SUZUKI AIMS TO BECOME A COMPANY LOVED AND TRUSTED THROUGHOUT THE WORLD.

# SUZUKI
# ENVIRONMENTAL & SOCIAL REPORT
# 2015

SUZUKI

# CONTENTS



- The period covered by this report is the FY2014 (from April 1, 2014 through March 31, 2015). However, this report also contains descriptions on some activities taking place before or after that time period.
- This report covers information about not only Suzuki 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 Reporting Guidelines 2012” by the Ministry of the Environment.
- Please note that the website addresses indicated in this report may be changed without notice.
- "Domestic plants" in this report refer to 6 plants in Japan: Kosai Plant, Iwata Plant, Sagara Plant, Takatsuka Plant, Toyokawa Plant, and Osuka Plant.

# Introduction

The Group has been carrying out the motto "Develop products of superior value by focusing on the customer" in the first paragraph of its mission statement.

With the slogan, “Small Cars for a Big Future”, the Group commits itself in promoting “production of small and subcompact vehicles” and “development of environmentally benign products” needed by customers.
The Group makes efforts to be “Smaller, Fewer, Lighter, Shorter, and Cleaner” on every side and works for the efficient, well-knit and healthy management.

We have established the New Mid-Term Management Plan SUZUKI NEXT 100 - Strengthening of management base toward the 100th anniversary of foundation and the next 100 years -, a five-year plan from 2015.
The Group will be celebrating its 100th anniversary of foundation in 2020. In order for the Group to continuously grow for the next 100 years, Suzuki will put efforts into strengthening of management base by positioning the next five years as the period to stabilize the foundation of management. The Group will tackle as Team Suzuki to globally develop manufacturing base and overhaul working procedure.
Under the New Mid-Term Management Plan, the Group will unite as one to enhance corporate value and aim for sustainable growth.

Concerning the environmental issues, the Group has been offering mini vehicles in Japan and many types of compact vehicles that are highly fuel-efficient in places like India and other Asian countries. The Group believes that a spread of such compact vehicles would be one of the best ways to contribute to solving the environmental issues. In addition to enhancement of next generation environmental technology in “Suzuki Green Technology”, the Group will continue to tackle global environmental problem based on “Suzuki Environmental Plan 2015” and “Suzuki Biodiversity Protection Guideline”

Suzuki aims to become a company loved and trusted throughout the world and will continue working on contributions to the environment and the society. We ask for your continued support.

In this report, our CSR (Corporate Social Responsibility) activities carried out in FY2014 are divided into three categories: “Efforts for Environment”, “Efforts for Society”, and “Efforts by Plants and Companies”. We hope this report can provide an opportunity to understand our CSR activities.

Representative Director and Chairman (CEO)
Osamu Suzuki

(From the left in the back row)

Representative Director and Vice Chairman
Yasuhito Harayama

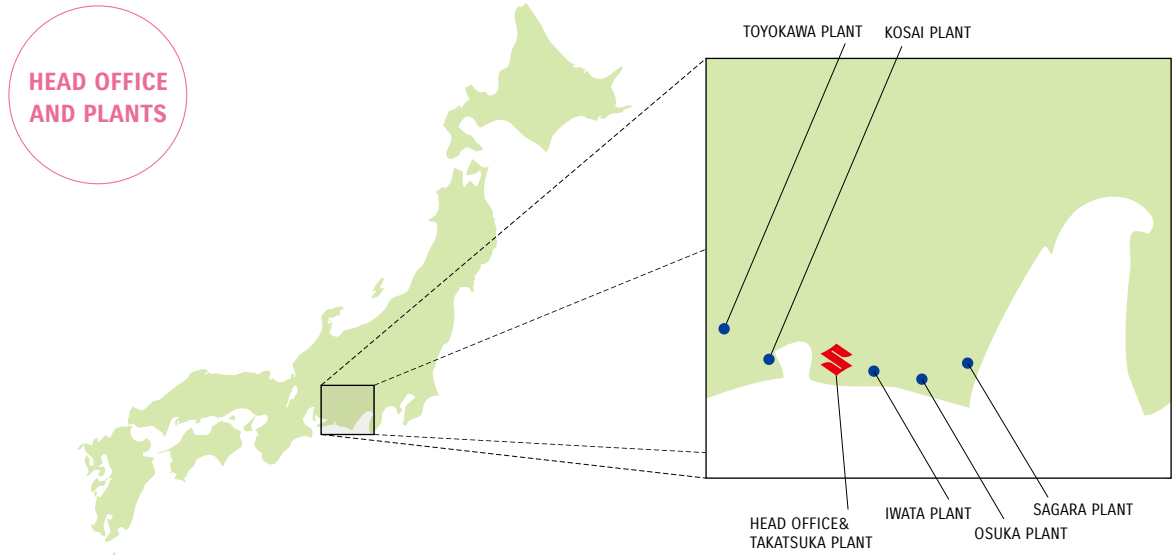
Representative Director and Executive Vice President
Osamu Honda

Representative Director and President (COO)
Toshihiro Suzuki

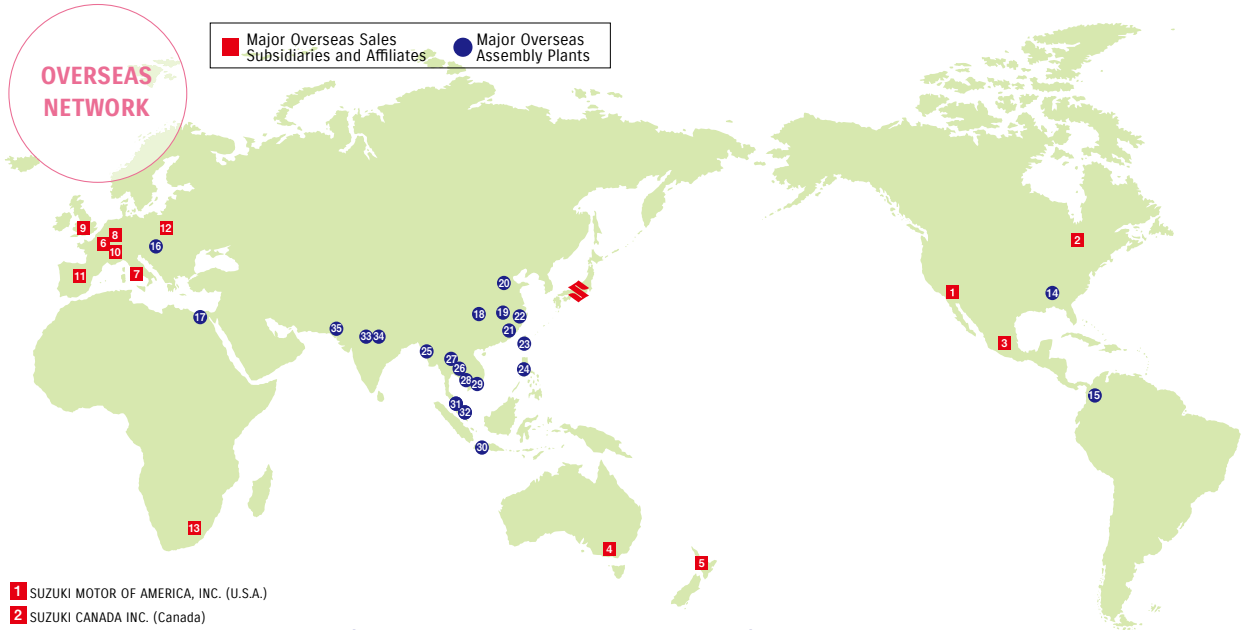
# SUZUKI OUTLINE (as of March 31, 2015)

- **Company name:** SUZUKI MOTOR CORPORATION
- **Date of Incorporation:** March 1920
- **Address of headquarters:**
  300 Takatsuka-cho, Minami-ku, Hamamatsu City,
  Shizuoka Prefecture 432-8611, JAPAN
- **Chairman(CEO):** Osamu Suzuki
- **Main product Line:**
  Motorcycles, Automobiles, Outboard Motors,
  Motorized Wheelchairs, Electro Senior Vehicles,
  Industrial Equipment.
- **Capital:** 138,014 million yen
- **Employees:** 14,751

## HEAD OFFICE AND PLANTS

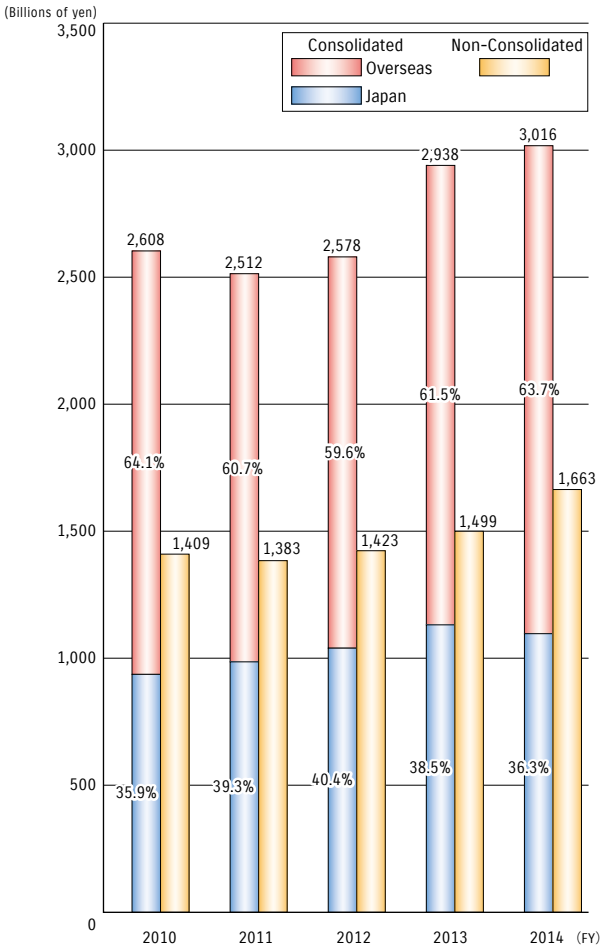



## OVERSEAS NETWORK

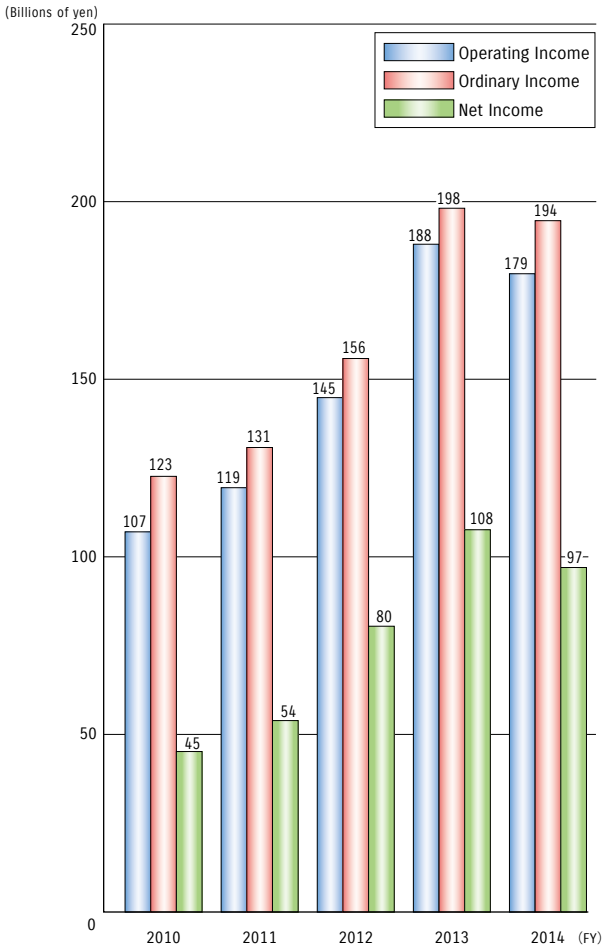



1 SUZUKI MOTOR OF AMERICA, INC. (U.S.A.)
2 SUZUKI CANADA INC. (Canada)
3 SUZUKI MOTOR DE MEXICO (Mexico)
4 SUZUKI AUSTRALIA PTY. LTD. (Australia)
5 SUZUKI NEW ZEALAND LTD. (New Zealand)
6 SUZUKI FRANCE S.A.S. (France)
7 SUZUKI ITALIA S.P.A. (Italy)
8 SUZUKI DEUTSCHLAND GmbH (Germany)
9 SUZUKI GB PLC (U.K.)
10 SUZUKI AUSTRIA AUTOMOBIL HANDELS GmbH (Austria)
11 SUZUKI MOTOR IBERICA S.A.U. (Spain)
12 SUZUKI MOTOR POLAND SP. Z.O.O. (Poland)
13 SUZUKI AUTO SOUTH AFRICA (PTY.) LTD. (South Africa)
14 SUZUKI MANUFACTURING OF AMERICA CORP. (U.S.A.)
15 SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)
16 MAGYAR SUZUKI CORPORATION LTD. (Hungary)
17 SUZUKI EGYPT S.A.E. (Egypt)
18 CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (China)
19 JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. (China)
20 JINAN QINGQI SUZUKI MOTORCYCLE CO., LTD. (China)
21 DACHANGJIANG GROUP CO., LTD. (China)
22 CHANGZHOU HAOJUE SUZUKI MOTORCYCLE CO., LTD. (China)
23 TAI LING MOTOR CO., LTD. (Taiwan)
24 SUZUKI PHILIPPINES INC. (Philippines)
25 SUZUKI (MYANMER) MOTOR CO., LTD.
26 SUZUKI MOTOR (THAILAND)CO., LTD.
27 THAI SUZUKI MOTOR CO., LTD. (Thailand)
28 CAMBODIA SUZUKI MOTOR CO., LTD. (Cambodia)
29 VIETNAM SUZUKI CORP. (Vietnam)
30 PT. SUZUKI INDOMOBIL MOTOR (Indonesia)
31 SUZUKI ASSEMBLERS MALAYSIA SDN,BHD. (Malaysia)
32 HICOM AUTOMOTIVE MANUFACTURERS (MALAYSIA) SDN,BHD. (Malaysia)
33 MARUTI SUZUKI INDIA LTD. (India)
34 SUZUKI MOTORCYCLE INDIA PRIVATE LIMITED (India)
35 PAK SUZUKI MOTOR CO., LTD. (Pakistan)

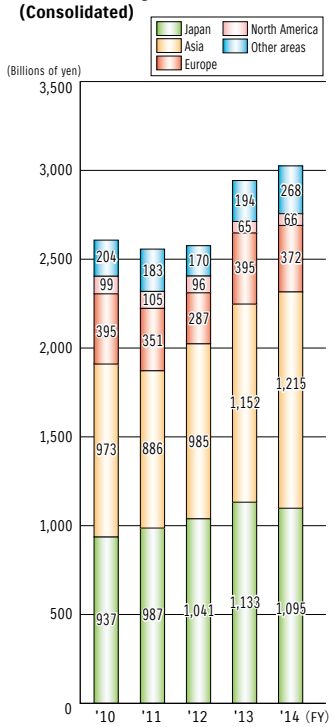
## ◆Net sales



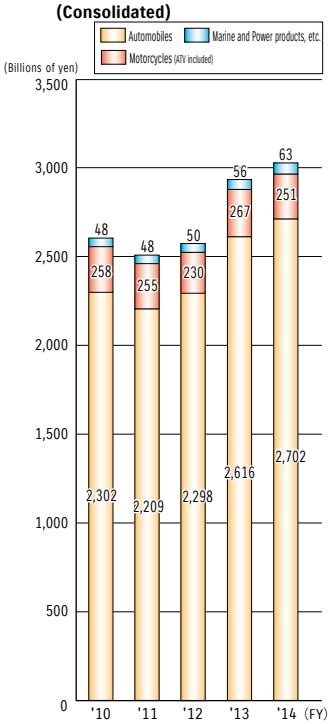

## ◆Income (Consolidated)



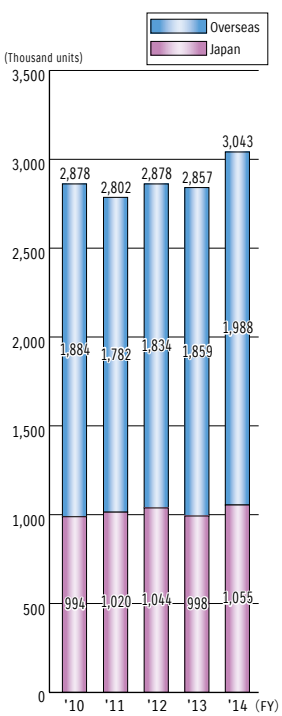

## ◆Net sales by market (Consolidated)



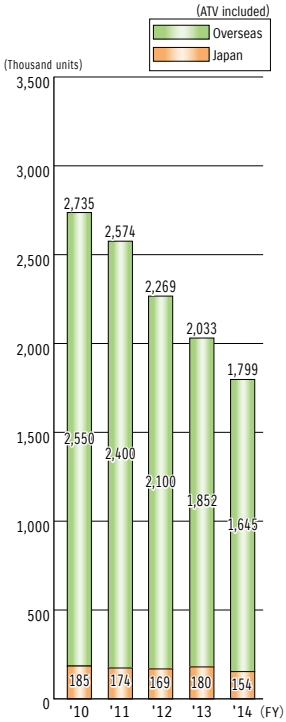

## ◆Net sales by business (Consolidated)




## ◆Automobile Production




## ◆Motorcycle Production




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

Special Article 1

# Eco-friendly minivehicles

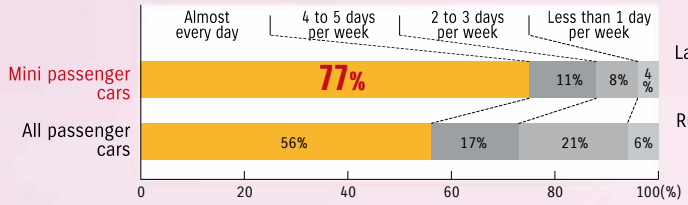
Since the establishment of the relevant standard in 1949, minivehicles have been widely accepted in the Japanese society due to high levels of convenience. Today, one out of three automobiles owned in Japan is a minivehicle.

Many minivehicles are used as a convenient means of mobility for daily shopping and commuting, while mini-commercial vehicles are used as a key means of transportation in the agricultural and commercial fields. According to the FY2014 survey on usage of automobiles in Japan, **77%** of respondents use mini passenger cars almost every day, indicating that minivehicles have become an indispensable part of everyday life.

This report shows how minivehicles are not only convenient, but also contributing to global environmental conservation including energy and resource savings, and how Suzuki is making efforts for that purpose.

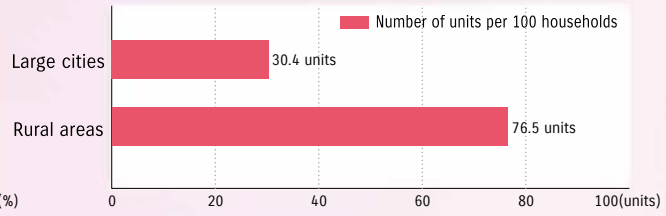
**77% of users use them almost every day**

(Frequency in use of mini passenger cars)




Source: For mini passenger cars, the data is based on "Trends in Minivehicle Use in Japan" (March 2014) from Japan Automobile Manufacturers Association, Inc.
For overall passenger cars (including mini passenger cars), the data is based on "FY2013 Passenger Car Market Trends in Japan" from Japan Automobile Manufacturers Association, Inc.

**In rural areas, minivehicles are owned by more than 70% of households.**




*Large cities: Aichi, Hyogo, Kyoto, Chiba, Saitama, Osaka, Kanagawa, and Tokyo (excluding Hokkaido), where the number of minivehicles per 100 households is less than 52.9 units.
*Source: "Minivehicle ownerships and household penetration" from Japan Light Motor Vehicle and Motorcycle Association

## Global Warming Control ($CO_2$ reduction)

### Improvement of fuel efficiency

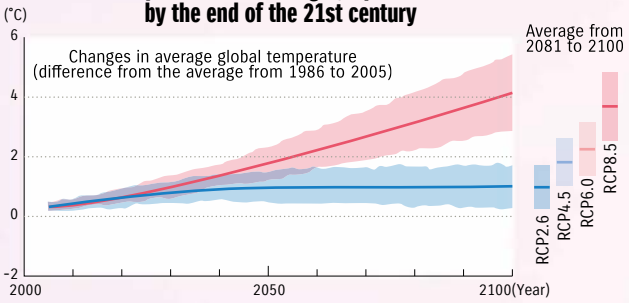
With the earth increasingly covered with the greenhouse effect gases such as $CO_2$, it is predicted that the air temperature will increase by up to **4.8°C** from the average temperature (during the period from 1986 to 2005) by the end of the 21st century according to IPCC*Fifth Assessment Report AR5.

It is also said that such a rise in the temperature will lead to climatic phenomena that have never happened so far, and may cause a large scale disaster or even jeopardize the viability of various species and survival of the human race.

Many automobiles run on gasoline or light oil, which is produced by refining petroleum (a fossil fuel), emitting a large amount of $CO_2$.

For that reason, automobile companies are making great efforts to improve the fuel efficiency to reduce the amount of $CO_2$ emitted from vehicles, and various countries have established strict regulations on automobile's fuel efficiency.

**Temperature increasing by up to 4.8°C by the end of the 21st century**




*Source: IPCC (2013) (translated by Japan Meteorological Agency)
[Reference documents] IPCC 2013: Summary for Policymakers, In: Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.

### Special Achievement Award won by "Japanese minivehicles"

With the amazing progress made so far and the important role filled during Japan's motorization highly regarded, the overall Japanese minivehicles won the 2015 RJC Special Achievement Award beyond the borders of individual brands and vehicle types.

Suzuki has been making strenuous efforts to provide customers with fuel-efficient and affordable vehicles by developing unique technologies with the features of minivehicles effectively utilized.

The new Alto launched in December 2014 has achieved **37.0km/L***1 of fuel consumption, the highest fuel efficiency*2 among gasoline vehicles, through a drastic improvement of the engine, the increased CVT efficiency, and the reduced running resistance.

*1 2WD CVT vehicle
*2 Based on Suzuki research in March 2015 measured in JC08 test cycle and verified by Japan's Ministry of Land, Infrastructure, Transport and Tourism (except for hybrid car)

**New Alto X**
(launched in December 2014) **37.0***1 km/L

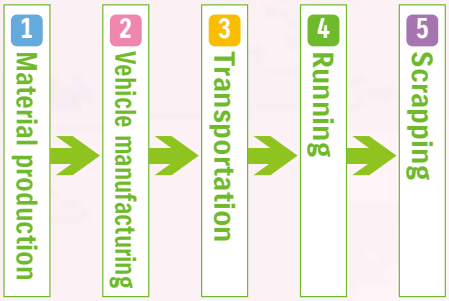

## Energy saving from manufacturing to scrapping

Automobiles emit $CO_2$ by using various kinds of energies not only during running (the main purpose), but also throughout the overall process from manufacturing and maintenance to scrapping. An analysis of the amount of $CO_2$ emitted from an automobile throughout the processes from manufacturing to scrapping is called **Life Cycle Assessment** (LCA) of $CO_2$ emissions.

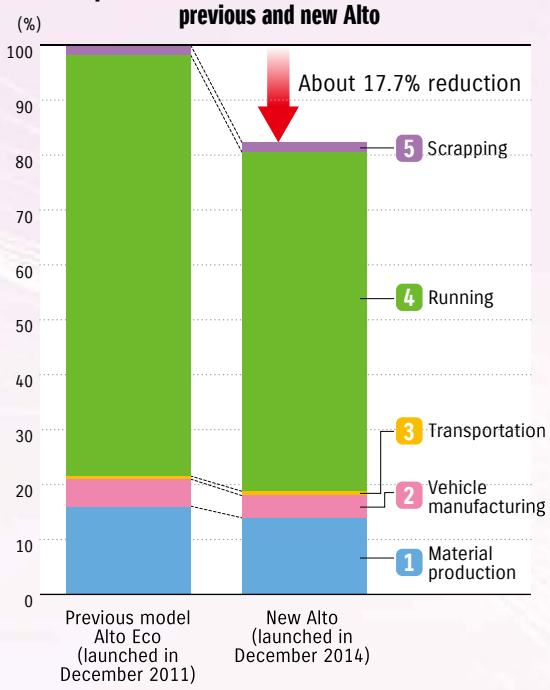
For example, steel plates, which are indispensable for car making, require an enormous amount of energy in each of such sheet making processes as iron-ore mining, transportation, iron-making, and rolling. It is said that manufacturing 1kg of steel plate generates 1.6kg of $CO_2$.

Even the vehicle recycling stage generates $CO_2$ by consuming energy equivalent to the weight of materials in disassembly of vehicles for sorting materials and the crushing of scraps.

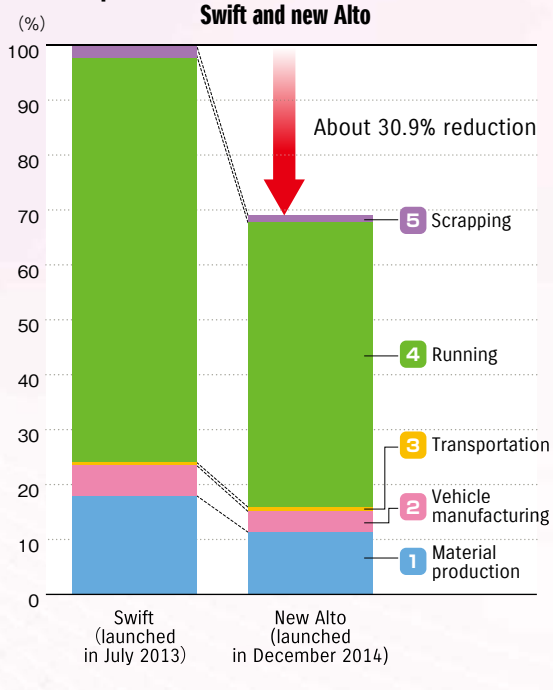
### Suzuki LCA Steps




### Comparison of LCA-based $CO_2$ emissions between previous and new Alto




### Comparison of LCA-based $CO_2$ emissions between Swift and new Alto



Suzuki is implementing an approach for reducing energy used in vehicle life through weight saving and simplification of manufacturing processes.

### 60-kg reduction in vehicle weight compared with conventional models

Super high-tensile steel plate
high-tensile steel plate

The new Alto launched in December 2014 employs lightweight high-tensile steel plate in **46%** of its body (ratio by weight). Fuel efficiency is improved through weight reduction, while securing body rigidity. Compared to the previous model, the weight of the new Alto has been reduced by **60kg***1 to **610kg***2.

*1 Comparison between new Alto CVT and previous Alto Eco
*2 2WD 5MT vehicle

### Colored material employed in interior components

The mini passenger car Hustler, which won the 2015 RJC Car of the Year award, is highly regarded for the interior coloring. **A newly developed coloring material** is used in the interior color panel. The new material allows for reduction of VOC* without the need for heat energy for drying in the painting process, while it provides high quality texture.

*VOC: Volatile Organic Compounds

## Saving energy used for construction and maintenance of roads and parking facilities

Small vehicles require small space on roads and in parking facilities, leading to the saving of energy used for construction and maintenance of these facilities. For instance, about **84%** of roads in Japan are municipal roads having the average width of **3.8m***. Minivehicles which are narrower than 1.48m are suitable for such roads, so they allow for easy daily driving without the need for expansion of the road width.

In addition, it is said that the damage to roads is proportional to the fourth power of the weight of vehicles running on the roads. In that sense also, mini passenger vehicles can reduce the damage to roads to about 1/7 of the one caused by standard and compact passenger cars, resulting in the reduction of road repair work cost.

*Source: "Annual Report of Road Statistics 2014" from Ministry of Land, Infrastructure, Transport and Tourism


# Resource saving

The compactness of minivehicles can minimize not only $CO_2$ emissions, but also required amount of resources such as petroleum and minerals for manufacturing, running and maintenance of vehicles. In addition, destruction of nature caused by mining of such resources can be reduced.

For example, if 600,000 units of minivehicles, each of which is designed to save the required iron by 60kg, are sold annually, 36,000 tons of iron would be saved each year. That would also lead to the reduction of 57,600 tons of iron ore and 32,400 tons of coal that would have been used for making the same amount of iron. Therefore, Suzuki will continue to save the resources through the reduction of vehicle weight.

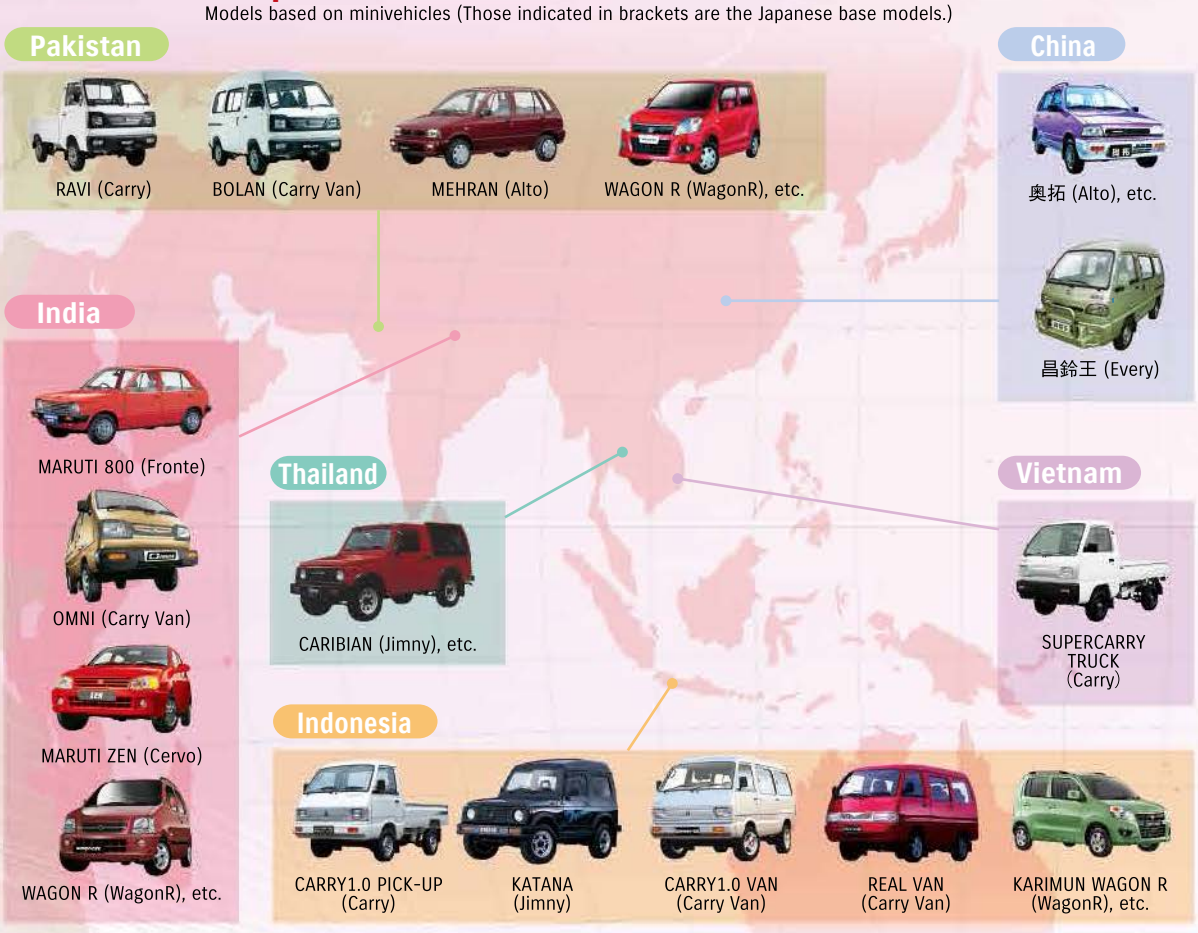
# Advanced technologies accumulated through development of minivehicles are utilized in vehicles produced and sold around the world.

Since 1983, Suzuki's Indian subsidiary Maruti Suzuki India Limited has produced MARUTI 800, which is a best-selling car based on the then mini passenger car Fronte, with the body width increased and an 800cc engine installed. Now, 50% of one million vehicles annually sold in India are those based on minivehicles, such as WagonR and Alto. Also in Pakistan, Indonesia, and China, Japanese minivehicles are regarded as a model vehicle, playing the role of driving force to promote the motorization of those countries. Our advanced technologies cultivated and accumulated through development of minivehicles are effectively utilized in the vehicles produced in those countries.

Moreover, as the vehicles produced in those countries also incorporate the same parts as minivehicles, we can say minivehicles are the "worldwide eco-car" evolving in global markets. In fact, about half of the vehicles sold by Suzuki around the world in FY2014 are those based on minivehicles.

## Examples of Suzuki minivehicles available in overseas markets

Models based on minivehicles (Those indicated in brackets are the Japanese base models.)




# Future efforts

With the slogan of "**Small Cars for a Big Future**", Suzuki will make further efforts to support the harmonization between vehicles and global environment by domestically and internationally producing and selling the mini and compact vehicles that incorporate the advanced eco-friendly technologies accumulated so far.

Also, under the " SUZUKI GREEN " programs indicating its environmental policy, technology, and activities, Suzuki will continue efforts to reduce the environmental impact throughout our business activities in order to realize a more convenient life and a prosperous future.

Special Article 2

# Suzuki announces the New Mid-Term Management Plan SUZUKI NEXT 100 (from FY2015 to FY2019)

## - Strengthening of management base toward the 100th anniversary of foundation and the next 100 years -

Suzuki Motor Corporation has established the New Mid-Term Management Plan SUZUKI NEXT 100, a five-year plan from 2015.

The Suzuki Group will be celebrating its 100th anniversary of foundation in 2020. In order for the Group to continuously grow for the next 100 years, Suzuki will put efforts into strengthening of management base by positioning the next five years as the period to stabilize the foundation of management. The Group will tackle as Team Suzuki to globally develop manufacturing base and overhaul working procedure.

Under the New Mid-Term Management Plan, the Group will unite as one to enhance corporate value and aim for sustainable growth.

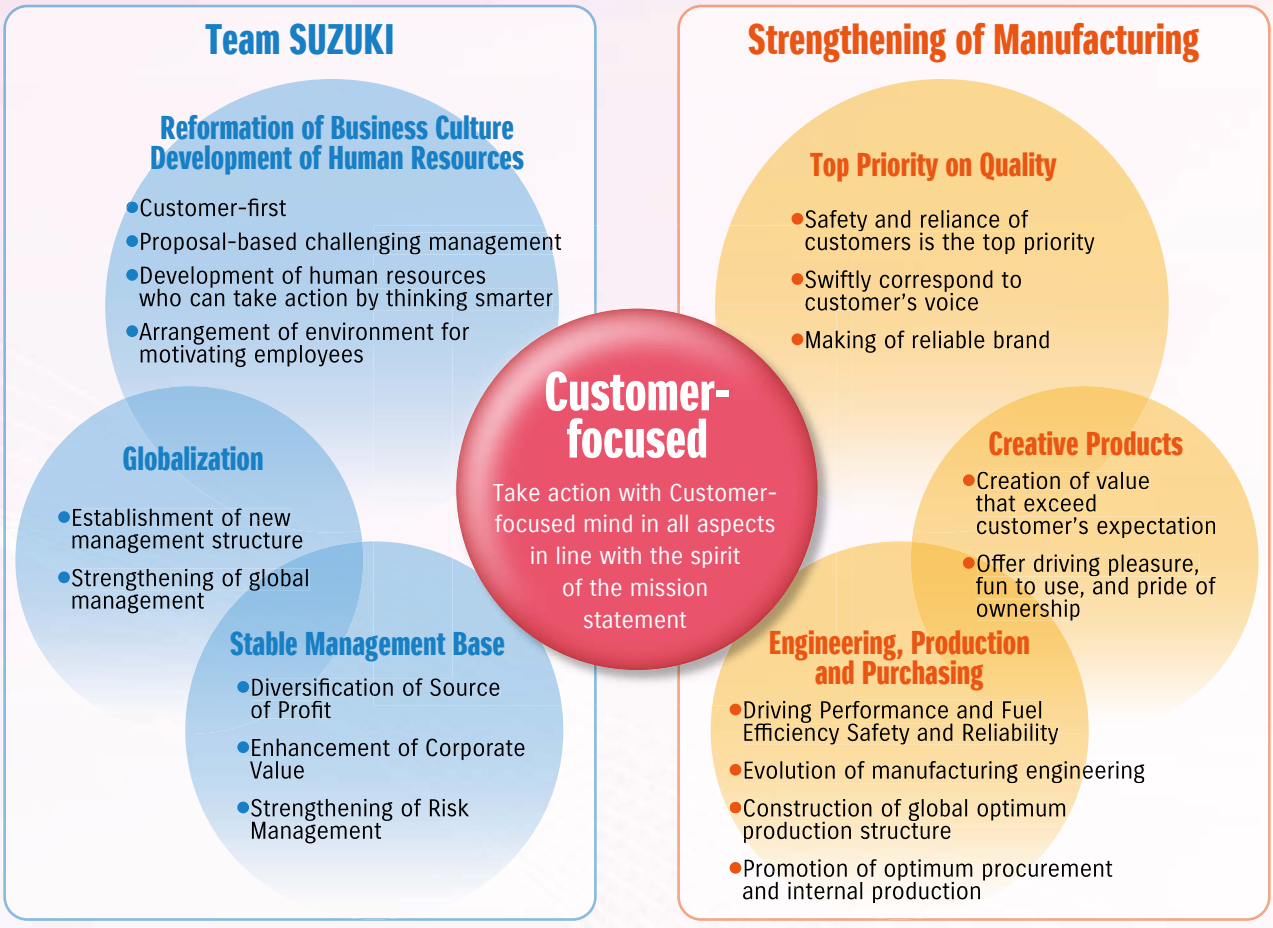
Overview of the New Mid-Term Management Plan SUZUKI NEXT 100 is as per below.

## New Mid-Term Management Plan SUZUKI NEXT 100

- Strengthening of management base toward the 100th anniversary of foundation and the next 100 years –

### Basic Policy

By returning to the origin of "Develop products of superior value by focusing on the customer" as mentioned in the first paragraph of the mission statement, Suzuki will strengthen its business base.



## Suzuki's Business Strategy

### ●Automobile Business

·Concentrate on Mini to C, and SUV segment models to correspond to the expanding global compact car market.
·For development efficiency, consolidate platform and concentrate development of gasoline engine.
·Introduce 20 models globally in five years.
·Centered in Japan and India, Asia is the main region(Japan – Minicar share of more than 30%, compact car sales of more than 100,000 units)(India – Passenger share of more than 45%)
·Make Japan, India, Indonesia, Thailand, and Hungary as production base of global cars.

### ●Motorcycle Business

·Departure from chronic deficits through selection and concentration.
·Development of products which clearly define characteristics of Suzuki (150cc and up, backbone, sport)

### ●Outboard Motor Business

·Aim for the world's best four-stroke outboard motor brand"THE ULTIMATE 4-STROKE OUTBOARD"
·Focus on strengthening sales in the US and development of Asian market.

## Mid-Term Management Target

As for the consolidated net sales, Suzuki will aim to promptly exceed its highest-ever marked in FY2007 (¥3,502.4 billion) by steadily increasing.
By balancing between investments for growth and strengthening of management base, Suzuki will consistently promote efforts for enhancing corporate value.

### [Mid-Term Management Target Value]

| | | FY2014 Result | FY2015 Disclosed Value | FY2019 Target |
|---|---|---|---|---|
| Consolidated Net Sales | | ¥3,015.5 billion | ¥3,100.0 billion | ¥3,700.0 billion |
| Operating Income Margin | | 6.0% | 6.1% | 7.0% |
| Shareholder Return | ROE | 6.9% | — | 8-10% |
| | Dividend payout ratio | 15.6% | (¥27.00 per share) | more than 15% |
| R&D expenses | | ¥125.9 billion | ¥130.0 billion | ¥200.0 billion |
| | | (Total capital expenditures for five years) | | (¥1,000 billion) |

* Foreign exchange rates…¥115/US$, ¥125/Euro, ¥1.85/Indian Rupee, ¥0.90/100 Indonesian Rupiah, ¥3.50/Thai Baht

### [Global Sales Units]

| | | FY2014 Result | FY2015 Disclosed Value | FY2019 Target |
|---|---|---|---|---|
| Automobile | Japan | 760,000 | 650,000 | 700,000 |
| | Europe | 200,000 | 210,000 | 280,000 |
| | Asia | 1,720,000 | 1,930,000 | 2,200,000 |
| | Others | 200,000 | 200,000 | 220,000 |
| | Total | 2,870,000 | 2,980,000 | 3,400,000 |
| Motorcycle | Japan | 70,000 | 60,000 | 70,000 |
| | Europe | 40,000 | 50,000 | 70,000 |
| | North America | 40,000 | 50,000 | 60,000 |
| | Asia | 1,400,000 | 1,380,000 | 1,500,000 |
| | Others | 210,000 | 220,000 | 300,000 |
| | Total | 1,760,000 | 1,760,000 | 2,000,000 |

* The targets and forward-looking statements mentioned in this document are based on currently available information and assumptions, contain risks and uncertainty and do not constitute guarantees of future achievement.
* Please note that the future results may greatly vary by the changes of various factors.
Those factors, which may influence the future results, include economic conditions and the trend of demand in major markets and the fluctuations of foreign exchange rates (mainly U.S. dollar/Yen rate, Euro/Yen rate, Indian Rupee/Yen rate).
* At the time of the first quarter financial announcement on August 3, the full-year forecasts of the motorcycle is revised from the announced forecasts on May 11.

# Corporate Philosophy and CSR

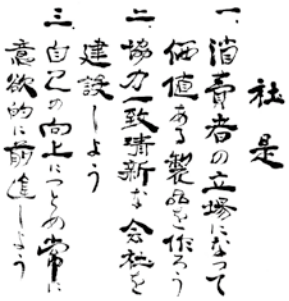
# Corporate Philosophy and CSR

## CSR Policy

### Suzuki's basic policy for CSR

As a member of the society, corporation has a mission 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.

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.



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

**Suzuki Global Environment 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 peace and safety of civil 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.

### Basic policy for company management

Under the first paragraph of the mission statement “Develop products of superior value by focusing on the customer”, the Group has been placing "valuable products" on the base of manufacturing since our inauguration. We will constantly listen to footsteps of the times and make the best effort to create truly valuable products that satisfy our customers.

At the same time, under the slogan “Small cars for a big future”, we will work toward manufacture of “small cars” and “environmentally-friendly products” which are wanted by our customers. We will also work on lean, efficient and sound management by emphasizing the “Smaller, Fewer, Lighter, Shorter, and Neater” concept in terms of production, organization, facility, parts and environment.

### Policy for Stakeholders

**For Prosperous Coexistence ▶▶▶**

Cooperate with our business partners on even ground to maintain confidential and prosperous relationships for manufacturing "worthwhile" products.

**For Customer Satisfaction ▶▶▶**

While keeping in step with the times and taking the opinions of the public into full consideration, use our knowledge and skills to create useful products of real value that satisfy the customer. Do our best to provide quick, reliable, and stress-free sales and after-sales services in order to enhance customer satisfaction.

**For a Community-Friendly Company ▶▶▶**

Contribute to the development of social community through positive communications with local communities and social action programs, and act as a responsible member of society.


**◀◀◀ For Improvement of Corporate Value**

Disclose information promptly, appropriately, and fairly and strive to improve our corporate value.

**◀◀◀ For Comfortable and Worthwhile Workplaces**

Create a workplace based on the following points that allows for employee self-improvement and advancement.
①Create a safe and healthy workplace for employees.
②Create a system that fairly evaluates and supports those who want to take the initiative in advancing their careers.
③Create a good and stable employer-employee relationship.

**◀◀◀ For Global Environmental Conservation**

We acknowledge that activities in environmental conservation are the most important part of business management. Environmental conservation is promoted in accordance with our “Suzuki Global Environment Charter” through our business activities and products in order to achieve a society with sustainable development.

# CSR Management System

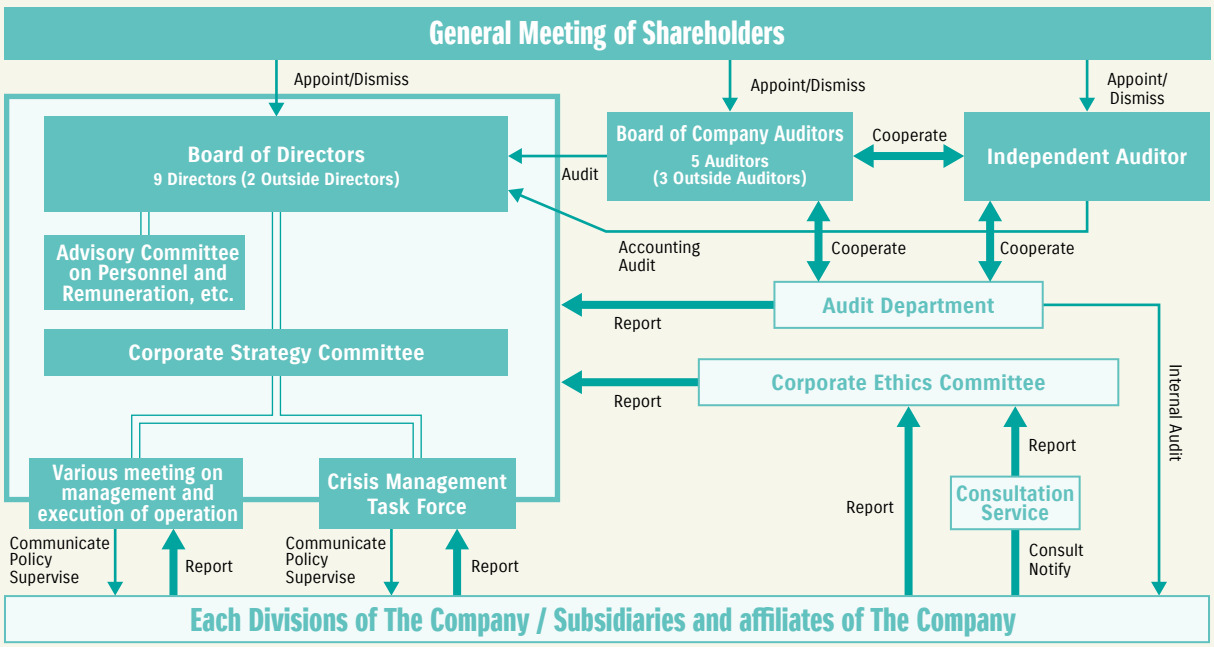
## Corporate Governance

**Basic concepts regarding corporate governance**

Through fair and efficient corporate activities, The Company always intends to be trusted by all our stakeholders including shareholders, customers, partner companies, 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, The Company considers that the enhancement of the corporate governance is one of the most important issues for proper corporate management. Therefore, The Company is aggressively taking various kinds of measures including: election of more than one Outside Director; establishment of Advisory Committee aimed to enhance clarity and objectivity upon electing candidates for Directors, etc., as well as deciding remuneration of Directors; reviewing of remuneration of Directors with viewpoint of linkage to the Company's performance or stock price; and establishment of Standard for Independence of Outside Directors and Outside Company Auditors.

The Company will continue to make efforts for sustainable growth and enhancement of corporate value such as by ensuring efficiency of Board of Directors and further fulfillment of internal control system.

**Overview of Corporate Governance Structure** (as of the end of August 2015)




### [Board of Directors]

In addition to the regular meetings of the Board of Directors composed of 9 Directors including 2 Outside Company Directors held every month, Directors hold a special board meeting whenever necessary, and discuss the matters set forth in the Articles of Incorporation and the laws and regulations, and important managerial agenda based on the deliberation criteria, and make decisions on a sufficient discussion, including in terms of regulatory compliance and corporate ethics, and make efforts to strengthen oversight of business execution.

Also, for the purpose of enabling the agile corporate management, speeding up decision making and executing operations, and clarifying the individual responsibilities, The Company has introduced a Senior Managing Officer and Managing Officer system.

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.

### [Outside Directors]

By electing Outside Directors who are highly independent of The Company and have no possibility of causing conflict of interest between them and shareholders, The Company enhanced supervision to management further, and is receiving helpful advice and indication for the growth of The Company based on large stock of experience and professional knowledge.

### [Corporate Strategy Committee]

At the Corporate Strategy Committee (Chairman: Representative Director and President) which is composed of few executives as a council-system organization, important missions and strategies for management are cross-functionally and comprehensively discussed, while pre-reviewing matters to be discussed at the Board of Directors.

### [Various meeting on management and execution of operation]

The Company enhances efficiency of management by enabling appropriate execution of operation through closely exchanging important information and identifying administrative issues. To achieve that, The Company holds various councils to discuss countermeasures on execution of management issues weekly, monthly, extraordinarily, or biannually, depending on the content. Members of the council include Directors, Executive General Managers and Deputy Executive General Managers.

### [Advisory Committee on Personnel and Remuneration, etc.]

Aimed to enhance clarity and objectivity upon electing candidates for Directors and Auditors, as well as deciding remuneration of Directors, as an advisory committee for the Board of Directors, The Company establishes "Advisory Committee on Personnel and Remuneration, etc."

The majority of the committee is composed of Outside Directors, and an observer participates each from Full-Time Company Auditors and Outside Company Auditors.

The committee discusses issues such as election standards and adequacy of candidates for Directors and Auditors, as well as adequacy of system and level of Director's remuneration. The Board of Directors decides based on their results.

Decision for election and remuneration of candidates for Senior Managing Officers and Managing Officers who do not concurrently serve as Directors are also based on results of the committee's discussion.

### [Auditor's Audit]

The Board of Company Auditors is composed of 5 members including 3 Outside Company Auditors, and they hold regular meetings every two months and special board meetings whenever necessary.

Company Auditors execute audits on proper management of The Company, in accordance with the Rules of the Board of Company Auditors and audit policies of the corresponding fiscal year, by participating in the Board of Directors and various meeting on management and execution of operation, perusing approval documents and various minutes, and receiving reports and explanation from Directors on execution of business, etc.

2 Full-Time Company Auditors and 1 Outside Company Auditor have large stock of knowledge in finance and accounting due to long experience of being in charge of accounting in The Group as to Full-Time Company Auditors, and large stock of experience as certified public accountant as to Outside Company Auditor respectively.

### [Internal Auditing]

The Audit Department is established as an organization to conduct internal auditing. They audit The Company and domestic and foreign subsidiaries and affiliates, and periodically check the situation of compliances to laws and regulations, and effectiveness of their internal control system. Results of the checks are reported to management and Company Auditors together with suggestions regarding improvement and correction of problems.

The Audit Department also helps to make rules for enhancement of management structures, conducts guidance and supports for compliance with the laws, regulations and rules and promotes efficiency and standardization of their business.

### [Independent Auditor]

2 certified public accountants who engaged in the audit of Suzuki for FY2014 are Satoru Imamura and Koji Sato, who belong to Seimei Audit Corporation. The numbers of other assistant members for audit are 7 certified public accountants and 10 others.

### [Mutual cooperation of Auditor's Audit, Internal Auditing, and Independent Auditor, and their relationship with departments of internal control]

Company Auditors, Audit Department and Independent Auditor cooperate appropriately and audit concerning compliance with laws, internal control, and management efficiency from three different angles.

Company Auditors receive periodical reports from Independent Auditor such as on audit plans and results of quarter reviews, as well as on situation of conducting fiscal auditing. Company Auditors trade comments and share information as necessary to strengthen cooperation, such as by conducting observation of Independent Auditor's audit to comprehend situation of conducting auditing, while also receiving reports on the efforts for quality management of auditing as an audit corporation.

Also, Company Auditors adjust audit plans and auditing themes with the Audit Department, attend its audit whenever necessary, and receive reports and explanation on all its audits.

The Audit Department and Company Auditors exchange information with organization specialized in internal audit, which consists of legal, finance and IT system departments.

<Reference>

### The Standard for Independence of Outside Directors and Outside Company Auditors

The Company never elects any person who falls under any of the followings as a candidate for the Outside Director or Outside Company Auditor in order to ensure the independence:

1. Persons concerned with the Company and its subsidiaries ("The Group")
   (1) With regard to Outside Directors, any person who is or was a person executing business (Note 1) of the Group at present or in the past,
   (2) With regard to Outside Company Auditors, any person who is or was a Director, Managing Officer, executive officer or employee of the Group at present or in the past, or
   (3) A spouse or a relative within the second degree of kinship of the present Director, Managing Officer or executive officer of the Group.

