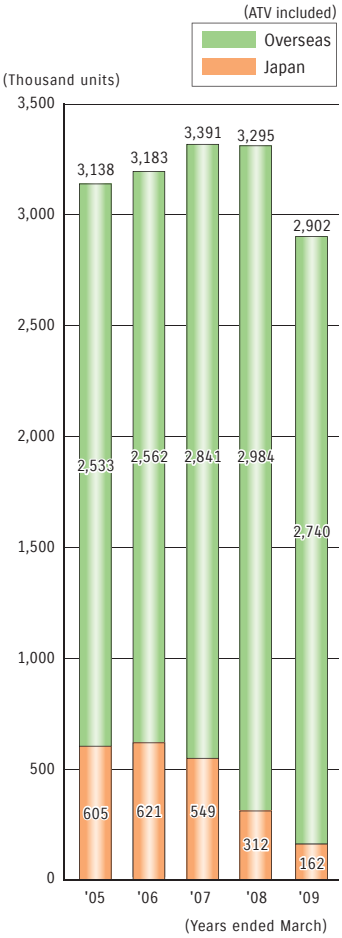
◆Net sales



◆Automobile Production



◆Motorcycle Production



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