2. Persons concerned such as business partners or major shareholders, etc.
   (1) Any person who is a person executing business of any of the followings:
      1) A company of which major business partner is the Group (Note 2)
      2) A major business partner of the Group (Note 3)
      3) A major shareholder having 10% or more of total voting rights of the Company
      4) A company for which the Group has 10% or more of total voting rights
   (2) A person who is or was a representative partner or a partner of the Group's Accounting Auditor at present or in the past five years
   (3) A person who receives a large amount of remuneration from the Group other than remuneration for Director/ Company Auditor (Note 4)
   (4) A person who receives a large amount of donation from the Group (Note 5)
   (5) A spouse or a relative within the second degree of kinship of the person who falls under category from (1) through (4) above

Notes 1. A person executing business : A director executing business, a managing officer, an executive officer or an employee
2. A company of which major business partner is the Group : A company which belongs to the group of the business partner who receives 2% or more of its consolidated net sales in the latest business year ended of the group from our Group in any of the business year in past three years
3. A major business partner of the Group : A company which belongs to the group of the business partner who makes payment 2% or more of our Group's consolidated net sales or provides the Group with 2% or more of loans of its consolidated total assets in the latest business year ended of the Group in any of the business year in past three years
4. A person who receives a large amount of remuneration : A consultant or legal or accounting expert who receives annual compensation of 10 million yen or more (for the organization, 2% or more of its annual total revenues) in any of the business year in past three years
5. A person who receives a large amount of donation : A person who receives annual donation of 10 million yen or more (for the organization, a person directly involved in activities which is the purpose of the donation) in any of the business year in past three years

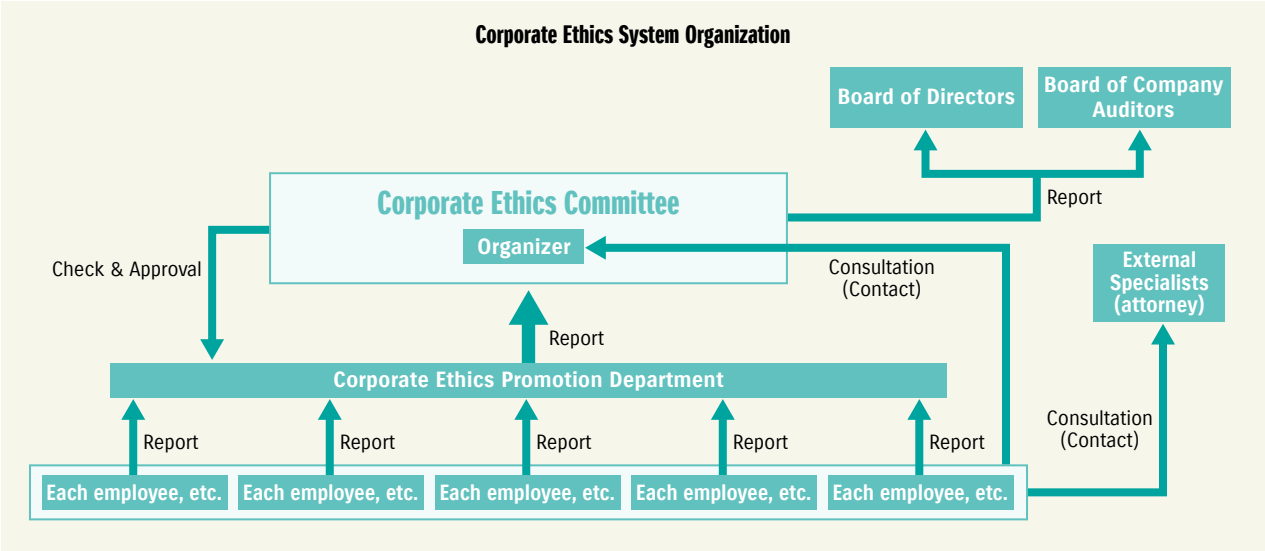
## Compliance (Corporate Ethics) System

Suzuki established "Suzuki Rules of Corporate Ethics", which specify "Standards of Behavior", in order to make all Directors and employees at Suzuki strictly follow the laws, regulations, social rules, and in-house 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. Also, we determined the revision of a basic policy in Board of Directors for the establishment of an internal control system on May 11, 2015 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.

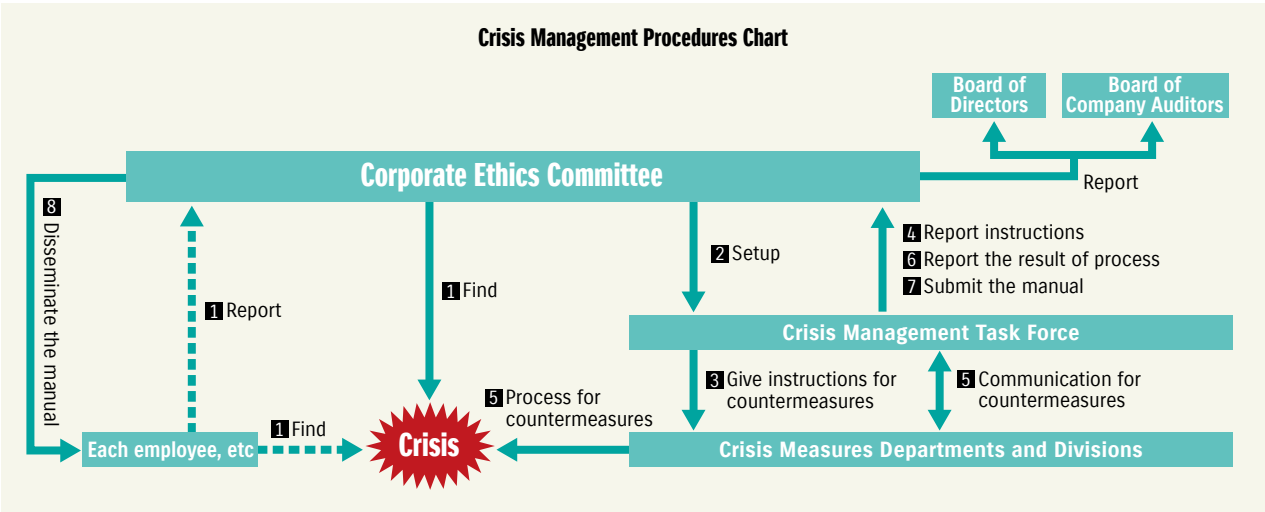



(As of August 31, 2015)

## 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 Task Force" in line with the "Crisis Management Procedures" in order to deal with the crisis. This organization swiftly decides on the policies and measures to be taken against the risk occurred and gives instructions to the appropriate departments and divisions which are then able to communicate with each other to resolve the problem.




(As of August 31, 2015)

## 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 (includes handling book)" was established for use in employee seminars and individual divisions. In addition, we provide points to keep in mind when handling personal information through our in-house homepage, and the 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 office, to familiarize everyone with the personal information protection procedures. In the future, the Suzuki Group will continue to reexamine and improve the personal information protection system.

**Personal Information Protection System**


Also refer to the homepage below for details.
(http://www.suzuki.co.jp/privacy_statement/index.html) (in Japanese language only)

# Disaster measures by Suzuki

Suzuki takes various measures for natural disasters including Great Earthquake along the Nankai Trough to minimize influence of damages, giving top priority to “protecting employees’ lives” and “quickly restoring ourselves for our customers”. For example, we have taken various preventive measures such as earthquake-resistant measures for buildings and facilities, fire prevention measures, establishment of the disaster action manual and Business Continuity Plan (BCP) that include establishment of the disaster response organization, and purchases of earthquake insurances.

## Disaster Prevention

While the Group has been taking various measures to prevent anticipated damage caused by Great Earthquake along the Nankai Trough, after experiencing the Great East Japan Earthquake, it has diversified production and research sites including overseas. Firstly, it is relocating plants and facilities to Miyakoda district in northern part of Hamamatsu City from Ryuyo region in Iwata City, Shizuoka Prefecture since massive tsunami damages are anticipated in the region. The Group decided to found the test course of the motorcycle in the Aoya district of Tenryu-ku, Hamamatsu City. Also, the Group has diversified its production of engine for minivehicle, which was concentrated to Sagara Plant, to Kosai Plant to mitigate risk. Further, the Group is expanding its research facilities in India partly in order to mitigate risk concerning product development facility for automobile in Sagara test course. The Group will continue to enhance its preparedness against natural disasters.

## Measures against earthquakes and tsunami taken by Suzuki for local residents

A part of Suzuki’s facilities is registered as an emergency shelter for local residents when a disaster occurs. We have a system for an earthquake to deploy watchmen on the roof of the headquarters, let them check occurrence of tsunami, and sound a siren to notify residents when tsunami is found. Manual and electric sirens are installed on the roof of the headquarters. The electric siren is designed to be operated even with the dedicated electricity generator in case of a power failure.

## Measures against earthquakes and tsunami taken by Suzuki for employees

Refuge areas and evacuation routes were reviewed at each office, giving top priority to protecting employees' lives from earthquakes and tsunami damages. We introduced the Earthquake Early Warning System to all offices in Aichi and Shizuoka Prefectures, and established the system to assure that all employees can evacuate safely to the place which water will not reach. We have a system to confirm safety of employees immediately when a disaster occurs via satellite telephones set at each plant and sales distributors all over Japan as an emergency communication tool. We conduct a drill for satellite telephones every month to be ready for an emergency.

In addition, relief method trainings were conducted by retired fire fighters in all offices, and repetitive training are continuosly carried out regularly twice a week. This enables ourselves can arrest bleeding or treat injuries and convey in stretcher upon large-scale disasters.

Furthermore, in order to confirm safety of off-duty employees, we introduce the "safety information system" in case an earthquake or tsunami occurs. In order to confirm safety of employees and their family, this system automatically sends “safety inquiry e-mail” to e-mail addresses that each employee has registered and those who receive the e-mail send a reply about their own safety situation.

First-aid training

Tsunami evacuation training

## Measures for disasters at plant

In preparation for disasters, an earthquake drill with all employees participated in is conducted at the headquarters and each plant.

A fire drill using fire extinguishers and fire hydrant is conducted at plants so that everyone in a worksite can perform first-aid fire fighting.

Also, water discharge drills by fire engine or small transportable pump are performed for promoting individual disaster prevention activities by the private fire brigade.

Above all, the premises of headquarters, Kosai Plant, Iwata Plant, Osuka Plant, and Toyokawa Plant are certified as cooperative business entities for local fire brigades by Hamamatsu City, Kosai City, Iwata City, Kakegawa City, and Toyokawa City, respectively because of their contribution to reinforcement of local fire-fighting and disaster-prevention system etc.

Fire drill

Tsunami evacuation training

First-aid training

## Contribution to construction of storm surge barrier in coastal zone of Hamamatsu City

Suzuki contributed 500 million yen by FY2014 to "Hamamatsu City Tsunami Protection Measure Fund" that Hamamatsu City founded for constructing the storm surge barrier as a measure for tsunami caused by an earthquake.

The Suzuki Suppliers Association organized by Suzuki's associated companies also decided to contribute 39.06 million yen in total for five years.

The Company also contributed 190 million yen in total to neighboring eight cities and towns for disaster measures such as earthquakes and tsunami by FY2014.

In addition, a total of 500 million yen was contributed to "Hamamatsu City Sports Facility Align Fund" by FY2014 to cooperate with construction of a sports facility which has both tsunami evacuation base and urgent relief heliport functions in the accident.

# Efforts for Environment

## 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.

## Environmental brand, SUZUKI GREEN

Aimed to realize the Suzuki Global Environment Charter, which sets Suzuki's philosophy and basic policy toward the environment, the environmental brand SUZUKI GREEN was introduced. SUZUKI GREEN is an environmental brand that widely appeals internally and externally by clarifying environmental policy and next-generation eco-friendly technologies and environmental activities.
SUZUKI GREEN has three categories that represent the environmental policy, next-generation eco-friendly technologies, and environmental activities, and they are stated as per below.

SUZUKI GREEN Policy | SUZUKI GREEN Technology | SUZUKI GREEN Activity

# SUZUKI GREEN Policy

SUZUKI GREEN Policy represents Suzuki's environmental doctrine and policy, which includes environmental plan and guidelines.

- Suzuki Environmental Plan 2015 :
  http://www.globalsuzuki.com/corporate/environmental/green_policy/index.html#envPlan
- Suzuki Biodiversity Protection Guideline :
  http://www.globalsuzuki.com/corporate/environmental/green_policy/index.html#guideline

# SUZUKI GREEN Technology

SUZUKI GREEN Technology represents next-generation eco-friendly technologies developed and utilized by Suzuki, which includes new technologies such as low fuel consumption and weight reduction technologies.

HYBRID — SHVS
S-ENE CHARGE
IDLING STOP — Engine Auto Stop Start System
eco-COOL
TECT
LEAN BURN

# SUZUKI GREEN Activity

SUZUKI GREEN Activity represents Suzuki's effort and activity on realizing the environmental policy, which includes various activities worked by each department such as development, production, and logistics for the control of global warming and promotion of environmental preservation.

**Control of Global Warming**


Enforcement of wind tunnel test


Installation of wind power generation facility

**Promotion of 3R**


Thinning of bumper body


Recycling of abolished cardboard

**Promotion of Environmental Conservation etc.**


Development of low-emission muffler


Analysis of plant wastewater, etc.

**Cooperation with Society**


Clean up activities


Plantation activities

# Promotion of Environmental Management

In order to hand over the beautiful earth and affluent society to next generations, Suzuki regards consideration to environmental issues such as global warming as one of the most important challenges for our business activities. Under such a concept, we aggressively promote reduction of environmental impact that may be generated through our R&D, production, physical distribution, marketing and office activities by establishing a group-wide environmental management system, while maintaining good communications with our individual stakeholders.

## Suzuki Global Environment Charter

### Suzuki Global Environment Charter (Established in 2002 and revised in 2006)

**[Environmental Concept]**

In order to hand over the beautiful earth and affluent society to next generations, we must all realize that the actions of each and every one of us have a great effect on our earth´s future, so we must make every effort to preserve our environment.

**[Basic Environmental Policies]**

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

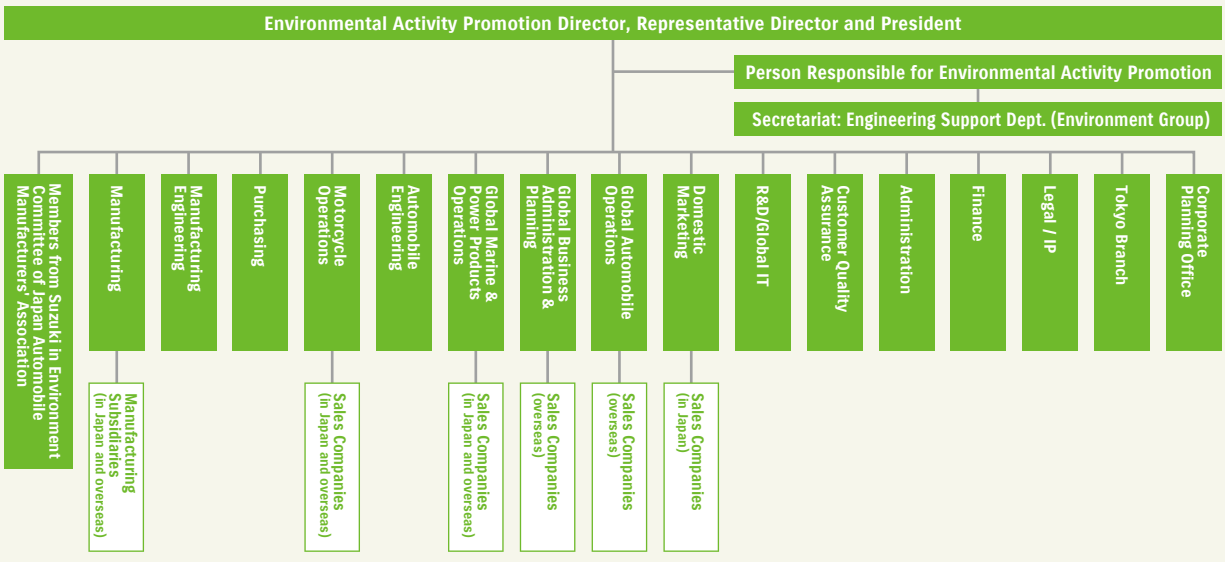
## Suzuki Environmental Organizational Chart

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.

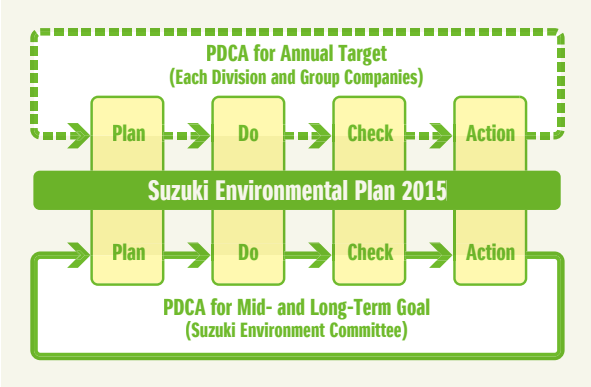
As of September 2015

**Suzuki Environmental Organizational Chart**



# Environmental Plan

## Suzuki Environmental Plan 2015




Suzuki established "Suzuki Environmental Conservation Action Plan" as the long- and mid-term plan for environmental conservation in 1993, revised it in 2007 (FY2007 version), and newly established the "Suzuki Environmental Plan 2015" in March 2013.

"Suzuki Environmental Plan 2015" consists of four themes: Control of Global Warming; Promotion of Environmental Conservation etc.; Promotion of 3R (Reduce, Reuse, and Recycle); and Cooperation with Society. The target mission is to reduce environmental impacts generated at each phase of development, production, transportation, and offices, and to work on environmental communication. While contrasting "Suzuki Environmental Plan 2015" with "Suzuki Environmental Conservation Action Plan", the target missions (except for some targets) are developed globally and the target for communication is set to include suppliers.

Suzuki will conduct operational control through PDCA and continuous improvement to accomplish the target mission of "Suzuki Environmental Plan 2015", and promote business activities to reduce influence to environment.

* PDCA: Approach that regards Plan, Do, Check, and Action as one cycle. With this approach, we conduct not only simple planning and operation but also evaluation and review, so we can feed back effects and reflection to previous processes and take actions while constantly implementing improvements.

| | | Concrete implementation items and targets | | Major results in FY2014 | |
|---|---|---|---|---|---|
| Control of global warming | Improvement in fuel efficiency | One of the lowest fuel consumption by adopting SUZUKI GREEN Technologies | Raise efficiency by improving the engine and/or drive system, and adopt new mechanism. | Automobiles | ·For WagonR and WagonR Stingray, employed Suzuki's unique fuel saving technology S-ENE CHARGE, which evolved from the energy management technology based on ENE-CHARGE. With the improved R06A engine also installed, the lowest fuel consumption in their class (mini-wagon) has been achieved. In addition, ISG (Integrated Starter Generator), which is a generator with a motor function, allows for quiet and smooth restart of engine from the idle-stop state.<br>·For Carry, Every, and Alto, installed a new transmission system Auto Gear Shift (AGS), which incorporates both advantages of manual and automatic transmission systems. The collaboration control between transmission and engine has enabled smooth shift transmission without gear shift shock, with excellent fuel efficiency maintained. |
| | | | | Motorcycles | ·For the Indian model GIXXER, the SEP (Suzuki Eco Performance) engine has been newly employed, which features the reduced mechanical loss (with a lightweight piston) and the downsized combustion chamber (with a compact and lightweight roller rocker arm and a longer stroke), achieving high combustion efficiency and the highest level of fuel efficiency in its class. |
| | | | | Outboard Motors | ·For DF200A/AP, introduced the Lean Burn System, enabling further reduction of fuel consumption. |
| | | | Reduce the vehicle body weight by reviewing structure, changing materials, and/or reviewing manufacturing methods. | Automobiles | ·For Alto launched in December 2014, employed a newly developed platform for the first time. Our thoroughgoing efforts have enabled a vehicle weight reduction of 60kg*, which also allows for the reduction of the required materials and energy for the vehicle production, resulting in further resource saving.<br>*Comparison between Alto equipped with CVT and the previous model Alto Eco |
| | | | | Motorcycles | ·For Let's G launched in December 2014, changed the gasoline tank manufacturing method from the conventional blow molding to injection molding, realizing 12% weight reduction due to uniformed wall thickness. |
| | | | | Outboard Motors | ·For DF200A, installed the in-line four-cylinder engine instead of the V6 engines used in conventional 200ps outboard motors, resulting in downsizing and weight reduction of about 30kg. |
| | | | Reduce running resistance of the whole vehicle such as air resistance and rolling resistance. | Automobiles | ·For Every launched in February 2015, improved the A-pillar shape of the previous model, and modified the airflow on the side body, achieving a 3% reduction of the Cd value. |
| | | | | Motorcycles | ·For the Chinese model Let's 110, modified the tire structure to reduce the running resistance, resulting in about 2% increase of fuel efficiency. |
| | | Improve global average fuel efficiency | [Automobiles] Improved by 25% (compared to FY2005). | Automobiles | ·Improved by 30% |
| | | | [Motorcycles] Improved by 25% (compared to FY2005). | Motorcycles | ·Improved by 13% |
| | | | [Outboard motors ] Improved by 10% (compared to FY2005). | Outboard Motors | ·Improved by 5.5% |

<table>
<tr><th colspan="2"></th><th colspan="2">Concrete implementation items and targets</th><th colspan="2">Major results in FY2014</th></tr>
<tr><td rowspan="9">Control of global warming</td><td rowspan="4">Development of next-generation vehicles</td><td rowspan="2">[Automobiles]<br>Promote development of next-generation models suitable for small cars</td><td>Develop low-price hybrid car.</td><td>Automobiles</td><td>·Developing an automobile equipped with a low-cost hybrid system suitable for small cars.</td></tr>
<tr><td>Develop small EV suitable for daily life.</td><td>Automobiles</td><td>·Conducted a social trial on mini commercial EV.<br>·Developed UT Concept, a concept model of urban-type electric wheelchair, and exhibited it at the International Home Care & Rehabilitation Exhibition (Tokyo) in October 2014.</td></tr>
<tr><td colspan="2">[Motorcycles]<br>Develop electric vehicles for global markets.</td><td>Motorcycles</td><td>·Planned an operational trial for the electric motorcycle and battery charging/replacing system based on the proving test conducted on electric scooter e-Let's in Kamakura.</td></tr>
<tr><td colspan="2">[Hydrogen fuel cell]<br>Develop light, compact, and low-cost air-cooled fuel cell.</td><td>Motorcycles</td><td>·With the institutions of approval for fuel cell motorcycles (on both vehicle and hydrogen container) to be established within FY2015, the development of Burgman Fuel Cell Scooter, a 3.9kW output air-cooled hydrogen fuel cell motorcycle, has been accelerated, and the vehicle conforming to the new standards is now planned to be tested on public roads.</td></tr>
<tr><td>Energy-saving for business operations</td><td colspan="2">Promote energy-saving activities for plants and offices such as by improving production efficiency, introducing energy-saving equipment, and conducting power-saving activities.</td><td colspan="2">·Production plants implemented measures such as lowering the preset temperatures for the drying furnace (painting process) and aluminum holding furnace, reducing loss through downsizing and integrating production systems (to respond to production decline), and using waste heat in other processes (for temperature rising).<br>·Announced on the in-house homepage, main office's and plant's power consumption, quantity of printing paper used, and progress of other various activities related to "Suzuki Rules of Corporate Ethics".<br>·Some offices installed green curtains at the southern side windows or extended the Cool Biz period.<br>·Installed LED lights in offices step by step, while removing unnecessary lightings. Also, motion sensor-equipped lighting systems were installed at common spaces in companies and dormitories.<br>·Installed LED projectors and other energy-saving devices step by step. (Installation at the headquarters was completed in FY2015)<br>·Stopped the vending machines on non-working days.</td></tr>
<tr><td></td><td colspan="2">Target reduction of total $CO_2$ emission from Japanese domestic offices:<br>15% (compared to FY2005)<br>Maintain the top level in Japan for $CO_2$ emission per production quantity.</td><td colspan="2">·Cut by 10.6%</td></tr>
<tr><td>Energy-saving for distribution</td><td colspan="2">·Improved transporation efficiency by reviewing transportation routes and packing style.<br>·Improved fuel efficiency of transportation vehicles by introducing eco-drive support equipment, teaching employees economical driving, etc.</td><td colspan="2">·Shortened the engine transportation distance by building a new engine production plant near the assembly plant.<br>·Increased the loading capacity rate to reduce the number of frequency of transportation between parts plants.</td></tr>
<tr><td></td><td colspan="2">Target of $CO_2$ emission reduction in domestic and overseas destinations per sale: 25% (compared to FY2006)</td><td colspan="2">·27% for destinations in Japan and 57% for overseas destinations</td></tr>
<tr><td rowspan="5">Promotion of Environmental Conservation etc.</td><td>Air pollution</td><td colspan="2">Introduce low-emission vehicle appropriate for circumstances in each country.</td><td>Automobiles</td><td>•Compliance with domestic emission control regulations<br>·Made all new models conform to the 2005 emission regulations (new long-term regulation).<br><table><tr><th>Vehicles Conforming to Emission Control Regulations</th><th>Number of types and models</th></tr><tr><td>Number of types and models equal to 2005 Emission Standard</td><td>5 types of 5 models</td></tr><tr><td>☆☆☆Low-emission vehicle: 50% lower than 2005 Emission Standard</td><td>4 types of 3 models</td></tr><tr><td>☆☆☆☆Low-emission vehicle: 75% lower than 2005 Emission Standard</td><td>15 types of 12 models</td></tr></table></td></tr>
<tr><td></td><td></td><td>Motorcycles</td><td>·Correspond to emission gas control regulations in various countries including EURO3* in Europe.<br>·Introduced Address 110 (launched in March 2015) and Address V50 (launched in May 2015) that conform to the 2007 emission regulations.<br>*EURO3: Emission gas control regulation value in Europe</td></tr>
<tr><td></td><td></td><td>Outboard Motors</td><td>·As for all four-stroke outboard motors, satisfied the EPA*1 regulations and CARB*2 regulations of America, RCD*3 regulations of Europe, etc. in addition to the emission gas self-imposed control by the Japan Marine Industry Association. Accomplished 3 STARS for the CARB regulations of America.<br>·Promoted the sales of DF200A/AP as a model conforming to local regulations.<br>*1: Environmental Protection Agency<br>*2: California Air Resources Board<br>*3: Recreational Craft Directive</td></tr>
<tr><td>Reinforce control of substances of concern contained in products</td><td colspan="2">Conformance to local regulations concerning new chemical substances</td><td colspan="2">·Collected various countries' information about regulations concerning new chemical substances and promoted global reduction of environmental impact.<br>·Implemented measures to conform to European CLP regulations (June 2015) and the U.S HCS regulations (June 2015).</td></tr>
<tr><td></td><td colspan="2">Promote global reduction of use of substances of concern and replacement of SVHC (substances of very high concern).</td><td colspan="2">·Implemented measures to conform to Deca-BDE (substances of very high concern) related regulations and promoted activities for global reduction of environmental impact.</td></tr>
<tr><td>Reduction of VOC in car interior</td><td colspan="2">[Automobiles]<br>Globally promote use of alternative materials that generate less VOC in order to improve environment in car interior.</td><td colspan="2">·Implemented the countermeasures to reduce VOC in the cabin and accomplished the JAMA's target (lower interior VOC levels than the target set by the Ministry of Health, Labor, and Welfare) for Vitara manufactured by Magyar Suzuki Corporation Ltd. (Hungary) , Alivio manufactured by Chongping Changan Suzuki Automobile Co., Ltd. (China) and Hustler, Alto and Every manufactured by Suzuki Motor Corporation (Japan).</td></tr>
<tr><td>Reduce VOC in the painting process.</td><td colspan="2">[Body Painting]<br>Maintain reduction of VOC emission by 40% per painting area<br>(compared to FY2000).</td><td colspan="2">·Cut by 41.6%</td></tr>
</table>

| | | Concrete implementation items and targets | | | Major results in FY2014 | |
|---|---|---|---|---|---|---|
| Promote 3R (Reduce, Reuse, Recycle). | Effective use of resources | Consideration to recycling | Increase use of recyclable resin. | | ·Expanded the use of recyclable PP materials for more effective utilization of resources.<br>·For SKYWAVE 650, employed the recyclable PP material in the fuel tank tray.<br>·For Address 110 launched in March 2015, employed the recyclable PP material in 12 exterior resin parts and seat bottom plate.<br>·For ASEAN models, employed the recyclable PP material in SHOOTER 115 (10 exterior PP resin parts) and RAIDER J 115Fi (rear fender).<br>·For DF200A/AP, used easily recyclable thermoplastic resin in air intake parts. | |
| | | | Promote design that eases disassembly of parts to be recycled. | Automobiles | ·For front bumpers of Alto launched in December 2014, eliminated the need for fixing with screws by employing the engagement structure of resin parts.<br>·For bumpers of the overseas model Vtara, eliminated the need for painting by employing the in-mold decorating technique. | |
| | | | | Motorcycles | ·Pursued the ease of disassembly of parts in order to facilitate the recyclability.<br>·For Let's G launched in December 2014, optimized the engagement structure of resin covers and used modular parts, with the ease of disassembly taken into account. | |
| | | | | Outboard Motors | ·For DF200A/AP, reduced the number of insert molding portions of nut and expanded the use of tapping screws, which are easier to disassemble. | |
| | | | [Japan]<br>Maintain 70% or higher ASR recycling rate. | | ·Accomplished (97.2%). | |
| | | | [Japan]<br>Collection and recycle of used bumper | | ·Collected used bumper is continued.<br>·Recycled collected bumpers to make automobile parts such as battery holder, engine under cover, foot rest, etc. | |
| | | | [Overseas]<br>Conformance to local automobile recycle law. | | · Local distributors in EU countries established individual ELV collection and recycling systems suitable for respective conditions.<br>*ELV: End-of-Life Vehicle | |
| | | Packing materials | Reduce packing materials such as corrugated cardboard by Increasing the use of returnable containers. | | ·Reduced corrugated cardboard of approximately 158t by using returnable containers for receiving.<br>·Reduced corrugated cardboard of approximately 101t by using returnable containers for shipping. | |
| | | | Promote recycling of waste corrugated cardboard. | | ·Re-used approximately 24t of waste corrugated cardboard from the plant for cushioning materials to prevent parts from being damaged. | |
| | | | Reduction target for use of packing materials and corrugated cardboard per output 10% (compared to FY2005) | | ·Cut by 29.0% | |
| | | Waste materials | [Individual]<br>Continue the zero-level landfill waste.<br>Maintain less than 1.0% (compared to FY1990). | | ·The zero level has been continued. | |
| | | | [Group]<br>Continue the zero-level landfill waste.<br>Maintain less than 1.0% (compared to FY2002). | | ·The zero level has been continued. | |
| | | Water resources | Thorough water saving at plants and offices | Domestic plants | ·Saved water by adopting closed-type cooling tower, introducing air-cooling system for small air conditioner, adopting water-saving faucet, using rainwater, recycling cooling water, etc.<br>·Saved water by reducing pressure to feed water in the company, reducing the quantity of make-up water in the cooling tower, and using well water at the time of drought in summertime, and contributed to maintenance of local water resources. | |
| | | | | Office | ·Continued the public awareness campaign for water saving by showing concrete countermeasures while posting a water-saving notice in washrooms, restrooms, etc.<br>·Called for water saving throughout the company and circulated a notice about what to do for it.<br>·Kept posting a water saving notice in toilets and office kitchenettes.<br>·Expanded the use of the automatic water faucet for washrooms.<br>·Installed water-saving devices in water supply systems for employee dormitories step by step. | |
| Cooperation with society | Expansion of environmental communication | Efforts for biodiversity | Promote the activity based on "Suzuki Biodiversity Protection Guidelines" to realize protection of biodiversity and its sustainable use. | Business operations, product development | ·Announced the comparison of results of model-specific LCA* ($CO_2$ emissions).<br>·Publicized environmental data by vehicle type through homepage and catalogues.<br>*Life Cycle Assessment: A method to make assessment of environmental impact in all stages of an entire life cycle of a product from manufacturing of raw materials to product disposal. | |
| | | | | Cooperation with local society | ·Continued the "Suzuki's Forest" volunteer planting project (Inasa-cho, Kita-ku, Hamamatsu).<br>·Participated in the "Light Down" campaign hosted by Ministry of the Environment.<br>·Publicized and updated the quantitative information on "contribution to the protection of forest environment". | |
| | | Environment conservation by cooperation with suppliers | Promote environment conservation activity based on "Suzuki Green Procurement Guideline" and follow environmental laws/regulations. | | ·While watching the trends in Japanese, EU and UN regulations concerning chemical substances, requested suppliers to investigate chemical substances to be controlled in the future and to conform to new regulations. | |
| | | Enhancement of environmental education | Promote environmental education for employees including new employees and overseas trainees. | | ·Added a basic environmental workshop in the new employee training program to broaden their recognition of environmental policies and heighten awareness of environmental issues.<br>·Promoted participation of employees' families in environmental education events organized by NPO.<br>·Held seminars on "Suzuki's efforts for environmental preservation" at two universities in Shizuoka Prefecture. | |
| | | | Continue the in-house eco-drive education | | ·4,004 persons in total participated in the eco-drive seminars held at the headquarters and each office by the end of April 2015.<br>·Recorded the fuel consumption values of in-house cars in the relevant vehicle operation register to enhance awareness of the eco-drive. | |
| | | Disclosure of environmental information | Prepare "Suzuki Environmental and Social Report" (in Japanese and English) to transmit the information about environment conservation activity to societies. | | ·Issued "Suzuki Environmental and Social Report 2014" in Japanese (book and PDF) and in English (only PDF). | |

# Introduction of Environmental Management System

## Efforts at Manufacturing Sites (Japan)

### Introduction of Environmental Management System

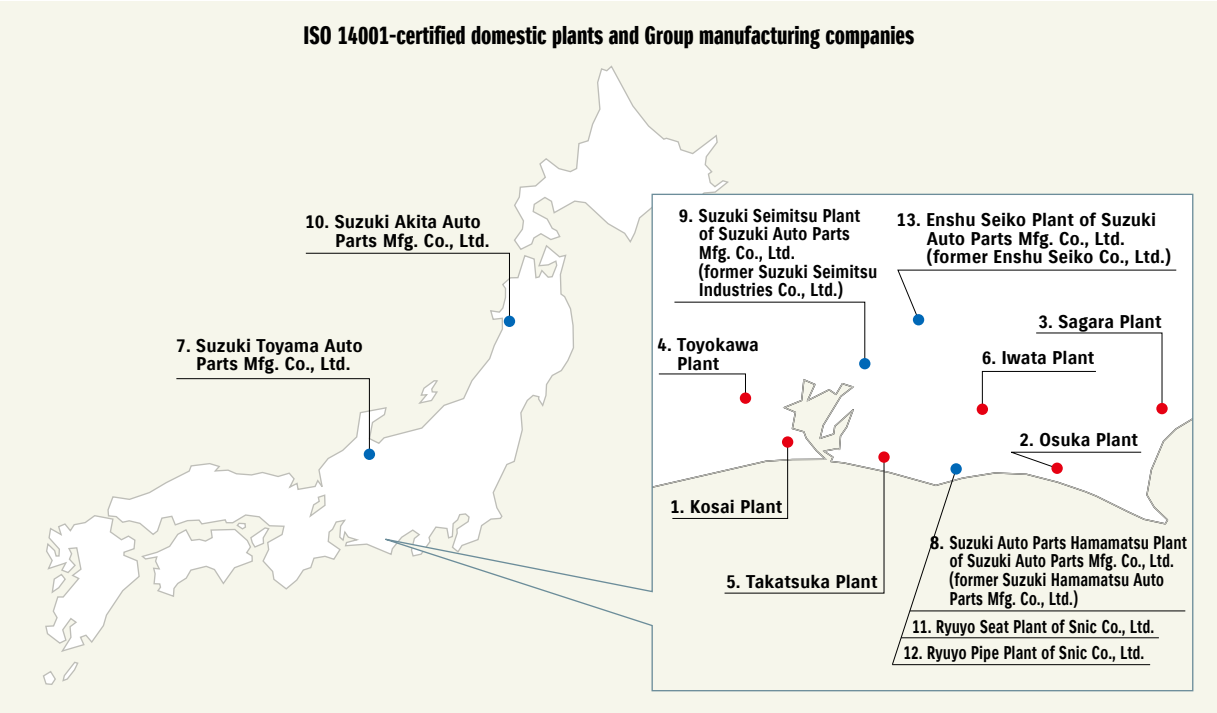
Suzuki is promoting introduction of "Environmental Management Systems" including ISO14001 as part of environmental conservation activities by the Group's manufacturing departments.

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.

### Situation of certification in domestic plants and Group manufacturing companies

All domestic plants already acquired the ISO14001 certificate before March 2003. As for the Group's manufacturing companies, three manufacturing plants (a plant of Suzuki Toyama Auto Parts Mfg. Co., Ltd., Suzuki Akita Auto Parts Mfg. Co., Ltd. and Suzuki Auto Parts Mfg. Co., Ltd.) and two plants of Snic Co., Ltd. have been certified (as of April 1, 2015).

**ISO 14001-certified domestic plants and Group manufacturing companies**




**[Suzuki]**

● Domestic plants

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

**[Domestic Group Companies]**

● Group manufacturing company

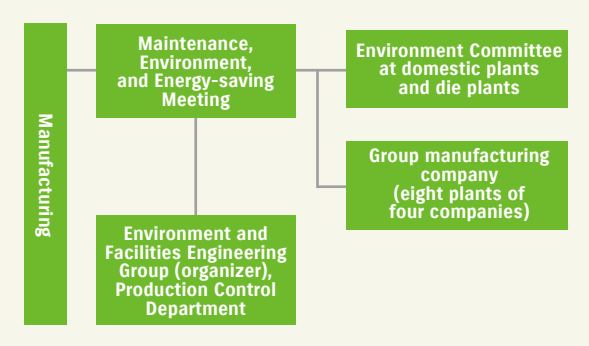
| | Company's name | ISO acquisition month |
|---|---|---|
| 7 | Suzuki Toyama Auto Parts Mfg. Co., Ltd. | March 2001 |
| 8 | Suzuki Auto Parts Hamamatsu Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.) | June 2001 |
| 9 | Suzuki Seimitsu Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Suzuki Seimitsu Industries Co., Ltd.) | October 2001 |
| 10 | Suzuki Akita Auto Parts Mfg. Co., Ltd. | March 2002 |
| 11 | Ryuyo Seat Plant of Snic Co., Ltd. | March 2005 |
| 12 | Ryuyo Pipe Plant of Snic Co., Ltd. | May 2005 |
| 13 | Enshu Seiko Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Enshu Seiko Co., Ltd.) | July 2005 |

### ●Manufacturing: Maintenance, Environment, and Energy-saving Meeting

Suzuki holds a "Maintenance, Environment, and Energy-saving Meeting" once a month in order to improve environmental management of domestic plants, die plants, and Group manufacturing companies.

At this meeting, engineering managers of domestic plants, die plants, and Group manufacturing companies (eight plants of four companies) get together to discuss improvements for environment conservation plan and matters related to domestic plants, die plants, and Group manufacturing companies while seeing actual systems on actual sites.

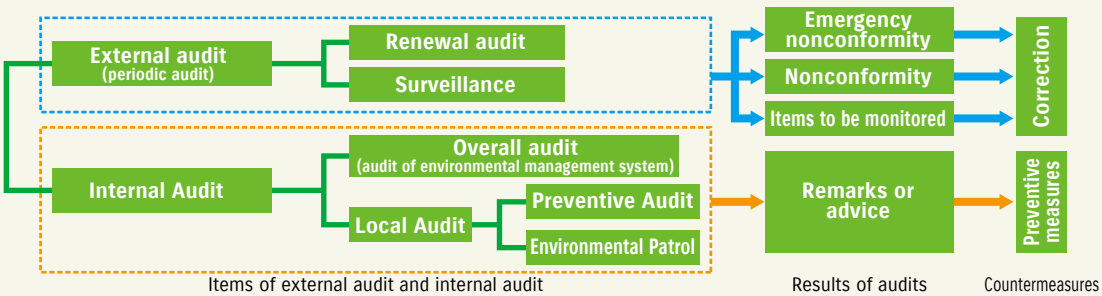
Decisions made at the meetings are rolled out to domestic plants, die plants, and Group manufacturing companies, contributing to environmental management activities.




### ●Environmental Audit

At Suzuki's domestic plants and the Group manufacturing companies, an external audit is conducted once every year by an external auditing agent. In addition, by conducting double-check through an internal audit, our environmental management system is secured.

**Environmental Management Auditing System**




### External Auditing

Auditing of documents and on-site auditing are carried out by third party organization in regard to the validity and adequacy of our environmental management system, to determine whether or not measures are being properly implemented.

In FY2014, renewal audit was conducted at four plants and surveillance at two plants, and no "nonconformity"*1 to ISO14001 requirements was found. Also, there were 24 "items to be monitored"*2 in total, on which we will implement 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.

### Internal Audit

For internal audits, two kinds of audits are conducted: one is an overall audit, and the other is a local audit. We select auditors that have no direct association with the section being audited, and they examine whether environmental management is being properly carried out or not.

**Overall Audit**

To determine whether or not environmental management is being properly implemented, document and on-site auditing are conducted. In FY2014, eight items were pointed out, and 64 items were advised, all of which have been improved.

**Local Audit**

**●Preventive Audit**

Thorough on-site observations are carried out while auditing in areas that possess potential for accidents such as drainage disposal facilities, chemical use/storage, and waste disposal facilities. "In FY2014, no items were pointed out, and 17 items were advised, all of which have been improved.

**Improvement process through internal audit**


**●Environmental Patrol**

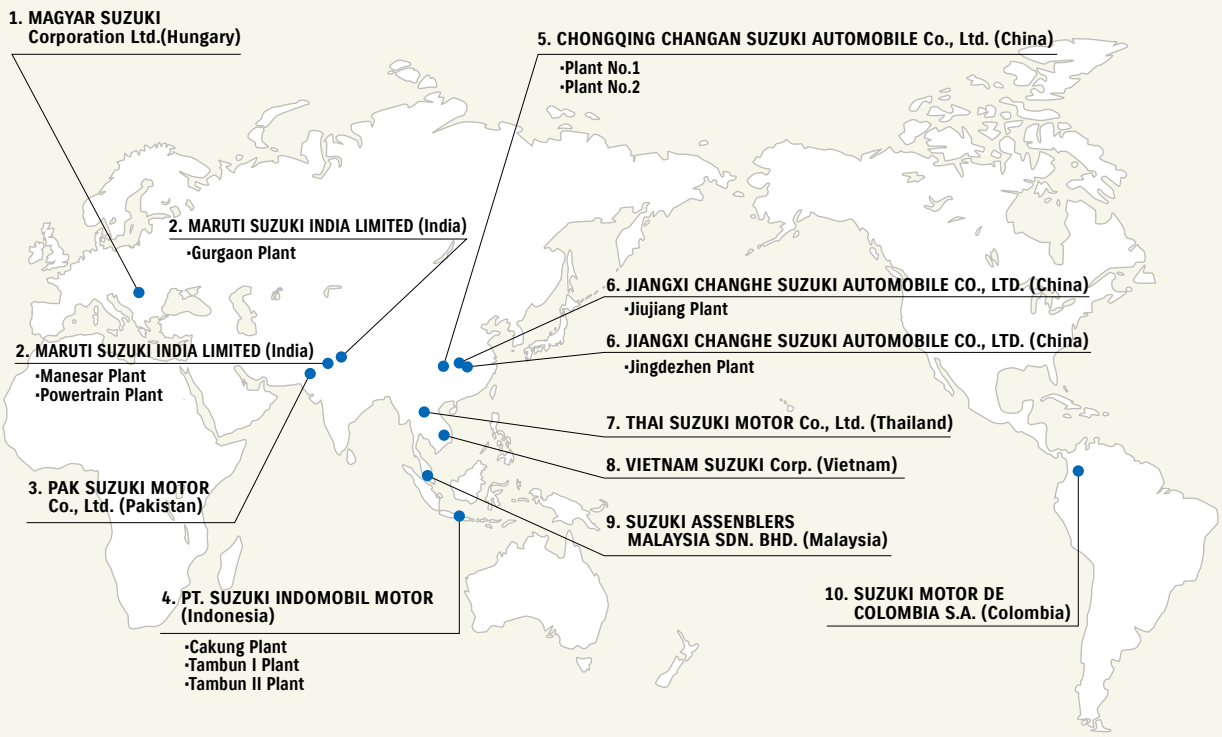
Areas that possess potential for accidents undergo regular patrol by the plant manager to prevent environmental accidents.

## Efforts at Manufacturing Sites (overseas)

**Situaiton of certification in overseas plants**

As for overseas manufacturing companies, MAGYAR SUZUKI Corporation Ltd. obtained the certification in April 1998 for the first time in our Group. As of the end of March 2015, 10 overseas manufacturing companies (16 plants) have obtained the ISO14001 certificate. Other Group companies are also making best efforts to acquire the certificate.

**ISO 14001-certified overseas Group companies**




| | Company's name | ISO acquisition month |
|---|---|---|
| 1 | MAGYAR SUZUKI Corporation Ltd. (Hungary) | April 1998 |
| 2 | MARUTI SUZUKI INDIA LIMITED (India) | |
| | ·Gurgaon Plant | December 1999 |
| | ·Manesar Plant | December 2008 |
| | ·Powertrain Plant | May 2012 |
| 3 | PAK SUZUKI MOTOR Co., Ltd. (Pakistan) | August 2005 |
| 4 | PT. SUZUKI INDOMOBIL MOTOR (Indonesia) | |
| | ·Cakung Plant | April 2006 |
| | ·Tambun I Plant | August 2008 |
| | ·Tambun II Plant | July 2009 |

| | Company's name | ISO acquisition month |
|---|---|---|
| 5 | CHONGQING CHANGAN SUZUKI AUTOMOBILE Co., Ltd. (China) | |
| | ·Plant No.1 | December 2004 |
| | ·Plant No.2 | December 2014 |
| 6 | JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. (China) | |
| | ·Jingdezhen Plant | December 2003 |
| | ·Jiujiang Plant | December 2006 |
| 7 | THAI SUZUKI MOTOR Co., Ltd. (Thailand) | August 2005 |
| 8 | VIETNAM SUZUKI Corp. (Vietnam) | March 2005 |
| 9 | SUZUKI ASSENBLERS MALAYSIA SDN. BHD. (Malaysia) | December 2006 |
| 10 | SUZUKI MOTOR DE COLOMBIA S.A. (Colombia) | December 2003 |

## Measures for domestic sales distributors

Introduction of the environmental management system is promoted at affiliate sales distributors in Japan in order to roll out actions concerning environment in business operations to Group companies. We will continue improvement in environmental impact at sales distributors by reducing energy consumption and amount of wastes, and also observing environmental laws/regulations.

# Emergency training

We look for locations and operations that have potential of causing an environmental accident* and hold emergency drills with employees and other related suppliers at domestic plants and die plants. In FY2014, emergency drills (including 20 times of night drills) were conducted 132 times. These drills were also held at domestic and overseas Group manufacturing companies.

* "Environmental accident" refers to accidents that may affect environment such as leakage of chemicals.

# Environmental accidents, etc.

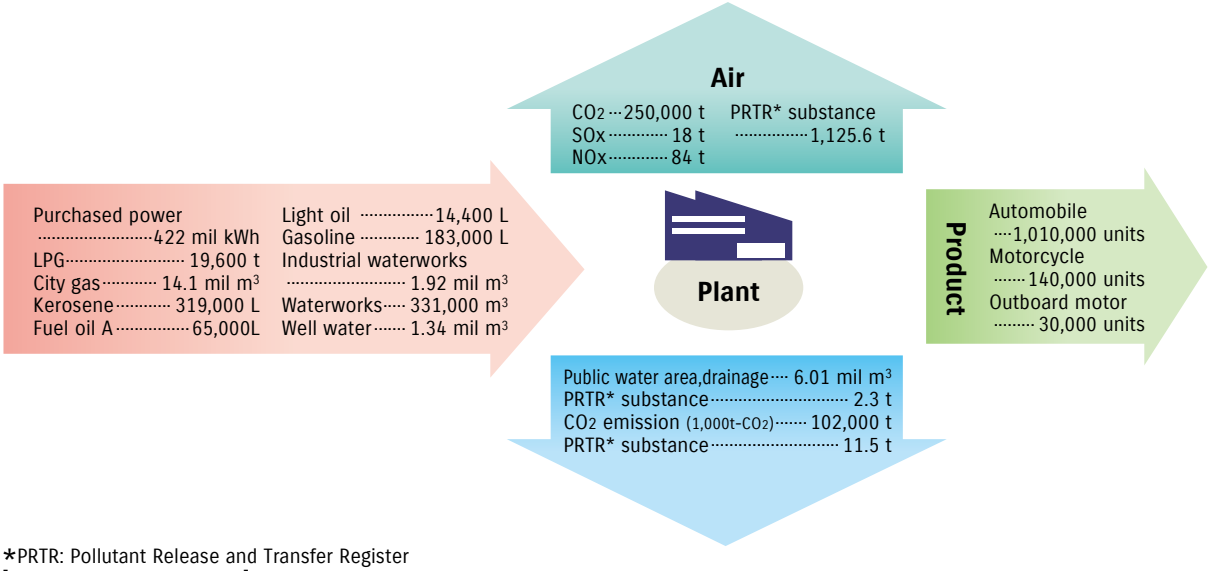
<Environmental accidents>

In FY2014, there was no environmental accident at domestic plants and die plants.

<Complaints>

There were five complaints at Osuka Plant. For the purpose of odor abatement, we made investigation into strong odor areas. As a result, we identified the deodorant tower as a major cause of the odor, so we cleaned it and improved the relevant equipment.

# Manufacturing activity and Environmental impact




*PRTR: Pollutant Release and Transfer Register

[Area subject to totalization] Takatsuka Plant, Iwata Plant, Kosai Plant, Toyokawa Plant, Osuka Plant, Sagara Plant, Die plant

# Environmental accounting

## Cost of Environmental Conservation

(Unit: ¥100 million)

| | | Change | | | FY2014 | | |
|---|---|---|---|---|---|---|---|
| | | FY2011 | FY2012 | FY2013 | Investment | Expenses | Total |
| Business Area Costs | Pollution Prevention | 2.7 | 4.4 | 4.9 | 2.0 | 4.6 | 6.6 |
| | Environmental Conservation | 1.6 | 2.3 | 2.6 | 0.0 | 2.5 | 2.5 |
| | Recycling of Resources | 4.6 | 5.8 | 2.4 | 0.0 | -0.6 | -0.6 |
| | Total | 8.9 | 12.5 | 9.9 | 2.0 | 6.5 | 8.5 |
| Upstream/Downstream Costs | | 0.1 | 0.1 | 0.2 | – | 0.2 | 0.2 |
| Managerial Costs | | 3.3 | 3.9 | 4.1 | – | 4.0 | 4.0 |
| Research and Development Costs | | 409.1 | 460.3 | 526.9 | 0.0 | 498.8 | 498.8 |
| Social Activities Costs | | 1.7 | 1.7 | 1.5 | – | 1.2 | 1.2 |
| Environmental Damage Costs | | 0.1 | 0.1 | 0.6 | 0.4 | 0.3 | 0.7 |
| Total | | 423.2 | 478.6 | 543.2 | 2.4 | 511.0 | 513.4 |

## Effectiveness of Environmental Conservation

(Unit: ¥100 million)

| Item | | FY2011 | FY2012 | FY2013 | FY2014 |
|---|---|---|---|---|---|
| Economical Effect | Energy Cost Reduction | 2.6 | 2.6 | 4.9 | 3.4 |
| | Waste Management Cost Reduction | 0.1 | 0.1 | 0.1 | 0.1 |
| | Resource Saving (including recycle and valuable resource disposal) | 37.4 | 37.7 | 34.12 | 29.4 |
| | Total | 40.1 | 40.4 | 39.12 | 32.9 |

(Note) These are non-consolidated environmental figures.

## Topics

### Efforts for appropriate environmental management

In June 2015, Noriyuki Takeuchi, who has worked for appropriate management of industrial wastes for more than 20 years at Kosai Plant, was awarded the Excellent Worker Prize from Shizuoka Industrial Waste Association. Also, Masashi Tsuchiya, who has strictly conformed to the environmental rules as a manager in charge of pollution control at Sagara Plant, was awarded the Governor's Medal of Honor for Environmental Conservation from Shizuoka Environmental Conservation Association. Suzuki will make continuous efforts for appropriate management of industrial wastes, as well as legal compliance.

Excellent Worker Prize awarding ceremony at Shizuoka Industrial Waste Association (Noriyuki Takeuchi seen at right)

Governor's Medal of Honor awarding ceremony at Shizuoka Environmental Conservation Association (Masashi Tsuchiya seen at the center)

# Control of Global Warming

We will promote development of vehicles with the top-class low fuel consumption and next-generation vehicles in order to reduce $CO_2$ emission, which is regarded as the cause for global warming. In addition, we will thoroughly conduct energy-saving in production and distribution, and promote efficient business operations.

## Disclosure of GHG emissions occurred in the entire value chain

For reducing greenhouse gas (GHG) emissions released through the overall business activities including procurement of materials/parts, manufacturing of vehicles and sale of final products, it is important to know and disclose the amount of emission from those activities. Therefore, we have made efforts to quantify the emissions of greenhouse gases not only resulting from major business activities, but also from a wider scope of the value chain*1 since FY2013.

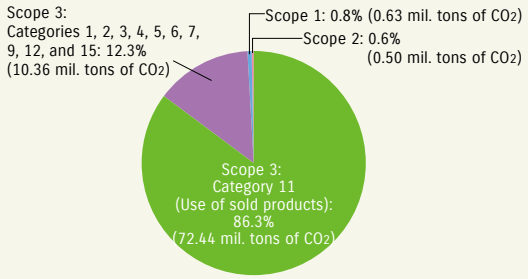
Also in FY 2014, in order to quantify the total emissions of greenhouse gases generated from the entire value chain, we made calculations of GHG emissions classified into Scope 1 (direct emissions from owned or controlled sources including fuel) and Scope 2 (indirect emissions related to the generation of purchased energy including electricity and heat), plus Scope 3 (other indirect emissions than those classified into Scope 2) in accordance with "GHG Protocol*2".

We increased the number of monitored companies from the previous year's 7 domestic and 5 overseas companies to 66 domestic and 31 overseas companies. For Scope 3, we also increased the number of categories from the previous year's Categories 1, 3, 4, 6, 7, 9, 10, 11, and 12 to Categories 1, 2, 3, 4, 5, 6, 7, 9, 11, 12, and 15. In addition, by disclosing the calculation results on the "FY2014 Green Value Chain Platform*3" operated by the Ministry of the Environment and the Ministry of Economy, Trade and Industry, we have improved the calculation accuracy. According to the results, the amount of CO2 emissions generated through the entire value chain during FY2014 stood at 83.93 million tons, of which the emissions falling under Scope 3 were 82.80 million tons that include 72.44 million tons of CO2 emi ssions classified into "Category 11 (Use of products sold by Suzuki)"*4 accounting for as much as 86.3% of the total emissions through the overall value chain.

Recognizing that it is very important to reduce the $CO_2$ emissions released through the use of our products for reducing the total GHG emissions in the entire value chain, we will make continuous efforts to place emphasis on improvement of fuel efficiency at the time of product development and improvement.

*1 Value chain: A method to systemize how the whole series of business activities contribute to the final value. The business activities in a value chain includes parts/materials procurement, manufacturing, delivery, sales and customer services. At Suzuki, the administrative work and engineering development work are also included in the value chain.
*2 GHG Protocol: International accounting tool to quantify and manage greenhouse gases (GHG) driven by the World Resources Institute (WRI), a global environmental think tank based in the United States, and the World Business Council on Sustainable Development (WBCSD). .
*3 Green Value Chain Platform: Information platform on emission amount of value chain, operated by the Ministry of the Environment and the Ministry of Economy, Trade and Industry to provide various kinds of global warming related information such as internal and external trends, calculation methods, etc.
Homepage: http://www.env.go.jp/earth/ondanka/supply_chain/gvc/index.html
(In Japanese language only)
*4 Emission amount of Category 11indicates the life cycle GHG emissions from individual products sold in the fiscal year, instead of the emissions released from the use of Suzuki products during the relevant fiscal year.

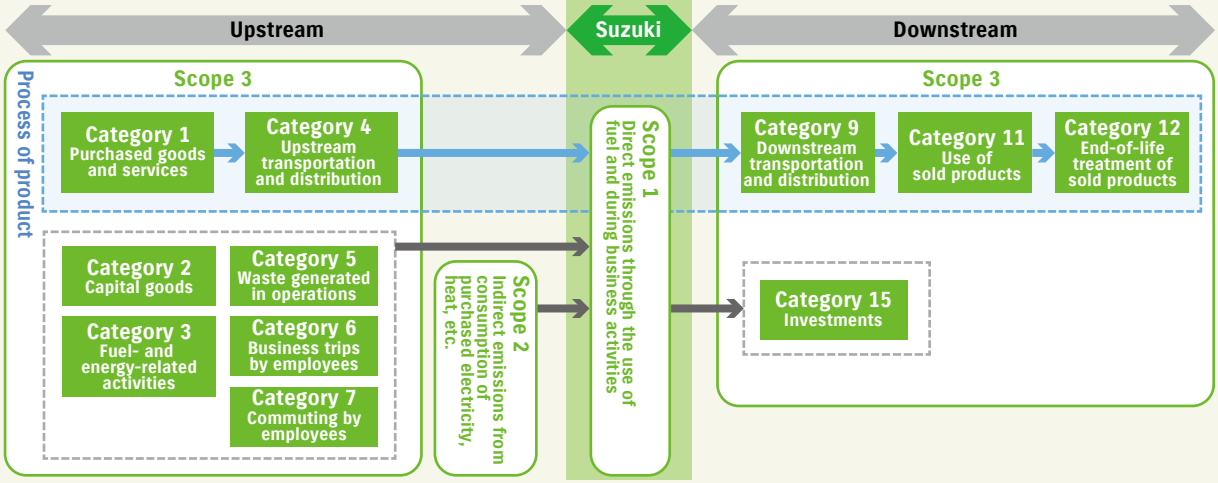
**Breakdown of FY2014 GHG emissions**




Total amount of GHG emissions released from the entire value chain:
83.94 mil. tons of $CO_2$ (excluding Categories 8, 10, 13, and 14 of Scope 3)
[Calculation range] 66 domestic and 31 overseas companies
[Calculation period] From April 2014 to March 2015

| Classification | Items | Descriptions | Calculation |
|---|---|---|---|
| SCOPE 1 | Direct emissions | Direct emissions released through our use of fuel and during our business activities | ○ |
| SCOPE 2 | Indirect emissions from energies | Indirect emissions from consumption of purchased electricity, heat or steam | ○ |
| SCOPE 3 | Indirect emissions from others | Indirect emissions categorized as follows | ○ |
| CATEGORY 1 | Purchased goods and services | Emissions generated during production of raw materials, parts, supplier products and sales tools to be purchased by us | ○ |
| CATEGORY 2 | Capital goods | Emissions during construction and/or production of capital goods | ○ |
| CATEGORY 3 | Fuel- and energy-related activities | Emissions during procurement of fuel from suppliers and generation of electricity and heat to be used by us | ○ |
| CATEGORY 4 | Upstream transportation and distribution | Emissions during transportation and delivery of raw materials, parts, supplier products, and sales tools to Suzuki Group | ○ |
| CATEGORY 5 | Waste generated in operations | Emissions during transportation and disposal of wastes generated in operations | ○ |
| CATEGORY 6 | Business travel | Emissions during business trips by employees of Suzuki Group | ○ |
| CATEGORY 7 | Employee commuting | Emissions during commuting by employees of Suzuki Group | ○ |
| CATEGORY 9 | Downstream transportation and distribution | Emissions during transportation, storage, handling and retailing of our products | ○ |
| CATEGORY 11 | Use of sold products | Emissions during use of products by customers (users of our products) | ○ |
| CATEGORY 12 | End-of-life treatment of sold products | Emissions during transportation and processing for disposal of EOL products by customers (users of our products) | ○ |
| CATEGORY 15 | Investments | Emissions associated with the company's investments | ○ |

### Classification of Scopes 1 and 2 and Categories of Scope 3 quantified by Suzuki




## Life Cycle Assessment (LCA)

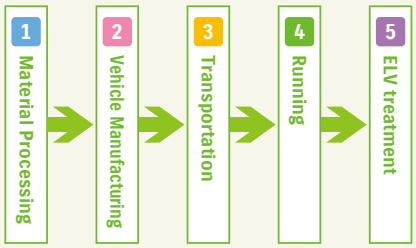
Suzuki employs the Life Cycle Assessment (LCA) to conduct a relative evaluation of environmental impacts through the entire life cycle of products by calculating $CO_2$ emissions in each stage of a product life cycle from production of raw materials to disposal of the product.

For example, WagonR launched in August 2014 is designed for further improvement of fuel efficiency, enabling a 6.8% reduction of $CO_2$ emissions throughout the entire life cycle. In addition to the generation and charging of electricity by using energy obtainable during deceleration (a technology introduced as ENE-CHARGE in September 2012), it incorporates S-ENE CHARGE, in which ISG (generator with a motor function) assists the engine during acceleration.

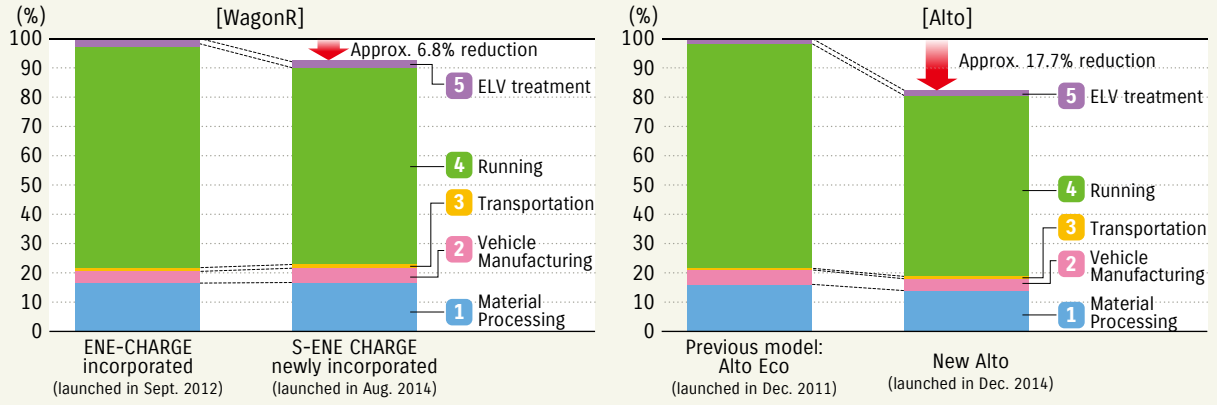
In addition, the evolving SUZUKI GREEN Technology has enabled the Alto launched in December 2014 (featuring the low-fuel consumption of 37.0 km/L*) to further reduce $CO_2$ emissions by 17.7% compared with the previous model throughout the life cycle.

* JC08 mode fuel consumption rate for 2WD equipped with CVT (certified by Japan's Ministry of Land, Infrastructure, Transport and Tourism)

### Suzuki LCA Stages




### $CO_2$ emission ratios of WagonR and Alto



# Improvement in fuel efficiency Product development

## Automobiles

For the purpose of reducing $CO_2$ emissions that cause global warming, Suzuki places emphasis on improvement of fuel efficiency in the stages of product development and improvement.

## Improvement in fuel efficiency

### ●Average Fuel Efficiency by Weight Class

The data from FY2012 shows the fuel efficiency measured in JC08 test cycle. In the conventional 10/15 test cycle, fuel efficiency was measured while the engine is warmed up (hot start). However, in JC08 test cycle, measurement is taken when the engine is cold (cold start). The weight class has also been subdivided.

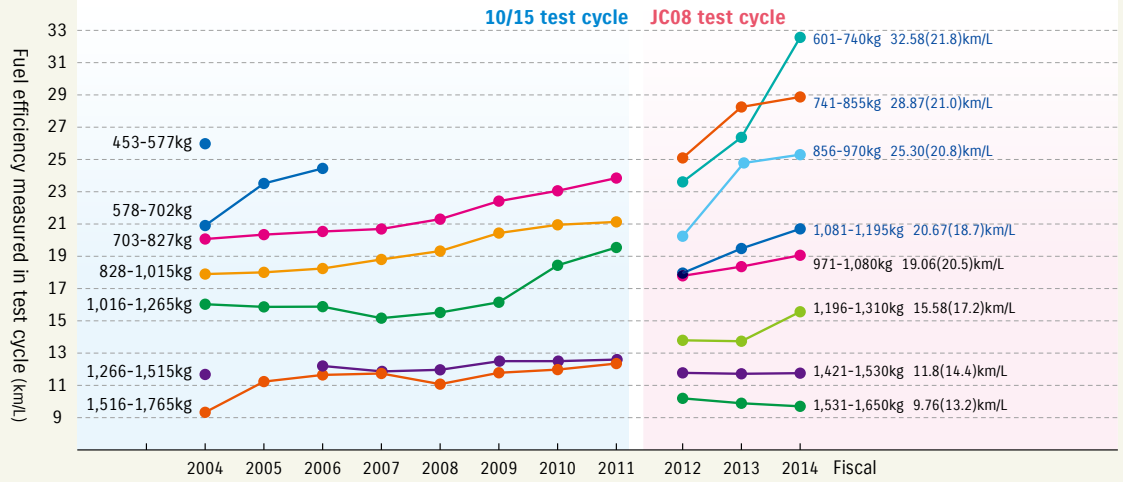
The FY2015 fuel efficiency requirements have been satisfied in weight classes of 601-740 kg, 741-855 kg, 856-970 kg, and 1081-1195 kg.

Generally, 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 (minivehicles, compact cars, etc.) to as many customers as possible.

**Average Fuel Efficiency of Gasoline Vehicles Produced by Suzuki (by Body Weight)**

*Fuel efficiency measured in 10/15 test cycle for figures before FY2011 and JC08 test cycle for figures from FY2012 (Figures after FY2004 exclude OEM vehicles.)

Values in parentheses are the average fuel efficiency (reference fuel efficiency) and values in blue mean that this reference value was accomplished.




### ●Efforts for 2015 fuel efficiency standards

Considering the FY2015 fuel efficiency standard, we have made a future plan for further improving fuel efficiency and will put efforts into it.

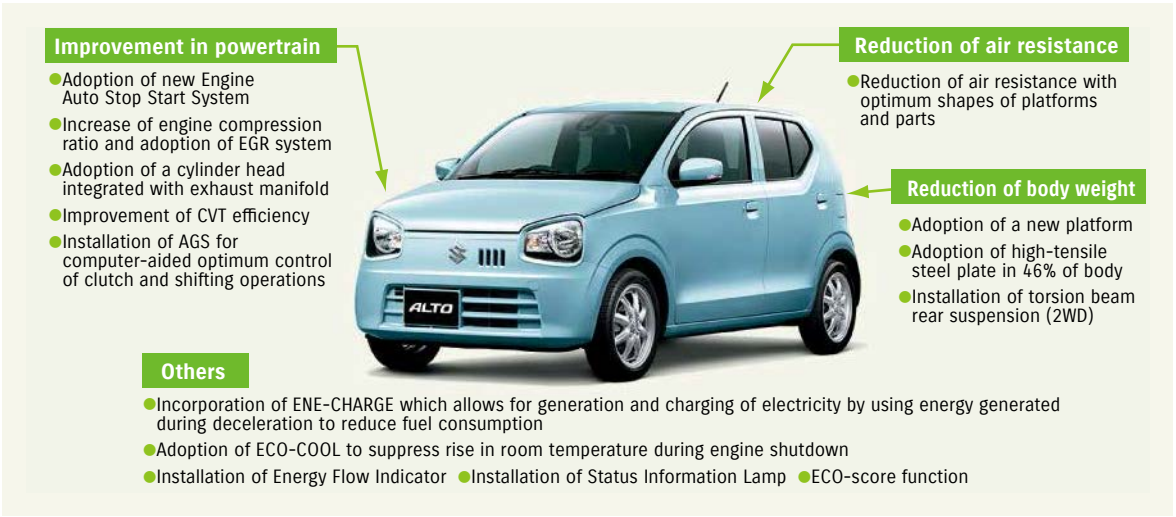
Among the models launched in FY2014, 15 types of 12 models (Wagon R, Alto, Alto Van, Lapin, MR Wagon, Spacia, Hustler, Every Van, Carry, Swift, Solio, and SX4 S-CROSS) already conformed to the FY2015 Fuel Efficiency Standard as of the end of March 2015.

The volume of shipments of the models that meet the same standard reached 842,783 units in FY2014, accounting for 92.9% of the total quantity of domestic delivery.

## Fuel efficiency improvement technology

The 8th-generation Alto launched in December 2014 employed a newly developed platform for the first time, and thorough weight reduction efforts has made it achieve a 60kg weight reduction*1. In addition to further improvement of the powertrain efficiency, installation of such technologies as ENE-CHARGE, New Engine Auto Stop Start System, and ECO-COOL has allowed the car to achieve the fuel efficiency of 37.0km/L*2, while also realizing nimble and stable running performances.

### ●Major fuel efficiency improvement technologies




*1: Comparison between Alto equipped with CVT and Alto Eco (previous model)
*2: JC08 mode fuel consumption rate for 2WD equipped with CVT vehicles (verified by Japan's Ministry of Land, Infrastructure, Transport and Tourism)

## Topics

### The new compact car "Baleno" unveiled at Frankfurt Motor Show

At the 66th International Motor Show in Frankfurt held from September 15, we unveiled our new compact car Baleno, which incorporates our new eco-friendly technologies such as a Suzuki's new platform, a 1.0-L direct-injection turbo gasoline engine "BOOSTERJET" and a mild hybrid system SHVS.

Baleno

●New platform
・The optimum arrangement of major parts and structure of underbody has enabled the vehicle weight to be reduced, with the rigidity efficiently increased, bringing about great improvement of fuel efficiency, safety, handling & stability characteristics, and silence.

●1.0-L direct-injection turbo gasoline engine BOOSTERJET
・The fuel efficiency has been greatly improved through downsizing of displacement, and the output and torque have been increased by a turbo charger.
・This compact and lightweight engine based on our weight reduction technology is designed to satisfy high levels of requirements for compact cars.

●SHVS mild hybrid system
・This mild hybrid system provides power assist to the engine with ISG (generator with a motor function) for efficient power regeneration.
・In combination with the lithium-ion battery, this system not only improves the fuel efficiency, but also satisfies the requirements for size, weight and cost of compact car in a balanced manner.

*SHVS: Smart Hybrid Vehicle by Suzuki

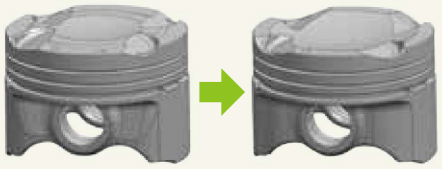
## Improvement of engines

### ●Increased compression ratio and intake port and piston shapes

**Pursue of further thermal efficiency for improvement of fuel efficiency**

For the improved-version R06A engine, a bowl-shaped crown surface of piston incorporated in Alto Eco and later models has been further improved to increase the thermal efficiency in the engine. With the combustion chamber formed into a near spherical shape, an ideal flame pattern is generated, enabling the improved combustion and the increased compression ratio (from 11.2 to 11.5).

**Bowl-shape crown surface piston**



Conventional R06A engine　Improved R06A engine

**Enhanced in-cylinder flow for more efficient combustion**

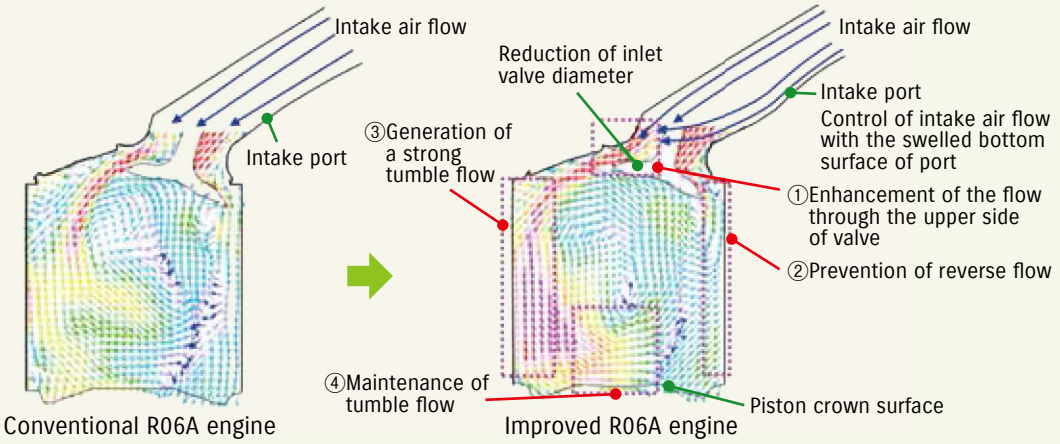
A new intake port has been developed to generate an ideal flame pattern. The shape of conventional intake port has been reviewed, and the inlet valve diameter has been reduced to increase the flow of intake air passing through the upper side of valve, with the air intake speed increased.

As a result of the effort, a strong in-cylinder tumble flow facilitates the air-fuel mixture turbulence, allowing for quick combustion.

**Intake port offering high tumble flow**

Conventional R06A engine　Improved R06A engine

**Comparison in in-cylinder flow**



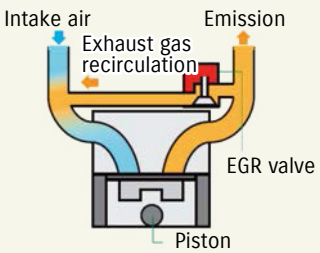

### ●EGR* System

**Adoption of EGR System for preventing knocking**

At high compression ratios, an abnormal combustion (knocking) is induced by the rising in-cylinder temperature. For preventing the abnormal combustion, the EGR System incorporated in the vehicle is designed to lower the combustion temperature by returning a part of exhaust gas into the cylinder. The optimal amount of exhaust gas recirculation is controlled with the EGR valve according to the running conditions. This system also minimizes pumping loss, greatly contributing to the improvement of fuel efficiency.

*EGR = Exhaust Gas Recirculation

**EGR System**



## Improvement of Transmission

**●Improvement in fuel efficiency through adoption of CVT (Continuously Variable Transmission) with an auxiliary gearbox, and its expanded adoption**

CVT with an auxiliary gearbox, which covers a wide range of transmission gear ratio, was first adopted on the Palette launched in September 2009, and is now installed on all of Suzuki's mini passenger vehicles and compact passenger vehicles of 1.2-L and 1.6-L classes.

Employing low viscosity CVT fluid and ball bearing for the CVT differential side bearing, Alto Eco greatly reduces CVT friction, resulting in further improvement in fuel efficiency. Then, we expanded adoption of this improvement to other mini passenger vehicles such as Wagon R.

**●Expanded adoption of Auto Gear Shift for domestic minivehicles**

Since the first time adoption in Celerio launched in India in February 2014, the Auto Gear Shift has been widely adopted in domestic minivehicles, such as Carry, Alto, Every, and Alto Turbo RS step by step. To offer both the convenience of automatic transmission and the fun of operating manual transmission, it has the same basic mechanism as the manual transmission system, which features lightweight and high efficiency, and also incorporates a computer-aided gear change system for optimum operational control. Therefore, it ensures higher levels of fuel efficiency than conventional automatic or manual transmission systems.

Auto Gear Shift for Carry and Every

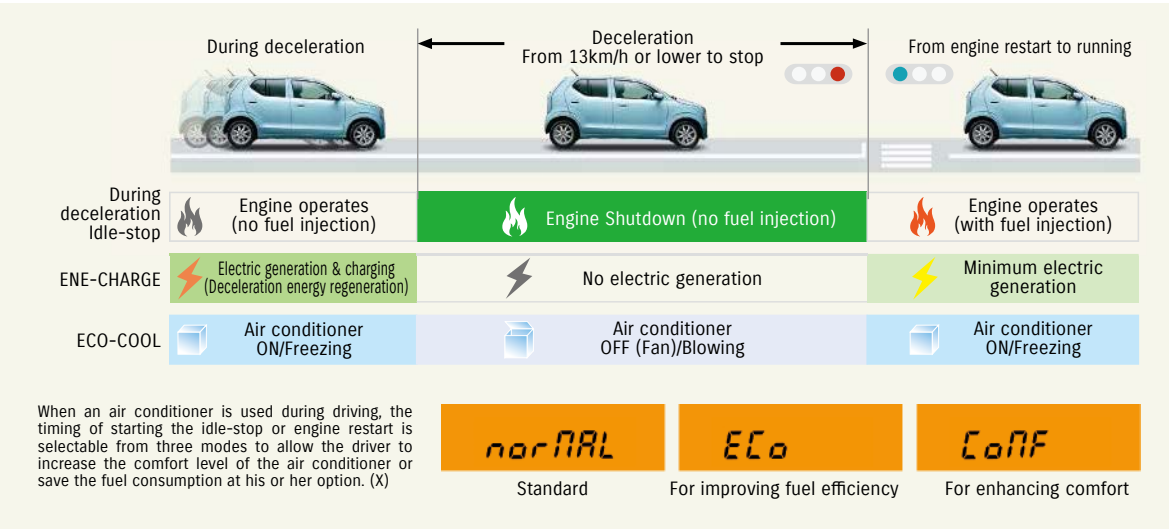
Auto Gear Shift for Alto

## Further improvement in Engine Auto Stop Start System

We have upgraded the Engine Auto Stop Start System, which is one of the important technologies for improvement in fuel efficiency.

When a vehicle speed drops to 13km/h or lower during deceleration, the system shuts down the engine to minimize unnecessary fuel consumption, allowing for further contribution to improvement of fuel efficiency and reduction of exhaust gas and noise.

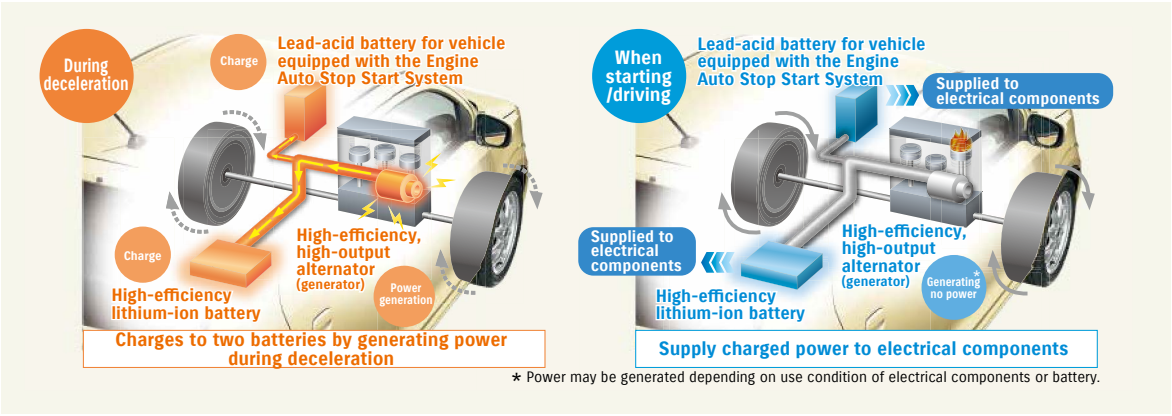
The system has been newly incorporated in Alto launched in December 2014, following such already-equipped models as WagonR, Spacia, MR Wagon, Hustler, Swift, and Solio.



## Adoption of deceleration energy regeneration system ENE-CHARGE

The Alto launched in December 2014 has also been equipped with the ENE-CHARGE, following such already-equipped models as WagonR, Spacia, MR Wagon, Hustler, Swift, and Solio. This system employs a high-efficiency, high-output generator together with a high-efficiency lithium-ion battery to effectively generate electric power by using the energy generated during deceleration, without depending on power of the engine. "Adding to the effect of engine shutdown during deceleration, these technologies have contributed to further improvement in fuel efficiency."

"Because ENE-CHARGE generates and charges regeneration power intensively during deceleration, loads on the engine during driving is reduced and easy and smooth acceleration is also realized."




* Power may be generated depending on use condition of electrical components or battery.

## Installation of S-ENE CHARGE*1

This is the Suzuki's original fuel saving technology based on the energy management system developed for ENE-CHARGE, with an ISG unit (generator with a motor function) and a lithium-ion battery dedicated for S-ENE CHARGE newly added.

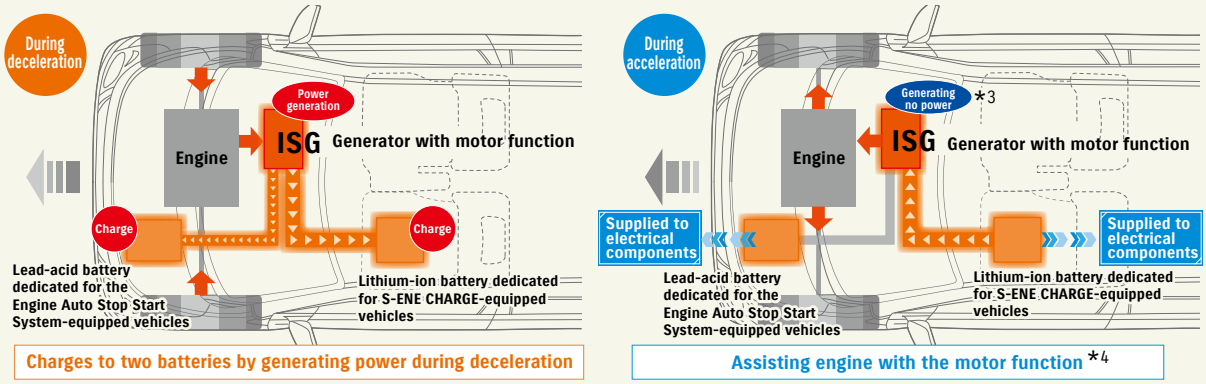
By utilizing the deceleration energy, the ISG generates electricity, which is used for the lead-acid battery dedicated for Engine Auto Stop Start System and the lithium-ion battery dedicated for S-ENE-CHARGE to supply electricity to the electrical components, while avoiding unnecessary power generation during driving. During acceleration which requires the use of a lot of fuel, the ISG assists the engine with its motor function to reduce loads on the engine and save the fuel consumption, with nimble driving maintained.

This system allows the WagonR FZ launched in August 2015 to save the fuel consumption to 33.0 km/L*2. At the time of restarting the engine from idle-stop, the starter motor function of ISG restarts the engine, so that the noise level can be reduced and the comfort level during restarting can be improved. Good acceleration and drivability are realized while maintaining the comfort and convenience unique to WagonR within the limited minivehicle size.

ISG
(generator with motor function)
This generator increases power generation efficiency by using the deceleration energy. It has a motor function to assist the engine at the times of restart and acceleration.

Lithium-ion battery dedicated for S-ENE CHARGE vehicles
This battery is specially designed for S-ENE CHARGE-equipped vehicles and can output a large current to allow the motor function of ISG to provide frequent assistance to the engine.

*1: This system is incorporated in specific types of WagonR, WagonR Stingray, Spacia, and Hustler as of August 2015.
*2: JC08 mode fuel consumption rate (verified by Japan's Ministry of Land, Infrastructure, Transport and Tourism) for FZ (2WD) and Stingray X (2WD)




*3: Power may be generated depending on use condition of electrical components or battery. *4: Assistance by the motor function requires specific conditions of battery, etc.

## Topics ENE-CHARGE won Engineering Development Award from Society of Automotive Engineers of Japan

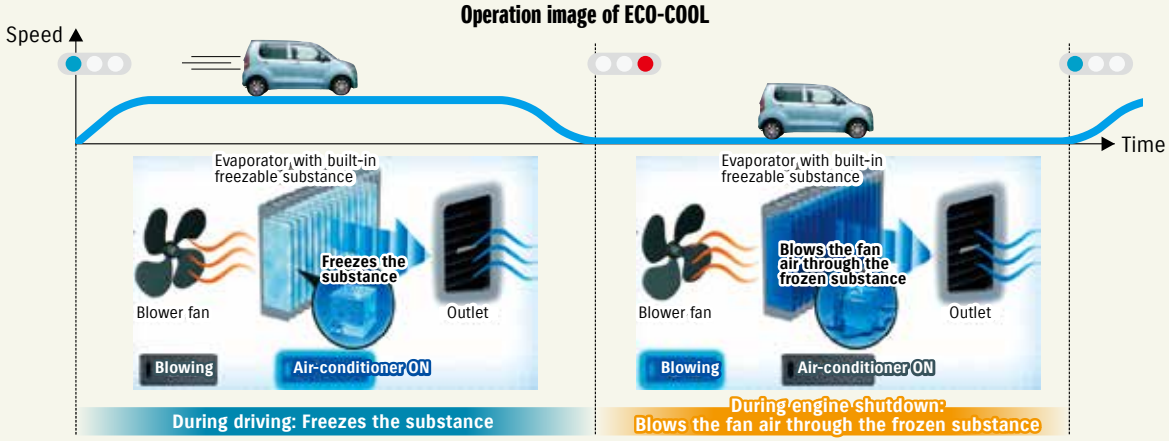
On May 22, 2014, awarding ceremony for the 64th Engineering Development Award was held at Pacifico Yokohama, and four employees of Suzuki were awarded for "Development of the Deceleration Energy Regeneration System Using Lithium-ion Battery as a Secondary Battery".

According to the reason for the award, the system was highly valued for "Developing the system that can improve fuel efficiency while minimizing the engineering change of conventional auto parts; using lithium-ion battery (which has similar voltage and current characteristics to conventional lead storage battery) and conventional alternator; and realizing such system with simple components including semiconductor switch".

## Development of ECO-COOL, an air-conditioning system with freezable substance

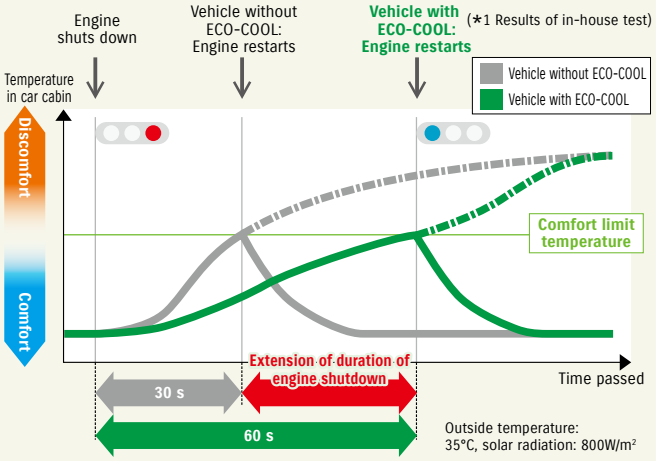
Suzuki developed an air-conditioning system with freezable substance "ECO-COOL", which is designed to satisfy both comfort and fuel efficiency requirements by freezing the substance with the cold air emitted from the air-conditioner during running, and blowing the cool air through the frozen substance with a fan during idle-stop. This system has been installed in WagonR, Spacia, Hustler, Alto, MR Wagon, Swift, and Solio.

### Operation image of ECO-COOL



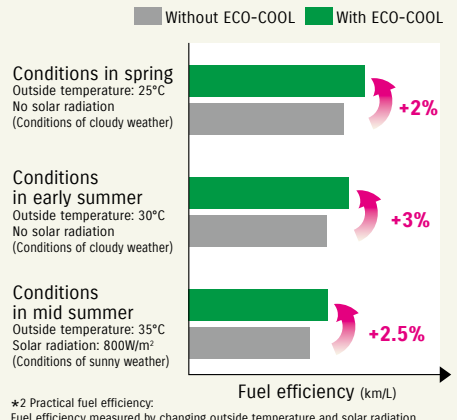

### Extension of duration of engine shutdown and improvement in comfort

We extended duration of engine shutdown from the point the engine shuts down under a comfortable condition up until the car cabin temperature reaches the limit of comfort, to approximately twice*1 as much as the duration of vehicle without ECO-COOL.




### Improvement in practical fuel efficiency

Improve practical fuel efficiency by 2-3% under conditions from spring to summer.*2
(Results of in-house test measured in JC08 test cycle)



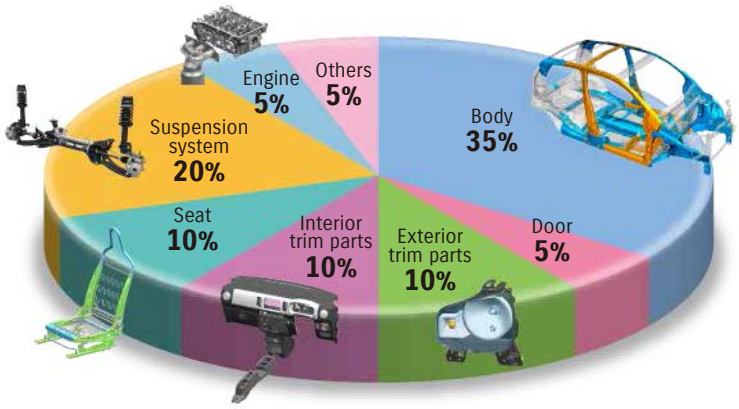

*2 Practical fuel efficiency:
Fuel efficiency measured by changing outside temperature and solar radiation conditions and turning on the air conditioner, while the catalog (test cycle) fuel efficiency is measured by 25°C outside temperature with no solar radiation, and the air conditioner turned off.

## Reduction of body weight

**●Efforts for weight reduction of Alto launched in December 2014**

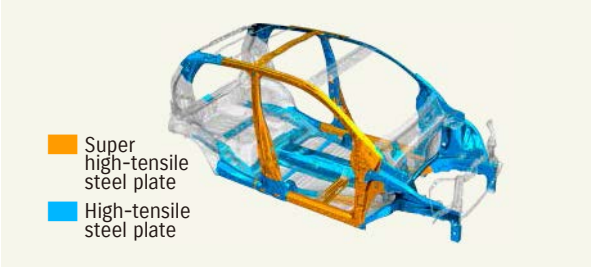
With a newly developed platform incorporated, the weight reduction of new Alto was implemented in its body, suspension system, and engine, resulting in a 60kg reduction compared with the previous model.

**Contributing rates for weight reduction of Alto**




**Weight reduction of white body**

The strong, high-tensile steel plate is used in about 46% of the body (ratio by weight), and moreover, a stronger material, 980-MPa-class super-high-strength steel plate is also used in various portions for structural optimization, enabling weight reduction of white body, while maintaining the strength.



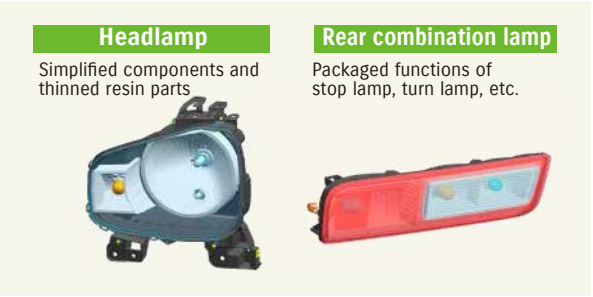

**Weight reduction of door trim**

For the door trim, the cross-sectional areas of sealing parts, such as weather-strip, has been reduced, while their functions remain unchanged, resulting in a 20% weight saving of sealing parts in total.

For the back door glass, we reviewed the manufacturing conditions and reduced the glass plate thickness while maintaining the required strength and appearance quality.

**Weight reduction of exterior trim part (lamp unit)**

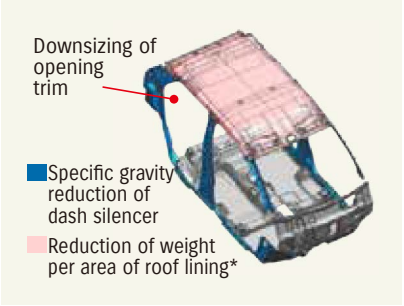
The lamp unit has been developed to satisfy both the appearance and weight saving requirements, resulting in about 30% of weight reduction in front and rear lamps compared with the previous model.



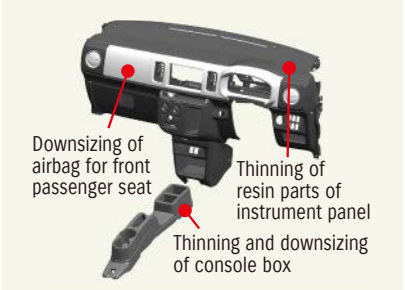

**Weight reduction of interior parts**

"We tried thorough weight reduction even in detailed sections of the whole car interior by changing materials, manufacturing methods, etc." At the same time, we realized car interior space with excellent comfort and silence.

**Interior trim**




**Instrument panel**



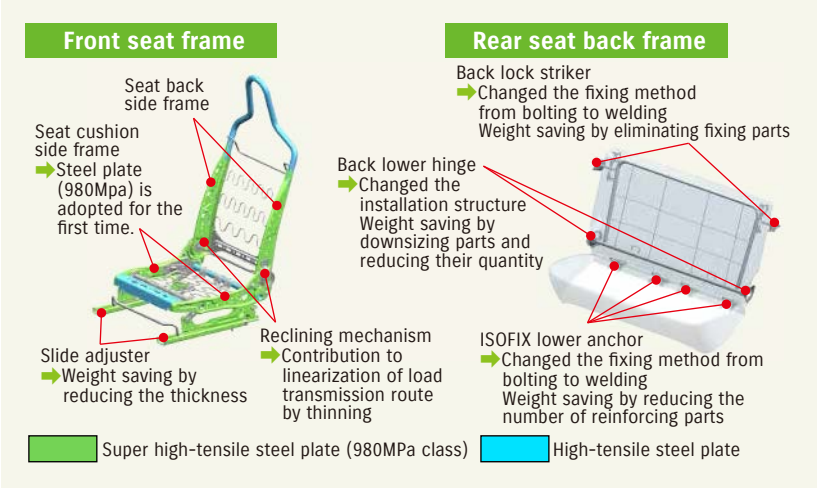

**Steering support members**


*It indicates weight per unit area.

### Weight reduction of seat frame

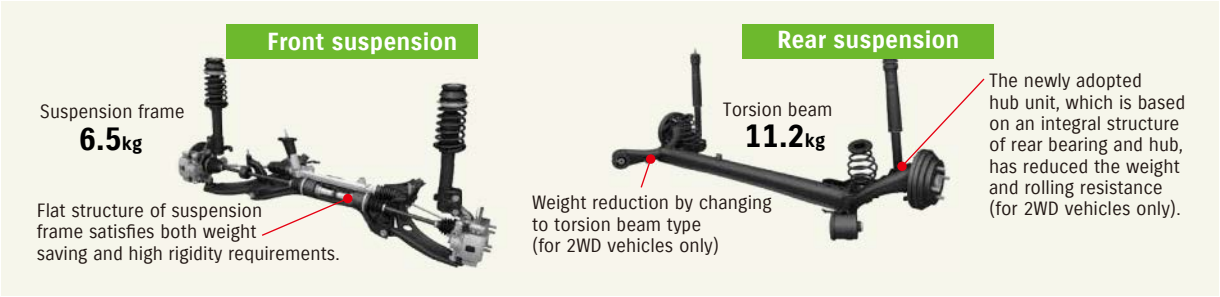
For the front seat frame, the increased use of 980MPa-class super-high-strength steel plate has enabled weight saving through thinning of frame thickness. In addition, the frame structure, which is determined through re-examining of layout that goes with the platform, is designed to satisfy the lightweight, rigidity and safety requirements.

For the rear seat frame, the seat back frame structure was reviewed.Fixing method for back lower hinge, ISOFIX lower anchor, and back lock striker has been changed from conventional bolt fixation to welding on the body, eliminating the conventional fixing and reinforcing parts to realize weight reduction.




### Weight reduction of suspension system

The suspension system has been newly designed according to the new platform. The front suspension frame is based on a flat structure, while the rear suspension has been changed from I.T.L. type to the torsion beam (2WD vehicles), resulting in about 16kg of weight saving compared with the previous model.

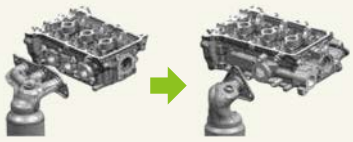



### Lightweight and compact engine

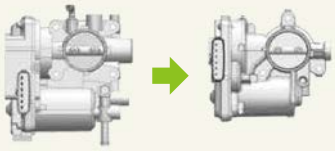
For installation in a minimized engine room of the new platform, an improved version of R06A engine, which has been reduced in size compared with the engine of the previous model Alto Eco, is installed.

For the purpose of weight reduction, the new engine employs a cylinder head integrated with exhaust manifold and a simplified catalyst case. It achieved weight reduction by thorough increase of space efficiency and structural optimization, such as downsizing of throttle body. The optimization of internal structure of silencer has also enabled downsizing while maintaining the exhaust silencer performance. Moreover, the reduction of pipe wall thickness and the number of hangers has also contributed to the reduction of the total weight.

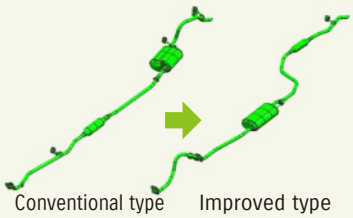
**Cylinder head integrated with exhaust manifold**




**Downsizing of throttle body**

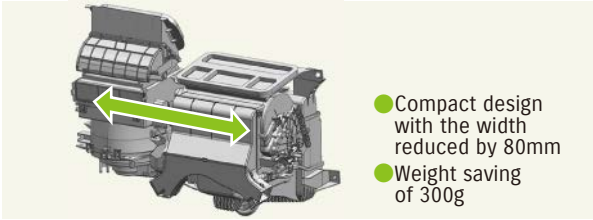



**Weight reduction of muffler**




### Development of lightweight and compact air-conditioning unit

We have newly developed a lightweight and compact air-conditioning unit designed for the new platform. Compared with the conventional unit, its width has been shortened by 80mm, and the weight has been reduced by 300g. Also, it can be used with the ECO-COOL air-conditioning system with freezable substance.



## Topics

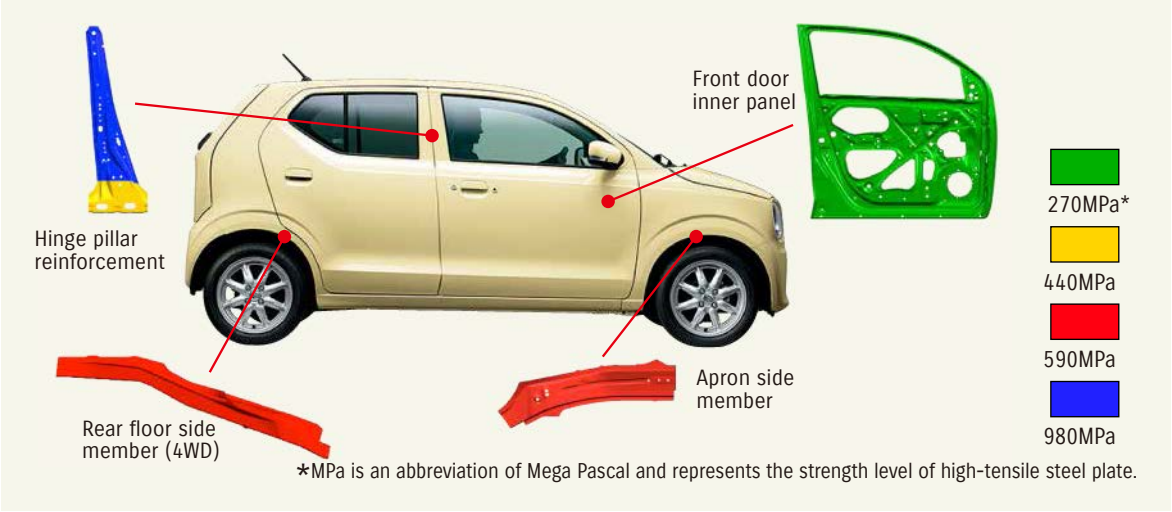
**Won "Technological Development Award (R&D Strategy)" from the Japan Society for Technology Plasticity (JSTP)**

On June 6, 2014, employees of Suzuki and engineers of NIPPON STEEL & SUMITOMO METAL CORPORATION, which was a joint development partner, received the FY2014 Technological Development Award (R&D Strategy) from the Japan Society for Technology Plasticity at Tsukuba International Congress Center in Ibaragi Prefecture for development of "High Expansion Ratio Hydroforming Technology for Integrated Axle Housing".

The award-winning technology, which is based on the hydroforming method for expanding steel tubes into desired shapes by using a hydraulic pressure, enables the tube expansion ratio to be increased up to 200% from the conventional 40% or so.

### ●Use of 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. "By applying this method to various panel components, it is possible to partially reinforce specific portions of the same component, without adding any part, thus avoiding weight increase."




*MPa is an abbreviation of Mega Pascal and represents the strength level of high-tensile steel plate.

### ●Extensive Use of High-Tensile Steel Plate (to all Suzuki vehicles)

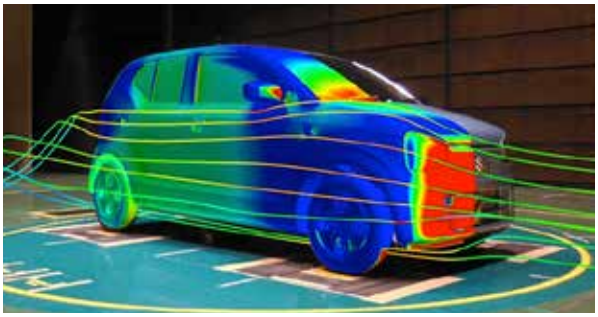
By adopting high-tensile steel plate with excellent strength, the number of reinforcement parts and the entire weight are reduced, and the body strength is enhanced. We started using super high-tensile steel plate with TS* of 980 MPa for Wagon R from its third generation model launched in September 2003, and also adopted a higher tensile type (TS of 1180-MPa class) to the floor side member of the Spacia launched in March 2013. For the Alto launched in December 2014, we expanded the use of super-high-strength steel plate and realized further weight saving, while ensuring the same or greater level of collision energy absorption capability than the previous model.

* TS: Tensile Strength

## Reduction of air resistance

For the Alto launched in December 2014, we minimized the design change to maintain the original design concept, and reduced the air resistance by slightly changing cross-section radius and the like. In the process of development of the new platform, we conducted an aerodynamic CAE* and wind-tunnel test to create smooth air flow under the floor. As a result, the vehicle achieved the low air resistance, which also contributes to the improvement of fuel efficiency.

*Computer Aided Engineering based simulation



## Installation of eco-drive supporting devices

### ●Installing Fuel Efficiency Indicator

Suzuki has been increasing the number of vehicles equipped with eco-drive supporting devices, such as a fuel efficiency indicator. In FY2014, such devices were installed in 13 out of 16 types of vehicles.

Multifunctional meter for Swift


### ●Adoption of Eco-Drive Indicator

In FY2014, the eco-drive indicator or eco-drive assisting light or status information lamp has been newly incorporated in nine types of vehicles. When the accelerator movement indicates proper driving state for fuel economy, the eco-drive indicator located in the meter panel lights up and stays on or the light on the meter turns from blue to green. The driver can recognize eco-driving at a glance and fuel efficiency can be improved.

Eco-Drive Indicator

Eco-drive assisting light

Status information lamp

Blue: Normal operation | Green: Good fuel efficiency | White: ENE-CHARGE is activated

### ●Adoption of ECO-score

We adopted the ECO-score on nine types of vehicles in FY2014.

Operation when turning on the key and then off is marked out of 100 in real time according to achievement level of eco-drive. "In addition, the average score for one driving is shown when the ignition is OFF."


Real-time display when ignition is ON | Average score display when ignition is OFF

## Topics

### Hustler won "Japan Automotive Hall of Fame Car of the Year" and "2015 RJC Car of the Year"

The mini passenger car Hustler won "2014-2015 Japan Automotive Hall of Fame Car of the Year" from Japan Automotive Hall of Fame (JAHFA), as well as "2015 RJC Car of the Year" from the Automotive Researchers' and Journalists' Conference of Japan (RJC) (The both organizations are specified non-profit corporations).

This was the first time that Suzuki had received the Japan Automotive Hall of Fame Car of the Year, and it was the fifth time that it received the RJC Car of the Year, following the awards given to WagonR (1993), WagonR/WagonR Stingray (2008), and Swift (2005 and 2010).

●Reasons for the award "Japan Automotive Hall of Fame Car of the Year"
- ·Creation of a new genre design concept of minivehicles
- ·Evolution of fuel saving technology with a new control system
- ·Sporty and user-friendly features beyond its class

●Reasons for the award "2015 RJC Car of the Year"

It has established a new genre of a light-feeling minivehicle SUV. Not only the driving performance, but also body color and other appearance factors are excellent. It allows for comfortable driving in urban areas. In a broad sense, the vehicle provides a touch of fantasy to users. It is enjoyable by family, couples, or alone. The originality is highly evaluated.

## Motorcycles

Suzuki is contributing for reduction of $CO_2$ emission which is regarded as the cause for global warming by working on development and improvement of products that focus on improvement in fuel efficiency.

## Improvement in fuel efficiency

### ●Activity for All Models

We are promoting switch-over from the conventional carburetor to an electronically controlled fuel injection system that enables more optimum fuel injection control.

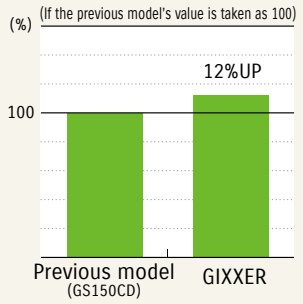
In addition, we are trying to improve thermal efficiency by improving combustion, reducing friction loss, and reducing product weight.

### ●Example of Applied Product

The 155cc motorcycle GIXXER for India is equipped with the SEP (Suzuki Eco Performance) engine, which offers high combustion efficiency through the reduction of weights of piston and piston pin to minimize mechanical loss and the adoption of lightweight and compact roller rocker arm and longer stroke design to downsize the combustion chamber.

Those fuel-saving efforts have resulted in about 12%* improvement in fuel economy compared with the previous model (GS150CD), achieving the highest fuel efficiency in its class.

*Based on WMTC mode fuel consumption




## Topics

### GIXXER motorcycle made in India won "Bike of the Year" awards in 13 categories

The GIXXER sports motorcycle produced and distributed by Suzuki Motorcycle India Private Limited, a Suzuki's Indian subsidiary, won Bike of the Year awards in 13 categories that are presented by magazines and TV stations in India.

The GIXXER, which is a 150cc sports motorcycle launched in August 2014 for the Indian market, is highly regarded for its cutting-edge sporty design, superior fuel efficiency, and powerful acceleration.

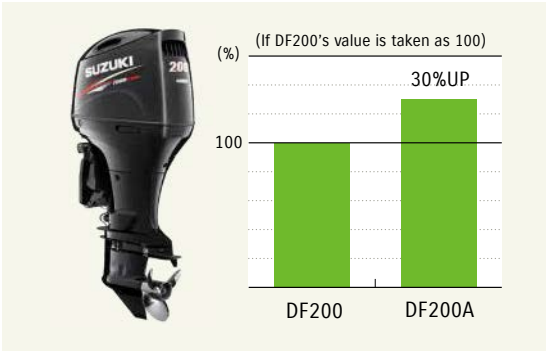

| Promoter | Title of award (2015) | Date of awards |
|---|---|---|
| **AUTOCAR magazine** | BIKE OF THE YEAR | Jan. 9 |
| **NDTV** | Two-wheeler of the Year | Jan. 16 |
| | Motorcycle of the Year (160cc or less) | |
| | CNB Viewers' Choice Two-Wheeler of the Year | |
| **BIKE INDIA magazine** | BIKE OF THE YEAR (150cc or less) | Jan. 22 |
| **Top Gear magazine** | Street Bike of the Year | Jan. 28 |
| **Zigwheels magazine** | BIKE OF THE YEAR | Feb. 5 |
| | EXECUTIVE BIKE OF THE YEAR | |
| **OVERDRIVE magazine** | VIEWERS' CHOICE BIKE OF THE YEAR | Feb. 11 |
| **ZEEgnition magazine** | Motorcycle of the Year up to 160cc (160cc or less) | Mar. 18 |
| | Bike of the year | |
| **Motoring World magazine** | Bike of the Year | Mar. 19 |
| **Auto Bild India Golden Steering Wheel magazine** | Bike of the Year | Mar. 20 |

## Outboard Motors

LEAN BURN

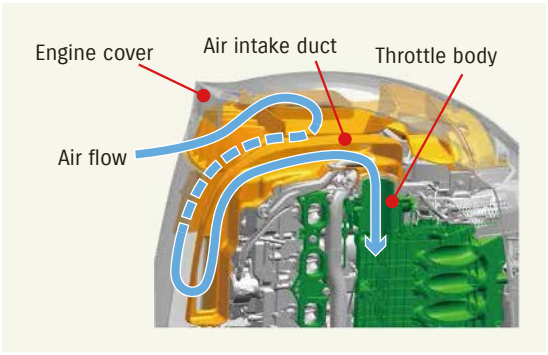
### Improvement in fuel efficiency

In order to reduce $CO_2$ emission which causes global warming, Suzuki has been making efforts to develop and improve products that can offer higher fuel efficiency. In FY2014, we launched two models of outboard motors incorporating the lean burn system: DF200A and DF200AP. For the purpose of downsizing, they are based on the inline-four-cylinder engine which total piston displacement is 2,867cm$^3$. The intake-air temperature rise is controlled with a semidirect air intake system. In addition to it, the higher compression ratio and lean burn system have allowed for 147kW (200PS) of maximum output and 30% improvement of fuel efficiency.




### Fuel efficiency improvement technology

The DF200A and DF200AP employ a semidirect air intake system that induces the external air (outside the engine cover) to the throttle body through the air intake duct in order to control the intake-air temperature rise caused by the radiation heat from the engine, allowing for the improvement of both output and fuel economy.




## Topics

**DF25A/30A outboard motors won Innovation Award from NMMA**

The 4-stroke outboard motors DF25A/30A won "2014 IBEX Innovation Award*1" in the category of outboard motor from the National Marine Manufacturers Association (NMMA)*2 at International Boat Builders' Exhibition & Conference (IBEX) held in Florida, U.S.A.

This was the eighth time that Suzuki outboard motors won the same award (and the seventh time that the four-stroke outboard motors did it).


*1: IBEX (International Boat Builders' Exhibition & Conference) was held during the period from September 30 to October 2, 2014 in Tampa, Florida.
*2: NMMA (The National Marine Manufacturers Association) is a major association of leisure boat industry in North America.

The DF25A and 30A won the award for the following features.

- Mechanical loss reduction technologies such as offset crankshaft and roller rocker arm (first of its class)
- Batteryless electronic fuel injection system that ensures reliable engine start even under cold climate and allows for quick response accelerator operations and smooth running
- Lean Burn Control System to provide fuel-efficient performance
- Lightest weight of its class achieved through weight reduction of individual parts
- Direct air intake system and engine cover ventilation for lowering intake-air temperature and increasing fuel efficiency

# Development and technologies of next-generation vehicles Product development

## Efforts for developing next-generation mobility vehicles for the elderly

In consideration of the aging society, Suzuki is developing a new type of mobility that enables elderly people to drive safely and easily.

At the 41st International Home Care & Rehabilitation Exhibition (H.C.R. 2014) held in October 2014, we exhibited an urban-type electric wheelchair UT Concept as a reference exhibit. A basic concept of this electric motor powered vehicle is a "convenient electric wheelchair that enables to move in urban areas freely and safely", so it is equipped with advanced passive safety technologies that avoid objects or steps. In addition, the compact size vehicle is capable of turning in a small radius to fit the pavement environments in urban areas. The conventional front structural object around the driver's feet has been eliminated to improve frontal visibility. The lightweight, detachable battery unit also contributes to the improved user-friendliness.

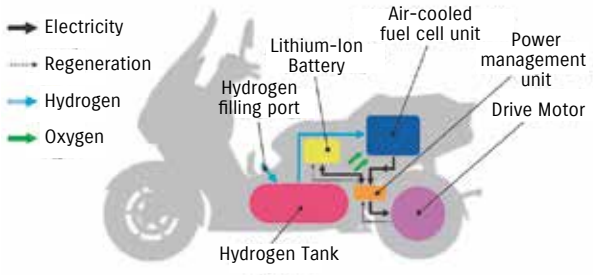
We will continue to make efforts for diffusion of welfare devices through the development of the safe and comfortable mobility vehicles that can support people with disability or elderly.

Urban-type electric wheelchair UT Concept

## Efforts for fuel cell vehicles

In line with the development of our compact, lightweight and low-cost air-cooled type fuel cell system, we are promoting the development of the BURGMAN Fuel-Cell Scooter, which is equipped with the air-cooled type fuel cell system with the rated output of 3.9kW, and now planned to conduct a larger-scale test on public roads.

Moreover, keeping pace with the increasing number of hydrogen stations, we will develop not only the motorcycles, but also automobiles equipped with the air-cooled fuel cell system.




BURGMAN Fuel-Cell Scooter concept drawing


BURGMAN Fuel-Cell Scooter (cut model)

**Fuel cell system**

| | | | |
|---|---|---|---|
| Model | Solid polymer type | Weight | 20kg |
| Cooling type | Forced-air cooling | Capacity | 30L |
| Rated output | 3.9kW | | |

# Energy-saving for business operations Production, distribution

## Reduction of $CO_2$ emission from domestic offices

"The target "Reduce total $CO_2$ emission in FY2015 at bases (plants, experiment facility, offices, etc.) in Japan by 15% compared to FY2005" was set in "Suzuki Environmental Plan 2015". $CO_2$ emissions from plants and offices in Japan in FY2013 was cut by 10.6% compared to FY2005 by improving production efficiency, introducing energy-saving equipment, and conducting power-saving activities.

We will continue various energy-saving activities to accomplish our goal for FY2015, which is the final fiscal year in the long-term plan.

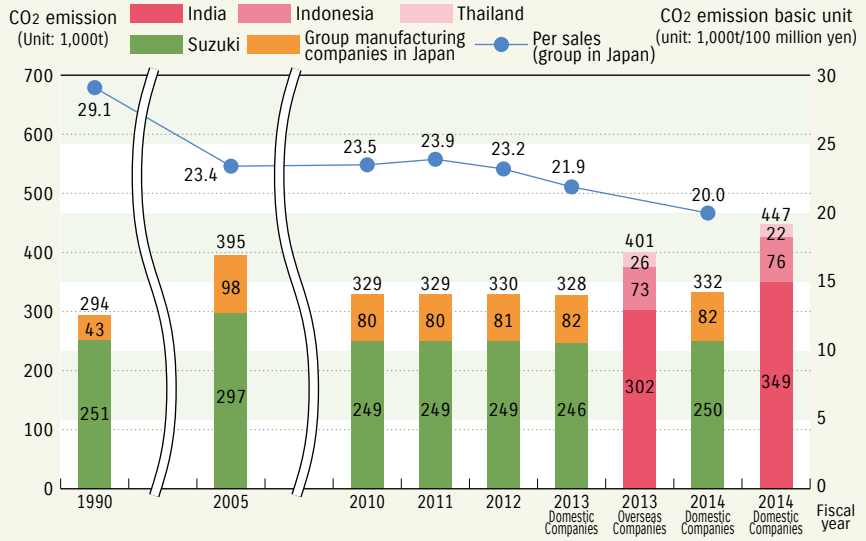
## Energy-derived $CO_2$ emissions

In Japan, the total emission of energy-derived $CO_2$ from Suzuki and its domestic group manufacturing companies was 332,000 tons (up 1.2% from the previous year) in FY2014. The $CO_2$ emission per sale (non-consolidated) was 20.0 tons/100 million yen, down 8.7% from the previous year and also down 31.3% from the year 1990.

Among overseas group manufacturing companies, ten plants of five companies in three countries (India, Indonesia, and Thailand) emitted 447,000 tons of energy-derived $CO_2$ in total in FY2014.

In India, where public electric service is not so good, almost all power used in the plant needs to be supplied through in-house power generation, and about 80% of $CO_2$ emissions come from the power generation equipment. However, efforts are made to reduce $CO_2$ emissions by using natural gas which generates less $CO_2$ for power generation and by adopting a combined cycle power generation that can generate electricity from the vapor coming from the exhaust gas emitted from the power generation equipment.

**Transition of $CO_2$ emissions at major plants in Japan and overseas**




**$CO_2$ Emission by Plant**

| | $CO_2$ emission (1,000t-$CO_2$) |
|---|---|
| Takatsuka Plant | 5.2 |
| Iwata Plant | 42.8 |
| Kosai plant | 90.6 |
| Toyokawa Plant | 7.2 |
| Osuka Plant | 44.6 |
| Sagara Plant | 57.6 |
| Die Plant | 1.9 |

∗Data of major overseas plants is provided for FY2013 and later.
∗$CO_2$ conversion coefficient is based on IEA $CO_2$ Emissions from Fuel Combustion 2012.
[Area subject to totalization]
Suzuki: Takatsuka Plant, Iwata Plant, Kosai Plant, Toyokawa Plant, Osuka Plant, Sagara Plant, Die plant
Group manufacturing companies in Japan: Suzuki Auto Parts Mfg. (Suzuki Seimitsu Plant, Enshu Seiko Plant, Suzuki Auto Parts Hamamatsu Plant, and Suzuki Auto Parts Hamamatsu Branch Plant), Suzuki Toyama Auto Parts , Suzuki Akita Auto Parts, and SNIC (Ryuyo Pipe Plant, Ryuyo Seat Plant, Hamakita Trim Plant, and Sagara Plant) (10 plants of 4 companies)
India: Maruti Suzuki India Ltd. and Suzuki Motorcycle India Private Ltd. (4 plants of 2 companies)
Indonesia: PT. Suzuki Indomobil Motor (4 plants of 1 company)
Thailand: Suzuki Motor (Thailand) Co., Ltd. and Thai Suzuki Motor Co., Ltd. (2 plants of 2 companies)

## Energy Saving Activities at Plants

Various improvements were promoted by modifying the processes to meet the required production volume and stopping the equipments through reviewing the production procedures, which have brought about significant energy-saving effects. Such improvements were lowering the preset temperature for the paint drying furnace, replacing the conventional large aluminum melting furnace with a smaller one, integrating engine parts machining lines, and employing an intermittent air-blow drying system.

Also, when upgrading the deteriorated production equipment or introducing new equipment for production of new models, we promote to build a more effective energy-saving plant by utilizing gravity, downsizing and reducing weight of equipment, and adopting high-efficient devices such as LED light.

Besides energy-saving countermeasures requiring equipment investments, all workers perform steady activities such as reducing air leakage and turning off the light during break time.

The reduced amount of $CO_2$ emissions from domestic plants and the breakdown by individual activities are shown below.

*"Reduction of air leakage" is an activity to reduce leakage of compressed air from hose etc. used in the plant by appropriate maintenance etc.

| | | 6 domestic plants | Overseas Group manufacturing companies |
|---|---|---|---|
| Reduced amount of $CO_2$ from the previous year [tons of $CO_2$ per year] | | 12,917 | 61,042 |
| Major activities | Performing proper facility operations and optimizing operating conditions | 2,791 | 24,061 |
| | Consolidating and downsizing facilities | 610 | 2,569 |
| | Stopping power supply when each line does not work and light-out when unnecessary | 2,593 | 21,012 |
| | Employing inverters and higher efficiency equipment | 475 | 13,400 |
| | Changing the type of fuel (Kosai Plant) | 6,448 | – |

## In-Plant Parts and Products Transfer

For in-plant transportation of completed vehicles and parts, the battery-powered automated guided vehicles (AGV) are used. Those $CO_2$-free AGVs are widely used at every plant of Suzuki.

## Promoting the Use of Alternative Energy

As part of global warming countermeasure, Suzuki is promoting the use of alternative energy in Japan by introducing two wind force power generation systems and a small-scale hydraulic power generation system (using industrial water receiving pressure) into Kosai Plant, and also installing one wind force power generation system in a training center.

In addition, the project launched at Kosai Plant in FY2011 to replace LP gas and kerosene with city gas, which generates less $CO_2$, was completed in FY2014.

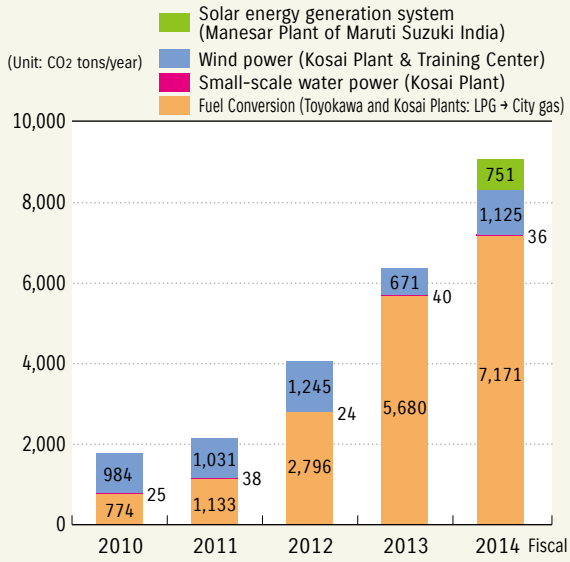
Concerning overseas sites, the 1MW solar energy generation system built at the Manesar Plant of Maruti Suzuki India started operation in FY2014.

We will promote to change the fuel type to the one with less $CO_2$ emission and to use natural energy both in Japan and overseas.

**Electric Power Generated by Alternative Energies**

| | Electric power [kWh] |
|---|---|
| Wind power (Kosai Plant & Training Center) | 1,725,844 |
| Small-scale water power (Kosai Plant) | 54,700 |

**$CO_2$ Reduced by Alternative Energies**

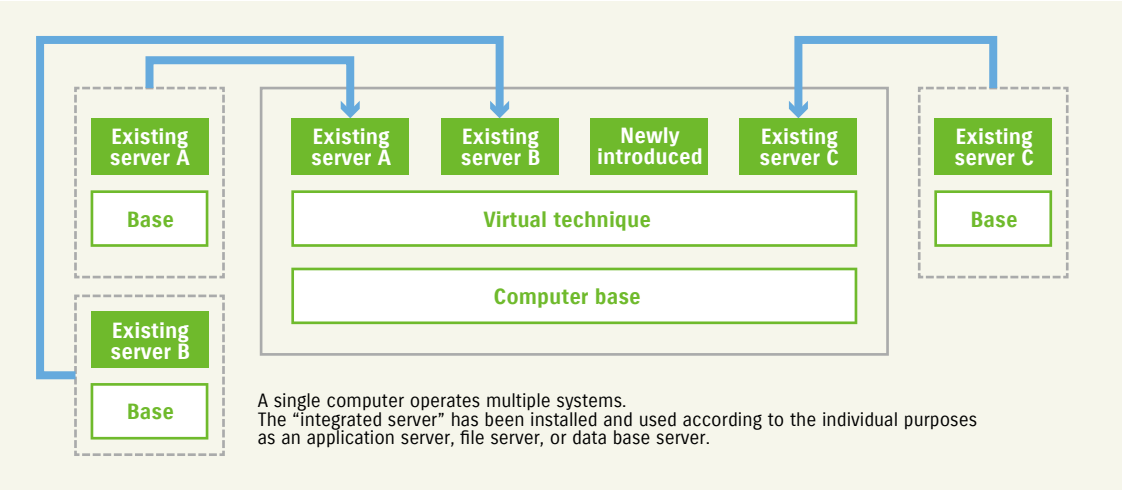


## Energy saving efforts at Data Center

At the Data Center, the following efforts and activities have been implemented to reduce the yearly increasing power consumption.

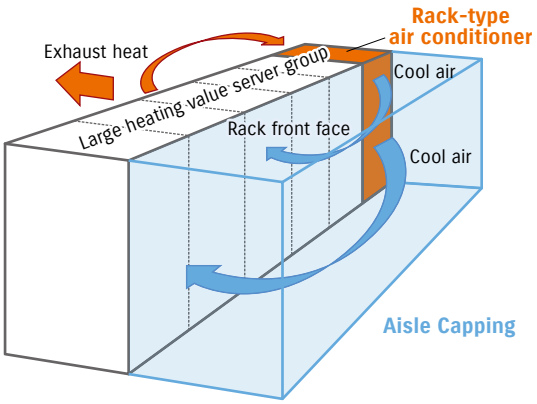
### ●Integration of servers

Previously, individual departments procured servers respectively, resulting in a lot of similar servers existing in the Data Center. In FY2014, it has been determined that the procurement by individual departments is prohibited, and all arrangements are done by R&D and IT departments. And, for the purpose of system integration, a large server called “integrated server” has been installed in order to logically segmentalize servers with the use of “virtual technique” and distribute necessary server functions according to the requests from individual departments. At the same time, the existing servers are being integrated into the integrated server step by step. Through the reduction of number of servers, the power consumption has been dramatically decreasing at the Data Center.




### ●Improvement of air-conditioning efficiency

The electric energy used by air-conditioning systems to cool servers accounts for approximately 40% of the total electric consumption at the Data Center. Therefore, efficient use of the air-conditioning systems leads to great energy saving for the Data Center. For that purpose, we took such measures as filling the unmounted portions in the server racks with a blank panel and installing a slit panel on the floor in front of the rack. In addition to them, we have determined to employ “Aisle Capping” in FY2014 (to be installed in FY2015).




### ●Other matters considered

In recent years, extremely hot days have continued in the summer. The outside hot air transfers the heat to the inside of the Data Center, causing air-conditioning overload and increasing power consumption. Therefore, in order to reduce the air-conditioning load we are now considering such methods as rooftop gardening, heat insulating coating on deck roofs and exterior wall, and modification of air conditioner outdoor unit.

In addition, since the Data Center is located in a place which becomes relatively cool in winter, we are also considering the effective utilization of the external air.

## Promotion of $CO_2$ emission reduction at offices

We determined the standard of employee behavior in FY2008, and all of our employees are getting together to promote energy saving at offices and reduction of $CO_2$ emissions. In addition, we put the progress of each activity in relation to the standard of employee behavior on the in-house homepage so that individual employee can check the result of their activities. As an example of the results of such efforts, electrical usage at our offices was cut by 4.6% in FY2014 compared with the previous fiscal year.

### ●Standard of Employee Behavior

We have established a standard of employee behavior (for In-house Cost Cutting Activities), which covers a wide range of 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.

### ●Visualization of energy consumption specified in the standard of employee behavior

To allow individual employees to check the effect of energy saving activities, we put the changes in electric consumption at each of major offices and plant buildings, consumption of printing paper, and energy consumption specified in the standard of behavior on our in-house homepage.

### ●Introduction of Energy Saving Facilities

We are promoting introduction of LED lighting since FY2012 to promote energy saving at offices.
We plan to change approximately 85% of the light in offices to LED in FY2015.

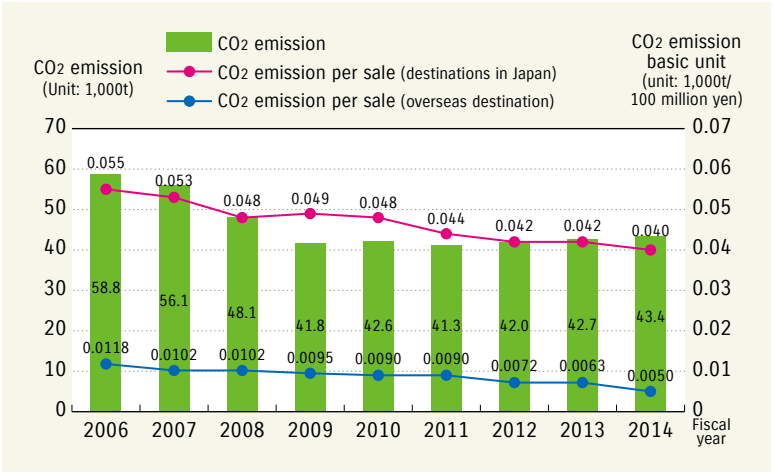
# Energy-saving for distribution Production, distribution

## Reduction of $CO_2$ Emission

Since the revised Energy Conservation Law came into effect in April 2006, Suzuki has promoted reorganization of inhouse environmental system. We will further promote improvement of transportation efficiency and energy saving.

### ●Trends in $CO_2$ emissions from domestic transportation

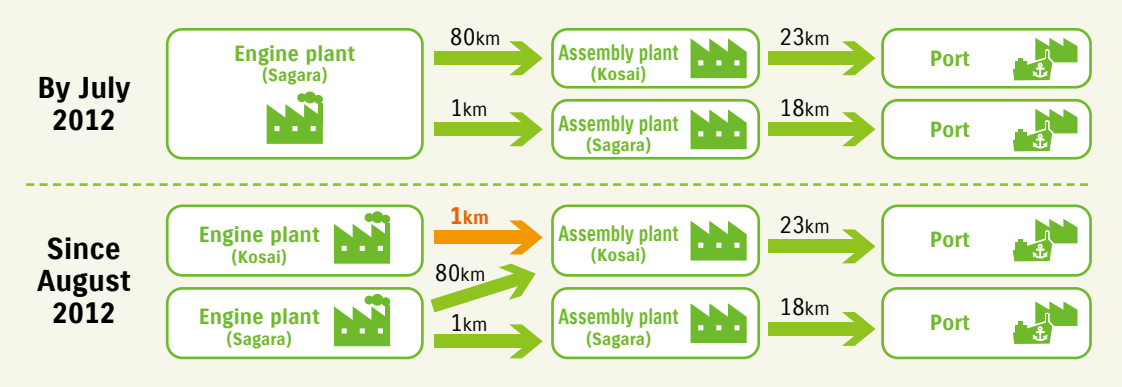
We are trying to reduce transportation distance, improve transportation efficiency, promote modal shift, increase fuel efficiency of transportation vehicles, etc. in order to reduce $CO_2$ emissions in domestic transportation. As a result, $CO_2$ emission in FY2014 was reduced by 26% compared to 2006. $CO_2$ emission basic unit (per sales) was improved by 27% in destinations in Japan and 57% in overseas destinations compared to FY2006.We will make efforts to further reduce $CO_2$ emission and improve $CO_2$ emission basic unit in FY2014.



## Improvement of Transportation Efficiency

**●Reduction of Transportation Distance (for automobile engines and exported automobiles)**

Until July 2012, all automobile engines were manufactured at Sagara Plant and transported to Kosai Plant for assembling. Since August 2012, however, engines of some models have been manufactured at Kosai Plant, where vehicle assembly is also performed, resulting in reduction of total transportation distance.




**●Enhancement of Transportation Efficiency (Motorcycle)**

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

**●Reduction of Transportation Distance (for imported parts to plants)**

Imported parts, which used to be temporarily stored at port warehouses and then delivered to plants previously, are now directly transported to the plants without using any stopping point, resulting in reduction of parts transportation distance. Also for delivery of tires, some of our plants directly receive tires from tire manufacturers to eliminate the need for temporary storage and reduce the transportation distance.

**●Efforts for transportation of completed automobiles in Japan**

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

For land transportation, we are working on improving average fuel consumption by promoting eco-drive at consigned transportation companies and switching to new trailer. Also, more than one third of completed automobiles are currently transported by sea, and we will continue to promote the “modal shift” for reducing $CO_2$ emission and increasing economic efficiency.

# Promotion of Environmental Conservation etc.

For exhaust gas, substances of concern, etc., we will not only make efforts for conformance to laws, regulations, and industrial self-regulations but also set target values higher than the regulation to further reduce the said substances.

## Air pollution Design, development

### Automobiles

### Reducing Exhaust Gas

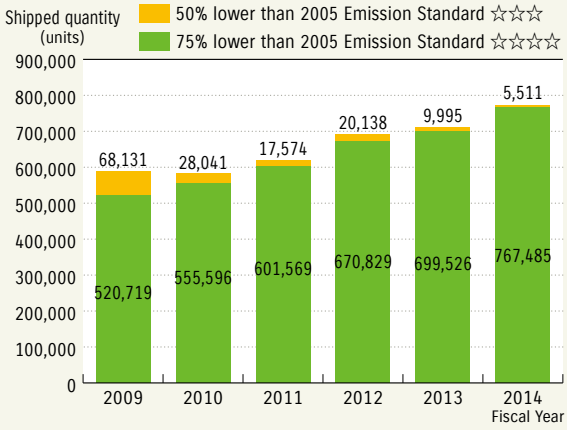
**●Compliance with domestic emission control regulations**

Among vehicles launched in FY2014, the numbers of types of models that were certified as "low emission vehicles" were 15 types of 12 models in total as of the end of March 2015. We will further promote activities to cut down on the amount of emissions, aiming 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 |
|---|---|
| Number of types and models Equal to 2005 Emission Standard | 5 types 5 models |
| ☆☆☆Low-emission vehicle: 50% lower than 2005 Emission Standard | 3 types 4 models |
| ☆☆☆☆Low-emission vehicle: 75% lower than 2005 Emission Standard | 12 types 15 models |

**Trends of No. of low-emission vehicles among gasoline vehicles produced by Suzuki**




### Motorcycles

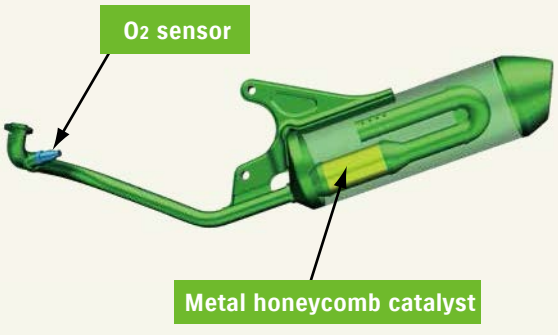
### Reducing Exhaust Gas

**●Activity for All Models**

Suzuki is working to conform to the Euro3 regulations in Europe and other countries' various emission regulations to reduce emissions from its motorcycles.

**●Example of Applied Product**

Address 100 launched in March 2015 is equipped with the $O_2$ sensor feedback control system and metal honeycomb catalyst to reduce tailpipe emission.



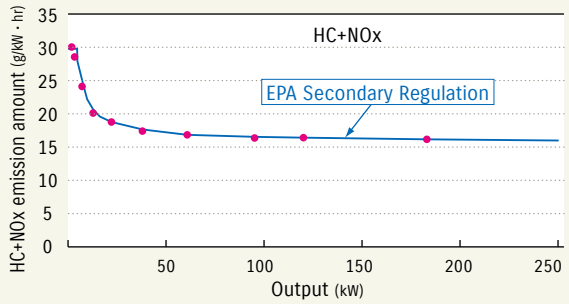
# Outboard Motors

## Reducing Exhaust Gas

**●Compliance with domestic emission control regulations**

Suzuki four-stroke outboard motors satisfy the year 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 year 2011 marine engine emission voluntary regulation values (secondary regulation) set by Japan Marine Industry Association.

**EPA Secondary Regulation Values and Suzuki Model's Emission Values**

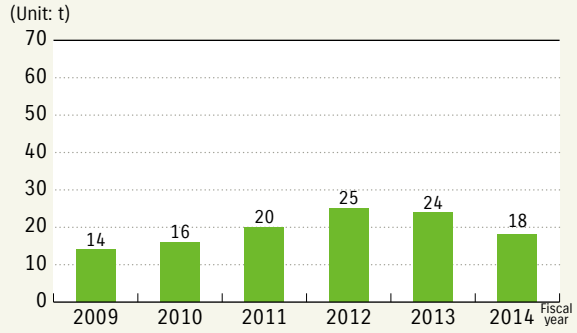



# Plants

## Control of SOx and NOx emissions

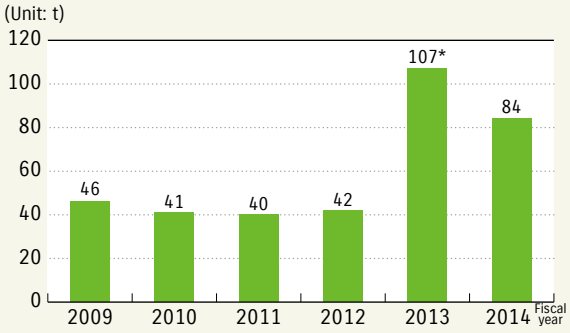
In order to prevent air pollution, we are reducing SOx (sulfur oxides) and NOx (nitrogen oxides) emission amounts that are emitted from boilers, etc. by applying higher voluntary standards and maintaining and controlling them.

**SOx exhaust amount***




* SOx emission amount is calculated according to fuel consumption from January to December.
[Area subject to totalization] Domestic plant, Die plant

**NOx exhaust amount**




* Due to the expanded scope of facilities covered by Air Pollution Control Law, the total amount of NOx emission increased in FY2013.

# Reinforcement of management of substances of concern contained in products Design, development

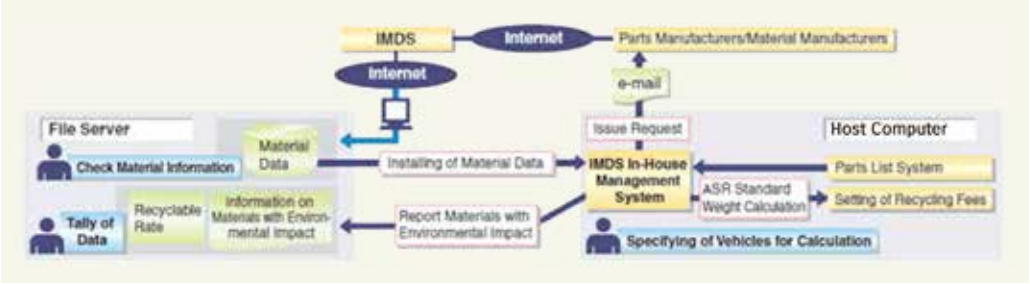
## Management of substances of concern

Based on the IMDS (International Material Data System) we introduced in 2003, which is an automobile industry-related material data collection system, we have established an in-house management system concerning substances of concern (see the chart below). This system enables us to control not only the four heavy-metal substances (lead, mercury, hexavalent chromium, and cadmium) targeted by European ELV Directive, but also substances of very high concern (SVHC*) specified in the REACH regulation (Registration, Evaluation, Authorization and Restriction of Chemicals).

So far, we have identified compliance with laws and regulations related to substances of concern on all products produced by domestic plants and Magyar Suzuki (Hungary), some products of Maruti Suzuki India and Suzuki Motor Thailand, and some motorcycles of P.T. Suzuki Indomobil Motor (Indonesia) by using this system. Through such efforts, we verified the compliance with laws and regulations related to substances of concern on additional 33 models of automobiles, motorcycles, and outboard motors in FY2014.

*SVHC: Substance of Very High Concern

Collection of data for IMDS




## Reduction of substances of concern

Suzuki not only strictly follows the goals set by Japan Automobile Manufacturers' Association and European ELV Directives, but also aggressively promotes reduction of the four kinds of heavy-metal substances of concern even in the business areas where specific regulations do not apply.

In addition, we have prohibited the use of HBCD (fire retardant) since April 2014, which is specified in the list of POPs (Persistent Organic Pollutants) compiled by the United Nations Environment Programme (UNEP).

**Reduction target set by Japan Automobile Manufacturers' Association, Inc. (new vehicle)**

| Materials to be reduced | Reduction target |
|---|---|
| Lead | Automobiles: 1/10 or less in and after Jan. 2006 (compared with 1996)<br>Motorcycles : 60g or less in and after Jan. 2006 (in 210 kg vehicles) |
| Mercury | Prohibition of use in and after Jan. 2005 excluding:<br>·LC display for navigation system, etc.<br>·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 |

## Compliance with world's chemical regulations

Since the regulations on chemical substances have been increasingly strengthened around the world, automobile manufacturers procuring various parts from multiple suppliers need to establish a firm system for chemical substance management in cooperation with those suppliers. Based on the "Suzuki Green Procurement Guideline", Suzuki is promoting the establishment of a SOC (substance of concern) management system, while getting the cooperation of suppliers. Also, the SOC management system is being established in our overseas production bases according to our Green Procurement Guideline.

In FY 2014, we took necessary actions for CLP Regulation in Europe and HCS (Hazard Communication Standard) in U.S.A., both of which are related to classification, labeling, and packaging of chemical substances and mixtures, before the enforcement from June 2015.

# Noise reduction Design, development

## Automobiles

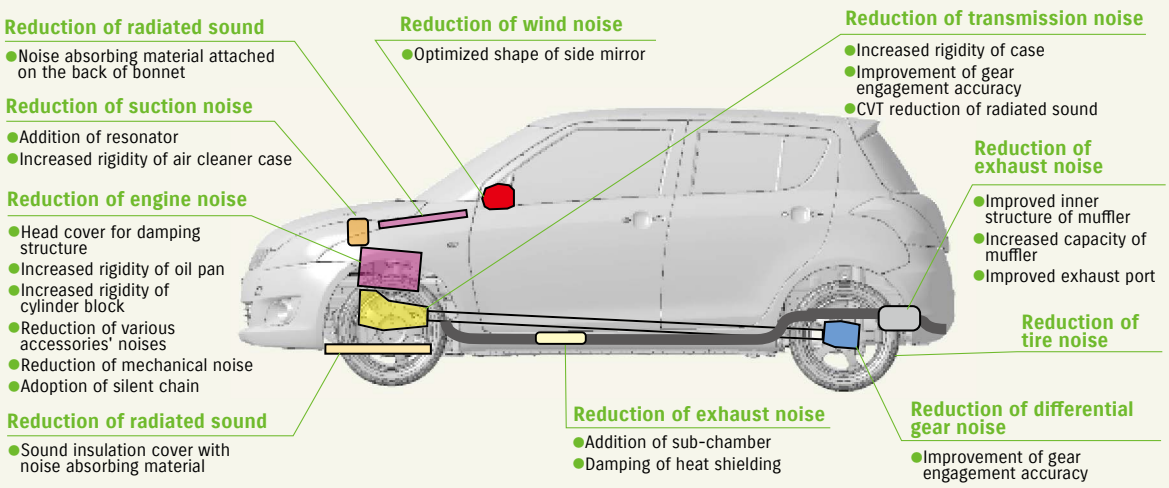
## Reducing Noise

### ●Vehicle exterior noise

We are trying to reduce noise generated from automobiles in order to solve road traffic noise which is one of environmental problems. As for concrete actions, we are reducing various kinds of noises from the noise source in an automobile such as 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.

We are taking actions for the vehicle exterior noise regulations in Japan and other countries on all automobiles manufactured by Suzuki.

**Major Noise Prevention Measures**




### ●Vehicle Interior Noise

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

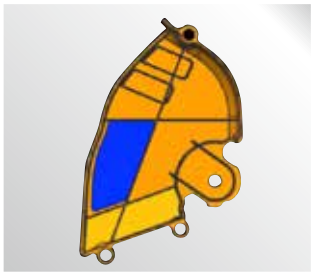
## Motorcycles

### Reducing Noise

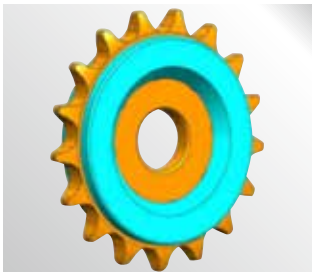
**●Example of Applied Product**

The following describes our noise reduction efforts, taking an example of V-Strom 1000 ABS.

To conform to the domestic noise regulation, V-Strom 1000 ABS employs a lot of noise reduction measures, while minimizing the weight increase.

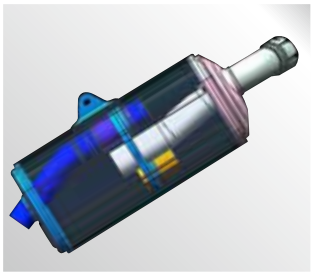



❶The vibration insulator is installed on the sprocket cover to enhance the sound-deadening quality.



❷The engine sprocket is covered with the rubber damper to reduce the drive chain noise.

❸The inside wall of air cleaner is made with a rib structure optimized through CAE* analysis to provide proper rigidity for both weight and noise reduction.



❹For the muffler used to reduce exhaust noise, the internal structure has been optimized through CAE analysis to reduce the weight and improve the damping performance.

*Computer Aided Engineering Computer simulation

## Reduction of Freon　Design, development

### Reduction of Freon

Since such fluorocarbon refrigerant as HFC-134a currently used in car air conditioners has a high global warming potential, we are now making efforts to reduce the amount of it used in our vehicles. At the same time, we are now developing a next-generation air-conditioning system using an environmentally friendly refrigerant HFO-1234yf that has an extremely low global warming potential.

# Reduction of VOC in car interior — Design, development

## Reducing VOC (Volatile Organic Compounds*1) in Car Interior

In order to further improve interior environment, we will continue to make efforts to reduce the amount of VOC by reviewing the materials, bonding agents, painting methods for interior parts, etc. For all new domestic automobile models sold since January 2006, we have successfully achieved lower cabin VOC levels than the target set by the Ministry of Health, Labor and Welfare, which is deemed as the automobile industry's voluntary goal*2. In FY2014, we achieved the target for the new Alto and Every. In addition, we also successfully reduced the cabin VOC levels for the models sold in global markets such as Vitara (in Europe) and Alivio (in China), and accomplished better values than the target.

To cope with the growing global concern about the reduction of vehicle cabin VOC, new standards and regulations including ISO and Chinese regulations have been established concerning the VOC levels. In order to conform to those new standards, Suzuki has newly installed a constant temperature and humidity testing chamber dedicated for the cabin VOC measurement, and will make every effort to continuously provide safe and comfortable vehicles to our customers in the regulating countries.

Cabin VOC measurement in a newly installed constant temperature and humidity testing chamber

**Models achieving better values than the cabin VOC concentration guideline values in FY2014**

Alto | Every | Vitara

*1 VOC is deemed as a cause of sick building syndrome (bringing about a headache and/or sore throat) and is known as a danger substance to public health.
*2 Japan Automobile Manufacturers' Association (JAMA) takes a voluntary approach to reducing the vehicle cabin VOC on 13 different substances defined by Japan's Ministry of Health, Labor and Welfare by imposing its voluntary targets, all of which are stricter than the government targets, on new passenger car models to be marketed from April 2007 and new commercial vehicle models to be sold from April 2008.

# VOC reduction in the painting process — Production, product

## VOC (Volatile Organic Compounds)

In domestic plants, great efforts are made to reduce emissions of VOC (solvent) used in the painting process.

The average emission in FY2014 including painting of automobile bodies, bumpers, and motorcycles was 44.1g/m$^2$, and the target defined in the "Suzuki Environmental Plan 2015" is to "Keep 40% reduction against FY2000."

Because the amount of emission was reduced by 41.6% against FY2000, the target is accomplished.

In FY2014, we improved the painting method and equipment so that paint adheres to products more efficiently.

We will continue to improve the painting method etc. to reduce VOC emissions.

# Control of chemical substances Production, product

## Purchasing New Substances

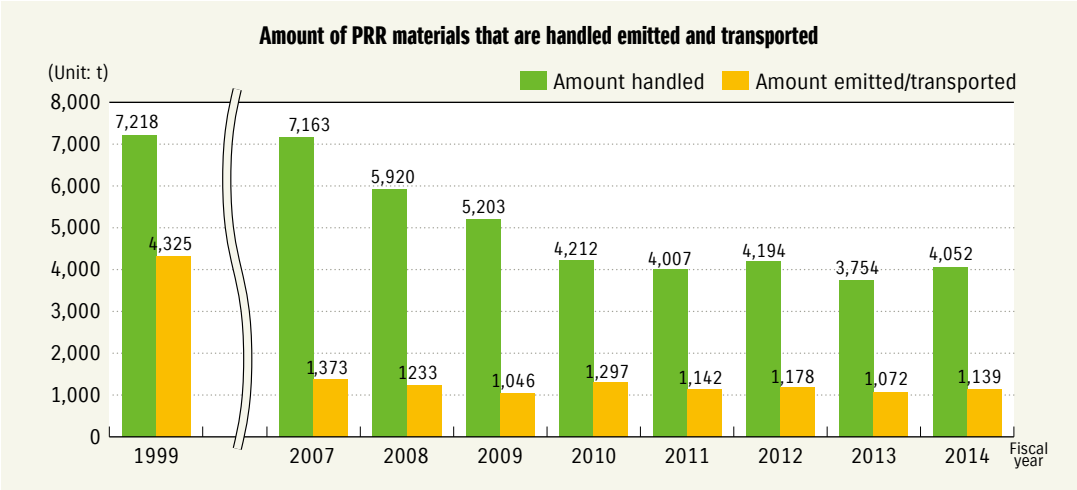
Before our domestic plants adopt new materials of paints, oil, detergents, etc., the environmental management section examines the toxicity of chemical substances contained in the materials and the planned amount of use, as well as how to use and store them, and determines whether they are allowed to be used or not. The data collected through the research are managed as the Pollutant Release and Transfer Register (PRTR) data, which will be used for reducing the volume of those materials. Also, for raw materials, our SDS* is kept up-to-date to provide the latest chemical data.

*SDS (Safety Data Sheet): Sheet listing names, physical chemistry behavior, hazards, and handling cautions, etc. of chemical substances

## PRTR (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 and transportation of them was 1,139 tons in FY2014.




[Area subject to totalization] Headquarters, our domestic plants, Motorcycle Technical Center, Marine Technical Center

## Prevention of leakage of chemical substances from domestic and overseas plants

Already before FY2013, Suzuki had the procedures and rules for preventing leakage of hazardous chemical substances* under a proper management system lead by each plant manager at every plant in Japan and some of overseas Group manufacturing companies.

In FY2013, in order to thoroughly implement the environmental control in a global way as a Suzuki Group, we further expanded the relevant control system, action methods and rules into all of our overseas plants to prevent any hazardous chemical substances from leaking from any of the Group manufacturing subsidiaries.

* Hazardous chemical substances: Substances that may influence human bodies or ecosystem, including hydraulic oil, organic solvent, paint, plating solution, etc.

## Soil and Groundwater Protection

### ●Efforts for prevention of the proliferation of soil contamination

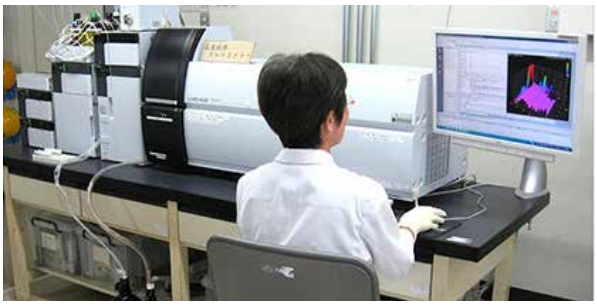
For the purpose of recording the data on the potential of soil contamination caused by chemical substances we had used in the past, we conducted a land history research concerning soil contamination covering all of our domestic plants and die plants in FY2014. If any soil contamination is found, soil cleanup or removal is properly conducted according to the relevant laws and regulations.

### ●Efforts for cleanup of groundwater

Since the organic chlorine compounds (trichloroethylene and cis-1, 2-dichloroethylen) were discovered in the groundwater at Takatsuka Plant in January of 1999, we have continued the groundwater cleanup efforts and have conducted measurements along the plant's site boundaries. In addition, we started a biological remediation in March 2015 for groundwater cleanup by using microorganisms to complete the sanitization as early as possible. At present, we are now checking the effects of the bio-remediation.

## Preventing the Leakage of Sewage

For the purpose of water quality management and maintenance, our analysis department periodically conducts analysis on plant effluent, groundwater, water used in factory processes, and industrial water to check the possibility of sewage leaking from any plant. If any abnormality should be found in the water quality, the relevant section will be immediately informed, and proper measures will be systematically carried out. We were registered as the "Environmental Measurement Certification Business (Concentration)" of the Measurement Act in FY1994. Since then, we have continued to conduct field measurements and verify the measured industrial wastewater/wastes, while promoting the group-wide activities for prevention of contaminant outflow.



Analysis

## Early disposal plan of PCB (Polychlorinated Biphenyl)

The Act on Special Measures concerning Promotion of Proper Treatment of PCB Wastes requires appropriately disposing of PCB wastes contained in old capacitors etc. by March 31, 2027.

In order to completely dispose of PCB wastes now stored in house as soon as possible, Suzuki has made a waste disposal consignment contract with a waste disposer authorized by the Ministry of the Environment. By the end of March 2015, we have disposed of a large amount of PCB wastes, which was equivalent to 287 units of vehicles.

## Reduction of odor and noise Production, product

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.

Noise measurement

# Promoting the 3Rs Reduce Reuse and Recycle

We will contribute to realization of sustainable recycling-oriented society by carefully using resources throughout the process from wasteless development/production phase to effective recycling of the used.

## Consideration to recycling

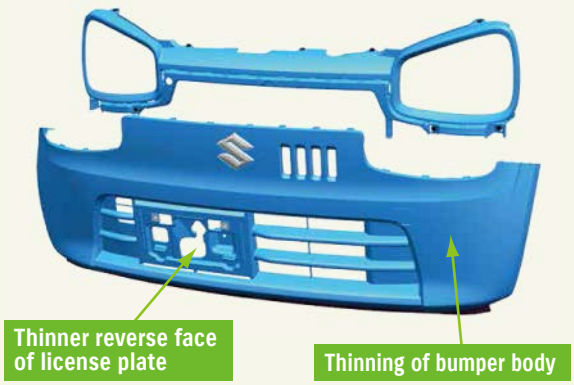
### Automobiles

### Reducing

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

For example, the front bumper of Alto launched in December 2014 has been slimmed through reduction of the plate thickness of bumper body and reverse face of the license plate.

**Efforts for reducing (example: front bumper of Alto)**

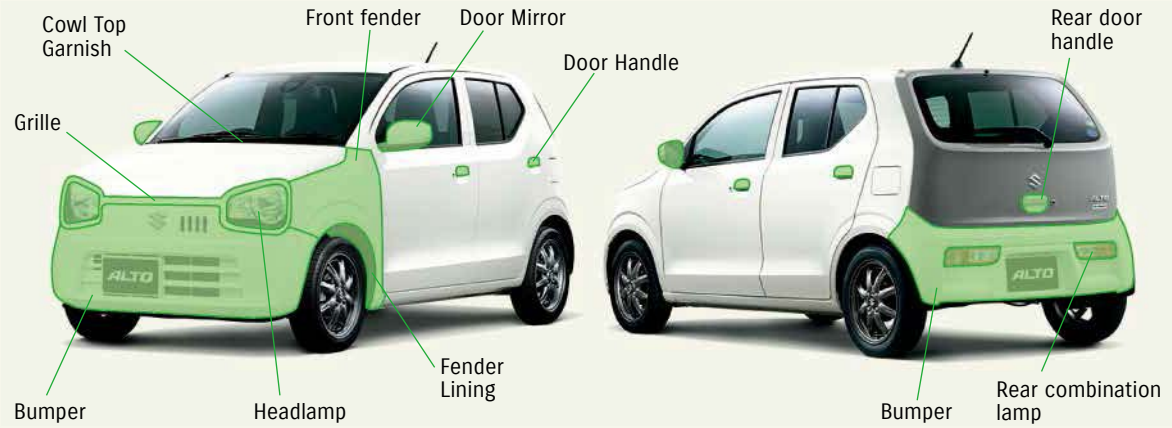



### Recyclable design

**●Recyclable Design (Automobiles)**

Recyclable vehicle design is an important factor to allow for easy recycling of end-of-life cars. Suzuki always tries to produce eco-friendly vehicles by employing easy-to-recycle materials for exterior and interior resin parts.

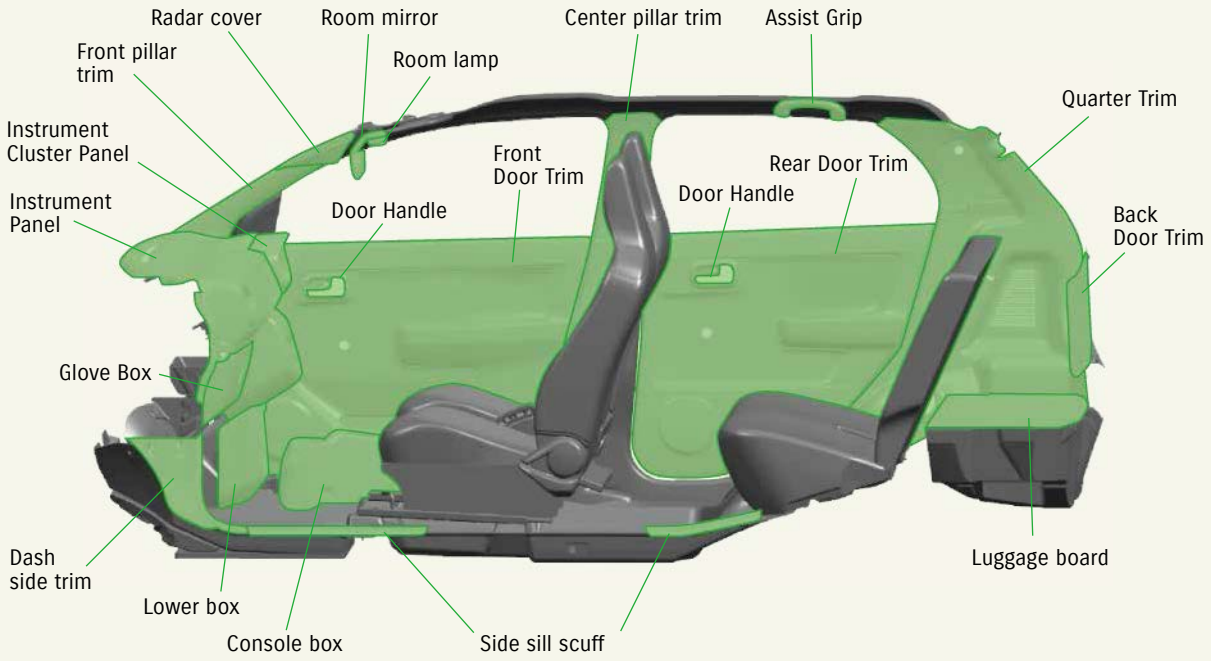
**Major Components Using Recyclable Resinous Materials (example: exterior of Alto)**



**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: Interior of Alto)**




**Component Names**

| | | |
|---|---|---|
| **Room mirror** | Housing | |
| **Room lamp** | Stay | |
| | Lens | |
| **Center pillar trim** | Upper | |
| | Lower | |
| **Radar cover** | | |
| **Assist Grip** | | |
| **Quarter Trim** | Upper | |
| | Lower | |

| | |
|---|---|
| **Glove Box** | Box |
| | Lid |
| **Side sill scuff** | |
| **Lower box** | |
| **Console box** | |
| **Instrument Cluster Panel** | |
| **Instrument Panel** | |
| **Front pillar trim** | |
| **Door Handle** | |

| | | |
|---|---|---|
| **Door Trim** | Front | Board |
| | | Armrest |
| | | Pocket |
| | Rear | Board |
| | | Pull case |
| | Back | Cover skin |
| | | Base |
| **Luggage board** | | Upper |
| | | Lower |

*1 Thermoset resin
This is a resin material that will not be softened or melted after being hardened by heat and pressure even when reheated.
*2 Thermoplastic resin
This type of resin material can be softened or melted by reheating even after being formed, and will be solidified by cooling. It is reusable through repetitive melting and solidifying.

## Motorcycles

With reference to 3R (reducing, reusing, and recycling) technologies, the following design considerations for improving recyclability were incorporated in Address 110 launched in March 2015, Let's G launched in December 2014 and a compact ASEAN model SHOOTER 115.

Address 110

SHOOTER115

Let's G

### Recyclable design

**●Expanded use of PP* recycle material for effective resource utilization**

To promote effective utilization of resources, we use the PP recycle material in 12 exterior resin parts and bottom plate of seat of Address 110, 10 exterior parts of SHOOTER 115, rear fender of RAIDER J 115Fi, and fuel tank tray of SKYWAVE 650.

*PP: Polypropylene

**●Easy disassembly of parts**

We are pursuing ease of disassembly of parts for promoting recyclable design. For Let's G, we optimized the resin cover fitting structure and modularized the parts in consideration of the ease of disassembling.

## Outboard Motors

### Recyclable design

Recyclable design is an important factor to allow for easy recycling of end-of-life outboard motor.

Suzuki always tries to produce eco-friendly outboard motors by employing easily recyclable materials for covers and other components and by widely using the easy-to-disassemble tapping screws.

# Automobiles

## Domestic Recycling Promotion

### ●Efforts for Automobile Recycling Law

In accordance with Automobile Recycling Law*1 enforced in January 2005, Suzuki has exercised its duty to collect and/or recycle shredder scraps (ASR*2), airbags, and CFC of end-of-life vehicles.
Implementation in FY2014 (from April 2014 to March 2015) is as below.

#### Collection and Recycle of ASR

Our ASR recycling rate was as high as 97.2% in FY2014, continuously achieving or surpassing the legal target for FY2015 or later (70% or higher) since as early as FY2008. We are promoting collection and recycling of ASRs through ART*3 organized by 13 domestic automobile manufacturers (as of March 31, 2015), including Nissan Motor Co., Mazda Motor Corporation, and Mitsubishi Motors Corporation, for working together with nation-wide recycling companies for the purposes of conforming to the relevant regulations, properly disposing of waste, increasing the recycling rate, and reducing the disposal cost.

#### Collection and Recycle of Air Bags and Freon

In FY2014, our airbag recycling rate was 93.8%, continuously achieving or surpassing the legal target (85% or higher) since as early as FY2004. The amount of CFCs that we collected and disposed of was 93,632 kg.
For collection and recycle of air bags and collection and disposal of Freon (HFC) materials, Suzuki and other auto makers organized the Japan Auto Recycling Partnership for working together with recycling companies throughout the nation.
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.

*1 Automobile Recycling Law: Formal name "Act on Recycling, etc. of End-of-Life Vehicles"
*2 Automobile Shredder Residue
*3 Abbreviation for Automobile shredder residue Recycling promotion Team

#### Result of recycling in FY2014

<Results of recycling of treatment specified three items>

| | | |
|---|---|---|
| **ASR** | Total weight of ASR taken back / Total number of ELVs taken back | 51,880 tons/416,447 units |
| | Weight of ASR taken back | 49,624 tons |
| | ASR recycling ratio | 97.2% |
| **Airbags** | Total weight / Total number of ELVs | 55,017 kg/194,462 units |
| | Total weight of recycled airbags | 51,615 kg |
| | Airbag recycling ratio | 93.8% |
| **CFCs/** | Weight of CFC / Number of ELVs | 93,632 kg/361,849 units |

<Balance of Payments> (Unit: yen)

| | |
|---|---|
| **Amount of official credit deposit received** | 3,163,484,102 |
| **Amount of recycling cost deposit received** | 2,758,152,438 |
| **Balance of payments** | 405,331,664 |

## Promotion of Recycling Abroad

In the European Union, according to the End-of-life Vehicle Directive (ELV Directive: 2000/53/EC), which came into effect in 2000, automobile manufacturers and importers are required to establish a proper system for collecting and disposing of disused automobiles (ELVs). Suzuki is now organizing the worldwide ELV collection networks that are designed to be suitable for internal conditions of individual countries, with local importers (dealers) taking a leading role.
In addition, we are obliged to provide disposal companies with the dismantling information on new model automobiles, and we give such information through the international information system IDIS (International Dismantling Information System) jointly organized with other automobile manufacturers.
Moreover, in accordance with the RRR (Reusability, Recyclability, and Recoverability) Directive 2005/64/EC, it is required that new vehicles shall be recyclable to a minimum of 95% by weight as a condition for receiving the type approval of motor vehicles in the European Union. To satisfy that condition, we were audited by an authorized auditing agency on our systems and structure such as for collecting material data and verifying environmental impact substances. As a result, we acquired the certificate of compliance (COCom) in August 2008 and the approval of the RRR Directive for all of our vehicles sold in Europe. Then, due to the revision of European RRR Directive (2009/1/EC), we were audited again by another authorized organization and obtained a new COCom in October 2011, which was updated in October 2013, and our new models have received the approval of the revised Directive.

## Promotion of Voluntary Recycling Efforts

**●Efforts for Recycling 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). Additional bumper shredding machine were introduced or added in FY2012.

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 battery holder, engine undercover, foot rest, etc.

**Examples of parts using recycled materials**

Side deck insulator cover of Carry

## Recycling of batteries

**●Collection and recycling of used lithium-ion batteries**

Lithium-ion batteries are employed by the low fuel consumption technologies ENE-CHARGE and S-ENE CHARGE which are introduced in WagonR, Spacia, Alto, Hustler, Solio, Swift, etc. Suzuki has established and is operating a system to collect and properly dispose of the used lithium-ion batteries when disposing of those vehicles at the end of their lives.

For more details of collection and recycling of the used lithium-ion battery, access the following website.
http://www.suzuki.co.jp/about/csr/recycle/battery/index.html (In Japanese launguage only)

## Rebuilt Parts (Reused Parts) for Repair*

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

In FY2014, the sales of rebuilt parts accounted for 52% of the total sales quantity of target parts.

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

## Motorcycles

### Regarding Voluntary Recycling of Motorcycles

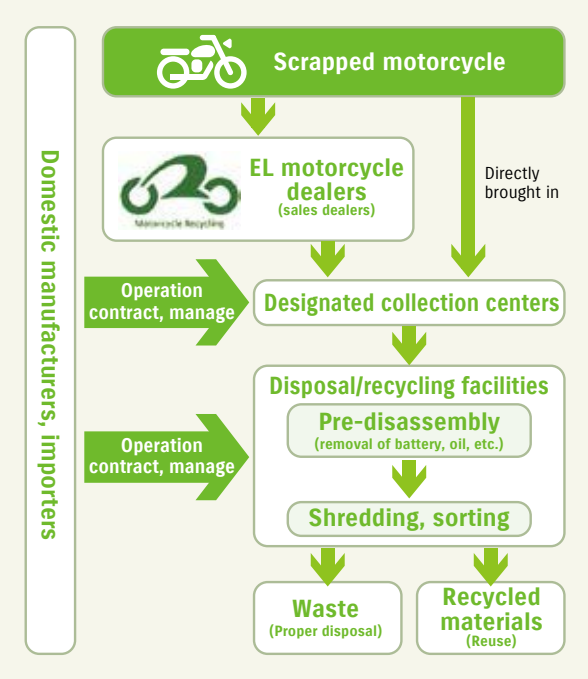
We have autonomously operated the "motorcycle recycling system" together with three other domestic motorcycle manufacturing companies and 12 import business operators since October 2004 in order to ensure proper disposition and recycling of discarded motorcycles.

We started the free-of-charge service to taken back end-of-life motorcycles in October 2011.

End-of-life motorcycles are taken back at “EL motorcycle dealers” and “designated collection centers” throughout the nation for convenience of our customers. These discarded motorcycles are then collected at 14 scrapping/recycling facilities, and disassembled, shredded, and sorted. Those that can be used as recycled materials are reused, while other waste materials are properly disposed of.

The recycling rate in FY2014 is 97.6% of the weight basis.

For more details, access the following websites. (In Japanese language only)
For more details on Voluntary Motorcycle Recycling Eff orts by Suzuki, access the following website.
http://www1.suzuki.co.jp/motor/recycle/index.html
For the details of Japan Automobile Recycling Promotion Center, access the following website. (for motorcycle recycle)
http://www.jarc.or.jp/motorcycle/



## Outboard Motors

### Voluntary Efforts for Recycling FRP* Boats

Suzuki aggressively participates in a program called the "FRP Boat Recycling System" autonomously promoted by the Japan Marine Industry Association together with other six major manufacturing companies.

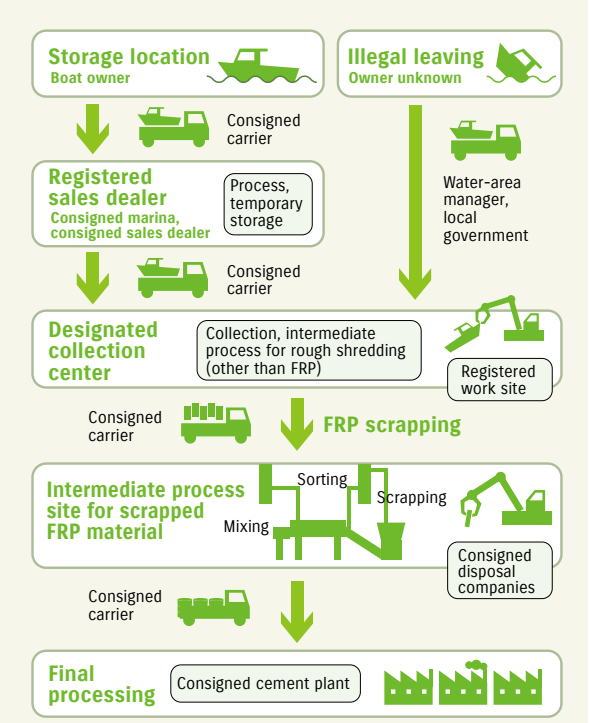
The "FRP Boat Recycling System" was developed to the whole country in 2007 in order to prevent inappropriate scrapping of boats due to product characteristics (such as high strength, long durability, and widely and shallowly used) and to facilitate such scrapping for users.

In the "FRP Boat Recycling System," scrapping FRP boats collected at the specified location are roughly disassembled.

Then, FRP scraps are transported to an intermediate processing plant, further crushed, sorted, and finally baked to make cement (material thermal recycling).

This system is verified by verification tests of the Ministry of Land, Infrastructure, and Transport, and realizes the recycling system at low cost by collecting, disassembling, and crushing FRP boats in wide area.

*FRP (fiber-reinforced plastic)




For more details, access the following websites.
(In Japanese language only)
Suzuki Voluntary Actions for FRP Boat Recycling System (Details)
http://www1.suzuki.co.jp/marine/marinelife/recycle/index.html
Japan Marine Industry Association
(Guide for FRP Boat Recycling System)
http://www.marine-jbia.or.jp/recycle/index.html

## Packing materials

### Efforts through Reducing and Reusing

**●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 FY2003 to reduce paper and improve operating efficiency.

In FY2014, returnable containers accounted for 22% of the total number of containers used in shipments out of our plants, reducing the use of cardboard by approximately 101 tons.

Also, returnable containers used for receiving shipments accounted for 78% of all receiving containers used during the fiscal year, resulting in reduction of approximately 158 tons of cardboard.

**●Promotion of using returnable containers for packaging materials**

To reduce the amount of usage of conventional packing and packaging materials, we are increasingly replacing the steel cases (that are discarded locally) with returnable containers that allow for repetitive use. In FY2014, about 64% of the total deliveries were transported with returnable racks.

### Efforts through Recycling

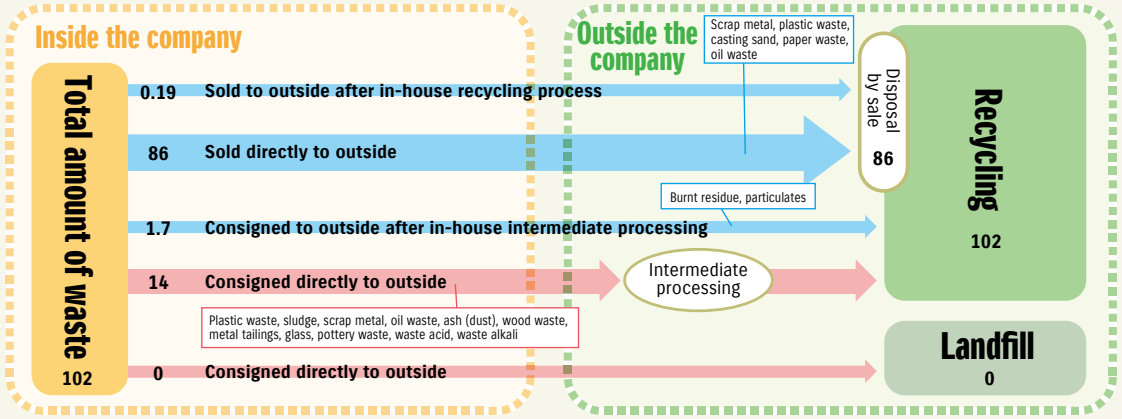
**●Reusing Cardboard**

We reuse 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 FY2014, we reused approximately 24 tons/year of them.

Waste cardboard | Cushioning material production machine | Cushioning material

# Waste

**Flow of Wastes etc.*** (Unit: 1,000t/year)




*Waste, etc.: Wastes and recyclable materials

Note: Data is collected for non-consolidated Suzuki only

## Reduction of waste materials

### Total waste discharge amount

The total waste discharge amount at Suzuki plants and Group manufacturing companies in Japan was 122,000 tons (down 1.6% from the previous year), and the global total waste* including Japan was 290,000 tons.

* The waste related data of the Group manufacturing companies and major overseas plants have been publicized since FY2013.

### Reduction of landfill amount

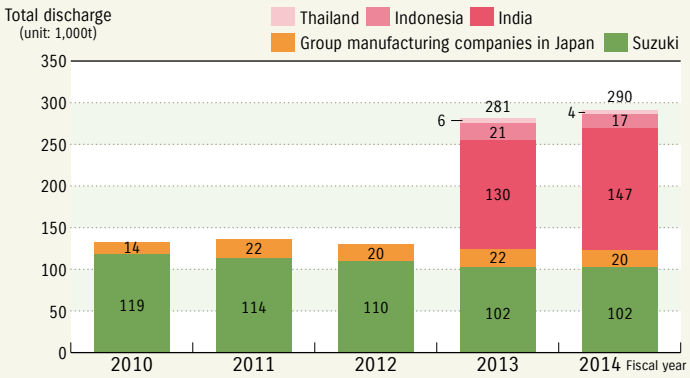
The amounts of landfill of wastes from Suzuki plants and Group manufacturing companies plants in Japan are 0 ton and 3 tons, respectively, both of which consecutively indicate the zero level*1. The global quantity of landfill*2 (including Japan) was 68 tons (down 84.4% from the previous year). This dramatic reduction is due to the start of recycling of burned ash in India.

*1 Definition of the zero level
- Plant and die plant in Japan: The total amount of landfill is less than 1% of the amount in 1990 (24,675 t).
- Group manufacturing plants in Japan: The total amount of landfill is less than 1% of the amount in 2002 (1,370 t).

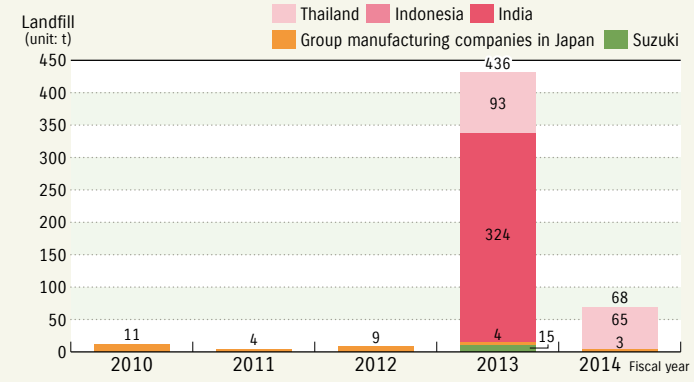
*2 Data of Group manufacturing companies in Japan and major overseas plants is provided for FY2013 and later.

[Area subject to totalization]
Suzuki: Takatsuka Plant, Iwata Plant, Kosai Plant, Toyokawa Plant, Osuka Plant, Sagara Plant, Die plant
Group manufacturing companies in Japan
Suzuki Auto Parts Mfg. (Suzuki Seimitsu Plant, Enshu Seiko Plant, Suzuki Auto Parts Hamamatsu Plant),
Suzuki Toyama Auto Parts, Suzuki Akita Auto Parts, and SNIC (Ryuyo Pipe Plant, Ryuyo Seat Plant, Sagara Plant, and HamakitaTrim Plant) (9 plants of 4 companies)
India: Maruti Suzuki India Ltd. and Suzuki Motorcycle India Private Ltd. (4 plants of 2 companies)
Indonesia: PT. Suzuki Indomobil Motor (4 plants of 1 company)
Thailand: Suzuki Motor (Thailand) Co., Ltd. and Thai Suzuki Motor Co., Ltd. (2 plants of 2 companies)

**Transition of total waste discharge amount at major plants in Japan and overseas**




**Transition of landfill amount at major plants in Japan and overseas**



## Reduction of wastes from offices

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

### ●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, duplex printing, use of backing paper, and reduction of documents used at meetings.

### ●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 FY2014, 870 tons of paper wastes were recycled.

**Processing flow after separate collection of paper**

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

# Water resources

## Water usage measures

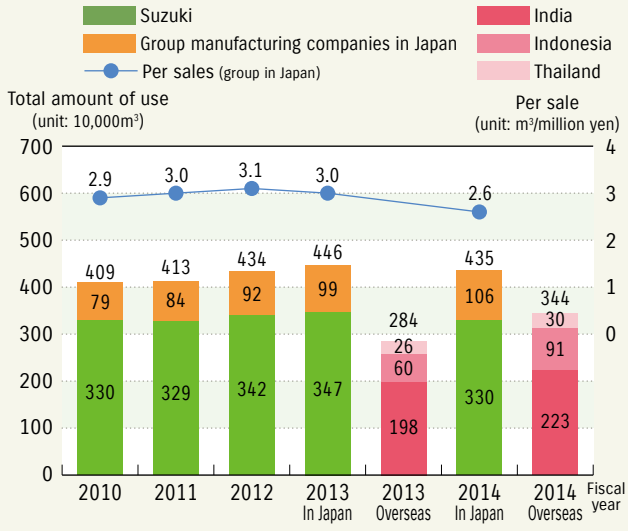
Suzuki Group is working on ways to conserve water and reuse wastewater at plants in Japan in order to reduce the amount of water used in our plants.

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

At Maruti Suzuki India located in the north part of India where they have severe problem with water shortage, in particular, they accomplished “zero” drainage discharge to outside by reusing wastewater for gardening in the company, while introducing air-cooling system for equipment to reduce use of water.

The amount of water used by Suzuki and Group manufacturing companies in FY2014 in Japan decreased by 2.3% compared to the previous year, resulting in 4.35 million m³. Also, the usage per sales (unconsolidated) was reduced by 12.0%, resulting in 2.6m³/million yen.

**Amount of water used at plants in Japan and major overseas plants**




* Data of Group manufacturing companies in Japan and major overseas plants is provided for FY2013 and later.

[Area subject to totalization]
Suzuki: Takatsuka Plant, Iwata Plant, Kosai Plant, Toyokawa Plant, Osuka Plant, Sagara Plant, Die plant
Group manufacturing companies in Japan: Suzuki Auto Parts Mfg. (Suzuki Seimitsu Plant, Enshu Seiko Plant, Suzuki Auto Parts Hamamatsu Plant), Suzuki Toyama Auto Parts, Suzuki Akita Auto Parts, and SNIC (Ryuyo Pipe Plant, Ryuyo Seat Plant, HamakitaTrim Plant, and Sagara Plant) (10 plants of 4 companies)
India: Maruti Suzuki India Ltd. and Suzuki Motorcycle India Private Ltd. (4 plants of 2 companies)
Indonesia: PT. Suzuki Indomobil Motor (4 plants of 1 company)
Thailand: Suzuki Motor (Thailand) Co., Ltd. and Thai Suzuki Motor Co., Ltd. (2 plants of 2 companies)

# Cooperation with Society

We, as a member of a society, will develop the society harmonized with natural environment by promoting environmental communications with various stakeholders.

## Expansion of environmental communication

### Efforts for biodiversity

Suzuki introduced the environmental brand " SUZUKI GREEN " to realize the philosophy of "Suzuki Global Environment Charter" and announced the "Suzuki Biodiversity Protection Guidelines" as the environmental policy in the Charter.

"Suzuki Biodiversity Protection Guidelines" will be the guiding principle for us to recognize the possibility of business activities etc. giving unavoidable influences to "biodiversity", which has provided our life with enormous natural blessings (ecosystem service) since the birth of human, as well as for us to try to reduce such influences, and make efforts to ensure sustainable usage.

Suzuki has conducted many actions to reduce influences to biodiversity in our business or social contribution activities, and participated in "Japan Business & Biodiversity Partnership"*.

Through the release of the Guidelines, we aim to raise awareness about the biodiversity throughout the entire Suzuki Group, and to develop a sustainable society that can coexists with the nature, while keeping good relations with our customers and the local communities.

* Partnership that wide varieties of companies mainly from the economic world make efforts autonomously for conservation and sustainable usage of biodiversity and share related information in order to accomplish the purpose of the Convention of Biological Diversity

**●Suzuki Biodiversity Protection Guidelines** http://www.globalsuzuki.com/corporate/environmental/index.html

**[Basic concept]**

Under the slogan of "Smaller, Fewer, Lighter, Shorter, and Neater," Suzuki Group thoroughly conducts wasteless, efficient business operations and promotes production of small cars by pursuing environmental technologies in order to reduce influences to "biodiversity" and contribute to sustainable usage of resources in future.

Based on such activity philosophy, Suzuki Group will try to cooperate with various stakeholders as a member of the society and to develop the society harmonized with beautiful natural environment.

**[Emphasized efforts for biodiversity]**

・Reduction of environmental loads generated through business operations and products.

①Promote energy saving, resource saving, and 3R at business steps from "product development" to "recycling".

②Promote improvement in fuel efficiency and R&D of next-generation automobiles in order to reduce greenhouse effect gas.

③Work on reducing the use of substances of concern through the supply chain.

・Expansion of environmental communication

①Promote environmental beautification and environment conservation activities under cooperation with local communities.

②Work on making appropriate recognition and behavior for biodiversity to penetrate into all employees.

③Work on announcing environmental information and self-conservation activities widely to the society.

Observation of forest environment under “Eco-Kids Experimental Learning Activity 2014”

**[Concrete actions]**

| | Reduction of environmental loads generated through business operations and products. | | Expansion of environmental communication |
|---|---|---|---|
| ① | ·Internal publication on results of the reduced $CO_2$ emission from individual offices<br>·Effective utilization of resources through recyclable design<br>·Continuation of zero level of landfill waste and enhancement of water saving consciousness<br>·Improvement of transportation efficiency and reduction of packing materials<br>·Increase of recycling rate of end-of-life products<br>·Promotion of solar power generation | ① | ·Participation in local community cleanup activities<br>·Cleanup activities around offices<br>·"Suzuki's Forest" volunteer planting project<br>·Shimokawa Proving Grounds: Continuation of FSC certification program<br>·Participation in "Corporate Forest Preservation Program"<br>·Research and publication of Suzuki's "forest environmental contribution" |
| ② | ·Global improvement of average fuel efficiency<br>·Development of next-generation vehicles suitable to small cars<br>·Development of a lightweight and low-cost air-cooled fuel cell<br>·Compliance with various countries' emission regulations | ② | ·Improvement of in-house environmental awareness through internal website<br>·Education about SUZUKI GREEN Policy in new employees training and on-the-job training<br>·Continuation of in-house seminar on eco-driving<br>·Participation in and cooperation for local community environmental events organized by NPO |
| ③ | ·Compliance with various countries' regulations for usage of substances of concern<br>·Development of technology for VOC reduction in car cabin and painting process<br>·Promotion of switching from substances of very high concern<br>·Close cooperation with suppliers based on "Suzuki Green Procurement Guideline"<br>·Environmental consideration for office location, etc. | ③ | ·Publication of "Suzuki Environmental and Social Report"<br>·Publication of various environmental information about production and products<br>·Participation in environment-related fairs and events<br>·Introduction of our eco-friendly production process through plant tour<br>·Friendship with local residents through an exchange party or meeting<br>·Setting up an environmental section in Suzuki Plaza |

### ●Suzuki Manner Improvement Activities

Suzuki was registered in "Hamamatsu City Road/River Foster-parent System"* in September 2004 for improvement in manners and environment/beautification awareness of employees, and conduct voluntary cleanup activities as "Suzuki Manner Improvement Activity".

For those activities, in-house volunteers clean roads around the headquarters and the Takatsuka under-path every month. A total of 9,829 participants have conducted the cleanup activities 126 times until FY2014 and collected 54 mini-truckloads of flammable and non-flammable garbages.

* Groups that hope to be foster-parents decide the area and activities, report them to the Mayer, and conduct cleaning on roads, etc.


Suzuki Manner Improvement Activities

### ●Activities for "Clean up the World Campaign"

The Global Marine & Power Products Division of Suzuki, which always tries to provide the users with joy and satisfaction, sincerely hope that they spend wonderful days on clean water in healthy environment. To accomplish such a desire, the employees started from doing what they can, and have continued cleanup activities at local rivers, lake and seaside.

The cleanup activities, which were started in December 2010 at Lake Sanaru in Hamamatsu City, have now expanded into 17 countries (as of the end of 2013), involving overseas distributors, and have been conducted 27 times in total so far. In FY2014, the cleanup activities were conducted in four countries, Indonesia, Sri Lanka, Italy, and Nigeria, and the environmental awareness is rising among our overseas distributors.

In commemoration of the 50th anniversary of Suzuki's outboard motor business in 2015, we will further promote the global-scale cleanup activities for a broader range of regional contribution through improvement of marine environment in individual countries around the world.


Indonesia

Sri Lanka


Italy

Nigeria

### ●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 March 2006 at "Suzuki Forest" located in Inasa-cho, Kita-ku, Hamamatsu City.

Our employees and their family members conduct the forestry activity three times a year such as planting trees, clearing away the undergrowth, and fungus planting/harvesting operations.

This activity was conducted 25 times in total until FY2014 (9 times of planting and 16 times of undergrowth clearing), and participated by 1,292 volunteers.

"Suzuki's Forest" planting project


Clearing away the undergrowth

**Forest of Suzuki Shimokawa Proving Grounds (Hokkaido)**

Suzuki Proving Grounds is located in Shimokawa Town (Kamikawa County) on the north of Hokkaido, where the forest accounts for about 90% of the total land area. In 2003, the Shimokawa Town Forestry Cooperation Group acquired the international FSC®*1 Forest Management Certificate (FSC® C015134) for the first time in Hokkaido, and in 2011, it was designated as an "Environmental Future City"*2 featuring effective utilization of abundant forestry resources. Now it aims to become a "future city with best harmonization between people and forests" (FSC® C015134).

Moreover, approximately 303ha of forest located in the Suzuki Shimokawa Proving Grounds was also recognized to satisfy the strict forest stewardship standards according to the FSC certification program, so the area was additionally registered in the FSC Forest Group Certificate for Shimokawa Town in 2006.

Apart from preservation of the forest environment, Suzuki supports the Shimokawa Town not only by sponsoring the "41st Suzuki Cup Shimokawa Junior Jump Championship", but also by holding a friendship party for closer relationship between Suzuki employees and local residents in frigid February every year. The party has been carried on for more than 20 years to enhance friendship with local communities.

*1 FSC: Forest Stewardship Council
*2 The "Environmental Future City" is a region selected by the government to strategically make efforts in creating the world's most ideal city where everybody wishes to live.

Suzuki donated a bus for transportation to Shimokawa Junior Jump Team


Encouragement rally for cold-resistant test


Shimokawa Proving Ground (Hokkaido)

**Participation in "Corporate Forest Preservation Program" (Hokkaido)**

As part of environmental preservation and social action programs, we cooperate in silvicultural environment protection by participating in "Corporate Forest Preservation Program", which is conducted under the Profit-Sharing Afforestation agreement with the government (Forestry Agency) for the period from 1996 to 2028.

For approximately 4.3ha of national forest (containing approximately 3,000 trees) in Shimokawa Town, we conduct the profit-sharing afforestation by entrusting the work to the local forestry cooperation through Hokkaido Regional Forest Office. We will contribute to preservation of national land for many years through watershed conservation, sediment discharge prevention and $CO_2$ absorption and fixation. The shared profits coming from the program will be used for further afforestation activities.

* Forestry Agency's "Corporate Forest Preservation Program" and "Profit-Sharing Afforestation"
http://www.rinya.maff.go.jp/j/kokuyu_rinya/kokumin_mori/katuyo/kokumin_sanka/hojin_mori/index.html (In Japanese launguage only)

The Suzuki's forest environmental contributions in FY2014 are evaluated as follows.

**Suzuki's environmental contribution through forest conservation (FY2014)**

| Measurement item | Shimokawa Proving Grounds: FSC Forest Group Certificate | "Corporate Forest Preservation Program" Regional Forest Office of Forestry Agency |
|---|---|---|
| ①Contribution to water yield | 156,140 $m^3$/year | 1,409 $m^3$/year |
| ②Contribution to prevention of sediment discharge | 5,576 $m^3$/year | 51 $m^3$/year |
| ③Contribution to absorption/fixation of carbon dioxide | 1,826 $CO_2$ tons/year | 17 $CO_2$ tons/year |

* Calculated by the project evaluation method employed by the Forestry Agency

The above ①-③ equal to the below units:
①78.78 million bottles of 2L PET bottles
②1,023 truckloads of 10t dump truck (5.5$m^3$/truck)
③5,761 persons of annual $CO_2$ emission from one person

## Promotion of green procurement

We have established "Suzuki Green Procurement Guideline" that indicates our policy to purchase eco-friendly parts and materials from suppliers who agree to our guideline and submit "Suzuki Green Procurement Promotion Agreement" to us.

We partially revised this guideline in October 2013 to phrase the matter related to establishment of the substances of concern control system of partner companies, and prepared/added the self-check sheet for substances of concern control system.

Also, we are going hand-in-hand with our suppliers to conform to not only existing regulations, such as "European ELV Directive" and "European Regulation concerning the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH)", but also various future environmental laws and regulations.

*Suzuki Green Procurement Guideline: http://www.suzuki.co.jp/about/csr/green/guideline/index.html (In Japanese language only)

## Environmental education

**●Education according to Managerial Hierarchy**

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 our domestic plants and die plants, special educational programs to prevent environmental accidents are carried out especially for employees working in environmentally-important processes. Also various kinds of environment-related educational programs are provided to new employees, management level employees, and all factory employees.

**●Education to Obtain Special Qualifications**

We also encourage employees to obtain some environment-related qualifications. So far, 160 employees have been qualified as pollution prevention managers, 37 as energy managers, and 579 as internal environment system auditors.

## Promotion of Eco-Driving

**●Eco-drive education for employees**

It was in FY2007 that we started the eco-drive education as part of our environmental education programs. And since FY2009, we have held special seminars focusing on eco-drive at the headquarters and each plant/office on an as needed basis. So far, 3,357 persons in total participated in the seminar. Apart from the education, we always try to replace vehicles used for our daily work with more fuel-efficient ones, and as a result, the fuel efficiency of the vehicles for our in-house use has been improved by 1.0km/L compared to FY2013.

Eco-drive seminar

## Recommendation for environmental housekeeping book system

As part of our environmental education programs for employees, we recommend the use of a household environmental accounting book in individual families of our employees to raise family members' awareness about the environmental preservation.

The household environmental accounting book is intended to reduce $CO_2$ emissions derived from household energy consumption through calculation of $CO_2$ emissions based on the consumption of various energies used at each household, such as electricity, gas, heating oil, gasoline, water, etc. to know and record how the household energy consumption affect our environment in terms of $CO_2$ emissions.

Also in cooperation with families of our employees, we will continue to promote the eco-conscious and environmental load-reducing activities.

## Communication with Local Communities

**●Community Information Exchange Meeting**

We regularly carry out information exchange meetings with local residents to ask their views and opinions for further environmental improvement. In FY2014, such meetings and events took place seven times at die plants in Japan. Also, 465 plant tours were conducted at domestic plants.

Plant/community exchange meeting

**●Participation in environment-related fairs**

Suzuki participated in the following environment-related fairs in FY2014.

| Events / Reports | Period | Location | Major organizer |
|---|---|---|---|
| **Eco & Safety Kobe Car Life Festa 2014** | May 17 – 18, 2014 | Kobe Meriken Park | Ministry of the Environment, Kobe City |
| **Automotive Engineering Exposition 2014, Yokohama** | May 21 – 23, 2014 | Pacifico Yokohama | Society of Automotive Engineers of Japan |
| **Automotive Engineering Exposition 2014, Nagoya** | December 11 -12, 2014 | Port Messe Nagoya | Society of Automotive Engineers of Japan |

Eco & Safety Kobe Car Life Festa 2014


Automotive Engineering Exposition 2014, Yokohama


Automotive Engineering Exposition 2014, Nagoya

# Efforts for Society

## 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.

## Customer Relations Office

Suzuki's Customer Relations Office receives more than 120,000 calls of customer inquiries for one year (based on the data of FY2014).
The Customer Relations Office, as a "window allowing for direct contact with customers", always keeps in mind to put ourselves in our customers' place and to provide quick, correct, and generous actions for various customer inquiries, and constantly makes efforts to improve customer services that assure customer satisfaction.

### Improving correspondence quality

With environment and safety technologies such as ENE-CHARGE and radar brake support system, information network system connected with smart phones etc., automobile structures and applications are getting more and more complex. The Customer Relations Office responds to various kinds of inquiries ranging from obvious questions from beginner drivers to questions about advanced technologies, and always tries to give clear and concise explanations. In addition, we are enhancing the customer support system to assure quick and appropriate actions for customers. In the case where on-the-spot customer services are required for purchase, maintenance, etc. of our products, we use the nationwide Suzuki Network to provide appropriate supports.

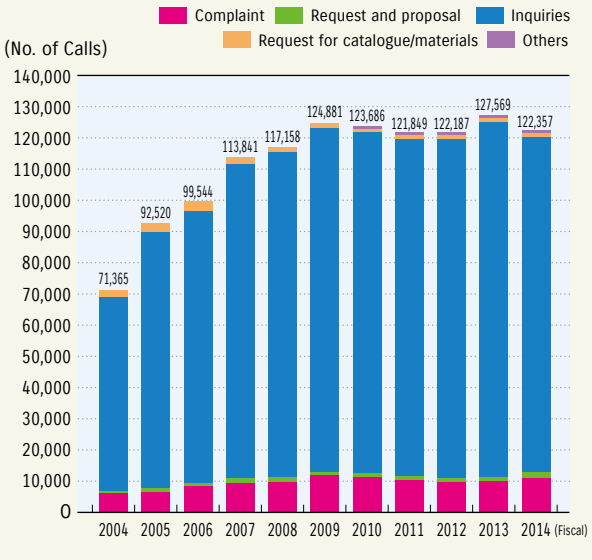
### Improving customer-friendliness

In order to smoothly respond to many customer inquiries and requests, our customer relation service is easily accessible even on nonbusiness days, while organizing the environment applicable to wide varieties of media such as cellular or hard line phones at our toll free phone numbers or our website via e-mails.

### Improving products and service quality

We recognize that "the voices of customers are very important information to improve the quality and services", and distribute those opinions and suggestions to related departments in order to develop better products and improve manufacturing, quality, sales, and after-sales services. That important information is carefully handled and collected into a data integration system for efficient information management and posted on our Intranet system, with the personal data carefully protected. Also, we have established a system enabling such information to be promptly fed back to the relevant persons in charge depending on the criticality of the information. While not only responding to users' requests and opinions, but also fully examining the collected information, we often summarize potential customer needs and inform the relevant departments.
For providing more reliable and convenient services, the Customer Relations Office will continuously make efforts for further improvement of operations.

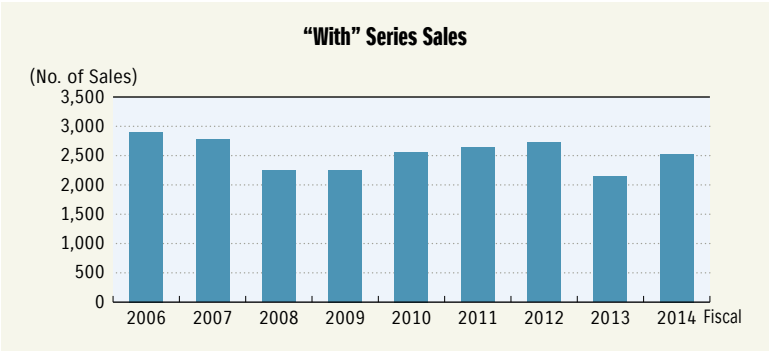
**Trends in Access to the Customer Relations Office**



# Welfare vehicles ("With" Series)

Sales of our "With" series welfare vehicles began in 1996. These vehicles are designed to provide seniors and the disabled with greater ease of entry and exit of the vehicle.
At present, four models each with two types, "Courtesy Type" and "Lifting Seat Type" are available. We are working to develop a lineup of welfare vehicles so that customer can select a vehicle suitable for specific needs and situations.

Suzuki welfare vehicle
WITH
Serise




## 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. Spacia, Every Wagon, and Every has a wheelchair courtesy variant.

## 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 WagonR has a variant equipped with the lifting passenger seat.

# Electric vehicles

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

## Electric Wheelchairs*1

We have been producing electric wheelchairs since 1974 to provide seniors and disabled persons with greater mobility.
*1 Electric Wheelchairs (Suzuki Senior Car and Motor Chair) are regarded as pedestrian traffic. A driver's license is not needed.

### Senior Car

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


ET4D


ET4E

**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. It is capable of moving at adjustable speeds ranging from 1km/h to 6km/h. With the turning radius of 1.1 meters, it can provide small turns. It is permitted to be used in the Tokaido, Sanyo, and Kyushu Shinkansen bullet train N700 between Tokyo and Kagoshima Chuo. (A specific preliminary procedure is required.)

Town Cart

## Motor Chair

This is a standard user-controlling type electric wheelchair, which began to be sold in 1974. Specially designed for the persons with impairment, this electric 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.

MC 3000S

## Topics

**Suzuki Senior Car acquired a JIS certificate JIS T 9208:2009**

Suzuki Senior Car has acquired a JIS certificate JIS T 9208:2009 based on a new standard that considers safety and convenience of the steering wheel-type electric wheelchair. In this standard, the product performance is shown in three levels by the number of stars (★) so that users can select and use products appropriate for their usage style.

Suzuki Senior Car ET4D and ET4E acquire the permission to display three stars for "turning stability" and "capability for getting over steps," and one star for "rotation performance". In addition, the city-type Senior Car Town Cart acquires the permission to display three stars for all of these categories.

**●Safe Driving Training Program "For Preventing Accidents"**

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

**●Electric Wheelchair Association Safety Activities**

The Electric Wheelchair Safety Promotion Association was established by manufacturers and dealers to promote safe and proper use of electric wheelchairs for users. 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**

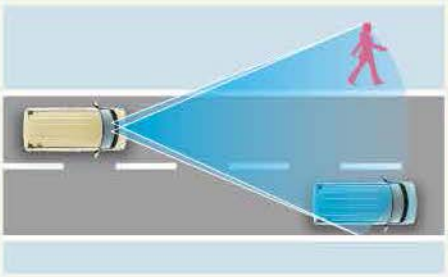
Sponsored by the Traffic Bureau of the National Police Agency, the Electric Wheelchair Safety Instruction Commendation System promotes traffic safety public education and recognizes and commends concerned parties that take an active role in the prevention of wheelchair related traffic accidents. Suzuki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

# Efforts for safety

Suzuki reinforces “efforts for safety technologies” and actively improves the safety so that every single person including pedestrian and bicycle, motorcycle, and automobile drivers can live in a safe mobility society with each other.

## Dual Camera Brake Support (collision damage reduction system equipped with two cameras)

This collision damage reduction system is based on a stereo camera system, which uses two cameras installed on the right and left sides, just like human eyes. Those cameras detect shapes of objects around the vehicle and the distances from them to recognize pedestrians and other vehicles from their sizes and profiles. They can also identify the right and left white lines (lane lines), and based on such various information from the cameras, this advanced safety support system issues a warning or performs some automatic brake function when needed to avoid collision.




The stereo cameras are installed in the wiper operating range, so the system works even in the rain.
∗However, in extremely bad weather (such as heavy rain, snow, fog and the like), it may not work.


●The Dual Camera Brake Support and False Start Prevention functions can be deactivated by holding down the “DCBS (Dual Camera Brake Support) OFF” switch.


●The Lane Departure Warning and Zigzag Driving Warning functions can be deactivated by holding down the “Lane Departure Warning OFF” switch.

### Front Collision Warning function

When the vehicle is running at the speeds ranging from about 5 km/h to 100 km/h, the stereo cameras detect vehicles and pedestrians ahead. If this system determines that the vehicle is facing a risk of collision, acoustic and visual warnings are issued to the driver with a buzzer and an indicator lamp located in the meter console.


### Front Collision Warning Brake function

If the risk of collision further increases, a weak brake is automatically applied in addition to the warning buzzer to prompt the driver to avoid the collision.


### Front Collision Damage Reduction Brake Assist function

If the driver steps on the brake pedal when the front collision warning brake function is working, the brake assist system will be activated to increase the braking power.


### Automatic Brake function

When the system determines that a collision is unavoidable, strong braking is activated automatically in order to avoid the collision or reduce the resulting damage.


If the vehicle speed is in a range from about 5 km/h to less than 50 km/h (or the pedestrian speed ranging from about 5km/h to less than 30km/h) at the time of its activation, there is a high possibility that you can avoid the collision. Depending on circumstances and movements of surrounding objects, only a warning may be issued without activation of the automatic brake. Or, in other situations, both the warning and the automatic brake may be activated at the same time.

∗When the automatic brake function is activated, a strong braking force is applied. So make sure that every passenger properly wears a seat belt beforehand.
∗After the activation of automatic brake function, the vehicle moves forward due to the creep phenomenon. So be sure step on the brake pedal after the activation.

## Radar brake support

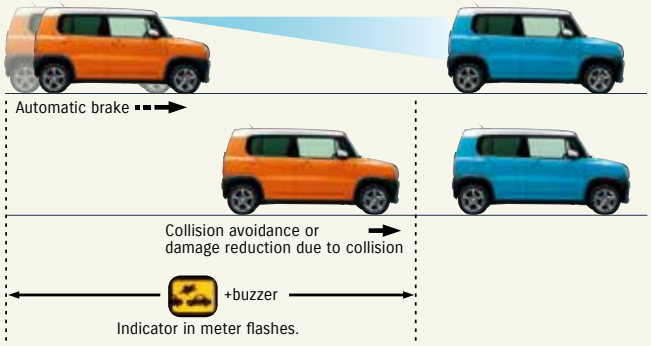
[Collision damage reduction brake]

The automatic brake reduces damage due to “rear-end collision.”

The automatic brake is activated when the laser radar detects a preceding vehicle and determines that collision cannot be avoided while driving at low speed due to traffic jam etc. Hazards such as rear-end collision is avoided or damage due to collision is reduced.


Because the laser radar is located in the operation range of wipers, the radar is activated also in rainy weather.
*It may not work when dirt on the windshield cannot be removed due to deterioration of the wiper blade or weather is terrible.

**[Activation condition]** ●The laser radar detects a preceding vehicle while driving at approx. 5km/h ~ 30km/h.
(Basically, the radar does not detect pedestrians or motorcycles, but it may activate the brake under some circumstances.)




- The laser radar installed in the cabin measures the distance to a preceding vehicle. When possibility of collision rises, the automatic brake is activated.
- When difference in driving speed to the preceding vehicle is approximately 15km/h or less, collision may be avoided. When the difference in speed is approximately 30km/h or less, expected damage due to collision is reduced.
- When the automatic brake is activated, the indicator in the meter flashes and a buzzer goes off simultaneously to notify the driver of a hazard.

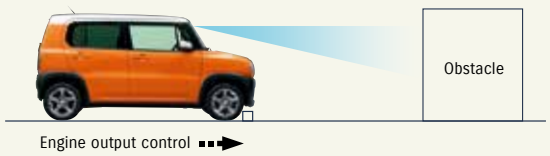
*When the radar brake support is activated, strong braking is performed. For your safety, check that all occupants appropriately wear seat belts.
*After the automatic brake is activated, a vehicle moves forward due to the creep phenomena. Be sure to step on the brake.

## False start prevention function

This function contributes to avoidance of collision due to faulty pedal or shifting operations.

While a vehicle is parked or operated slowly at approximately 10km/h or less, the laser radar detects an obstacle in front of the vehicle. When the driver strongly steps on the accelerator with the shift positioned at “forward”, output from the engine is automatically regulated to control sudden start and acceleration. This contributes to avoidance of collision at parking lots.

**[Activation condition]** ●While a vehicle is parked or operated slowly at approximately 10km/h or less, the laser radar detects an obstacle within approximately 4m in front of the vehicle.
●The shift position is “forward (D, L)” (including S mode).
●The angle to turn the steering is small and it is determined that the accelerator is strongly stepped on.




- Output from the engine is controlled for up to 5 seconds to slacken startup and acceleration. At the same time, the indicator in the meter flashes and a buzzer goes off simultaneously to notify the driver of a hazard.

+buzzer
Indicator in meter flashes.

*This function does not activate the brake and stop the vehicle.

## Emergency stop signal

The lighting signal notifies a following vehicle of sudden braking.

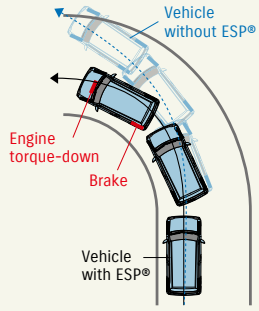
When the driver slams on the brakes while driving, the hazard lamp automatically flashes rapidly. This signal notifies a following vehicle of sudden braking to call the driver’s attention.

**[Activation condition]** ●Sudden braking is detected when the vehicle speed is approximately 55km/h or more.

## ESP®
[Electronic Stability Program]
Contributing to stable driving of vehicles

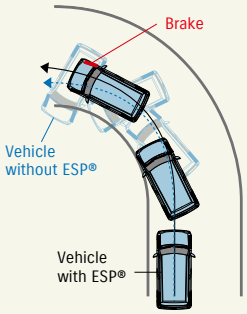
ESP® is a system designed to comprehensively control the following three control functions: the stability control for lowering the risk of skidding when cornering, the traction control for preventing a loss of traction on driven wheels during start and acceleration, and ABS for preventing wheel lock-up during sudden braking. With various kinds of sensors installed for monitoring the vehicle running performance, this system enables timely control of the engine and brake with the use of computers, offering a great contribution to stable driving of vehicles.

* Levels of engine output reduction, wheels to which the brake is applied, and braking strength vary depending on driving circumstances. ESP® is a system to support stable driving. When tires cause a slip or sideslip because the limit of the force that they grip the road surface is exceeded, effects of ESP® are not expected even ESP® is activated.




When front wheels cause a sideslip

When front wheels slip and are about to run out from the curve, engine output is reduced and, at the same time, the brake is put on the inner rear wheel to correct the direction of the vehicle.




When rear wheels cause a sideslip

When rear wheels cause a sideslip and the vehicle is about to spin, the brake is put on the outer front wheel to correct the direction of the vehicle.

●ESP is a registered trademark of Daimler AG. ●ESP = Electronic Stability Program

## Lane Departure Warning function

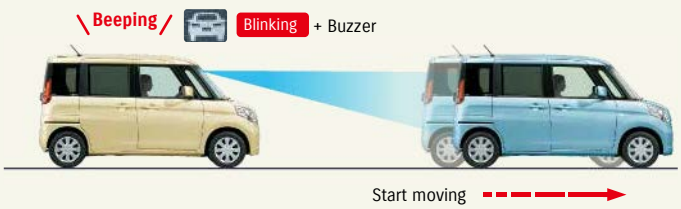
When the vehicle is running at the speeds ranging from about 60 km/h to 100 km/h, this function foresees the vehicle path ahead by detecting the lane lines and markings. If this system determines that the vehicle will run off the road lane due to such cause as inattention, acoustic and visual warnings are issued to the driver with a buzzer and an indicator lamp located in the meter console to call his or her attention.


## Zigzag Driving Warning function

When the vehicle is running at the speeds ranging from about 60 km/h to 100 km/h, this function recognizes the lane lines/markings and measures the vehicle's running pattern based on the last-minute travel measurement data. If this system senses that the driver is driving in a zigzag pattern due to such causes as sleepiness, acoustic and visual warnings are issued to the driver with a buzzer and an indicator lamp located in the meter console to call his or her attention.


## Preceding Car Departure Announcing function

When the user's vehicle is in a stop state with the foot brake applied in the shift position of D, L (including S mode), or N, this function starts the measurement of distance between the preceding vehicle and the user's vehicle as soon as the preceding vehicle starts moving. If the user's vehicle does not start moving even after the distance from the preceding vehicle becomes about 4m or more, acoustic and visual warnings are issued to the driver with a buzzer and an indicator lamp located in the meter console to notify the user that the preceding car has left.




<About the Dual Camera Brake Support, False Start Prevention, Lane Departure Warning, Zigzag Driving Warning, and Preceding Car Departure Announcing functions>
■There is a limit to their detection and control capabilities. Always be mindful of safe driving without heavily relying on those functions. ■ They may not work depending on circumstances. ■ Since there are important precautions for use, please thoroughly read the instruction manual. ■For more details, please contact the distributor. <About the Dual Camera Brake Support> ■ It may be incapable of avoiding the collision or reducing the damage of it depending on the object, weather or road condition. ■ It may not work during the risk avoidance maneuver with steering control or accelerator operation.

## Topics

### Vitara achieves five stars in Euro NCAP overall safety rating

The all-new Suzuki Vitara (European spec) was awarded the maximum five-star rating by European New Car Assessment Program (Euro NCAP) overall safety rating.

Euro NCAP is a vehicle safety assessment conducted based on assessment standard of new cars specified by transportation-related ministries of the European nations. Overall assessment is rated by number of stars ranging from 0 to 5 stars, based on assessment scores in each of the four main areas of occupant protection, child safety, pedestrian protection, and safety assist.

The new Vitara is one of the first two models to achieve five stars in the new rigorous tests of 2015.

It takes safety measures in both passive and active safety such as: Total Effective Control Technology (TECT) – a lightweight impact-absorbing body that efficiently absorbs and disperses collision impact; and Radar Brake Support, a collision mitigation system using millimeter wave.

Since the introduction of new assessment system in 2009, five stars were achieved by European spec of Swift in 2010 and SX4 S-CROSS in 2013 for Suzuki.

*The “S-CROSS” of the new SX4 S-CROSS is a sub-name.

The all-new Vitara is a whole new compact SUV, which has evolved in every aspect such as driving, safety, and environmental performances, and design, while inheriting qualification as genuine four-wheel-drive vehicle and SUV derived from Jimny and Vitara. It has not only pursued excellent driving performance, but has been developed as a car that can reflect the user’s lifestyle.

The new Vitara is being built at the Magyar Suzuki plant in Hungary from January 2015 and exported around the world as Suzuki’s global compact SUV.

| Areas | All-new Vitara assessment score | Minimum level of five-star rating |
|---|---|---|
| Adult Occupant Protection | 89 | 80 |
| Child Occupant Protection | 85 | 75 |
| Pedestrian Protection | 76 | 65 |
| Safety Assist | 75 | 70 |


VITARA

# Efforts for motorcycles

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

As a member of Japan Motorcycle Promotion & Safety Association, Suzuki sends some instructors to various motorcycle safe riding schools and holds safe driving seminars such as "Good Rider Meeting", in cooperation with Motorcycle Safe Riding Promotion Committee. Also, we are promoting the “Good Rider Anti-theft Registration” activity for registration of motorcycles to prevent theft.

We cooperate for training of trainers and promotion of "Motorcycle Safe Riding Trainer Training Session" and "Centralized Training Workshop for Special Trainers" organized by Japan Traffic Safety Association (JTSA) by sending instructors. In addition, we are also involved in the annual "National Motorcycle Safe Riding Competition" organized by JTSA by sending judges and motorcycles for the competition in order to widely enlighten safety for motorcycles.

On August 19 determined as "the Day of Motorcycle" according to the way of reading "819 (bike)" in Japanese, we hold events for appealing enjoyment of riding motorcycles and traffic safety in cooperation with motorcycle industry such as Japan Automobile Manufacturers Association, Inc. (JAMA).

## Suzuki Safety School

Since FY2008, we hold Suzuki Safety School periodically at the motorcycle school area in Ryuyo Proving Ground to teach users of Suzuki motorcycles how to enjoy riding safely. We accept a broad range of participants including beginners, return riders (who didn't ride their motorcycles for a long time), and experienced riders (who want to learn new traffic rules).

We hold this school as a practical event enabling people to learn, with fun, not only such basic techniques as “how to run, turn and stop,” but also "hazard anticipation" and "driving on highways". We held this school seven times in FY2014.

## 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. This event started in 2003 and the year 2014 was its 12th anniversary. Suzuki is contributing to foster personnel resources to those who have dreams on motorcycle and take the lead in manufacturing in new generation, and to create the town where motorcycle lovers get together through touring project and industrial tourism by cooperating this event.


## In-House Safe Driving Seminars

As a manufacturer and distributor of motorcycles, we regularly hold motorcycle driving safety seminars for our new employees, motorcycle commuters, related companies, employees of distributors, etc. We held this seminar four times in 2014.

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

## Sunday SRF in Ryuyo Off-Road Seminar

To promote off-road motor sports, a technical riding school for a broad range of riders, from beginners to experienced riders, who purchased Suzuki’s competition model DR-Z50 and RM series motorcycles, is held at the Ryuyo Off-Road Course every year. A rider with International A License is invited as an instructor to provide one-on-one coaching session. We had the school nine times in 2014 and 272 participants in total.

Many Suzuki customers have taken part in this event and learned basic off-road riding techniques. This event will be held on a regular basis.

* SRF (Suzuki Riding Forum) is a club organization aiming to upgrade the off-road riding technique of users of Suzuki competition model motorcycles for safe and proper use of them, as well as to familiarize the off-road motor sports in Japan through not only lessons in machine maintenance and riding technique, but also mental training.

# With Our Business Partners

Suzuki intends to make a social contribution under the first paragraph of the mission statement: “Develop products of superior value by focusing on the customer”. In creating such valuable products, we believe that the procurement section’s role is to work in mutual cooperation with our business partners so that both parties may prosper. Those business partners are selected 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.

## Sustainable relationships

In creating trusting relationships with our business partners we aim to establish sustainable relationships. For that purpose, we regard the mutual communications as the most important factor, so that we encourage the sharing of ideas not only between the top and middle managements, but also between managements and individuals responsible for daily business operations.

## Global procurement

We will accelerate global procurement activities by working with worldwide manufacturing bases. Previously, procurement activities were carried out mainly on individual local bases, but we have shifted to a more global-basis approach to obtain the most suitable parts at competitive prices. That benefits not only Suzuki, but also our business partners who can stably receive orders and accumulate various technologies. By sharing those merits we can build more confident relationships.

## Business Continuity Plan

In addition to earthquake-proof reinforcing of individual office buildings, we have started compilation of a business continuity plan (BCP). We regard the preparation for earthquakes, tsunami and other wide-scale disasters as part of our responsibility to customers and local community. We also recognize our responsibility to local communities, our business partners and customers for being prepared for large-scale disasters, including earthquakes, and recommend disaster measures such as quakeproofing 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.

## Efforts for compliance with laws and regulations, respect for human rights and environmental conservation

Suzuki is complying with laws and regulations of each country and region (for example, compliance with “Act against Delay in Payment of Subcontract Proceeds, Etc. to Subcontractors” and business operations according to the five principles for procurement in “Automotive Industry Appropriate Transaction Guidelines”in Japan), respect for human rights and environmental conservation.

Also we request our business partners to practice efforts for compliance with laws and regulations, respect for human rights and environmental conservation.

# Suzuki Foundation Activities

## The Suzuki Foundation

Supporting scientific and technological research through the Suzuki Foundation since 1980

### Policy

Coupled with today's worsening problems with energy, global warming, etc., the need for automobiles that save energy and reduce environmental loads is growing. Accordingly, the compact car industry is at the stage of further progress by satisfying such need of the time. In such situation, we believe that the compact car industry must make more efforts to quickly respond to the public need. For that purpose, further development of the related mechanical industries and cultivation of engineers are very important. The Suzuki 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 in 1980, commemorating the 60th anniversary of Suzuki's founding, with the funds deposited with affiliated companies, and made new start as a public interest incorporated foundation on April 1, 2011.)

## Foundation Activities

**●Grants 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 1,221,490,000 yen to 907 researchers (as of April 1, 2015) at universities, junior colleges, and research institutes.

**●Grants 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 18 projects including the "Analysis and Numerical Simulation of Cycle-to-Cycle Variation of SI Combustion" which amount to 147,090,000 yen to date (as of April 1, 2015).


**●Grants 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, 2015), it has provided grants totaling 141,160,000 yen for 441 symposiums and conferences.


**●Grants 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. We have funded thirteen researchers who came from Budapest University of Technology and Economics. The projects they have been working on include those for international collaborative research development.

**●Supporting 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.

**●Number and amount of grants**

・Number of grants in FY2014: 62 (Accumulated total: 1,379 as of April 1, 2015)
・Total amount of grants in FY2014: 66,240,000 yen (Accumulated total: 1,542,070,000 yen as of April 1, 2015)

**●Supporting Public Interest "Motoo Kimura Evolutionary Studies Fund"**

It is our wish to find causes of disease and pursue good health 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.

## 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, or students of universities in Shizuoka who have a strong desire to learn. We also support sports and educational programs for children and students, and schools for foreigners to make contributions to nurturing of healthy youths and international exchanges.

・Gross assets (as of March 31, 2015): 3,086,130,000 yen
・Total amount of grants (Accumulated total: as of March 31, 2015): 294,800,000 yen
・Scholarships (FY2014): 68 scholarships (21,360,000 yen)
・Number of grants to schools for foreigners (FY2014): 1 (15,000,000 yen)
・Grants to Shizuoka University of Art and Culture for scholarship (FY2014): (1,500,000 yen)

A ceremony of receiving scholarship certificates

## Management assistance for the Mundo de Alegria School for Japanese-South Americans

In order to compensate for the labor force of Japan, immigration laws were relaxed in 1990, and a number of Japanese-South American workers started living mainly in Hamamatsu.

The Mundo de Alegria School (located in Yuto-cho, Nishi-ku, Hamamatsu City) is a school for the children of those workers.

The school was established by individual funds in 2003, and with the assistance of 60 local companies including Suzuki, the school continues its management for 12 years up to today.

Number of students: 219 persons from kindergarten to high school students
(Brazilian (Portuguese) 177 persons, Peruvian (Spanish) 42 persons)
Number of teachers: Brazilian 17 persons, Peruvian 5 persons, Japanese 17 persons
(as of May 2015)

By offering the joys of learning to children who cannot catch up with the Japanese schools due to the language barrier, or those who are not fluent in neither Japanese nor their mother tongue (double limited), the school aims to nurture human resources who can adjust to the Japanese society, and moreover, who would become global human resources as the bridge between Japan and their home countries.

In recent years where the declining birthrate is an issue, Shizuoka Prefecture is no exception with the declining population continuing over years, and there is no doubt that the prefecture is nurturing human resources who would become one of the resolutions for that issue. It is our wish to support the school and respectable second and third generation of Japanese-South Americans would grow from a school that would become the model of practice school in Hamamatsu which is leading a multicultural society.


(right photo) In addition to attending schools in their home countries, admission to Japan's vocational schools and universities has been realized.

# With Our Employees

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

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

❶Create a safe and healthy workplace for our employees.
❷Create a system that fairly evaluates and supports those who want to take the initiative in advancing their careers.
❸Create good and stable relationships between the employer and employees.

## Efforts for safety, health and traffic safety

### Safety and Health

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

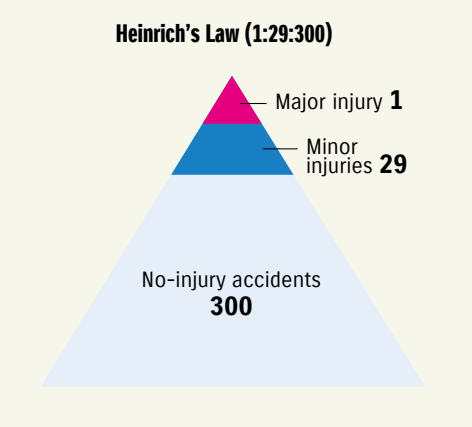
| **Basic Safety Concept** | ·Make safety a priority ·All accidents are preventable ·Safety is our responsibility |
|---|---|

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, "For every accident that causes a major injury, there are 29 accidents that cause minor injuries, 300 accidents that cause no injuries*1".*2 In order to prevent accidents from occurring, we need to implement activities that eliminate no-injury accidents.

Since 2001, we have relied on risk assessment, which looks at case examples of no-injury accidents in order to counter and improve them.

Furthermore, because there are various potential hazards in daily operations and equipment, we work on the advance safety activities such as by starting risk assessment for ordinary operation in 2013.




*1 "No-injury accident" is a failure which may result in injuries if there is even one mistake. In other words, it refers to a hazardous experience that a worker feels startled.
*2 Heinrich's Law

### Health Management

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

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

- Provide health information on 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 psychiatrists and clinical psychotherapists 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

# Efforts 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:

- Specifying goals has improved motivation.
- Supervisors can appropriately appraise the individual's achievements and offer specific guidance and development.

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

## Self-Actualization Systems

We are pursuing a standard that can be used to accurately evaluate employee performance and 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.

# 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 children in the third grade or younger.
The employees applying for this system may be exempted from overtime work in principle. Also, they can use the dedicated 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. This short-time working system enhances awareness of child-care support in the entire workplace and promotes "employee-friendly 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.

## Employee 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's regular employees, but also all persons working in the business locations (including regular, apprentice, probationary, dispatched, temporary, part time, seasonal, and seconded workers and Suzuki's employees working in other companies' locations). 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, and improvements related to their individual jobs, casually via e-mail or phone service. In addition, consultation 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.
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.

## Acquiring the accreditation mark "KURUMIN" based on the Law for Measures to Support the Development of the Next-Generation from the Ministry of Health, Labor and Welfare

Suzuki was accredited by the Ministry of Health, Labor and Welfare according to the Law for Measures to Support the Development of the Next-Generation as a company that supports child care. The Law for Measures to Support the Development of the Next-Generation was established to oblige companies that have 101 or more full-time employees to prepare and submit the action plan to build employment environments that support balancing of childbirth/child care and work, etc. in order to create the society with health upbringing of children who bear the next-generation society. Suzuki will further promote building of working environments where our employees can work comfortably and keep balancing the work and child care.

# 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-JT: Off the Job Training)

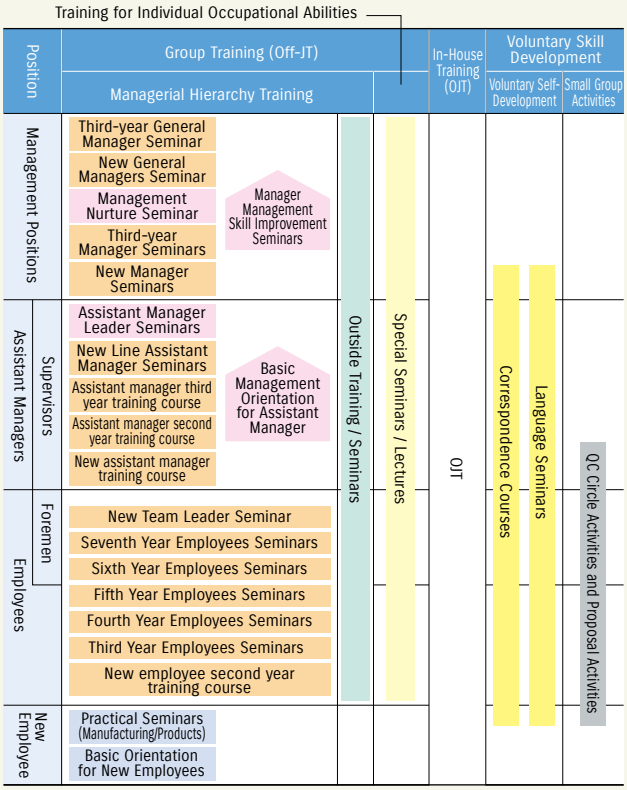
Group Training, also known as "Off the Job Training" consists of seminars given in our in-house school, training center, etc. and out of company training seminars, etc. Seminars are generally given according to management hierarchy* and cover basic knowledge, technology and skills necessary to pursue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

* Seminars according to management hierarchy: Carried out according to corporate rank such as General Manager Seminars, Section Chief Seminars, Chief Seminars, Annual Seminars, Foreman Seminars, Section Leader Seminars, etc.

**Number of Seminar Participants (Overall Suzuki Group)**

| | | | |
|---|---|---|---|
| FY2005 | 14,500 persons | FY2010 | 16,300 persons |
| FY2006 | 15,500 persons | FY2011 | 19,600 persons |
| FY2007 | 18,200 persons | FY2012 | 19,900 persons |
| FY2007 | 19,000 persons | FY2013 | 21,400 persons |
| FY2009 | 17,300 persons | FY2014 | 28,300 persons |

**Suzuki in-house training programs**




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

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

## Voluntary Skill Development

Self-Development

Scholarships are available to support those employees who actively work to improve vocational skills on their own through correspondence courses or language seminars. Providing our employees with support so that our employees can gain further knowledge and skills, we provide support so that they can attend seminars held by groups outside of the company.

Small Group Activities

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

# Employee relations

Through mutual confidence, we have developed a good relationship with the Suzuki Labor Union, which represents Suzuki Employees.
Among the labor union's goals are stable employment and maintaining and improvement of work conditions. In order to meet these conditions, stable development of the company is required. When negotiating salaries, bonuses, labor hours, etc., our opinions sometimes differ, however we do share the same basic vector, which aims to stable development of the company.

## Employee Communication

We arrange frequent labor-management consultations to ensure that employee ideas are reflected in all of our departments, such as research and development, design, manufacturing, sales, etc.
In addition to discussing requirements (salaries, bonuses, labor hours, etc.) we hold monthly discussions that regularly cover a wide range of issues such as business policies, production planning, business hours, welfare, safety and health, etc., and 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 133 member companies (manufacturers, non-manufacturers, sales companies) at home and abroad. It is our hope that those 133 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 both domestically and abroad, and we strive to establish a work climate which allows our 57,000 employees in 133 companies to enjoy working with a highly creative and stable labor-management relationship.

# Deployment of an affiliate "Suzuki Support"

Suzuki Support Co., Ltd., a special affiliate company established in February 2005, has been conducting business activities for eleven years. As of the end of July 2015, 50 disabled employees including those having severe intellectual disabilities are brightly and vigorously performing janitorial service and stationery management 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.
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 Co., Ltd.
2. Capital: 10 million yen
3. Capital Investor: Suzuki Motor Corporation
4. Location: 300 Takatsuka-cho, Minami-ku, Hamamatsu City, Shizuoka Prefecture
5. Establishment: February 2005
6. Business category: Office cleaning, farming
7. Representative: Takatoshi Okabe, President (also Department General Manager, General Affairs Dept., Administration, Suzuki Motor Corporation)
8. Number of employees: 74 (50 employees with disabilities)

# Our Shareholders and Investors

## Improving corporate value

The Suzuki Group has established the New Mid-Term Management Plan SUZUKI NEXT 100, a five-year plan from 2015.
The Suzuki Group will be celebrating its 100th anniversary of foundation in 2020. In order to continuously grow for the next 100 years, the Group will put efforts into strengthening of management base by positioning the next five years as the period to stabilize the foundation of management. The Group will tackle as Team Suzuki to globally develop manufacturing base and overhaul working procedure.

Under the New Mid-Term Management Plan, the Suzuki Group will unite as one to enhance corporate value and aim for sustainable growth.

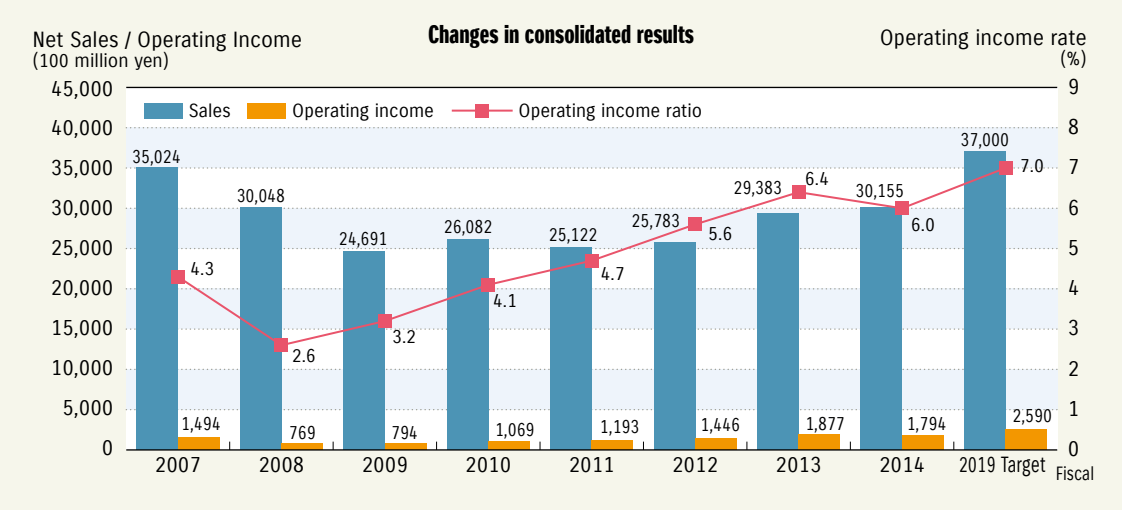
For Mid-Term Management Target, the Group will aim to promptly exceed its highest-ever consolidate net sales marked in FY2007 (\3,502.4 billion) by steadily increasing.

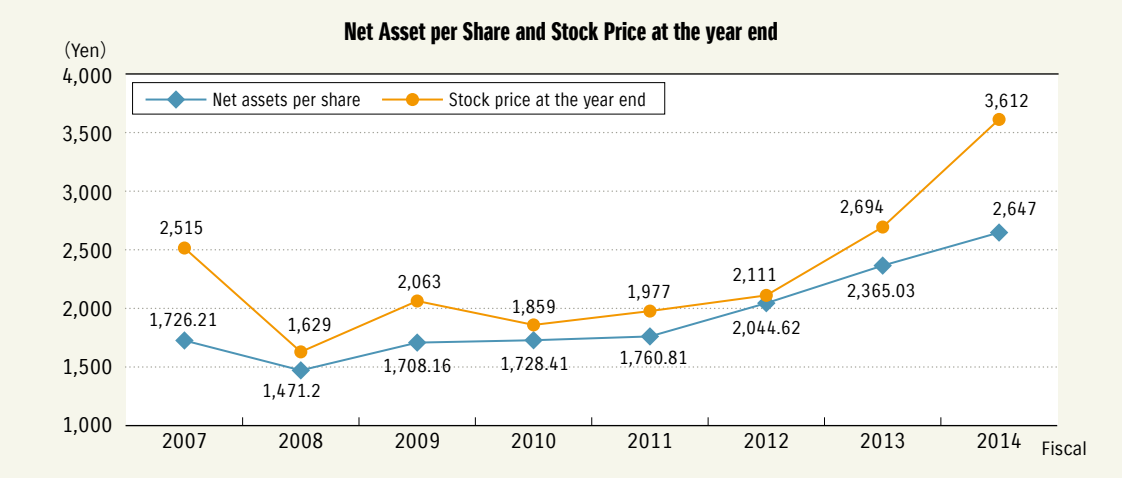
By balancing between investments for growth and strengthening of management base, Suzuki will consistently promote efforts for enhancing corporate value.

Mid-Term Management Target Value

| | | FY2014 Result | FY2015 Disclosed Value | FY2019 Target |
|---|---|---|---|---|
| Consolidated Net Sales | | ¥3,015.5 billion | ¥3,100.0 billion | ¥3,700.0 billion |
| Operating Income Margin | | 6.0% | 6.1% | 7.0% |
| Shareholder Return | ROE | 6.9% | — | 8-10% |
| | Dividend payout ratio | 15.6% | (¥27.00 per share) | more than 15% |
| R&D expenses | | ¥125.9 billion | ¥130.0 billion | ¥200.0 billion |
| (Total capital expenditures for five years) | | | | (¥1,000 billion) |

* Foreign exchange rates···¥115/US$, ¥125/Euro, ¥1.85/Indian Rupee, ¥0.90/100 Indonesian Rupiah, ¥3.50/Thai Baht



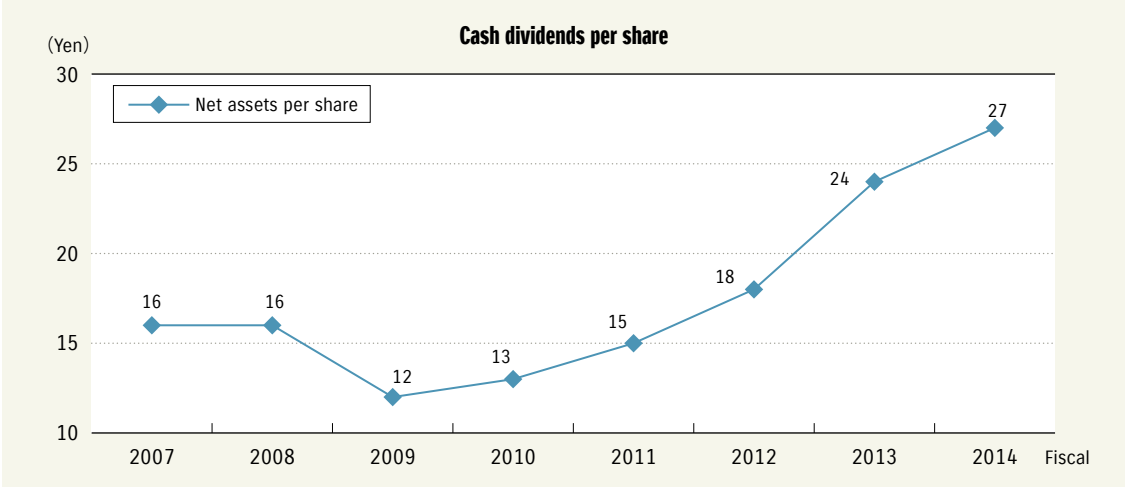
# For our shareholders and investors

The Suzuki Group's earnings heavily depend on the overseas production sites located mainly at emerging countries and are politically and economically unstable and susceptible to the fluctuations of foreign currencies. Furthermore, the Group plans to invest actively on such overseas sites going forward. With a view for the Group to achieve a sustainable growth in the future, it is indispensable to strengthen the Company's structure and prepare for unexpected contingency.

The Company determines the profit distribution with the dividend payout ratio of approximately 15% based on the performances, strengthening of the corporate nature and full internal reserve for future business expansion and others from the medium to long term viewpoint, with the emphasis on the continuous and stable distribution.

As to this fiscal year (FY2014), although the income decreased year-on-year, with the consolidated dividend payout ratio, the year-end dividends were up by ¥3.00 per share from the previous fiscal year to ¥17.00 per share. As a result, the annual dividends were ¥27.00 per share and up by ¥3.00 per share from the previous fiscal year.

In line with our basic policy, the surplus is distributed twice a year in the forms of the interim dividend and the year-end dividend. According to the resolution of our Board of Directors, the interim dividend is available for the shareholders as of September 30 every year as the record date, which is stipulated in our company contract. The decision-making meetings for the dividends are the Board of Directors for the interim dividend, and the shareholder meeting for the year-end dividend.

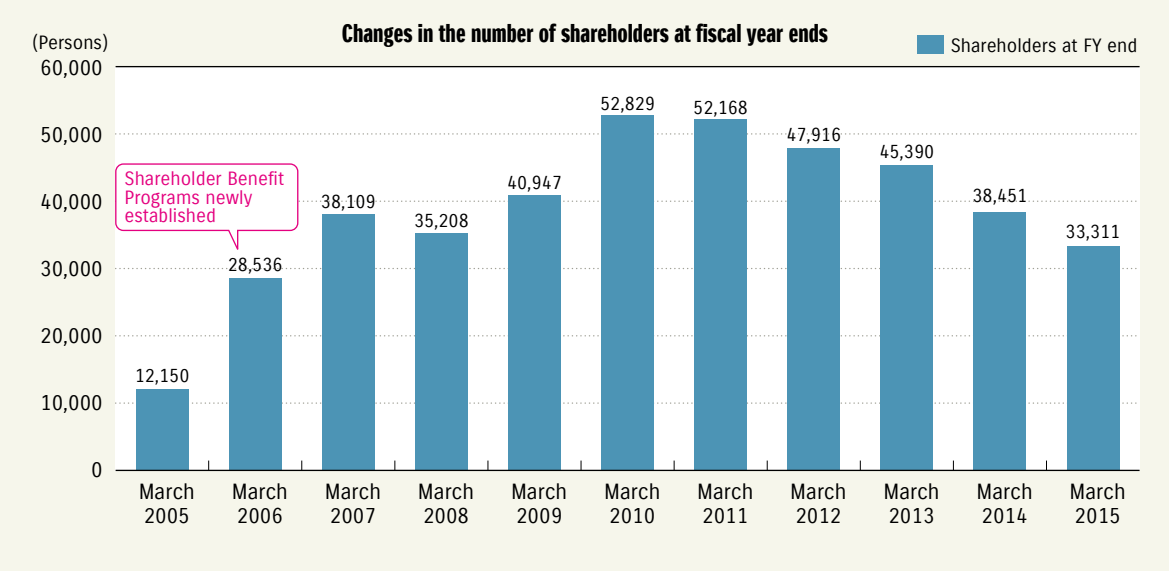


# Shareholder Benefit Program

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 strategic model "SWIFT" in hope of further patronage of Suzuki's products.

The number of shareholders has been changing as shown below.




**●Eligible shareholders**

Shareholders who hold a minimum unit of shares (100 shares) 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.


**Shareholder benefit program**
**(a gift set of Hungarian Acacia honey and rock salt)**

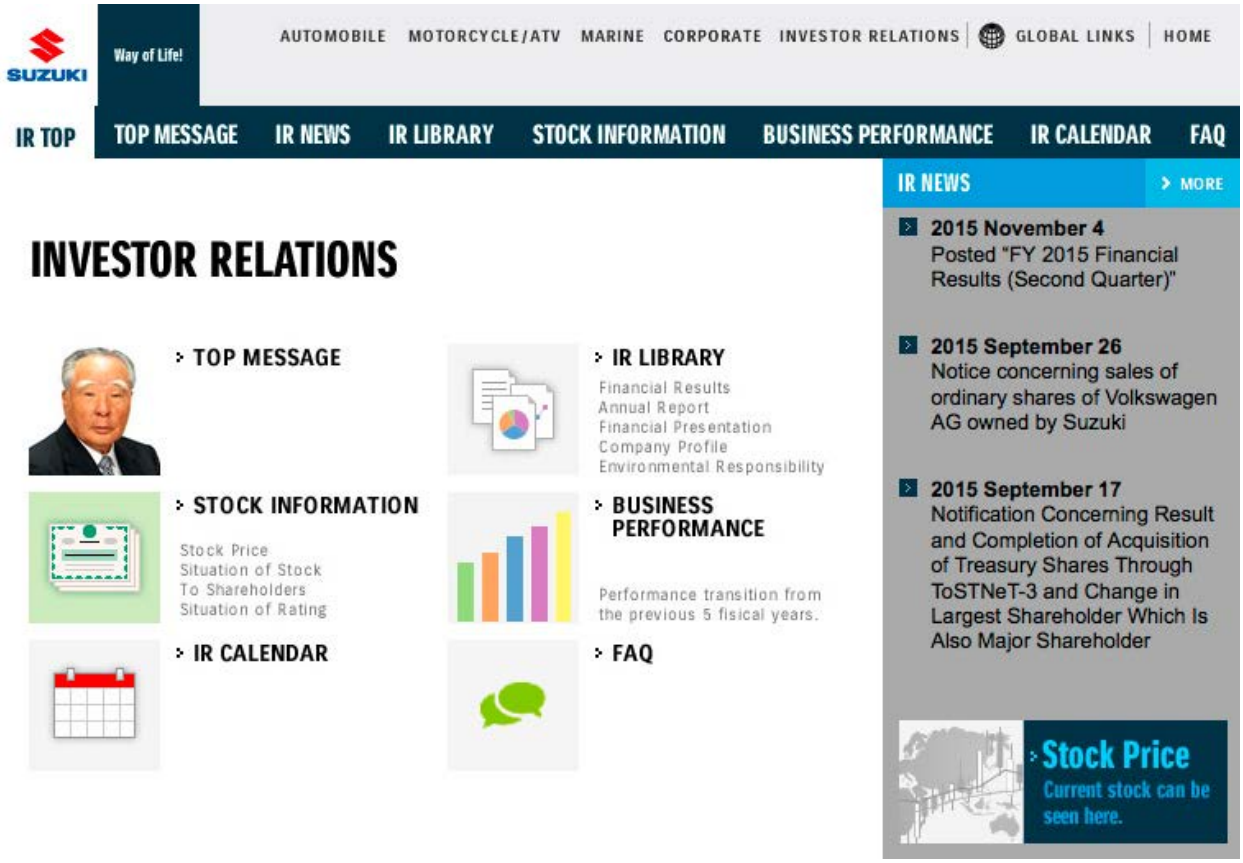
This product is also available by mail from our related company Suzuki Business Co., Ltd.

# 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".

## IR materials 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 Global Suzuki homepage. (http://www.globalsuzuki.com/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.

## Open periodical seminar for analysts and corporate investors.

The settlement briefing for analysts is held every quarter of the year.
In addition, investors' conference and other presentation meetings, domestic/international IR meetings, new model announcement shows (to invite analysts), and plant tour events for analysts are held as well.

## Set-up of department for IR

For IR-related sections, we have Corporate Management/IR/CSR Dept. under Corporate Planning Office as an IR contact in the headquarters, Tokyo IR Group as an IR contact in Tokyo. And Consolidated Accounting Group of Finance under Finance Department for materials to be disclosed, such as brief note on the settlement of accounts.

## IR for foreign investors

The following IR activities are conducted for foreign investors.

- Providing IR information for foreign investors on the website
  The equivalent information to that on the Japanese IR page for domestic investors is disclosed in English (http://www.globalsuzuki.com/ir/index.html), such as the brief note on the settlement of accounts, presentation documents for explanatory meeting for investors, proxy statement, resolution notice of shareholders' meeting, timely disclosure by the Tokyo Stock Exchange, and IR news.
- Attending domestic IR conferences for foreign investors
- Implementation of IR overseas
  We hold IR meetings or individual meetings for foreign investors in Europe, North America, etc.
- Providing English data on brief note on the settlement of accounts to TDnet (Timely Disclosure Network) Database Service of the Tokyo Stock Exchange

## 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 the 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 outline

Visit to the Suzuki Plaza

# With Local Communities

## Cleanup activities

### Participation in and cooperation with the Lake Hamana Environmental Network

As part of environmental education and volunteer activities by employees, Suzuki has been supporting the idea of the Lake Hamana Environmental Network and actively participating in and cooperating with the Network since its establishment in 2005.

The Lake Hamana Environmental Network receives entrustment from the Environmental Protection Bureau of Shizuoka Prefecture, and conducts constant and aggressive activities including an education program in relation to environmental conservation of Lake Hamana, reuse project of eelgrass and sea lettuce, and transmission of local environment information. As of March 2015, 83 groups and bodies such as local civic groups, schools, NPO corporations, and various trade associations and companies are registered in this Network, which is the "place for gathering" for environmental conservation of Lake Hamana.

In FY2014, Suzuki's employees and their family members (58 persons in total) participated in activities such as "Lake Hamana Eco-Kids Experimental Learning Activity" which is a kind of environmental learning for children and "Vegetables Making Experience" using natural compost. Through lectures and experiential learning such as observation, cleaning of waterside and farming, Suzuki will continue to encourage people to recognize the bountiful nature of the brackish water lake, Lake Hamana by participating in and cooperating with environment preservation activities.

**Lake Hamana Eco-Kids Experimental Learning Activity in Nagisaen** (August 23, 2014)
●Observation of creatures in Lake Hamana Experience Station ●Observation survey of eelgrass beds

**Lake Hamana Eco-Kids Experimental Learning Activity in Inasa** (October 26, 2014)
●Forest observation and forestry experience in Tentengo Shibukawa ●Experience to eat food in the forest

**●Growing vegetables raised with compost made from eelgrass at NPO Murachanet's field in Murakushi-cho**

●Field development and planting of vegetable seeds (September 13, 2014)

●Harvesting vegetables (February 7, 2014)

## Supporting disaster struck areas

In FY2014, Suzuki provided the following supports to locations suffered from large disasters in Japan and foreign countries.

| | Supports |
|---|---|
| Support for Hiroshima City suffered from storm and flooding | Donation of 3 million yen through the Japanese Red Cross Society |
| Support to the flood damage which occurred in the Kashmir district | Donation of 5 million yen through the Japanese Red Cross Society<br><br>Indian subsidiary Maruti Suzuki India Ltd. donated 20 million rupees (approximately 33 million yen) including donation from employees.<br><br>Pakistani subsidiary Pak Suzuki Motor Co., Ltd. donated two rescue boats equipped with Suzuki outboard motors and approximately hundred tents for disaster victims (a total amount of approximately 5 million yen). |

# Educational supports

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

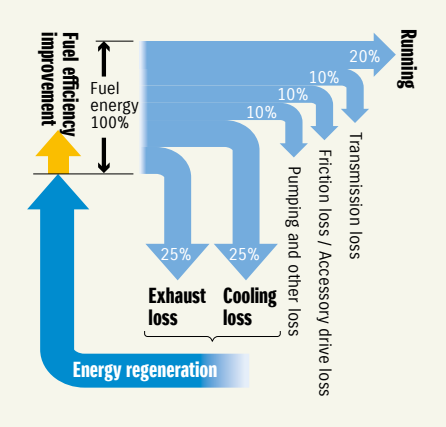
For the purposes of cultivation of human resources and activation of researches, we give "Suzuki Endowment Lectures" at a local university by sending lecturers from Suzuki. Also, we create an endowed chair to inform students on what are happening in the industrial world.

### ●Endowment lectures

Suzuki reformed the lectures which had been presented to Shizuoka University (Engineering Dept.) for nine years since 2003, and has started the new three-year lecture course from 2012 to 2014.

This course is on research of element technologies to use energy of fuel (gasoline etc.) more effectively. The current internal-combustion engine disposes approximately 50% of fuel energy as thermal energy. Thus, we are trying to study and develop new technologies to use regeneration energy and to realize an advanced vehicle with high environmental performance.

The study is conducted at the laboratory by integrating production, experiment, and analysis. At the lecture of automotive engineering, we provide approximately 150 students in the third year of mechanical departments with unique education which only a company can present; for example, we introduce functions, materials, manufacturing methods, etc. of parts while looking at actual parts.




New lecture course:
"Advanced vehicle energy engineering" presented by Suzuki
Study theme:
①Development of exhaust heat recovering unit for early warm-up of engine and reinforcement of heater
②Development of thermoelectric power generation using thermal energy of exhaust gas
③Study of cooling loss reduction on walls in engine combustion chamber
Lecturer:
Two employees were sent from Suzuki as a specifically-appointed professor and specifically-appointed assistant professor.
Term:
Three years from April 2012 to end of March 2015
(12 consecutive years in total since 2003)

In the new three-year plan from FY2015, we are working on development of elemental technology to reduce fuel consumption and substance of concern, including the research about the performance enhancement of the Lean NOx catalyst with research theme of the above ③.

### ●Endowment Lectures

We contribute with endowment lectures that introduce current industrial status and activities for problems at two universities; Shizuoka Sangyo University and Tokoha University (Hamamatsu campus).

・Theme : FY2014 Suzuki's approach to growing into a global company
・Lectures : Corporate board members or executives depending upon the theme
・Term : One lecture- 90 minutes, 15 times per year

## Introducing the enjoyment of manufacturing to children

Suzuki cooperates on exhibition at “What! Why? Science Avenue” in the Hamamatsu Science Museum sponsored by Hamamatsu City. This event is held every year to raise children’s interest in science and manufacturing.

Last year, we provided a workshop using vibration motor, and let children have fun and also experience manufacturing.

We will continue activities to tell the fun of manufacturing to children who bear the future in the city of manufacturing “Hamamatsu”.


## Experience the work of car manufacturing

A clay modeler of Suzuki became a lecturer, and children experienced model production performed at usual work using the actual industrial clay.

Hamamatsu Municipal Museum of Art organized this experience event, offering valuable experience for the children to work as a clay modeler. Based on the design they made in advance of the event, the children completed the model of the ideal car of their dream.

## Track and field training program

The Suzuki Hamamatsu Athlete Club holds the track and field training program and lectures in various regions in order to popularize athletic sports and improve physical strength of children. Based on its own experience, top athletes such as Ms. Yuki Ebihara (javelin throw), and Mr. Keisuke Ushiro (decathlon athlete), Mr. Ryohei Arai (javelin throw) coach children. The Athlete Club will continue the activities to awaken children's emotions through the athletic sports.






# Contribution to local community

## Efforts by Kosai Plant

### Elementary School Children's Plant Tour

We invited a total of 13,400 fifth-grade students from 154 elementary schools in Shizuoka Prefecture to the Kosai Plant tour as an out-of-classroom social lesson in FY2014.
In this plant tour, we showed the video about "how Suzuki automobiles are manufactured", allowed children to see the assembly plant and wind-driven power generating facility, and introduced the assembly conveyor systems and production of environmentally-friendly vehicles.

### Plant Autumn Festival

We had an autumn festival on September 20, 2014 for promoting friendship among employees, their families, and local residents. It became a great success with about 3,700 people visiting the plant. Local residents also showed performance such as "Te-Odori (posture dancing)" by the local community association and a concert by a music club of a junior high school. In addition, various snack stands, character show, Mochinage (an event of scattering rice cakes for people who come to a festival) from the stage, etc. made the festival exciting.

### Exchange Meeting with Local Community Association

Believing that we could enhance mutual understanding with local residents by exchanging information, we hold the exchange meeting with the local community association (Kosai Plant tour) once a year. At this exchange meeting, we introduce our business activities, environmentally friendly automobile production, traffic safety guidance for commuters, and 5S activities around the plant. Also, in addition to the automobile assembly lines, the environment-related facilities, such as incineration site and wind-driven power generating facility, are shown to visitors.

### 5S Activities on Roads Around the Kosai Plant

As part of environmental conservation, we performed cleanup activities on roads around the plant three times in FY2014 together with affiliated companies located in the plant site (total of 150 persons). Also, employees and suppliers are strictly prohibited from littering and encouraged to raise environmental awareness.

### Requesting Transportation Carriers for Cooperation

Carriers transporting cargoes to and from Kosai Plant are requested to understand its environmental policy and preservation activities, and cooperate in "prohibition of littering", "promotion of idle-stop campaign", and "preferential utilization of central highway".

### Traffic Safety Guidance Around the Kosai Plant

We conduct traffic safety guidance at crossings on employees' commuter roads and around the plant, aiming to improve traffic manners and prevent traffic accidents mainly at intersections. In FY2014, 600 employees in total participated in this activity on streets and cooperated to building of safe and comfortable town.

### Participation in Lake Hamana Cleanup Campaign

We participated in Lake Hamana Cleanup Campaign led by Kosai City and cleaned the Shirasuka coast. Approximately 70 employees participated in this cleaning through the Kosai branch of labor union in FY2014.

## Efforts by Iwata Plant

### Voluntary Cleanup Around the Plant

For the purpose of maintaining the clean environment in surrounding areas of the plant, we perform cleanup called "Cleaning Campaign" by picking up trash around the plant with staff from cooperative companies in the plant once a month.

In addition, it is further promoting environmental preservation around the plant by providing environmental education to employees and requesting vendors and suppliers for cooperation to our environmental preservation activities.

### 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.

Also, we explain the implementation progress of the environmental measures at Iwata Plant to the local residents' association once per three months to further deepen mutual understanding.

### Plant Autumn Festival

We had an autumn festival on October 25, 2014, for promoting friendship among employees, their families, and local residents. We had about 1,700 visitors, and they enjoyed the concert by Iwatakita High School, operation of festival float by Iwaihara Local Community Association, snack stands, lottery event, etc.

### Participation in Groundwater Cultivation Business

We participate in the annually-held groundwater cultivation business cosponsored by the Council for Groundwater Usage in Chuen Area and the Iwata City Environment Preservations Section, and work for forest conservation activities together with other companies by planting and thinning out trees.

### 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 traffic manners of employees.

### Plant Tour etc.

We accept students from the local schools, as part of the outdoor studies program, and provide them with a plant tour. In FY2014, 311 students from 12 schools joined the plant tours. 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.

## Efforts by Sagara Plant

### Voluntary Cleanup Around the Plant

As part of global environmental preservation activities, we carry out joint cleanup activities around the plant and also around Nishi-Hagima Exit of the Sagara Bypass, in cooperation with related offices in Sagara Plant and subcontractors once a month.

From February 2015, in order to improve communication with local people, we are working to expand the cleaning range to northwest side of the plant which has not been implemented.

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

An annual information exchange meeting is held in March every year to provide information on Suzuki's business activities and environmental efforts to local residents and listen to their opinions.

In FY2014, the meeting was held in March 2015 with representatives of local residents and person in charge of Makinohara area attending.

### Efforts for Traffic Safety

We performed traffic manner check/guidance activity on public streets four times in FY2014 (one each in spring, summer, fall, and winter) as a member of Haibara District Safe Driving Management Association for the elimination of traffic accidents and improvement of driver's manners.

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

### Promotion of Recycling in the Plant

End-of-life vehicles including those used for various development tests or used as company cars are recycled at Sagara Plant of Yamamoto Recycle Co., Ltd. located within Suzuki's Sagara Plant premises to collect resources.

### Plant Tour for Local Elementary Schools

We accept local elementary school students for plant tours. After learning how cars are produced through video presentation, they walk around the production site where cars are actually manufactured. We have received favorable comments from them such as "It was good experience for us to know about the efforts for making good cars".

## Efforts by Takatsuka Plant

### Deepening Exchange with Local Residents

On July 2, 2014, we invited board members of the local residents' association to our social gathering and plant tour for exchange of opinions and explanation of Suzuki's business activities and efforts for environmental preservation, as well as promotion of mutual communication.

### Voluntary Cleanup Around the Plant

Plant employees voluntarily conducted cleanup around the plant ("Manner Improvement Activities at Takatsuka Plant") twice in FY2014. This activity was a good opportunity to deepen exchanges and increase communication with local residents.

### Noise Monitoring Activity on the West of the Plant

We conducted monitoring activities (patrol early in the morning and at night) on the west side of the plant to check noises from the plant four times in FY2014.

Noise regulation value in a time zone from 6:00 to 7:00 is 65dB or lower, but the actual value is 39.2-50.3dB

Noise regulation value in a time zone from 22:00 to 23:00 is 60dB or lower, but the actual value is 35.6-57.6dB

In addition to measurement of noise with the instrument, audible check is also conducted. Both have confirmed that there is no problem.

Through that activity, we ensure protection of local residents' living environment against noise.

### Traffic Safety Guidance on Streets

The managerial staff performs traffic safety guidance on public streets around the plant once a month. They alert employees during commuting and leaving work time to improve their driving manners and prevent traffic accidents.

### Reduction Activities of Environmental Risk

Storage tank of nitric acid chemical used in plating process which had been installed outdoors, was newly produced inside the building. Upon producing the new tank, its capacity was reduced from 9t to 4.8t in an effort to reduce risk that assumes disasters such as earthquake and tsunami.

## Efforts by Toyokawa Plant

### Cooperation to Environmental Activities on "Cleanup Days in Toyokawa City"

On cleanup days in Toyokawa City in May and September, the plant employees cooperated for environmental cleanup activities.

In FY2014, approximately 40 employees participated in each of the cleanup events by picking up trash around the plant.

### Community Information Exchange Meeting

In July 2014, we invited representatives of two neighborhood associations to our plant for frank exchange of views with them.

We explained the outline of the plant and our efforts for environmental improvement, showed them our assembly lines of motorcycles, and wastewater disposal facilities, and asked their views and opinions about our activities.

### Traffic Safety Guidance Activities

Traffic safety guidance activities are performed on surrounding crossings by managerial staff regularly. Employee's driving was carefully checked, and any suggestions were pointed out on the spot.

We cooperate with Japan Traffic Safety Association by participating in the prefectural traffic safety campaign through street activities.

### Plant Tour for Local Schools

We accept outdoor study of local schools as requested and provide them with plant tours. In FY2014, we had plant tours for two high schools, and showed them our motorcycle and outboard motor assembly lines.

### Plant Autumn Festival

We had an autumn festival in October 2014 in the plant for promoting friendship among employees, their families, and local residents, and had about 2,500 visitors. They enjoyed the festival, having the performance by the dance club of a local high school and the local Japanese drum club, and the show by characters popular with children. They also enjoyed snack stands, lottery event and Mochinage (an event of scattering rice cakes for people who come to a festival) by our employees.

## Efforts by 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 once a month. We conducted wide-area cleanup activities twice a year.

We will continue to make efforts for environmental preservation to be loved by local residents in FY2015.

### Cleanup Activities After Local Shrine Festival

Every year, after the Mikumano Shrine Grand Festival, we perform cleanup activity around the shrine. Our volunteering employees composed mainly of new employees performed cleanup activity again, after the festival held in April 2015.

We will continue to perform cleanup activities by the encouragement through making local residents happy.

### Deepening Exchange with Local Residents (Gathering with Local Residents' Association)

We hold a plant tour and social gathering by inviting members of local community association once a year. In FY2014, we had the gathering in October and members of four neighborhood community associations participated.

At the gathering, we exchanged information including our efforts on the environment and the report on the voluntary cleanup activity.

### Plant Autumn Festival

We had an autumn festival for promoting friendship among employees, entertaining their family members, and communicating local residents.

Thanks to the cooperation of local residents such as music performance by local elementary school and junior high school students (Ikiwaku Junior Brass Band Club and Ikiwaku Wind Instrument Music Band), traditional festival music performance by the Folk Entertainment Club of Yokosuka High School, etc., we were able to make the festival exciting with about 1,300 persons visiting the festival.

### Deepening Exchange with Local Junior High School (implementation of environmental lecture)

Intended for students of local junior high school in November 2014, we conducted a lecture on "environment and the occupation." Suzuki's initiatives for the environment, etc. were listened carefully.

### Odor Monitoring Activity Around the Plant

We monitor odor levels around the plant. Through that activity, we ensure protection of local residents' living environment against odor.

### Participation in "Forest of Hope" Planting Project

Osuka Plant concluded the "Forest of Hope Partnership Agreement" with Kakegawa City and participates in the "Forest of Hope" planting project in forests and coastal sand defense forest in the city. We will participate in this project actively, hoping that planting will be effective in preventing global warming, reinforcing tsunami reduction function, etc.

### Efforts for Traffic Safety

We conducted the traffic safety promotion activity as the safe driving management promotion company in Kakegawa district during the spring/autumn traffic safety activity by all prefectural citizens. In addition, the plant holds the eco-driving training sessions on a regular basis, as well as eco-friendly traffic safety activities.

## Activities of Motorcycle Technical Center (Ryuyo Proving Grounds)


**●Opening Ryuyo Proving Grounds to the Public for Sports Competitions**

In FY2015, we opened the Ryuyo Proving Grounds to public sports competitions, in reply to a request by local sports groups and school representatives, as follows.

①Sunrise Iwata in Ryuyo (triathlon competition)
②Friendly Duathlon & Enduro in Iwata (Duathlon + Bicycle 3-hour endurance race)
③Iwata City Marathon Relay Race
④Bike practice session(Strengthening training practice of bicycle by Iwata Triathlon Club)

In this way we support local sports organizations and contribute to nurturing healthy young people by opening the Ryuyo Proving Grounds to all, from adults to elementary and junior high school students.

## Activities of Marine Technical Center


**●Traffic Safety Guidance around the Marine Technical Center**

The Marine Technical Center conducts traffic safety guidance activities at the entrance of the Center and intersections near the Center in the morning on working days during the period of the spring/fall nation-wide traffic safety campaigns and the summer/year-end prefectural traffic safety campaign. 2014 was the sixth year to hold these events. We hope that both our employees and neighbors of the Center become more aware of traffic safety through these activities.

**●Marine Technical Center Manner Improvement Activities**

For the purpose of contributing to the local as well as volunteering and conducting environmental beautification, "Marine Technical Center Manner Improvement Activities" are carried out by picking up trash around the Marine Technical Center.

## Suzuki Plaza

The Suzuki Plaza is an exhibition facility opened in April 2009 to introduce Suzuki's history and manufacturing spirit to the public. Visitors can see a lot of our products since our foundation as a loom maker including looms, motorcycles, and automobiles that had been developed with the times, and the current automobile manufacturing process from development to production.

The Suzuki Plaza is utilized by a number of local elementary schools as a good place for field study on the automobile industry. By experiencing the "plant tour" where they can see Suzuki's manufacturing site and by also visiting the Suzuki Plaza that introduces the development phase before manufacturing automobiles, they can learn the manufacturing process of automobiles in details.

We had more than 16,000 students from 205 schools last fiscal year.

In addition, we hold events for children as an opportunity to enhance our relationship with the local community and to have them interested in "manufacturing." Those events are related to the history and manufacturing spirit of Suzuki, allowing children to enjoy learning through experiencing in a different way from textbook-oriented study.





Experience of Screw Tightening　Making Pine Tree Decoration　Making Paper Craft

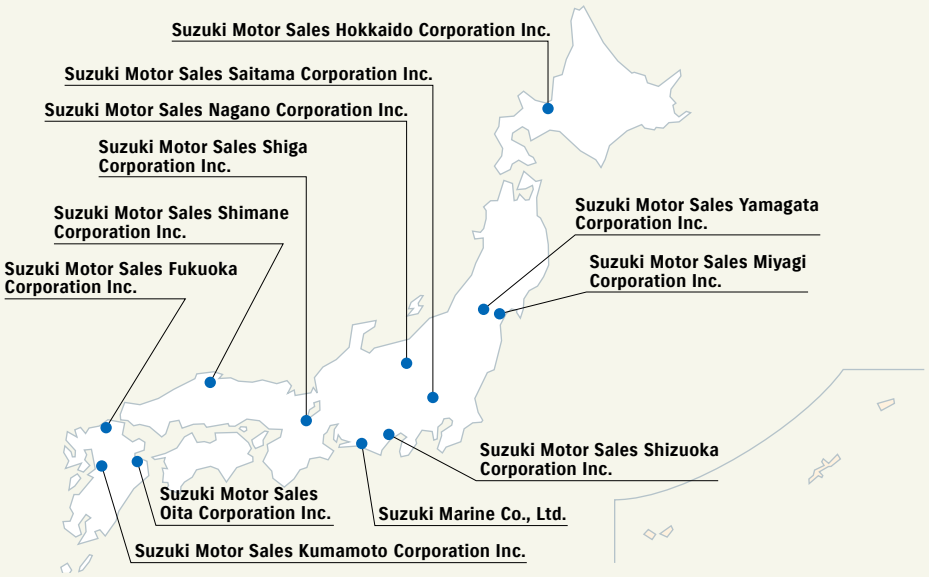
The Suzuki Plaza will continue to hold such events to stimulate children's interest in "manufacturing". We hope that we can help children deepen their knowledge of the automobile industry by accepting field trips of many elementary schools. And, we will continue to do our best to become the institution that makes local people happy.


# Efforts by Domestic Sales Distributors

# Efforts by Domestic Sales Distributors

Suzuki group companies value reliable relationship with customers and local societies, and hope to have good fellowship with them for many years in future. We promote communication activities by providing the information about products and services, and participating or cooperating in welfare supports or other events. Also, we put the focus on education for employees to assure customer satisfaction for products and services we provide.

**Introduction of efforts by domestic sales companies**




**Suzuki Motor Sales Hokkaido Corporation Inc.** http://sj-hokkaido.jp/

●**Demonstration of flat tire repair work**

In June 2014, Suzuki Arena Moiwa performed a demonstration of repairing a flat tire as one of the events for "Customer Thanks Fair". Since there are many customers who do not know well how to use the flat tire repair kit installed in each vehicle, the event attracted a lot of visitors.

**Suzuki Motor Sales Yamagata Corporation Inc.** http://sj-yamagata.jp/

●**Cooperation on environment-related fair**

On September 21, 2014, we participated in "The 16th Environment Fair in Tsuruoka 2014" organized by the Tsuruoka City. The fair is an event intended to bring public attention to environmental issues. At the event, we exhibited Wagon R and Spacia Custom that feature high fuel efficiency and less $CO_2$ emissions, and explained eco-friendly performance of each model to visitors.

**Suzuki Motor Sales Miyagi Corporation Inc.** http://sj-miyagi.jp/

●**Acceptance of internship students**

We accept local internship students who are studying at technical schools to give them an experience of working for an automobile sales company. During the two days of September 19 and 22 in 2014, we accepted five students from two schools located in Kesennuma City and Sendai City, respectively, and they experienced our maintenance work.

**Suzuki Motor Sales Saitama Corporation Inc.** http://sj-saitama.jp/

●**Local cleanup activities**

On November 14, 2014, we participated in "Automobile Day Campaign" conducted by Saitama Branch of Japan Automobile Dealers Association and cleaned up the roads around our company, with all employees wearing a yellow apron and communicating with neighborhood residents.

**Suzuki Motor Sales Shizuoka Corporation Inc.** http://sj-shizuoka.jp/

●**Cooperation on junior high school students' internship**

On November 20, 2014, Suzuki Arena Mishima received three local junior high school students for the internship program promoted by Mishima City School Committee. Those three students learned our business activities and actually experienced a part of our daily work.

●**Cooperation on a welfare-related event**

On October 11 and 12, 2014, we participated in "Cheer-up Shizuoka Fair 2014" organized by The Shizuoka Shimbun and Shizuoka Broadcasting System by exhibiting our welfare vehicles and holding a senior car test-ride event, in which a total of 142 pairs of persons participated during the two-day period.

**Suzuki Motor Sales Nagano Corporation Inc.** http://sj-nagano.jp/

●**Global warming prevention activities**

We are promoting installation of LED lightings at our exhibition hall, show rooms, and offices to cut electricity consumption. With the LED lightings installed in 10 out of 22 places as of June 30, 2015, we are making efforts to become an eco-friendly company.

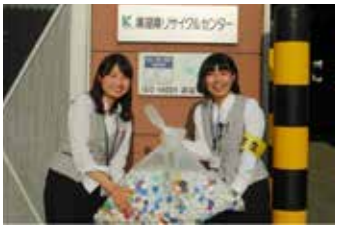
**Suzuki Motor Sales Shiga Corporation Inc.** http://sj-shiga.jp/

●**Global warming prevention activities**

At Ritto My Car Land, we created a "Green Curtain" with the goya (bitter melon) in front of the facility to reduce electricity consumption for air conditioners during summer. The Green Curtain has grown to cover up the windows, helping a lot to lower the indoor temperature in the summer.

●**Cooperation on "Eco Cap Collection Activities"**

Since August 2011, Suzuki Arena Mizuguchi has cooperated on "Eco Cap Collection Activities" intended to provide polio vaccine to children in the world through collection of PET bottle caps. We have collected 11,739 caps in total as of June 11, 2014 and sent them to the support organization. (The donation is equivalent to the price of polio vaccine for 14.2 persons.)



**Suzuki Motor Sales Shimane Corporation Inc.** http://sj-shimane.jp/

●**Voluntary cleanup activities**

On May 1, 2014, we conducted the 6th Eco Project cleanup activity at the Kirara Beach in Izumo City. About 120 employees participated and collected trashes equivalent to approximately 10 mini-truckloads.

**Suzuki Motor Sales Fukuoka Corporation Inc.** http://sj-fukuoka.jp/

●**Local cleanup activities**

On April 16, 2014, the three Suzuki Arenas (Shingu, Wajiro, and Munakata) jointly conducted cleanup activities at the Shingu coast in Fukuoka prefecture for about one and a half hours and collected about 40 garbage bags of trashes.

**Suzuki Motor Sales Kumamoto Corporation Inc.** http://sj-kumamoto.jp/

●**Cooperation on a traffic safety campaign**

From September 21 through 30, 2014, which is the period for the nation-wide autumn traffic safety campaign, we participated in the campaign by alerting drivers and pedestrians with flags around the company to enhance awareness of traffic safety.

**Suzuki Motor Sales Oita Corporation Inc.** http://sj-oita.jp/

●**Acceptance of an educational trip**

On December 2, 2014, the Kaku sales office accepted an educational trip from a local elementary school. About 120 persons including teachers visited us and learned our automobile technologies and senior car functions. They took an interest in Suzuki cars by touching them in the showroom.

**Suzuki Marine Co., Ltd.** http://suzukimarine.co.jp/

●**Participation in a "joint lifesaving drill"**

On June 20, 2014, we participated in a lifesaving drill jointly conducted by Shizuoka Marina Association (West Branch) and Kosai Fire Department. We provided rescue boats for the event and got training for rescuing the people who needed help in the sea. After the drill, we exchanged opinions to discuss the problems and the future collaborative activity.

●**Implementation of boat-ride event (Marine Week)**

On August 7, 2014, we held a boat-ride event to allow local children to get on our boats. After learning basic knowledge about how to get on boats and how to use ropes, they actually got on the boats, taking an interest in sea and boating.

# Efforts by Overseas Group Companies

# Efforts by Overseas Group Companies

## India Maruti Suzuki India Ltd.

Corporate Social Responsibility (CSR) is an integral part of Maruti Suzuki's activities. The company's basic approach is to serve the society through its products, services and social initiatives. Under the CSR initiatives the company has chosen to make positive contribution to society in areas of local community development, skill development, road safety and employee volunteering.

With the new Companies Law 2013 coming into force, the company has aligned its CSR programs with the requirements of the law. The company has set up a three member CSR Committee of the Board including one independent director. The CSR Policy approved by the CSR Committee and the Board is available on the company's website (http://www.marutisuzuki.com/our-policies.aspx).

The company believes in forging partnerships for CSR projects. Wherever possible, it has partnered with the government, business partners and civil society to scale up and strengthen its programs. This has also helped in bringing on board competent people and field-expertise. The key approach of the company with regard to CSR has been to develop genuine, scalable and sustainable social programs with real impact.

Maruti Suzuki's CSR spend has been consistently increasing over the years. In the last five years, the company's spend on CSR has more than doubled. The company has increased its CSR spend from 232.8 million rupees in FY 2013 to 372.5 million rupees in FY2014, an increase of over 60%.

### Community Development

The local community is an important stakeholder group for the company and the company is committed to the wellbeing of the local community by implementing social projects in designated villages around its Gurgaon, Manesar and Rohtak facilities. In FY2014, the company initiated CSR activities around Hansalpur plant location in Gujarat.

#### ●Water and Sanitation

Depending on local needs and in consultation with the community, the company undertakes projects to improve availability of clean drinking water and upgrade solid and liquid waste management facilities. The key water and sanitation initiatives undertaken in FY2014 include:

- Two villages of Manesar covered fully with sanitation facilities and laid over 6.5 km sewer line
- Provided sweepers in ten villages for street cleaning

#### ●Education

In partnership with the local community and the government education department, the company is upgrading infrastructure of government schools. The school infrastructure improvement work includes construction of toilets for boys and girls, new class rooms, classroom doors, windows, boundary wall, building repair, drinking water facilities, fabrication and electrical work, horticulture work and provision of furniture. The school upgrade program benefits over 13,500 children in Manesar, Gurgaon and Rohtak and helps in better enrollment and retention of children, especially girls. The key education related initiatives undertaken in FY2014 include:

- Infrastructure including toilet was upgraded for eight government schools in Haryana. Of 14 schools which have been supported by Maruti Suzuki so far, five schools have been declared "The Most Beautiful Schools" under Chief Minister School Beautification Scheme in Haryana
- The company distributed scholarships to 28 meritorious students from underprivileged and economically weaker communities of ten Manesar villages to help them pursue higher education and job oriented technical and vocational training
- The company has given Academic Excellence Award to 49 meritorious students who secured top three positions in 10th and 12th Board Exams


### Rural Development

These projects are taken up to maintain and strengthen the common community resources of the village such as upgrade of crematorium, installation of village sign boards, repair of play school for young children, maintenance of public parks, sports grounds etc. The rural development projects undertaken in FY2014 include:

- Constructed two play grounds
- Developed and maintained a community park and crematorium
- Constructed a community water tank
- Upgraded one play school for young children

In FY2014, Bass Haria village in Manesar where Maruti Suzuki is doing developmental work was declared a model village from sanitation point of view by the government of India.

## Skill Development

Maruti Suzuki is working closely with Industrial Training Institutes (ITIs) for their upgrade with an objective to enhance employability of youth and create a pool of trained manpower for industry. The company is undertaking the following initiatives in skill training:

### Upgrade of Government Vocational and Technical Training Institutes

The company is working towards improving the quality of training by upgrading training infrastructure, facilitating overall development of students and staff, providing industry exposure to students and staff and offering industry oriented add-on courses in government ITIs. The company is currently upgrading 27 ITIs in eight states. In FY2014, 703 temporary workers and 229 apprentices were hired by Maruti Suzuki from these ITIs.

The ITI upgrade program includes:

- Faculty Development: The program includes training the ITI faculty members on aspects such as behavior, work culture, teaching methodology to help them improve their skills, behavior and teaching methodology. In FY2014, the company trained 810 teachers.
- Student Development: The program includes soft skill training such as discipline, personal grooming and communication skills. Add-on courses are offered to augment the course curriculum and provide industry specific training to students. In FY2014, the company trained 9,350 students.
- Infrastructure Development: The program includes infrastructure improvements such as repair of building, machines, and workshop tools, provision of furniture and teaching aids. In FY2014, the company also introduced distance learning courses through satellite.
- Industry Connect: Students and faculty members are invited to Maruti Suzuki manufacturing facilities to give them industry exposure. In addition, guest speakers from industry are invited to the institute to provide guidance to the students and impart industry specific training. In FY2014, the company organized industry visits for 2,578 students.

### Skill Enhancement in Automobile Trade

The company enters into technical tie-ups with Industrial Training Institutes (ITIs) across the country along with dealers to upgrade select courses linked to auto industry such as mechanics, automobile and denting and painting course. Through this project, the company upgrades training facilities, trains the trainers and provides study material and practical training to students. Students passing out of these ITIs are employed at the dealer workshops.

The company is currently working with 88 ITIs spread across 21 states of India to upgrade automobile related trades. This initiative has so far benefitted over 5,500 students. In the last three years, over 2,800 students from these ITIs got employment in service workshops of the company's dealers while a sizeable number was absorbed in workshops of other companies.

In FY2014, Maruti Suzuki took the initiative to upgrade automobile trade at ITIs from basic level to advanced level by setting up of Automobile Skill Enhancement Centers (ASEC) at ITIs across the country in a phased manner. In FY2014, 15 ASECs were set up and the plan is to take it to 45 in FY2015. The ASECs are equipped with a model service workshop to provide practical training. Together with this, the company appoints full-time trainers, provides tools and equipment and partners with local Maruti Suzuki service workshops to upgrade skills of ITI students and make them job-ready. Over 2,100 youth will benefit annually from this initiative.

## Road Safety

Maruti Suzuki runs a large nationwide road safety program that provides high-quality driving training and generates awareness on safe driving. The initiatives undertaken by the company to promote road safety include:

### ●Institutes of Driving and Traffic Research (IDTRs)

Established in partnership with the government, IDTRs offer training for passenger car and commercial vehicle drivers. Scientifically designed driving tracks and simulators are used for practical training. An additional component of health check-ups and soft skills training is also offered for commercial vehicle drivers. Trained and certified instructors undertake theory and practical sessions. The company has set up six IDTRs so far. Underprivileged youth trained at IDTRs are able to secure jobs; for example, of tribal youth trained at IDTR, Gujarat, about 80% of them have got jobs.

### ●Maruti Driving Schools (MDSs)

A smaller format of training schools, MDSs have been set up in partnership with dealers. MDSs offer driving training for passenger vehicles only. The training curriculum at the MDS is the same as that at the IDTRs, except that the practical driving training is imparted on actual road instead of test tracks. About 50% of MDS trainees are women. In FY2014, 23 new MDS were added taking the total number to 340.

### ●Road Safety Knowledge Centers (RSKC)

The company has established Road Safety Knowledge Centers (RSKC) in partnership with Haryana Traffic Police to promote road safety in cities. The RSKC are managed by IDTR. Presently there are seven RSKCs functional in Haryana. Traffic violators and learner license applicants are given training on road safety and traffic rules at RSKC.

### ●Train the Trainer Program

Maruti Suzuki lays stress on training the trainers. The key objective of the program is to develop high quality, dedicated road safety professionals for its driving schools and standardize training delivery across India as per Maruti Suzuki standards. Future trainers are trained to achieve proficiency in training, communication skills and key instructional abilities. In FY2014, 176 new and 449 existing trainers were trained under “Train the Trainer Program”.

### ●Minority Communities

The company has signed MoU with National Minorities Development and Finance Corporation (NSFDC) to train economically weak youths belonging to minority communities. In FY2014, 5,267 new drivers and 14,327 existing drivers from economically poor sections of the society were trained in professional driving.

### ●Road Safety for Truck Drivers

In FY2014, over 40,000 drivers transporting Maruti Suzuki vehicles attended driving training sessions at Driver Education Centers, located within the factory premises in Manesar and Gurgaon. Besides, 7,000 drivers were trained at IDTR.

The company also organizes week long safety campaigns, called “Jagriti”, for truck drivers. The program also covers health and eye check-ups and HIV/AIDS awareness and testing camps, multiple media like games, quizzes and street plays etc. The company also rewards drivers who practice safe driving and transport vehicles on time without damages.

**●Traffic Management**

The company supports Gurgaon Traffic Police in traffic management in the city by deploying 60 traffic marshals.

**●Road Safety Education**

The company promotes road safety among people through various campaigns in partnership with traffic police. In FY2014, 11 road safety awareness campaigns were organized in eight states covering over 500,000 people beside an ongoing program of traffic updates on radio for mass awareness on road safety and traffic congestion.

Maruti Suzuki has trained over 2.4 million people in safe driving since the inception of the road safety program in 2000.

## Employee Volunteering

Employee volunteering is a significant means of engaging employees in socially meaningful activities. Employees volunteer on issues such as road safety, education, sanitation and rural development projects on Sundays and holidays. In FY2014, employee contributed over 20,000 hours in various CSR activities. The year also saw the highest participation of shop floor employees with more than 3,500 shop floor employees participating in volunteering activities.



## Awards and Accolades

Maruti Suzuki has received appreciation for its CSR efforts from external stakeholders. Awards received by the company for CSR in FY2014 include:

- The Economic Times rated Maruti Suzuki No.4 in the list of top 100 India's Best Companies for CSR.
- Excellent Sanitation and Toilet Project Award by India CSR
- Golden Peacock Award for CSR in Automobile Sector by Institute of Directors (IoD)
- NGOBOX-CSR Impact in Education and Skill Development Award 2014
- Madan Mohan Malviya Award 2014 for Best CSR Practices in Education
- 50 Most Caring Companies Award by World CSR Congress
- 4th Annual Greentech CSR Award 2014 under Platinum category in Automobile sector


## Indonesia PT. Suzuki Indomobil Motor

"SUZUKI PEDULI" is a CSR program held by PT Suzuki Indomobil Motor (SIM) since 2008.
Until now this program consistenly has supported Indonesian community from sosial aspects.
The latest CSR activities in FY 2014 are as follows:

### SUZUKI PEDULI

**●Suzuki Education Support**

Participating in Indonesia International Motor Show in September 2014, SIM donated two engine cutaway models of Ertiga and Karimun WagonR to two vocational schools. The main purpose of this program aims for automobile industry's support from educationl aspect. By this activity, vocational schools are possible to give the oppotunity for their students to know the current mechanical trends. Besides, SIM has given not only some educational materials but also training for teachers and students supervised by SIM.

**●Soccer Ball Donation**

Donation of soccer balls was held as a part of sponsorship to AFF Suzuki Cup in December 2014. SIM contributed to the sport education by donating over 1,500 balls to 100 soccer schools in Indonesia with the Indonesian Football Federation.

**●Health Promotion Activities**

SIM held annual social programs for communities around the factories. For example, extermination of mosquitoes and Health Counseling agaist Dengue Disease held in September 2014 to the community near the Tambun factory, are a part of supporting health issues to the communities.

## Pakistan Pak Suzuki Motor Co., Ltd.

Pak Suzuki, acting as a responsible corporate citizen, is committed to wellbeing of the society through its contribution in the field of education, health, promoting environmental care in particular and to improve quality of life of underprivileged people as a whole.

### Education Support Program

**●Scholarship for Engineering Students**

Education plays a vital role in community development; therefore in 2013 Pak Suzuki started the Education Support Program. Pak Suzuki awarded a total of 39 scholarships to the needy students of NED University of Engineering & Technology on May 7, 2014, to help them pursue their educational and career goals.

### ●High School Certificate Scholarship Program

To provide financial support to needy students to continue their education from high school (Class XI) to graduation level in government colleges, Pak Suzuki started "Higher School & Graduation Scholarship Program" in 2014 for the student of nearby government schools, as well as children of Pak Suzuki employees and job contractual workers. Total of 45 scholarships were awarded among the needy students on December 3, 2014.


### ●Construction and Renovation projects in Government Schools

Under "School Improvement Program", Pak Suzuki successfully completed the second phase of Construction and Renovation in following two government schools.

- In Government Girls Primary Sindhi School located in Bin Qasim Town, Karachi, "Suzuki Block" which consists of four class rooms and toilets was built along with donating furniture and equipment (i.e. benches, chairs, tables, and sound system, etc.). The project was inaugurated on June 20, 2014.
- In Government Boys Primary Sindhi School also located in Bin Qasim Town, Karachi, "Suzuki Block" which consists of four class rooms and two toilets was built along with donating furniture and equipment. The project was inaugurated on December 17, 2014.


### ●Computer Literacy Program

In-house Computer Literacy Program 2014 was organized for Pak Suzuki employees' and job contractual worker's children during the month of June 2014. The purpose was to give children an opportunity to make their summer vacations useful. Total of 85 children participated in seven batches. They learned important computer applications and software including Basic Computer Usage, MS-Office, Adobe Photo Shop and Adobe Flash, etc. Plant visits and sessions on 5S & Kaizen were also organized for them. In closing ceremony of each batch, certificates and gift hampers were distributed to encourage children participation.


### ●Awareness Session on Health, Safety & Environment (HSE)

Pak Suzuki organized a full day in-house "Awareness Session on Health, Safety and Environment" on November 1, 2014 for company employees' and nearby vendor's children. The purpose of this awareness session was to equip children with the knowledge of important health and safety practices to be followed on regular basis and natural environment protection. Total of 22 participants attended the session. In closing ceremony, certificates and gift hampers were distributed to encourage children participation.

# Environment

### ●Plantation

As plantation plays a positive role in the development of healthy environment, first phase of plantation project was completed in front of northern side boundary wall of Pak Suzuki on June 12, 2014 by planting about 1,000 cono-carpus trees.

### ●Beach Cleaning Campaign

Pollution at beaches is a serious concern as garbage endangers the beautiful marine life. Therefore Pak Suzuki organized Beach Cleaning Campaign 2014 at sea view Clifton in Karachi on November 15, 2014. More than 300 employees of Pak Suzuki and representatives from nearby vendors participated along with their families. Around 500kg of garbage was collected and disposed of properly.

# Community Health

### ●Donation for Flood Victims

In first week of September 2014, heavy monsoon rains resulted in flash flood in Punjab and other areas of Pakistan, with more than 2.5 million people affected and over one million acre of cropland destroyed. Pak Suzuki donated two Suzuki outboard motor fitted boats and over 200 tents, which worth a total of five million rupees, to support the flood relief efforts. Pak Suzuki presented relief goods to Mr. Shahbaz Sharif, Chief Minister of Punjab on September 24, 2014.

### ●Donation of Suzuki Bolan Van to Koohi Goth Women Hospital

In order to cater the need of transportation of hospital patients, Pak Suzuki donated a Suzuki Bolan Van to Koohi Goth Women Hospital on September 1, 2014 as a project of Zafar & Atia Foundation Charitable Trust. The Symbolic key of the vehicle was presented to Dr. Tipu Sultan, Honorary President of Koohi Goth Women Hospital by Hirofumi Nagao, Managing Director, Pak Suzuki. Koohi Goth Women Hospital is a non-profit 150 bed General Hospital working for protecting women from labor related complications and gynecology diseases. More than 15,000 patients (on yearly basis) are given free of cost medical care along with necessary in-patient facility.

### ●Blood Donation Campaigns

Pak Suzuki arranged following two Blood Donation Campaigns in 2014 and 2015. The campaign's aim was to help the people who are struggling against incurable blood disease like thalassemia, hemophilia, etc.

- In collaboration with "Fatimid Foundation" Blood Donation Campaign arranged on June 5, 2014 in the company's premises. Total of 106 donors donated their blood voluntarily from Pak Suzuki and nearby vendor's employees.
- Another Blood Donation Campaign arranged in collaboration with "Indus Hospital" on March 2, 2015 in the company's premises. Total of 167 donors donated their blood voluntarily from Pak Suzuki, dealer and nearby vendor's employees.

## Vietnam Vietnam Suzuki Corp.

### Donation of vehicles to District 1 of Ho Chi Minh City.

On April 27, 2015, Vietnam Suzuki held a donation ceremony of two APV trucks to People's Committee of District 1 of Ho Chi Minh City, at the Suzuki showroom in Ho Chi Minh City.

As many as 20 guests joined this event, including Vice Chairman of People's Committee of District 1, Vice Chairman of Vietnamese Fatherland Front Committee of District 1,

Head of Fire Station of District 1, journalists of Ho Chi Minh City, and project partners with Vietnam Suzuki. These donated two units will be modified into Garbage collector vehicle and Fire Fighting vehicle to be used on the streets of District 1. They're expected to contribute to the cleanliness and safety of the habitants of District 1.

## Malaysia Suzuki Malaysia Automobile Sdn, Bhd.

### Support for Employees

At the end of 2014, there was a flood in the eastern part of the Malay Peninsula.

Suzuki Malaysia supported the employees and their families who were suffered by giving them food and other relief items.

SMA also lent Jimny, which can drive rough road, to the employees for a month with no charge.

In addition, SMA had done service campaign for damaged vehicles.

### AFF Suzuki Cup 2014 Escort Kids

Suzuki Malaysia donated vehicles to the local orphanage as part of the CSR activity. Suzuki Malaysia invited some children from the orphanage as escort kids to the championship game of AFF Suzuki Cup 2014, Malaysia versus Thailand.

## Italy Suzuki Italia S.P.A

### Suzuki & Save the Green

Suzuki Italy organized the 4th edition of Suzuki & Save the Green on April 9, 2015. The employees and their families gathered in a location near Suzuki Italy to collect the rubbish abandoned on the side of the Stura Creek. This event was an occasion to clean such kind of area and make team building between colleagues by spending time together.

### Suzuki & Safe

Two days of immersion, completely free of charge, to deepen the knowledge of how to manage any situation while driving. The goal is to offer its customers a theoretical and, above all, practical management of unexpected situations that may occur while driving, in order to actively contribute to the reduction of accidents.

### Donation

In October 2014, Suzuki Italy donated SX4 4WD to the Italian Red Cross that is used in mountain areas for medical transportation.

Suzuki Italy also supported the Italian Federation of the Ice Sports by giving five 4WD cars that are used for the transfer of the athletes to the race tracks by the federation.

## Hungary Magyar Suzuki Corporation Ltd.

### Support for Sports Activities

Magyar Suzuki Supports several sports activities in Komarom/Esztergom County including Esztergom Rowing Club, Esztergom Knights Rugby Team, Esztergom Kick Box Association, Esztergom Table Tennis Association, Esztergom Football Club, Aikido Shinbukan Dojo, Dorog Hard Athletic Club, Maria Valeria Bridge Running, and International Strong Man Competition – Hungary Slovakia.

A swimming competition arranged with mixed Hungarian and Slovakian teams at the border of Esztergom and Sturovo (in Slovakia) was supported by Magyar Suzuki.

Magyar Suzuki also supported the nursery school run in Esztergom, to call the children attention for the importance of the sport.

Magyar Suzuki organized Puskas Suzuki Cup for the eight time to promote football for the youth and prepare them for a dynamic, healthy lifestyle.


### Support for Cultural Activities

Financial support for several cultural associations such as the Esztergom Summer Theatre which is held every year, Tastes-Eras-Feelings Esztergom Local, Esztergom Festival Island and Open Us Festival in Bajót, International Wine Competition, XIX Photo Biennale in Esztergom, “Years of system change from Japanese viewpoint” exhibition in Budapest, and Spring Voice Concert in Budapest.

### Contributions to the Local Community

Magyar Suzuki provided computer donation to 20 schools around Esztergom.

The company also provided car for the Vaszary Kolos Hospital in Esztergom for one year usage.

Presentation and exchange experience with small/medium size entrepreneurs, suppliers, business partners, automotive industry players were held during conferences and roundtable discussions.

The company conducted volunteer activities to share knowledge with local and regional elementary and secondary school students through factory tours and conferences.

Voluntary donation of blood organized by Hungarian Red Cross was provided by Magyar Suzuki employees twice a year. Huge number of voluntary employees gave blood which could be used by Esztergom local hospital in case of need.

### Support for Academic Research

Magyar Suzuki supported the National Scientific Student Conference (the Section of Technological Sciences), that was organized in Budapest, at Óbuda University, International Energetics and Innovation Forum at Visegrád, and 40th Conference of the Middle European Cooperation in Statistical Physics.


### ”Ready for Winter?” Campaign

In order to improve road traffic safety in Komárom-Esztergom County, Magyar Suzuki Corporation and the County Police organized a joint campaign titled ”Ready for the Winter?”. On November 22, 2014 Esztergom residents, and people just driving by, could have their cars checked free of charge at three locations in the city, to see whether they met requirements for driving in winter. The campaign was part of Magyar Suzuki’s CSR efforts.

### Suzuki Kindergarten

Maintaining kindergarten operations for children whose parents work for Magyar Suzuki.

## Topics

### Suzuki's Hungary Production SX4 S-CROSS Honored with Hungarian Quality Product Award(R)

SX4 S-CROSS, a C-segment crossover produced by Magyar Suzuki won this the Hungarian Quality Product Award(R) in the category of Vehicles on September 3, 2014.

Hungarian Quality Product Award(R) is an initiative promoted by the Hungarian Quality Product Committee, a non-profit organization supported by the Hungarian Government. Its aim is to increase Hungarian consumer's consciousness in quality. The applicants for the award are high quality products that are innovative and reliable, and are manufactured and distributed in Hungary.

This year is the 17th year of the award, and Magyar Suzuki's Splash and Swift had won the awards in 2009 and 2011. SX4 S-CROSS became the third model to win this award.

## New Zealand

### Suzuki New Zealand

### Leukaemia and Blood Cancer New Zealand

Suzuki New Zealand supports Leukaemia and Blood Cancer New Zealand an organization which offers support to patients and their families living with leukaemia and other blood conditions. The company provides them with four cars so that the organization can better their client outreach. We also auctioned a 'Swift Sport circuit driving experience' with all proceeds going to the organization. Suzuki staffs are also keen supporters of the organization. Five brave staff shaved their head as part of Shave for Cure 2014 fundraiser – Iconic fundraising event where participants from all walks of life shave their head to raise funds for the organization.

### Suzuki Shooting Clinic with Netball Central

Suzuki New Zealand sponsors 'Suzuki Shooting Clinic' – a collaborative project between Netball Central and the company. Netball Central promotes netball as the sports of choice and encourages community participation in the sports. Suzuki New Zealand provides a vehicle to the organization so that they are able to send New Zealand's top netball players to schools in the central region to help kids get involved in the sport.


### X-Race

Suzuki New Zealand co-sponsors X-Race and provides a vehicle for the event. X-Race is an event that aims to get parents and kids side by side to complete a number of challenges. The company sees the event as a great way for young New Zealand families to be involved in a healthy outdoor challenge.

### Masters Games

Suzuki New Zealand provides a number of vehicles for Masters Games. Masters Games is a sport event aimed at getting older generations involved in sports and other recreational activities. The event is all about being active and getting out there. Our support shows our commitment to community involvement.

## E Drive Solutions Limited

Suzuki New Zealand collaborates with E Drive Solutions Limited to deliver an online driving training program. It is a simulation based training program for learner drivers and fleet vehicle drivers. The organization aims to reduce preventable injuries and death on New Zealand roads. The company provided vehicles to be used for the cockpit view in the simulation.

## Brake New Zealand

Brake New Zealand is a charitable organisation which aims to reduce, prevent and ultimately eliminate road death. It provides learning resources for teachers, families and organizations running fleets. It also runs as a number of national and local campaigns. We support their mission by sponsoring the Fleet Safety Award which recognises organizations and individuals that strive to better the safety of drivers while at work.

## Wellington Hospitals Foundation – Wellington Children's Hospital

Suzuki New Zealand provided an on-going support for the hospital by loaning an Alto to help the hospital improve their client outreach and public awareness of their work.

## Supporting the Development of Human Resources in Overseas Manufacturing Companies

Suzuki participates in the trainee acceptance program led by HIDA* (former AOTS) and directly accepts trainees from overseas manufacturing companies to provide 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 contributes to developing industries in developing countries and promotes mutual understanding and friendship between each other's countries.

* AOTS (Association for Overseas Technical Scholarship) merged with JODC (Japan Overseas Development Corporation) on March 30, 2012 to become HIDA (The Overseas Human Resources and Industry Development Association).

**Companies Accepting Overseas Trainees (FY2014)**

| Country | | Name of Company |
|---|---|---|
| Asia | India | MARUTI SUZUKI INDIA LIMITED |
| | Indonesia | PT. SUZUKI INDOMOBIL MOTOR |
| | China | CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. |
| | Pakistan | PAK SUZUKI MOTOR CO., LTD. |
| | Myanmar | SUZUKI (MYANMAR) MOTOR CO., LTD. |

- Number of overseas trainees accepted in FY2014: 75 persons
- Accumulated total number of overseas trainees: 22,460 persons (From 1983 to 2014)

# Environmental Data

# Environment-Related Data of Key New Products in FY2014

The environmental data on major new products launched in FY2014 are as follows.
The environment-related data of automobiles and motorcycles (vehicle type-specific environmental information) and automobile models that conform to the Law on Promoting Green Purchasing are available on the following website.
<<Vehicle type-specific environmental information>>
http://www.suzuki.co.jp/about/csr/environmentalInfo/index.html (In Japanese language only)
<<Automobile models that conform to the Law on Promoting Green Purchasing>>
http://www.suzuki.co.jp/about/csr/green/index.html (In Japanese language only)

## Automobiles

| Car Name | | | | WAGON R | | | | | | | | WAGON R, STINGRAY | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Passenger Capacity (Persons) | | | | 4 | | | | | | | | 4 | | | |
| Basic Information | Model name | | | FZ | | FX | | | | FA | | T | | X | |
| | Vehicle Type | | | DAA-MH44S | | DBA-MH34S | | | | | | DBA-MH34S | | DAA-MH44S | |
| | Engine | Model | | R06A-WA04A | | R06A | | | | | | R06A (Turbo) | | R06A-WA04A | |
| | | Total Piston Displacement (L) | | 0.658 | | | | | | | | 0.658 | | | |
| | Drive Train | Transmission | | Instrument panel shift CVT | | 5MT | | Instrument panel shift CVT | | | | Instrument panel shift CVT | | | |
| | | Drive System | | 2WD | 4WD | 2WD | 4WD | 2WD | 4WD | 2WD | 4WD | 2WD | 4WD | 2WD | 4WD |
| | Vehicle Weight (kg) | | | 790 | 840 | 750 | 800 | 780 | 830 | 770 | 820 | 820 | 870 | 800 | 850 |
| | Remarks | | | Hybrid system | | Idling stop system (Engine Auto Stop Start System) | | Idling stop system (Engine Auto Stop Start System) with charge control | | | | Idling stop system (Engine Auto Stop Start System) with charge control | | Hybrid system | |
| Environmental Performance Information | Consumption | JC08 mode | Fuel efficiency (km/L) (Note 1) | 32.4 | 30.2 | 25.8 | 24.2 | 30.0 | 28.4 | 26.0 | 25.2 | 27.0 | 25.2 | 32.4 | 30.2 |
| | | | $CO_2$ Emission (g/km) | 71.7 | 76.9 | 90.0 | 95.9 | 77.4 | 81.7 | 89.3 | 92.1 | 86.0 | 92.1 | 71.7 | 76.9 |
| | | | Reference | Achieved 2015 fuel efficiency target + 20% and also achieved 2020 efficiency target | | Achieved 2015 fuel efficiency target + 10% | | Achieved 2015 fuel efficiency target + 20% and also achieved 2020 efficiency target | | | | Achieved 2015 fuel efficiency target + 20% and also achieved 2020 efficiency target | | | |
| | Exhaust Gas | Applicable standard / certification level | | SU-LEV (75% emission reduction from 2005 standards) | | | | | | | | | | | |
| | | Test mode | | JC08H+JC08C Mode | | | | | | | | | | | |
| | | Regulation / Certification Values, etc. (g/km) | CO | 1.15 | | | | | | | | | | | |
| | | | NMHC | 0.013 | | | | | | | | | | | |
| | | | NOx | 0.013 | | | | | | | | | | | |
| | Standard for the Designation of Low-Emission Vehicles, etc. | | | Meet the standards for designation of low-emission vehicles in nine sites of Kanto district. | | | | | | | | | | | |
| | Vehicles Subject to Eco-car Tax Reduction (Note 2) | | | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | Vehicles that Conform to the Law on Promoting Green Purchasing | | | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | Noise | Applicable standard level | | Conform to 1998 Standard Acceleration Noise Regulation Value: 76dB (A) | | | | | | | | | | | |
| | Air conditioner refrigerant consumption | | | Alternative CFCs: HFC134a, 320g | | | | | | | | | | | |
| | Interior VOC | | | Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labor, and Welfare) | | | | | | | | | | | |
| | Reduce environmental impact substances. | Lead*1 | | Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996). | | | | | | | | | | | |
| | | Mercury*2 | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2005). | | | | | | | | | | | |
| | | Hexavalent chromium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2008). | | | | | | | | | | | |
| | | Cadmium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2007). | | | | | | | | | | | |
| | Parts Not Subject to JAMA's Target | | | *1 Lead acid battery (excluded because the collection route for recycling is established)<br>*2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc.<br>(Parts using a very small amount of it but indispensable for traffic safety are excluded.) | | | | | | | | | | | |
| Efforts for Environment | Recycling | Parts made of easily recyclable materials | | Use thermoplastic resin for instrument panel, door trim, inner trim, bumper, radiator grill, cowl top, garnish, etc | | | | | | | | | | | |
| | | Parts made of recycled materials | | Noise absorbing material for dash silencer, under side of floor carpet,etc. | | | | | | | | | | | |
| | | Indication of material names on resin parts | | Indicate materials. | | | | | | | | | | | |
| | Usage of Substances of Concern | | | Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc. | | | | | | | | | | | |
| | Others | | | ISO14001 certificate was acquired at 6 domestic plats and Suzuki Group's 7 manufacturing plants. | | | | | | | | | | | |

(Note 1) Fuel consumption rates are values obtained under 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.).
(Note 2) A measure for tax reduction applies upon purchase of a car according to the "tax system to promote the use of eco-friendly vehicle". Applicable to new car registrations till March 31, 2015 for the automobile acquisition tax, and April 30, 2015 for the automobile weight tax

# Automobiles

| Car Name | | | | ALTO | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Passenger Capacity (Persons) | | | | 4 | | | | | | | |
| Basic Information | Model name | | | TURBO RS | | X/S/L | | F | | | |
| | Vehicle Type | | | DBA-HA36S | | | | | | | |
| | Engine | Model | | R06A (TURBO) | | R06A | | | | | |
| | | Total Piston Displacement (L) | | 0.658 | | | | | | | |
| | Drive Train | Transmission | | 5AGS | | CVT | | 5MT | | 5AGS | |
| | | Drive System | | 2WD | Full-time 4WD | 2WD | Full-time 4WD | 2WD | Full-time 4WD | 2WD | Full-time 4WD |
| | Vehicle Weight (kg) | | | 670 | 720 | 650 | 700 | 610 | 660 | 620 | 670 |
| | Remarks | | | Idling stop system (Engine Auto Stop Start System) | | Idling stop system (Engine Auto Stop Start System) with charge control | | | | | |
| Environmental Performance Information | Consumption | JC08 mode | Fuel efficiency (km/L) (Note 1) | 25.6 | 24.6 | 37.0 | 33.2 | 27.2 | 25.2 | 29.6 | 27.4 |
| | | | $CO_2$ Emission (g/km) | 90.7 | 94.4 | 62.7 | 69.9 | 85.4 | 92.1 | 78.4 | 84.7 |
| | | | Reference | Achieved 2015 fuel efficiency target + 10% and also achieved 2020 efficiency target | | Achieved 2015 fuel efficiency target + 20% and also achieved 2020 efficiency target | | Achieved 2015 fuel efficiency target + 20% and also achieved 2020 efficiency target | Achieved 2015 fuel efficiency target + 10% and also achieved 2020 efficiency target | Achieved 2015 fuel efficiency target + 20% and also achieved 2020 efficiency target | |
| | Exhaust Gas | Applicable standard / certification level | | SU-LEV (75% emission reduction from 2005 standards) | | | | | | | |
| | | Test mode | | JC08H+JC08C Mode | | | | | | | |
| | | Regulation / Certification Values, etc. (g/km) | CO | 1.15 | | | | | | | |
| | | | NMHC | 0.013 | | | | | | | |
| | | | NOx | 0.013 | | | | | | | |
| | Standard for the Designation of Low-Emission Vehicles, etc. | | | Meet the standards for designation of low-emission vehicles in nine sites of Kanto district. | | | | | | | |
| | Vehicles Subject to Eco-car Tax Reduction (Note 2) | | | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | Vehicles that Conform to the Law on Promoting Green Purchasing | | | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | Noise | Applicable standard level | | Conform to 1998 Standard Acceleration Noise Regulation Value: 76dB (A) | | | | | | | |
| | Air conditioner refrigerant consumption | | | Alternative CFCs: HFC134a 320g | | | | | | | |
| | Interior VOC | | | Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labor, and Welfare) | | | | | | | |
| | Reduce environmental impact substances. | Lead*1 | | Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996). | | | | | | | |
| | | Mercury*2 | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2005). | | | | | | | |
| | | Hexavalent chromium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2008). | | | | | | | |
| | | Cadmium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2007). | | | | | | | |
| | Parts Not Subject to JAMA's Target | | | *1 Lead acid battery (excluded because the collection route for recycling is established)<br>*2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc.<br>(Parts using a very small amount of it but indispensable for traffic safety are excluded.) | | | | | | | |
| Efforts for Environment | Recycling | Parts made of easily recyclable materials | | Use thermoplastic resin for instrument panel, inner trim, bumper, cowl top garnish, etc | | | | | | | |
| | | Parts made of recycled materials | | Noise absorbing material for dash silencer, under side of floor carpet,etc. | | | | | | | |
| | | Indication of material names on resin parts | | Indicate materials. | | | | | | | |
| | Usage of Substances of Concern | | | Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc. | | | | | | | |
| | Others | | | ISO14001 certificate was acquired at 6 domestic plats and Suzuki Group's 7 manufacturing plants. | | | | | | | |

(Note 1) Fuel consumption rates are values obtained under 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.).
(Note 2) A measure for tax reduction applies upon purchase of a car according to the "tax system to promote the use of eco-friendly vehicle". Applicable to new car registrations till March 31, 2015 for the automobile acquisition tax, and April 30, 2015 for the automobile weight tax

# Automobiles

| Car Name | | | | EVERY | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Passenger Capacity (Persons) | | | | 2(4) | | | | | | | | |
| Basic Information | Model name | | | JOIN TURBO | | | | JOIN | PC/PA/GA | JOIN/PC/PA/GA | JOIN/PC | PA/GA | JOIN/PC/PA |
| | Vehicle Type | | | EBD-DA17V | | | | HBD-DA17V | | | | | |
| | Engine | Model | | R06A (Turbo) | | | | R06A | | | | | |
| | | Total Piston Displacement (L) | | 0.658 | | | | 0.658 | | | | | |
| | Drive Train | Transmission | | 5MT | | 4AT | | 5MT | | | 5AGS | | |
| | | Drive System | | 2WD | Full-time 4WD | 2WD | Full-time 4WD | 2WD | | Part-time 4WD | 2WD | | Part-time 4WD |
| | Vehicle Weight (kg) | | | 890 | 930 | 910 | 950 | 880 | 840/840/850 | 880/880/890/920 | 860/890 | 850/850 | 890/900/930 |
| Environmental Performance Information | Consumption | JC08 mode | Fuel efficiency (km/L) (Note 1) | 19.6 | 18.8 | 16.2 | 15.4 | 18.4 | 19.0 | 17.4 | 19.4 | 20.2 | 19.0 |
| | | | $CO_2$ Emission (g/km) | 118.5 | 123.5 | 143.3 | 150.8 | 126.2 | 122.2 | 133.4 | 119.7 | 114.9 | 122.2 |
| | | | Reference | Achieved 2015 fuel efficiency target + 10% | Achieved 2015 fuel efficiency target | | | Achieved 2015 fuel efficiency target | | | Achieved 2015 fuel efficiency target + 20% | | |
| | Exhaust Gas | Applicable standard / certification level | | Conform to 2007 standard | | | | SU-LEV (75% emission reduction from 2005 standards) | | | | | |
| | | Test mode | | JC08H+JC08C Mode | | | | JC08H+JC08C Mode | | | | | |
| | | Regulation / Certification Values, etc. (g/km) | CO | 4.02 | | | | 4.02 | | | | | |
| | | | NMHC | 0.05 | | | | 0.013 | | | | | |
| | | | NOx | 0.05 | | | | 0.013 | | | | | |
| | Standard for the Designation of Low-Emission Vehicles, etc. | | | — | | | | Meet the standards for designation of low-emission vehicles in nine sites of Kanto district. | | | | | |
| | Vehicles Subject to Eco-car Tax Reduction (Note 2) | | | — | | | | ○ | ○ | ○ | ○ | ○ | ○ |
| | Vehicles that Conform to the Law on Promoting Green Purchasing | | | — | | | | ○ | ○ | ○ | ○ | ○ | ○ |
| | Noise | Applicable standard level | | Conform to 2000 Standard Acceleration Noise Regulation Value: 76dB (A) | | | | | | | | | |
| | Air conditioner refrigerant consumption | | | Alternative CFCs: HFC134a 340g | | | | | | | | | |
| | Interior VOC | | | Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labor, and Welfare) | | | | | | | | | |
| | Reduce environmental impact substances. | Lead*1 | | Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996). | | | | | | | | | |
| | | Mercury*2 | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2005). | | | | | | | | | |
| | | Hexavalent chromium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2008). | | | | | | | | | |
| | | Cadmium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2007). | | | | | | | | | |
| | Parts Not Subject to JAMA's Target | | | *1 Lead acid battery (excluded because the collection route for recycling is established)<br>*2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc.<br>(Parts using a very small amount of it but indispensable for traffic safety are excluded.) | | | | | | | | | |
| Efforts for Environment | Recycling | Parts made of easily recyclable materials | | Use thermoplastic resin for instrument panel, door trim, inner trim, step garnish, front/rear bumper, etc. | | | | | | | | | |
| | | Parts made of recycled materials | | Splash cover, silencer sheet, battery cover, etc. | | | | | | | | | |
| | | Indication of material names on resin parts | | Indicate materials | | | | | | | | | |
| | Usage of Substances of Concern | | | Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc. | | | | | | | | | |
| | Others | | | ISO14001 certificate was acquired at 6 domestic plats and Suzuki Group's 7 manufacturing plants. | | | | | | | | | |

(Note 1) Fuel consumption rates are values obtained under 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.).
(Note 2) A measure for tax reduction applies upon purchase of a car according to the "tax system to promote the use of eco-friendly vehicle". Applicable to new car registrations till March 31, 2015 for the automobile acquisition tax, and April 30, 2015 for the automobile weight tax Automobiles

# Automobiles

| Car Name | | | | CARRY | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Passenger Capacity** (Persons) | | | | 2 | | | | | |
| **Body (bed)** | | | | Three-way opening | | | | | |
| **Basic Information** | **Model name** | | | KC<br>KC air conditioner, power steering<br>KX | KC<br>KC power steering (for farmer's busy season)<br>KC air conditioner, power steering (for farmer's busy season)<br>KX | KC air conditioner, power steering | | KC air conditioner, power steering<br>KX | |
| | **Vehicle Type** | | | EBD-DA16T | | | | | |
| | **Engine** | **Model** | | R06A | | | | | |
| | | **Total Piston Displacement** (L) | | 0.658 | | | | | |
| | **Drive Train** | **Transmission** | | 5MT | | 5AGS | | 3AT | |
| | | **Drive System** | | FR 2WD | Part-time 4WD | FR 2WD | Part-time 4WD | FR 2WD | Part-time 4WD |
| | **Vehicle Weight** (kg) | | | 680/690/690 | 720/720(730)/730(740)/740 | 700 | 740 | 700/700 | 740/740 |
| **Environmental Performance Information** | **Consumption** | JC08mode | **Fuel efficiency** (km/L) (Note 1) | 18.6 | 18.4 | 19.4 | 19.2 | 16.8 | 16.6 |
| | | | **$CO_2$ Emission** (g/km) | 124.8 | 126.2 | 119.7 | 120.9 | 138.2 | 139.9 |
| | | | **Reference** | Achieved 2015 fuel efficiency target | | Achieved 2015 fuel efficiency target + 10% | | Achieved 2015 fuel efficiency target | |
| | **Exhaust Gas** | **Applicable standard / certification level** | | 2007 standard | | | | | |
| | | **Test mode** | | JC08H+JC08C Mode | | | | | |
| | | **Regulation / Certification Values, etc.** (g/km) | **CO** | 4.02 | | | | | |
| | | | **NMHC** | 0.05 | | | | | |
| | | | **NOx** | 0.05 | | | | | |
| | **Noise** | **Applicable standard level** | | Conform to 2000 Standard Acceleration Noise Regulation Value: 76dB (A) | | | | | |
| | **Air conditioner refrigerant consumption** | | | Alternative CFCs: HFC134a 320g | | | | | |
| | **Interior VOC** | | | Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labor, and Welfare) | | | | | |
| | **Reduce environmental impact substances.** | **Lead*1** | | Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996). | | | | | |
| | | **Mercury*2** | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2005). | | | | | |
| | | **Hexavalent chromium** | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2008). | | | | | |
| | | **Cadmium** | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2007). | | | | | |
| | **Parts Not Subject to JAMA's Target** | | | *1 Lead acid battery (excluded because the collection route for recycling is established)<br>*2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc.<br>(Parts using a very small amount of it but indispensable for traffic safety are excluded.) | | | | | |
| **Efforts for Environment** | **Recycling** | **Parts made of easily recyclable materials** | | Use thermoplastic resin for instrument panel, step garnish, front bumper, cowl top garnish, etc. | | | | | |
| | | **Parts made of recycled materials** | | Splash cover, silencer sheet, battery cover, etc. | | | | | |
| | | **Indication of material names on resin parts** | | Indicate materials | | | | | |
| | **Usage of Substances of Concern** | | | Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc. | | | | | |
| | **Others** | | | ISO14001 certificate was acquired at 6 domestic plats and Suzuki Group's 7 manufacturing plants. | | | | | |

(Note) Fuel consumption rates are values obtained under 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.).

# Automobiles


| Car Name | | | | SWIFT | | | | | SWIFT RS (special spec.) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Passenger Capacity (Persons) | | | | 5 | | | | | 5 | | | | |
| Basic Information | Model name | | | XG-DJE/XL-DJE/ XS-DJE/ STYLE-DJE | | XG/XL/STYLE | | XG/XL | RS-DJE | | RS | | |
| | Vehicle Type | | | DBA-ZC72S | DBA-ZD72S | DBA-ZC72S | DBA-ZD72S | DBA-ZC72S | DBA-ZC72S | DBA-ZD72S | DBA-ZC72S | DBA-ZD72S | DBA-ZC72S |
| | Engine: Model | | | K12B (Dual Jet) | | K12B | K12B (Dual Jet) | K12B | K12B (Dual Jet) | | K12B (Dual Jet) | R06A | K12B |
| | Engine: Total Piston Displacement (L) | | | 1.242 | | | | | 1.242 | | | | |
| | Drive Train: Transmission | | | CVT | | | | 5MT | CVT | | | | 5MT |
| | Drive Train: Drive System | | | 2WD | Full-time 4WD | 2WD | Full-time 4WD | 2WD | 2WD | Full-time 4WD | 2WD | Full-time 4WD | 2WD |
| | Vehicle Weight (kg) | | | 1,000 | 1,090 | 980 | 1,080 | 960 | 1,000 | 1,090 | 980 | 1,080 | 960 |
| | Remarks | | | Idling stop system (Engine Auto Stop Start System) with charge control | | | | | Idling stop system (Engine Auto Stop Start System) with charge control | | | | |
| Environmental Performance Information | Consumption: JC08 mode | | Fuel efficiency (km/L) (Note 1) | 26.4 | 22.6 | 20.6 | 21.0 | 19.4 | 26.4 | 22.6 | 20.6 | 21.0 | 19.4 |
| | | | $CO_2$ Emission (g/km) | 87.9 | 102.7 | 112.7 | 110.6 | 119.7 | 87.9 | 102.7 | 112.7 | 110.6 | 119.7 |
| | | | Reference | Achieved 2015 fuel efficiency target + 20% and also achieved 2020 efficiency target | | Achieved 2015 fuel efficiency target | | – | Achieved 2015 fuel efficiency target + 20% and also achieved 2020 efficiency target | | Achieved 2015 fuel efficiency target | | – |
| | Exhaust Gas: Applicable standard / certification level | | | SU-LEV (75% emission reduction from 2005 standards) | | | | | | | | | |
| | Exhaust Gas: Test mode | | | JC08H+JC08C Mode | | | | | JC08H+JC08C Mode | | | | |
| | Exhaust Gas: Regulation / Certification Values, etc. (g/km) | | CO | 1.15 | | | | | 1.15 | | | | |
| | | | NMHC | 0.013 | | | | | 0.013 | | | | |
| | | | NOx | 0.013 | | | | | 0.013 | | | | |
| | Standard for the Designation of Low-Emission Vehicles, etc. | | | Meet the low-emission vehicles designation standards in nine sites of Kanto district. | | | | – | Meet the low-emission vehicles designation standards in nine sites of Kanto district. | | Meet the low-emission vehicles designation standards in nine sites of Kanto district. | | – |
| | Vehicles Subject to Eco-car Tax Reduction (Note 2) | | | ○ | ○ | ○ | ○ | – | ○ | ○ | ○ | ○ | – |
| | Vehicles subject to the green tax plan (Note 3) | | | ○ | ○ | – | – | – | ○ | ○ | – | – | – |
| | Vehicles that Conform to the Law on Promoting Green Purchasing | | | ○ | ○ | ○ | ○ | – | ○ | ○ | ○ | ○ | – |
| | Noise: Applicable standard level | | | Conform to 1998 Standard Acceleration Noise Regulation Value: 76dB (A) | | | | | | | | | |
| | Air conditioner refrigerant consumption | | | Alternative CFCs: HFC134a 370g | | | | | | | | | |
| | Interior VOC | | | Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labor, and Welfare) | | | | | | | | | |
| | Reduce environmental impact substances.: Lead*1 | | | Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996). | | | | | | | | | |
| | Reduce environmental impact substances.: Mercury*2 | | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2005). | | | | | | | | | |
| | Reduce environmental impact substances.: Hexavalent chromium | | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2008). | | | | | | | | | |
| | Reduce environmental impact substances.: Cadmium | | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2007). | | | | | | | | | |
| | Parts Not Subject to JAMA's Target | | | *1 Lead acid battery (excluded because the collection route for recycling is established)<br>*2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc.<br>(Parts using a very small amount of it but indispensable for traffic safety are excluded.) | | | | | | | | | |
| Efforts for Environment | Recycling: Parts made of easily recyclable materials | | | Use thermoplastic resin for instrument panel, door trim, inner trim, bumper, cowl top center garnish, etc. | | | | | | | | | |
| | Recycling: Parts made of recycled materials | | | Dash silencer, under side of floor carpet, door trim pocket, battery tray, tank lower cover, etc. | | | | | | | | | |
| | Recycling: Indication of material names on resin parts | | | Indicate materials | | | | | | | | | |
| | Usage of Substances of Concern | | | Lead: Used in solder for electronic boards, piezoelectric element (PZT sensor), etc. | | | | | | | | | |
| | Others | | | ISO14001 certificate was acquired at 6 domestic plats and Suzuki Group's 7 parts manufacturing plants. | | | | | | | | | |

(Note 1) Fuel consumption rates are values obtained under 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.).
(Note 2) A measure for tax reduction applies upon purchase of a car according to the "tax system to promote the use of eco-friendly vehicle". Applicable to new car registrations till March 31, 2015 for the automobile acquisition tax, and April 30, 2015 for the automobile weight tax.
(Note 3) The automobile tax will be reduced for the next fiscal year of the purchase based on the green exemption. New car registered by March 31, 2016.

# Automobiles

| Car Name | | | |  SX4 S-CROSS | |
|---|---|---|---|---|---|
| Passenger Capacity (Persons) | | | | 5 | |
| Basic Information | Vehicle Type | | | DBA-YA22S | DBA-YB22S |
| | Engine | Model | | M16A | |
| | | Total Piston Displacement (L) | | 1.586 | |
| | Drive Train | Transmission | | CVT | |
| | | Drive System | | 2WD | Full-time 4WD |
| | Vehicle Weight (kg) | | | 1,140 | 1,210 |
| | Remarks | | | 5 doors | |
| Environmental Performance Information | Consumption | JC08 mode | Fuel efficiency (km/L) (Note 1) | 18.2 | 17.2 |
| | | | $CO_2$ Emission (g/km) | 127.6 | 135.0 |
| | | | Reference | — | Achieved 2015 fuel efficiency target |
| | Exhaust Gas | Applicable standard / certification level | | SU-LEV (75% emission reduction from 2005 standards) | |
| | | Test mode | | JC08H+JC08C Mode | |
| | | Regulation / Certification Values, etc. (g/km) | CO | 1.15 | |
| | | | NMHC | 0.013 | |
| | | | NOx | 0.013 | |
| | Standard for the Designation of Low-Emission Vehicles, etc. | | | — | Meet the standards for designation of low-emission vehicles in nine sites of Kanto district. |
| | Vehicles Subject to Eco-car Tax Reduction (Note 2) | | | — | ○ |
| | Vehicles that Conform to the Law on Promoting Green Purchasing | | | — | ○ |
| | Noise | Applicable standard level | | Conform to 1998 Standard Acceleration Noise Regulation Value: 76dB (A) | |
| | Air conditioner refrigerant consumption | | | Alternative CFCs: HFC134a 400g | |
| | Interior VOC | | | Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labor, and Welfare) | |
| | Reduce environmental impact substances. | Lead*1 | | Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996). | |
| | | Mercury*2 | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2005). | |
| | | Hexavalent chromium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2008). | |
| | | Cadmium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2007). | |
| | Parts Not Subject to JAMA's Target | | | *1 Lead acid battery (excluded because the collection route for recycling is established)<br>*2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc.<br>(Parts using a very small amount of it but indispensable for traffic safety are excluded.) | |
| Efforts for Environment | Recycling | Parts made of easily recyclable materials | | Use thermoplastic resin for instrument panel, side sill scuff plate, bumper, etc. | |
| | | Parts made of recycled materials | | Dash silencer and other noise absorbing material-used parts | |
| | | Indication of material names on resin parts | | Indicate materials | |
| | Usage of Substances of Concern | | | Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc. | |

(Note 1) Fuel consumption rates are values obtained under 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.).
(Note 2) A measure for tax reduction applies upon purchase of a car according to the "tax system to promote the use of eco-friendly vehicle". Applicable to new car registrations till March 31, 2015 for the automobile acquisition tax, and April 30, 2015 for the automobile weight tax.

## Motorcycles

| Car Name | | | | LET'S G / LET'S |
|---|---|---|---|---|
| Basic Information | Passenger Capacity (Persons) | | | 1 |
| | Vehicle Type | | | JBH-CA4AA |
| | Engine | Model | | A409 |
| | | Total piston displacement (cm³) | | 49 |
| | | Description | | Air-cooled, 4-cycle, single-cylinder, SOHC 2-valve |
| | | Applicable Fuel | | Unleaded gasoline |
| | | Max. output (net) [kW (PS) / rpm] | | 3.0 (4.1)/8,500 |
| | | Max. Torque [N·m (kgf·m) / rpm] | | 3.7 (0.38)/6,500 |
| | Transmission | | | V-belt variable speed |
| | Vehicle Weight (kg) | | | 69 |
| Environmental Performance Information | Fuel Consumption Rate (Note 1) | Steady state fuel efficiency reported to the Ministry of Land, Infrastructure, Transport and Tourism (km/L) (Note 2) | | 74.0 (30km/h, with one person riding) |
| | | WMTC mode fuel efficiency (km/L) (Note 3) | | 54.8 (Class 1, with one person riding) |
| | Exhaust Gas | Applicable standard level | | Conform to 2006 standard |
| | | WMTC mode regulation value (g/km) | CO | 2.2 |
| | | | HC | 0.45 |
| | | | NOx | 0.16 |
| | Noise | Applicable standard level | | Conform to 2014 standard |
| | | Acceleration noise regulation value | | Conform to ECE Regulation No.41 Revision 4 |
| | Reduce environmental impact substances. | Lead*1 | | Meet the JAMA's Target (Within 60g of usage in and after Jan. 2006) |
| | | Mercury*2 | | Meet the JAMA's Target (Prohibition of use in and after Oct. 2004) |
| | | Hexavalent chromium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2008). |
| | | Cadmium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2007). |
| | Parts Not Subject to JAMA's Target | | | ∗1 Lead acid battery (excluded because the collection route for recycling is established)<br>∗2 LCD (for navigation system, etc), combination meter, discharge head lamp, etc.<br>(Parts using a very small amount of it but indispensable for traffic safety are excluded.) |
| Efforts for Environment | Recycling | | | Consider the ease of recycling<br>(use of easy-to-recycle materials, material indication on resin parts, easy-to-disassemble structure, etc.)<br>and use recyclable PP materials for lower covers and luggage hooks. |
| | Usage of Substances of Concern | | | Lead: Used in solder for electronic boards and electrical parts |
| | Others | | | Suzuki acquired ISO14001 certificate at 6 domestic plats and the Group's 7 manufacturing plants. |

(Note 1) Fuel consumption rate is values taken under the specified test conditions. The rates vary according to various conditions such as the actual conditions of use (weather, traffic, etc.) by customers, driving situations, vehicle conditions (equipment, specifications, etc.), and maintenance conditions.
(Note 2) The steady state fuel efficiency is the fuel consumption rate based on actual measurement taken when a vehicle runs at the constant speed.
(Note 3) The value in WMTC mode is a value calculated based on the emission gas test results measured in the international standard driving mode including starting, acceleration, and stoppage. The driving mode class is categorized according to displacement and maximum speed.

## Motorcycles

| Car Name | | | |  ADDRESS 110 |
|---|---|---|---|---|
| Basic Information | Passenger Capacity (Persons) | | | 2 |
| | Vehicle Type | | | EBJ-CE47A |
| | Engine | Model | | AE54 |
| | | Total piston displacement ($cm^3$) | | 112 |
| | | Description | | Air-cooled, 4-cycle, single-cylinder, SOHC 2-valve |
| | | Applicable Fuel | | Unleaded gasoline |
| | | Max. output (net) [kW (PS) / rpm] | | 6.7 (9.1)/8,000 |
| | | Max. Torque [N·m (kgf·m) / rpm] | | 8.6 (0.88)/6,000 |
| | Transmission | | | V-belt variable speed |
| | Vehicle Weight (kg) | | | 97 |
| Environmental Performance Information | Fuel Consumption Rate (Note 1) | Steady state fuel efficiency reported to the Ministry of Land, Infrastructure, Transport and Tourism (km/L) (Note 2) | | 53.0 (60km/h, with 2 persons riding) |
| | | WMTC mode fuel efficiency (km/L) (Note 3) | | 51.2 (Class 1, with one person riding) |
| | Exhaust Gas | Applicable standard level | | Conform to 2007 standard |
| | | WMTC mode regulation value (g/km) | CO | 2.2 |
| | | | HC | 0.45 |
| | | | NOx | 0.16 |
| | Noise | Applicable standard level | | Conform to 2014 standard |
| | | Acceleration noise regulation value | | Conform to ECE Regulation No.41 Revision 4 |
| | Reduce environmental impact substances. | Lead*1 | | Meet the JAMA's Target (Within 60g of usage in and after Jan. 2006) |
| | | Mercury*2 | | Meet the JAMA's Target (Prohibition of use in and after Oct. 2004) |
| | | Hexavalent chromium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2008). |
| | | Cadmium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2007). |
| | Parts Not Subject to JAMA's Target | | | ∗1 Lead acid battery (excluded because the collection route for recycling is established)<br>∗2 LCD (for navigation system, etc), combination meter, discharge head lamp, etc.<br>(Parts using a very small amount of it but indispensable for traffic safety are excluded.) |
| Efforts for Environment | Recycling | | | Consider the ease of recycling<br>(use of easy-to-recycle materials, material indication on resin parts, easy-to-disassemble structure, etc.),<br>and use recyclable PP materials for lower R/L frame cover, front frame cover, lower leg front, foot board, undercover, rear handlebar cover, rear fender, leg cover, and helmet box cover |
| | Usage of Substances of Concern | | | Lead: Used in solder for electronic boards and electrical parts, and bearings. |

(Note 1) Fuel consumption rate is values taken under the specified test conditions. The rates vary according to various conditions such as the actual conditions of use (weather, traffic, etc.) by customers, driving situations, vehicle conditions (equipment, specifications, etc.), and maintenance conditions.
(Note 2) The steady state fuel efficiency is the fuel consumption rate based on actual measurement taken when a vehicle runs at the constant speed.
(Note 3) The value in WMTC mode is a value calculated based on the emission gas test results measured in the international standard driving mode including starting, acceleration, and stoppage. The driving mode class is categorized according to displacement and maximum speed.

## Motorcycles

| Car Name | | | | V-STROM 1000 ABS |
|---|---|---|---|---|
| Basic Information | Passenger Capacity (Persons) | | | 2 |
| | Vehicle Type | | | EBL-VU51A |
| | Engine | Model | | U501 |
| | | Total piston displacement (cm³) | | 1,036 |
| | | Description | | Water-cooled, 4-cycle, V2-cylinder, DOHC 4-valve |
| | | Applicable Fuel | | Unleaded premium gasoline |
| | | Fuel supply system | | Electronic fuel injection |
| | | Max. output (net) [kW (PS) / rpm] | | 74 (100)/8,000 |
| | | Max. Torque [N·m (kgf·m) / rpm] | | 103 (10.5)/4,000 |
| | Transmission | | | 6-step return type |
| | Vehicle Weight (kg) | | | 228 |
| Environmental Performance Information | Fuel Consumption Rate (Note 1) | Steady state fuel efficiency reported to the Ministry of Land, Infrastructure, Transport and Tourism (km/L) (Note 2) | | 29.0 (60km/h, with 2 persons riding) |
| | | WMTC mode fuel efficiency (km/L) (Note 3) | | 20.9 (Class 3-2, with one person riding) |
| | Exhaust Gas | Applicable standard level | | Conform to 2007 standard |
| | | WMTC mode regulation value (g/km) | CO | 2.62 |
| | | | HC | 0.27 |
| | | | NOx | 0.21 |
| | Noise | Applicable standard level | | Conform to 2014 standard |
| | | Acceleration noise regulation value | | Conform to ECE Regulation No.41 Revision 4 |
| | Reduce environmental impact substances. | Lead*1 | | Meet the JAMA's Target (Within 60 g of usage in and after 2006) |
| | | Mercury*2 | | Meet the JAMA's Target (Prohibition of use in and after Oct. 2004) |
| | | Hexavalent chromium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2008). |
| | | Cadmium | | Meet the JAMA's Target (Prohibition of use in and after Jan. 2007). |
| | Parts Not Subject to JAMA's Target | | | *1 Lead acid battery (excluded because the collection route for recycling is established)<br>*2 LCD (for navigation system, etc), combination meter, discharge head lamp, etc.<br>(Parts using a very small amount of it but indispensable for traffic safety are excluded.) |
| Efforts for Environment | Recycling | | | Consider the ease of recycling (use of easy-to-recycle materials, material indication on resin parts, easy-to-disassemble structure, etc.) and partially use recyclable PP materials for air cleaner. |
| | Usage of Substances of Concern | | | Lead: Used in solder for electronic boards and electrical parts, and bearings. |
| | Others | | | ISO14001 certificate was acquired at 6 domestic plats and Suzuki Group's 7 parts manufacturing plants. |

(Note 1) Fuel consumption rate is values taken under the specified test conditions. The rates vary according to various conditions such as the actual conditions of use (weather, traffic, etc.) by customers, driving situations, vehicle conditions (equipment, specifications, etc.), and maintenance conditions.
(Note 2) The steady state fuel efficiency is the fuel consumption rate based on actual measurement taken when a vehicle runs at the constant speed.
(Note 3) The value in WMTC mode is a value calculated based on the emission gas test results measured in the international standard driving mode including starting, acceleration, and stoppage. The driving mode class is categorized according to displacement and maximum speed.

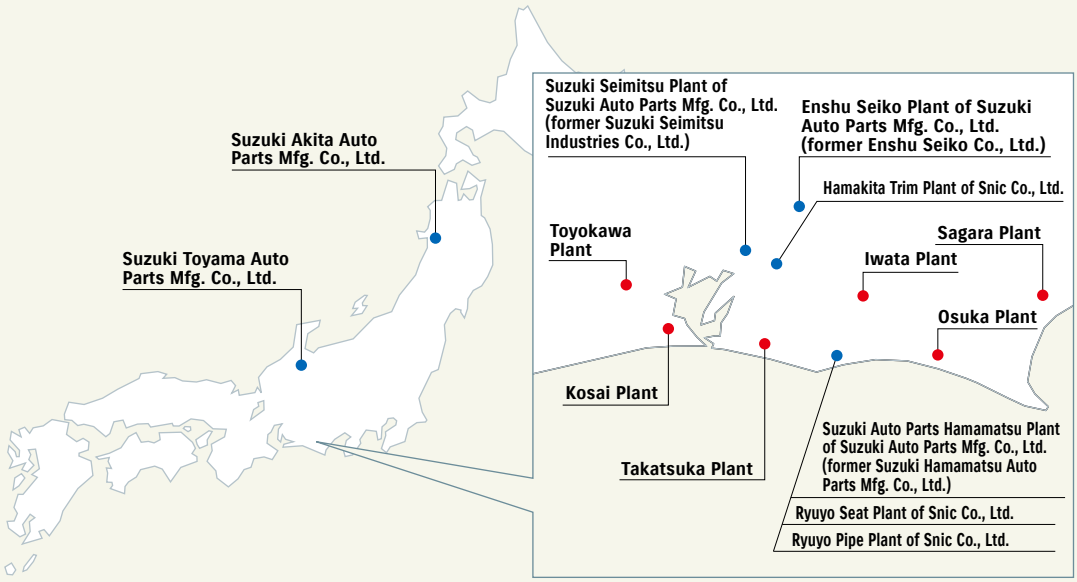
## Outboard Motors

| Model name | | | DF200A | DF200AP |
|---|---|---|---|---|
| Basic Information | Timing of launch | | November 2014 | February 2015 |
| | Model | | 20003F | 20003P |
| | Engine | Total piston displacement (cm³) | 2,867 | |
| | | Description | 4-cycle, four-cylinder engine, DOHC 16-valve | |
| | | Applicable Fuel | Lead-free premium gasoline | |
| | | Fuel supply system | E.F.I. (electronic fuel injection) | |
| | | Max output (kW (PS) / rpm) | 147.1(200)/5,800 | 147.1(200)/5,800 |
| | | Full-throttle allowable rotation range (rpm) | 5,500-6,100 | 5,500-6,100 |
| | | Generation capacity | 12V-44A | |
| | Installation | Transom height (mm) | L:502<br>X:629 | X:629 |
| | Operation | Operation method | Remote control | |
| | | Tilt & trim type | P.T.T | |
| | Deceleration rate | | 2.50 | |
| | Weight (with propeller) (kg) | | L:239<br>X:244 | X:245 |
| Environmental Design | Emission regulation conforming level | | Conform to the marine engine emission voluntary regulation values (secondary regulation) of the Japan Marine Industry Association. | |
| | Issue No. of environment-preservation type outboard gasoline engine certificate | | 26 Marine No. 0003 | 26 Marine No. 0008 |
| Efforts for Environment | Recycling | | Consider the ease of recycling<br>(use of easy-to-recycle materials, material indication on resin parts, easy-to-disassemble structure, etc.) | |

# Environment-Related Data on Suzuki domestic plants and domestic group manufacturing companies

To be an environmentally-friendly company, Suzuki domestic plants and Group manufacturing companies are actively participating in environmental preservation activities. This section shows our environment related data in FY2014.

**Suzuki domestic plants and domestic group manufacturing companies**




**<Environment-Related Data>**

Suzuki domestic plants and Group manufacturing companies follows laws, regulations and agreements for environmental control, and is promoting the reduction of environmental impact, based on the strictest regulation values. Moreover, in Suzuki domestic plants and Group manufacturing companies, 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.

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)
COD: Chemical oxygen demand (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/$Nm^3$)
CO: Carbon monoxide (g/$Nm^3$)
VOC: Volatile Organic Compounds (ppm)

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] Assembling of mini and compact passenger cars and assembling of automobile engines, etc.
[Plant site area] 1,190,000m$^2$
[Building area] 468,000m$^2$
[Number of employees] 2,464
[Location] 4520 Shirasuka, Kosai City, Shizuoka Prefecture

### <Environment-Related Data>

#### <Water Quality Data (at drain outlets)>

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 5.8 to 8.6 | 7.3 to 8.0 | 7.7 |
| BOD | 15 | 0.8 to 8.1 | 2.49 |
| SS | 15 | 0.4 to 5.6 | 1.55 |
| Oil content | 2 | 0.0 to 1.0 | 0.51 |
| Lead | 0.1 | 0.005 to 0.01 | 0.007 |
| Chrome | 0.4 | 0.04 to 0.04 | 0.04 |
| Total nitrogen | 12 | 1.12 to 3.71 | 1.94 |
| Total phosphorous | 2 | 0.07 to 0.89 | 0.41 |
| Zinc | 1 | 0.1 to 0.15 | 0.12 |

#### <Air Pollution Data (at exhaust outlets)>

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| NOx | Small once-through boiler at plant 1 | 150 | 13 to 24 | 19 |
| | Small once-through boiler at plant 2 | 150 | 19 to 31 | 25 |
| | Once-through boiler at KD plant | 150 | 45 to 75 | 61 |
| | Cooling and heating machine (east completion section of plant 1) | 150 | 50 to 63 | 57 |
| | Incinerator | 200 | 78 to 94 | 86 |
| | Electrodeposition drying furnace of Coating Section of plant 1 | 230 | 51 to 57 | 54 |
| | Electrodeposition drying furnace of Manufacturing Section of KD plant | 230 | 11 to 18 | 15 |
| | Final coating drying furnace of Coating Section of plant 1 | 230 | 44 to 48 | 46 |
| | Second coating drying furnace of Coating Section of plant 1 | 230 | 29 to 31 | 30 |
| | Second coating drying furnace of Coating Section of plant 2 | 230 | 19 to 29 | 24 |
| | Final coating drying furnace of Coating Section of plant 2 | 230 | 20 to 25 | 23 |
| | Electrodeposition drying furnace of Coating Section of plant 2 | 230 | 110 | 110 |
| SOx (K value) | Incinerator | 7 | 0.48 to 0.6 | 0.55 |
| | Electrodeposition drying furnace of Coating Section of plant 1 | 7 | Under 0.04 | Under 0.04 |
| Particulates | Small once-through boiler at plant 1 | 0.1 | Under 0.01 | Under 0.01 |
| | Small once-through boiler at plant 2 | 0.1 | Under 0.01 | Under 0.01 |
| | Once-through boiler at KD plant | 0.1 | Under 0.01 | Under 0.01 |
| | Cooling and heating machine (east completion section of plant 1) | 0.1 | Under 0.01 | Under 0.01 |
| | Incinerator | 0.15 | Under 0.01 to 0.02 | 0.01 |
| | Electrodeposition drying furnace of Coating Section of plant 1 | 0.2 | Under 0.01 to under 0.02 | Under 0.02 |
| | Electrodeposition drying furnace of Manufacturing Section of KD plant | 0.2 | Under 0.02 | Under 0.02 |
| | Final coating drying furnace of Coating Section of plant 1 | 0.2 | Under 0.02 | Under 0.02 |
| | Second coating drying furnace of Coating Section of plant 1 | 0.2 | Under 0.02 | Under 0.02 |
| | Second coating drying furnace of Coating Section of plant 2 | 0.2 | Under 0.03 | Under 0.03 |

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| Particulates | Final coating drying furnace of Coating Section of plant 2 | 0.2 | Under 0.03 | Under 0.03 |
| | Electrodeposition drying furnace of Coating Section of plant 2 | 0.2 | Under 0.01 to under 0.02 | Under 0.02 |
| Fluorine | Aluminum melting furnace (low pressure casting ① ) | 3 | Under 0.3 | Under 0.3 |
| | Aluminum melting furnace (low pressure casting ② ) | 3 | Under 0.3 | Under 0.3 |
| | Aluminum melting furnace (die cast ① ) | 3 | Under 0.3 to 0.7 | 0.5 |
| | Aluminum melting furnace (die cast ② ) | 3 | Under 0.3 to 0.3 | 0.3 |
| | Aluminum melting furnace (die cast ③ ) | 3 | Under 0.3 to 0.3 | 0.3 |
| Chlorine | Aluminum melting furnace (low pressure casting ① ) | 30 | Under 1.0 | Under 1.0 |
| | Aluminum melting furnace (low pressure casting ② ) | 30 | Under 1.0 | Under 1.0 |
| | Aluminum melting furnace (die cast ① ) | 30 | Under 1.0 | Under 1.0 |
| | Aluminum melting furnace (die cast ② ) | 30 | Under 1.0 | Under 1.0 |
| | Aluminum melting furnace (die cast ③ ) | 30 | Under 1.0 | Under 1.0 |
| Hydrogen chloride | Aluminum melting furnace (low pressure casting) | 80 | Under 1.0 | Under 1.0 |
| | Aluminum melting furnace (die cast ① ) | 80 | Under 1.0 | Under 1.0 |
| | Aluminum melting furnace (die cast ② ) | 80 | Under 1.0 to 1 | 1 |
| | Aluminum melting furnace (die cast ② ) | 80 | Under 1.0 | Under 1.0 |
| | Aluminum melting furnace (die cast ② ) | 80 | Under 1.0 | Under 1.0 |
| | Incinerator | 150 | Under 1.0 to 61 | 30 |
| Dioxin | Incinerator | 5 | 0.1 | 0.1 |
| CO | Incinerator | 100 | 7 | 7 |
| VOC | Coating Section of plant 1 | 700 | 205 | – |
| | Coating Section of plant 2 | 700 | 151 | – |
| | Resin Coating Section | 700 | 355 | – |

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 1 | Zinc compound (water-soluble) | 46,000 | 0 | 280 | 0 | 0 | 0 | 0 | 0 | 14,000 | 32,000 |
| 53 | Ethyl benzene | 290,000 | 160,000 | 0 | 0 | 0 | 0 | 0.1 | 48,000 | 53,000 | 30,000 |
| 80 | Xylene | 400,000 | 180,000 | 0 | 0 | 0 | 0 | 1.2 | 38,000 | 53,000 | 120,000 |
| 83 | Cumene | 4,000 | 1,800 | 0 | 0 | 0 | 0 | 0 | 2,200 | 0 | 0 |
| 239 | Organic tin compound | 18,000 | 0 | 0 | 0 | 0 | 0 | 0 | 920 | 0 | 17,000 |
| 296 | 1, 2, 4 - trimetyl benzene | 300,000 | 130,000 | 0 | 0 | 0 | 0 | 0 | 46,000 | 41,000 | 77,000 |
| 297 | 1,3,5- trimetyl benzene | 78,000 | 47,000 | 0 | 0 | 0 | 0 | 0 | 13,000 | 19,000 | 0 |
| 300 | Toluene | 550,000 | 190,000 | 0 | 0 | 0 | 0 | 66 | 29,000 | 91,000 | 240,000 |
| 302 | Naphthalene | 11,000 | 6,000 | 0 | 0 | 0 | 0 | 0 | 0.3 | 4,900 | 0 |
| 309 | Nickel compounds | 6,900 | 0 | 110 | 0 | 0 | 0 | 170 | 4,500 | 0 | 2,100 |
| 355 | Bis phthalate (2-ethylhexyl) | 79,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,400 | 77,000 |
| 374 | Hydrogen fluoride and its watersoluble salt | 5,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,400 | 0 |
| 392 | Normal-hexane | 96,000 | 880 | 0 | 0 | 0 | 0 | 0.1 | 2,100 | 4,000 | 89,000 |
| 400 | Benzene | 16,000 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 680 | 16,000 |
| 407 | Poly(oxyethylene) alkyl ether (alkyl group: C12 - C15) Formaldehyde | 3,800 | 0 | 290 | 0 | 0 | 0 | 0 | 0 | 3,500 | 0 |
| 411 | Formaldehyde | 7,400 | 3,700 | 0 | 0 | 0 | 0 | 870 | 870 | 8,800 | 0 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

## Iwata Plant

[Operations] Final assembling of mini and compact passenger/commercial cars
[Plant site area] 298,000m$^2$
[Building area] 147,000m$^2$
[Building area] 1,374
[Location] 2500 Iwai, Iwata City, Shizuoka Prefecture

### <Environment-Related Data>

#### <Water Quality Data (at drain outlets)>

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 5.8 to 8.6 | 6.7 to 7.9 | 7.5 |
| BOD | 15/20 | 0.2 to 9.1 | 3.6 |
| SS | 30/40 | 0.1 to 4.4 | 1.6 |
| Oil content | 3 | 0.1 to 1.4 | 0.6 |
| Lead | 0.1 | Under 0.005 | Under 0.005 |
| Chrome | 2 | Under 0.1 | Under 0.1 |
| Total nitrogen | 100 | 4.1 to 31.2 | 10.9 |
| Total phosphorous | 8 | 0.21 to 3.03 | 1.01 |
| Zinc | 1 | 0.05 to 0.38 | 0.12 |

#### <Air Pollution Data (at exhaust outlets)>

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| NOx | Boiler 1 | 130 | 51 to 73 | 62 |
| | Boiler 3 | 150 | 85 to 120 | 103 |
| | Cooling and heating machine 1 | 150 | 85 to 92 | 89 |
| | Cooling and heating machine 2 | 150 | 60 to 69 | 65 |
| | Cooling and heating machine 3 | 150 | 73 to 80 | 77 |
| | Electrodeposition drying furnace in line 1 | 230 | 40 to 47 | 44 |
| | Final coating drying furnace in line 1 | 230 | 16 to 23 | 20 |
| | Electrodeposition drying furnace in line 2 | 230 | 27 to 38 | 33 |
| | Final coating drying furnace in line 2 | 230 | 34 to 38 | 36 |
| Particulates | Boiler 1 | 0.1 | Under 0.01 | Under 0.01 |
| | Boiler 3 | 0.25 | Under 0.01 to 0.01 | Under 0.01 |
| | Cooling and heating machine 1 | 0.1 | — | — |
| | Cooling and heating machine 2 | 0.1 | — | — |
| | Cooling and heating machine 3 | 0.1 | — | — |
| | Electrodeposition drying furnace in line 1 | 0.2 | Under 0.01 to 0.01 | Under 0.01 |
| | Final coating drying furnace in line 1 | 0.2 | 0.01 | 0.01 |
| | Electrodeposition drying furnace in line 2 | 0.2 | Under 0.01 to 0.01 | Under 0.01 |
| | Final coating drying furnace in line 2 | 0.2 | Under 0.01 to 0.01 | Under 0.01 |
| VOC | Second coating booth in line 1 | 700 | 4 to 233 | 54.1 |
| | Final coating booth in line 1 | 700 | 49 to 304 | 131.7 |
| | Second coating booth in line 2 | 700 | 29 to 203 | 78.4 |
| | Final coating booth in line 2 | 700 | 16 to 461 | 202.6 |
| | Bumper coating booth | 700 | 260 to 270 | 265 |

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 1 | Zinc compound (water-soluble) | 19,000 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 5,400 | 13,000 |
| 53 | Ethyl benzene | 120,000 | 65,000 | 0 | 0 | 0 | 0 | 0 | 10,000 | 28,000 | 17,000 |
| 80 | Xylene | 180,000 | 71,000 | 0 | 0 | 0 | 0 | 0 | 7,800 | 27,000 | 70,000 |
| 239 | Organic tin compound | 5,900 | 0 | 0 | 0 | 0 | 0 | 290 | 0 | 0 | 5,600 |
| 296 | 1, 2, 4 - trimetyl benzene | 120,000 | 49,000 | 0 | 0 | 0 | 0 | 0 | 10,000 | 17,000 | 43,000 |
| 297 | 1, 3, 5 - trimetyl benzene | 25,000 | 14,000 | 0 | 0 | 0 | 0 | 0 | 3,000 | 8,500 | 0 |
| 300 | Toluene | 300,000 | 100,000 | 0 | 0 | 0 | 0 | 25 | 1,300 | 60,000 | 140,000 |
| 302 | Naphthalene | 4,600 | 2,500 | 0 | 0 | 0 | 0 | 0 | 0 | 2,100 | 0 |
| 309 | Nickel compounds | 2,000 | 0 | 270 | 0 | 0 | 0 | 1,200 | 0 | 0 | 610 |
| 392 | Normal-hexane | 51,000 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 950 | 50,000 |
| 400 | Benzene | 9,000 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 8,800 |
| 411 | Formaldehyde | 3,200 | 1,600 | 0 | 0 | 0 | 0 | 380 | 380 | 3,800 | 0 |
| 412 | Toluene | 4,700 | 0 | 230 | 0 | 0 | 0 | 1,300 | 0 | 0 | 3,200 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

## Sagara Plant

[Operations] Assembling of compact cars and automobile engines
Casting and machining of main engine parts
[Plant site area] 1,970,000m²
[Building area] 271,000m²
[Building area] 1,451
[Location] 1111 Shirai, Makinohara City, Shizuoka Prefecture

### <Environment-Related Data>

#### <Water Quality Data (at drain outlets)>

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 5.8 to 8.6 | 7.5 to 7.8 | 7.6 |
| BOD | 15/20 | 2.1 to 8 | 3.6 |
| SS | 30/40 | 1 to 4 | 2.0 |
| Oil content | 2.5 | 0.5 to 0.8 | 0.6 |
| Lead | 0.1 | 0.01 | 0.01 |
| Chrome | 1 | 0.04 | 0.04 |
| Total nitrogen | 60/120 | 2.2 to 9.2 | 4.8 |
| Total phosphorous | 8/16 | 1.9 to 2.8 | 2.5 |
| Zinc | 1 | 0.07 to 0.16 | 0.1 |

#### <Air Pollution Data (at exhaust outlets)>

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| NOx | Cooling and heating machine 1 | 150 | 96 to 120 | 108 |
| | Cooling and heating machine 2 | 150 | 74 to 98 | 86 |
| | Cooling and heating machine 3 | 150 | 74 to 80 | 77 |
| | Cooling and heating machine 4 | 150 | 70 to 93 | 82 |
| | Heat-treating furnace | 180 | 33 to 41 | 37 |
| | Melting furnace 1 | 180 | 40 to 50 | 45 |
| | Melting furnace 2 | 180 | 38 to 46 | 42 |
| | Melting furnace 3 | 180 | 41 to 45 | 43 |
| | Electrodeposition drying furnace | 230 | 22 to 31 | 27 |
| | Second/final coating drying furnace | 230 | 39 to 53 | 46 |
| Particulates | 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 |
| | Cooling and heating machine 4 | 0.1 | Under 0.01 | Under 0.01 |
| | Heat-treating furnace | 0.2 | Under 0.02 | Under 0.02 |
| | Melting furnace 1 | 0.2 | Under 0.01 | Under 0.01 |
| | Melting furnace 2 | 0.2 | Under 0.01 | Under 0.01 |
| | Melting furnace 3 | 0.2 | Under 0.01 | Under 0.01 |
| | Electrodeposition drying furnace | 0.2 | Under 0.04 | Under 0.04 |
| | Second/final coating drying furnace | 0.2 | Under 0.03 to Under 0.04 | Under 0.035 |
| Dioxin | Dry type dust collector 1 | 1 | 0.00000037 | 0.00000037 |
| | Electrodeposition drying furnace | 1 | 0.0093 | 0.0093 |
| | Aluminum machining dust drying furnace | 1 | 0.00000015 | 0.00000015 |
| VOC | Second/final coating booth No. 1 | 400 | 22 | 22 |
| | Second/final coating booth No. 2 | 400 | 52 | 52 |
| | Stove lacquer correction booth | 400 | Under 10.0 | Under 10.0 |
| | | 700 | 160 | 160 |

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 1 | Zinc compound (water-soluble) | 5,500 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 1,600 | 3,800 |
| 53 | Ethyl benzene | 24,000 | 6,300 | 0 | 0 | 0 | 0 | 0 | 4,300 | 8,600 | 5,000 |
| 80 | Xylene | 65,000 | 6,600 | 0 | 0 | 0 | 0 | 0 | 3,700 | 34,000 | 21,000 |
| 296 | 1, 2, 4 - trimetyl benzene | 37,000 | 6,800 | 0 | 0 | 0 | 0 | 0 | 4,100 | 13,000 | 13,000 |
| 297 | 1, 3, 5 - trimetyl benzene | 8,600 | 3,200 | 0 | 0 | 0 | 0 | 0 | 2,800 | 2,500 | 0 |
| 300 | Toluene | 120,000 | 11,000 | 0 | 0 | 0 | 0 | 0.2 | 4,100 | 64,000 | 41,000 |
| 309 | Nickel compounds | 610 | 0 | 78 | 0 | 0 | 0 | 340 | 1.6 | 0 | 190 |
| 355 | Bis phthalate (2-ethylhexyl) | 2,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 2,200 |
| 392 | Normal-hexane | 29,000 | 200 | 0 | 0 | 0 | 0 | 0 | 220 | 13,000 | 15,000 |
| 400 | Benzene | 5,400 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 2,700 | 2,600 |
| 412 | Toluene | 1,100 | 0 | 66 | 0 | 0 | 0 | 370 | 0 | 0 | 680 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

## Takatsuka Plant of headquarters

[Operations] Headquarter operation, assembling of motorcycle engines and machining of parts
[Plant site area] 183,000m$^2$
[Building area] 154,000m$^2$
[Building area] 8,610 (including 254 in Takatsuka Plant)
[Location] 300 Takatsuka-cho, Minami-ku, Hamamatsu City, Shizuoka Prefecture

### <Environment-Related Data>

#### <Water Quality Data (at drain outlets)>

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 5.8 to 8.6 | 7.2 to 7.7 | 7.4 |
| BOD | 20/30 | 1.0 to 1.6 | 1.1 |
| SS | 30/40 | 2.0 to 5.6 | 3.8 |
| Oil content | 5 | 0.5 to 0.7 | 0.5 |
| Total nitrogen | 60/120 | 0.8 to 8.0 | 4.1 |
| Total phosphorous | 8/16 | 0.05 to 0.48 | 0.26 |
| Zinc | 1 | 0.1 | 0.1 |

#### <Air Pollution Data (at exhaust outlets)>

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| NOx | NOx LPG-fueled air conditioner | 150 | 58 to 73 | 65.5 |
| SOx (KVALUE) | NOx LPG-fueled air conditioner | 7 | — | — |
| Particulates | NOx LPG-fueled air conditioner | 0.1 | — | — |

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 53 | Ethyl benzene | 26,000 | 50 | 0 | 0 | 0 | 0 | 0 | 3.8 | 26,000 | 100 |
| 80 | Xylene | 120,000 | 130 | 0 | 0 | 0 | 0 | 0 | 3.2 | 120,000 | 99 |
| 296 | 1, 2, 4 - trimetyl benzene | 35,000 | 13 | 0 | 0 | 0 | 0 | 0 | 3.5 | 35,000 | 44 |
| 297 | 1, 3, 5 - trimetyl benzene | 10,000 | 2.7 | 0 | 0 | 0 | 0 | 0 | 1.1 | 10,000 | 0 |
| 300 | Toluene | 210,000 | 540 | 0 | 0 | 0 | 0 | 0 | 16 | 210,000 | 300 |
| 308 | Nickel | 3,500 | 0 | 0 | 0 | 0 | 0 | 0 | 2,500 | 0 | 1,000 |
| 309 | Nickel compounds | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 3,500 | 0 | 1,500 |
| 374 | Hydrogen fluoride and its watersoluble salt | 8,100 | 0 | 740 | 0 | 0 | 0 | 0 | 0 | 7,400 | 0 |
| 392 | Normal-hexane | 34,000 | 130 | 0 | 0 | 0 | 0 | 0 | 0.1 | 34,000 | 290 |
| 400 | Benzene | 8,600 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 8,600 | 53 |
| 438 | Methylnaphthalene | 13,000 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 12,000 | 0 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

## Toyokawa Plant

[Operations] Assembling of motorcycles and outboard motors
[Plant site area] 139,000m$^2$
[Building area] 75,000m$^2$
[Building area] 446
[Location] 1-2 Utari, Shirotori-cho, Toyokawa City, Aichi Prefecture

### <Environment-Related Data>

#### <Water Quality Data (at drain outlets)>

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 5.8 to 8.6 | 7.2 to 7.5 | 7.4 |
| BOD | 25 | 0.8 to 2.6 | 1.7 |
| SS | 30 | 1 | 1 |
| Oil content | 5 | Under 0.5 | Under 0.5 |
| Chrome | 0.5 | Under 0.04 | Under 0.04 |
| COD (total amount) | 20.63 | 0.00 to 10.07 | 4.04 |
| Total nitrogen (total amount) | 15.58 | 0.07 to 11.15 | 5.57 |
| Total phosphorous (total amount) | 2.06 | 0.00 to 0.76 | 0.38 |
| Zinc | 2 | 0.15 to 0.26 | 0.21 |

#### <Air Pollution Data (at exhaust outlets)>

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| NOx | Absorption type cooling and heating machine 1 | 150 | 56 to 69 | 62.5 |
| Particulates | Drying furnace 1 | 0.4 | Under 0.01 | Under 0.01 |
| | Drying furnace 2 | 0.4 | Under 0.01 | Under 0.01 |
| | Absorption type cooling and heating machine 1 | 0.1 | Under 0.01 | Under 0.01 |
| VOC | Final coating booth for frame | 700 | 230 | 230 |
| | Round-spray coating booth for tank | 700 | 220 | 220 |
| | Resin coating booth | 700 | 290 | 290 |

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 53 | Ethyl benzene | 16,000 | 10,000 | 0 | 0 | 0 | 0 | 1,000 | 10 | 4,100 | 370 |
| 80 | Xylene | 23,000 | 12,000 | 0 | 0 | 0 | 0 | 1,200 | 11 | 7,700 | 1,600 |
| 296 | 1, 2, 4 - trimetyl benzene | 8,300 | 3,400 | 0 | 0 | 0 | 0 | 350 | 4.5 | 3,500 | 970 |
| 297 | 1, 3, 5 - trimetyl benzene | 1,900 | 1,200 | 0 | 0 | 0 | 0 | 76 | 1.4 | 620 | 0 |
| 300 | Toluene | 74,000 | 35,000 | 0 | 0 | 0 | 0 | 830 | 6,200 | 29,000 | 3,100 |
| 392 | Normal-hexane | 3,700 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 2,600 | 1,100 |
| 400 | Benzene | 680 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 200 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

## Osuka Plant

[Operations] Cast parts manufacturing, etc.
[Plant site area] 151,000m$^2$
[Building area] 55,000m$^2$
[Building area] 406
[Location] 6333 Nishi Obuchi, Kakegawa City, Shizuoka Prefecture

### <Environment-Related Data>

#### <Water Quality Data (at drain outlets)>

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 5.8 to 8.6 | 6.9 to 7.4 | 7.1 |
| BOD | 10 | 0.3 to 3.6 | 1.4 |
| SS | 10 | 0.0 to 8.7 | 2.8 |
| Oil content | 2 | 0.0 to 0.4 | 0.2 |
| Lead | 0.1 | Under 0.0005 to 0.0057 | 0.0002 |
| Chrome | 2 | Under 0.1 | Under 0.1 |
| Total nitrogen | 60 | 1.3 to 6.4 | 4.2 |
| Total phosphorous | 8 | 0.12 to 0.41 | 0.249 |
| Zinc | 1 | Under 0.1 to 0.19 | 0.03 |

#### <Air Pollution Data (at exhaust outlets)>

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| Particulates | Cast iron melting furnace | 0.1 | Under 0.01 | Under 0.01 |
| | Aluminum melting furnace | 0.2 | Under 0.01 | Under 0.01 |
| | Aluminum melting & holding furnace | 0.2 | Under 0.01 | Under 0.01 |
| Chlorine | Aluminum melting furnace | 10 | Under 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 |
| | | 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

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 53 | Ethyl benzene | 1,100 | 650 | 0 | 0 | 0 | 0 | 0 | 51 | 420 | 0 |
| 80 | Xylene | 4,700 | 2,600 | 0 | 0 | 0 | 0 | 0 | 26 | 2,100 | 0 |
| 87 | Chromium, trivalent chromium and their compounds | 11,000 | 0 | 0 | 0 | 0 | 0 | 230 | 1,700 | 0 | 9,500 |
| 300 | Toluene | 6,200 | 2,500 | 0 | 0 | 0 | 0 | 0.1 | 690 | 3,000 | 0 |
| 321 | Vanadium compound | 1,300 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 1,200 |
| 412 | Toluene | 140,000 | 0 | 0 | 0 | 0 | 0 | 2,700 | 0 | 0 | 130,000 |
| 453 | Molybdenum and its compounds | 2,200 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 2,100 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

# Group manufacturing companies in Japan

## Suzuki Auto Parts Hamamatsu Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.)

[Operations] Machining of automobile parts, Die-casting and machining
[Location] 7-3 Minami Hiramatsu, Iwata City, Shizuoka Prefecture

**<Water Quality Data (at drain outlets)>**

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 5.8 to 8.6 | 7.1 to 7.5 | 7.3 |
| BOD | 20 | Under 10.0 to 3.8 | 1.3 |
| SS | 40 | 1.7 to 8.0 | 2.9 |
| Oil content | 5 | Under 0.5 to 0.6 | 0.5 |
| Total nitrogen | 60 | 2.0 to 8.1 | 4.1 |
| Zinc | 2 | Under 0.05 to 0.27 | 0.06 |

**<Air Pollution Data (at exhaust outlets)>**

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| NOx | Aluminum melting furnace | 150 | 41 | 41 |
| Particulates | Aluminum melting furnace | 75 | 20 | 20 |
| Chlorine | Aluminum melting furnace | 30 | Under 0.7 | Under 0.7 |
| Hydrogen chloride | Aluminum melting furnace | 80 | Under 1.0 | Under 1.0 |
| Fluorine, hydrogen fluoride | Aluminum melting furnace | 3 | Under 0.7 | Under 0.7 |

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

There is no PRTR target substance subject to performance reporting.

## Suzuki Seimitsu Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Suzuki Seimitsu Industries Co., Ltd.)

[Operations] Casting of automobile parts, Heat treatment and gear-cutting
[Location] 500 Inoya, Inasa-cho, Kita-ku, Hamamatsu City, Shizuoka Prefecture

**<Water Quality Data (at drain outlets)>**

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 5.8 to 8.6 | 7.2 to 7.8 | 7.4 |
| BOD | 15 | 1.8 to 7.0 | 4 |
| SS | 20 | Under 2.0 | Under 2.0 |
| Oil content | 5 | 0.5 to 1.3 | 0.7 |
| Total nitrogen | 60 | 5.7 to 17 | 11.7 |
| Total phosphorous | 8 | 0.06 to 0.08 | 0.06 |
| Zinc | 1 | 0.05 to 0.23 | 0.08 |

**<Air Pollution Data (at exhaust outlets)>**

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| NOx | Continuous carburizing furnace | 180 | 46 to 50 | 48 |
| | Annealing furnace | 180 | 48 to 50 | 49 |
| | Water cooling and heating machine | 150 | 42 to 58 | 49 |
| SOx (K VALUE) | Continuous carburizing furnace | 17.5 | 0.08 to 0.09 | 0.09 |
| | Annealing furnace | 17.5 | 0.08 | 0.08 |
| | Water cooling and heating machine | 17.5 | 0.07 to 0.16 | 0.12 |
| Particulates | Continuous carburizing furnace | 0.2 | 0.01 | 0.01 |
| | Annealing furnace | 0.2 | 0.01 | 0.01 |
| | Water cooling and heating machine | 0.1 | 0.01 | 0.01 |

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 1 | Zinc compound (water-soluble) | 1,900 | 0 | 97 | 0 | 0 | 0 | 1,400 | 0 | 0 | 490 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

## Enshu Seiko Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Enshu Seiko Co., Ltd.)

[Operations] Machining of automobile parts
[Location] 1246-1 Yamahigashi, Tenryu-ku, Hamamatsu City, Shizuoka Prefecture

**<Water Quality Data (at drain outlets)>**

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 6.5 to 8.2 | 7.1 to 7.5 | 7.3 |
| BOD | 10 | 0.5 to 3.3 | 1.2 |
| COD | 35 | 0.5 to 16.0 | 4 |
| SS | 15 | 0.1 to 2.0 | 1.2 |
| Oil content | 3 | 0.5 to 1.0 | 0.8 |
| Chrome | 2 | 0.01 to 0.10 | 0.07 |
| Total nitrogen | 100 | 0.4 to 2.7 | 1.6 |
| Zinc | 2 | 0.01 to 0.07 | 0.04 |

**<Air Pollution Data (at exhaust outlets)>**

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| Hydrogen chloride | Aluminum central melting furnace | 80 | Under 1.0 | Under 1.0 |
| Chlorine | Aluminum central melting furnace | 30 | Under 1.0 | Under 1.0 |
| Fluorine compound | Aluminum central melting furnace | 3 | Under 0.6 | Under 0.6 |

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 80 | Xylene | 1,000 | 860 | 0 | 0 | 0 | 0 | 170 | 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 amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

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

[Operations] Casting and machining of automobile parts
[Location] 192-1 Ienohigashi, Hamaikawa, Ikawa Town, Minamiakita County, Akita Prefecture

### <Water Quality Data (at drain outlets)>

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 6.0 to 8.5 | 7.4 to 7.9 | 7.7 |
| BOD | 20 | 1.0 to 9.7 | 5.4 |
| SS | 30 | 6.4 to 18.6 | 12.5 |
| Oil content | 4 | 0.5 to 0.8 | 0.7 |
| Total nitrogen | 18 | 1.7 to 4.2 | 3.0 |
| Total phosphorous | 4 | 0.11 to 0.45 | 0.28 |
| Zinc | 2 | 0.02 to 0.93 | 0.48 |

### <Air Pollution Data (at exhaust outlets)>

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| NOx | Boiler | 180 | 43 to 67 | 55 |
| SOx (KVALUE) | Boiler | 0.26 | Under 0.01 | Under 0.01 |
| Particulates | Boiler | 0.3 | Under 0.01 | Under 0.01 |

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 1 | Zinc compound (water-soluble) | 3,200 | 0 | 0 | 0 | 0 | 0 | 0 | 3,200 | 0 | 0 |
| 71 | Ferric chloride | 2,500 | 0 | 0 | 0 | 0 | 0 | 0 | 2,500 | 0 | 0 |
| 80 | Xylene | 2,400 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 2,300 | 0 |
| 296 | 1, 2, 4 - trimetyl benzene | 3,200 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3,200 | 0 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

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

[Operations] Processing of automobile parts
[Location] 3200 Mizushima, Oyabe City, Toyama Prefecture

### <Water Quality Data (at drain outlets)>

| Item | Regulation values | Results | Averages |
|---|---|---|---|
| pH | 6 to 8 | 7.0 to 7.6 | 7.3 |
| BOD | 15 | 1.2 to 12.0 | 70 |
| SS | 15 | 1.5 to 10.0 | 5.1 |
| Oil content | 5 | Under 0.5 to 1.3 | 0.6 |
| Lead | 0.08 | Under 0.005 | Under 0.005 |
| Chrome | 2 | Under 0.02 to 0.05 | 0.02 |
| Total nitrogen | 120 | 0.9 to 9.0 | 3.85 |
| Total phosphorous | 16 | 0.06 to 2.2 | 0.4 |
| Zinc | 2 | Under 0.05 to 0.16 | 0.07 |

### <Air Pollution Data (at exhaust outlets)>

| Substances | Facilities | Regulation values | Results | Averages |
|---|---|---|---|---|
| NOx | Boiler | 150 | 75 to 120 | 88 |
| | Electrodeposition drying furnace | 180 | 30 to 31 | 30.5 |
| SOx (K VALUE) | Boiler | 17.5 | 0.056 to 0.99 | 0.67 |
| | Electrodeposition drying furnace | 17.5 | 0.034 to 0.0012 | 0.0018 |
| Particulates | Boiler | 0.3 | 0.0012 to 0.0644 | 0.004 |
| | Electrodeposition drying furnace | 0.2 | 0.0096 to 0.0098 | 0.0097 |
| VOC | Painting | 700 | 624 | 624 |

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 80 | Xylene | 1,800 | 1,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 300 | Toluene | 1,200 | 1,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 309 | Nickel compounds | 11,000 | 0 | 220 | 0 | 0 | 0 | 370 | 62 | 0 | 9,800 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

## Snic Co., Ltd. Ryuyo Seat Plant

[Operations] Manufacture of automobile internal trim parts
[Location] 1403 Higashi Hiramatsu, Iwata City, Shizuoka Prefecture

**<Water Quality Data (at drain outlets)**
No applicable facilities

**<Air Pollution Data (at exhaust outlets)>**
No applicable facilities

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 297 | 1, 3, 5 - trimetyl benzene | 2,200 | 2,200 | 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 amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

## Snic Co., Ltd. Ryuyo Pipe Plant

[Operations] Manufacturing of automobile pipe parts
[Location] 6-2 Minami Hiramatsu, Iwata City, Shizuoka Prefecture

**<Water Quality Data (at drain outlets)**
Wastewater is transferred to Suzuki Auto Parts Hamamatsu Plant of Suzuki Auto Parts Mfg. Co., Ltd. for treatment.

**<Air Pollution Data (at exhaust outlets)>**
No applicable facilities

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 87 | Chromium, trivalent chromium and their compounds | 22,000 | 220 | 0 | 0 | 0 | 0 | 0 | 550 | 0 | 21,000 |
| 308 | Nickel | 8,200 | 82 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 7,900 |
| 412 | Toluene | 3,000 | 30 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 2,900 |

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

## Snic Co., Ltd. Hamakita Trim Plant

[Operations] Manufacture of automobile internal trim parts
[Location] 5158-1 Hiraguchi, Hamakita-ku, Hamamatsu City, Shizuoka Prefecture

**<Water Quality Data (at drain outlets)**
No applicable facilities

**<Air Pollution Data (at exhaust outlets)>**
No applicable facilities

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

Unit: kg/year

| Sub-stance No. | Substance name | Amount* | Discharge amount | | | | Transfer distance | | Recycled amount | Decomposition disposal | Product inclusion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Air | Rivers | Soil | Landfill | Sewerage | Waste materials | | | |
| 80 | Xylene | 1,400 | 1,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 300 | Toluene | 1,400 | 1,400 | 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 amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

# A History of Suzuki's Environmental Protection Efforts

| | | |
|---|---|---|
| 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. |
| 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 on 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 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 the Kosai Plant to promote energy saving activities. |
| 1996 | Apr. | Launched 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 WagonR. |
| | 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. | Launched a new mini vehicle equipped with a lean-burn engine which achieved 29.0km/L fuel consumption in 10x15 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 adopted it on a scooter Let's II. |
| | May | Launched fuel-efficient Alto with "Sc lean-burn" CVT. |
| | Jun. | Launched natural gas-fueled (CNG) WagonR. |
| | Aug. | Launched new model of Every electric vehicle. |
| | Sept. | Osuka and Sagara plants obtained the ISO14001 certification. |
| | Oct. | Launched Alto equipped with Idling Stop System (Engine Auto Stop Start 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. |
| | Nov. | MARUTI UDYOG (India) (currently: MARUTI SUZUKI INDIA LIMITED) obtained the ISO 14001 certification. |
| | | Launched ultrasonic compact washing machines "SUC-300H & 600H" that adopt ultrasonic waves for washing instead of organic solvent. |
| | Dec. | Launched natural gas-fueled (CNG) Every. |
| 2000 | Jan. | Developed a compact bumper crushing machine in-house. |
| | 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. |

| | | |
|---|---|---|
| 2001 | 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 (USA) for our electric vehicle concept car Covie at the Detroit Motor Show. |
| | Mar. | Launched the “Idling Stop (Engine Stop)” campaign. |
| | Jul. | Put the direct-injection turbo engine which realized both excellent fuel efficiency 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 mini 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 the Inasa Training Center. |
| | Jul. | Became a member of IMDS (International Material Data System). |
| | Sept. | Issued a “Green Procurement Guideline”. |
| | | Launched 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 the 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 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. | Participated 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 Crosscage and exhibited it at the Tokyo Motor Show. |
| | Nov. | Established Suzuki Environment Control Regulations. |
| 2008 | 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. | Set up Suzuki Plaza to introduce Suzuki's history and manufacturing know-how to the public. |
| | | Received Local Industry Contribution Award (Ichimura Award) for development and practical application of high-speed system realizing low cost and low environmental impact. |
| | Sept. | Maruti Suzuki India Limited greatly reduced CO2 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. |
| 2010 | May | Plug-in hybrid Swift (Swift Range Extender) acquired the type approval of the Ministry of Land, Infrastructure and Transport. |
| | Sept. | Electric scooter e-Let's was developed and the research for driving on public roads started for productization. |
| 2011 | Mar. | Whole Vehicle Type Approval was acquired for the first time in the world as a fuel cell scooter |
| | May | Received Engineering Development Award of the 61st JSAE EXPOSITION AWARD for development of the rear lower arm made of aluminum-extruded material that realized weight reduction by low costs. |
| 2012 | Feb. | Established a joint venture together with Intelligent Energy Holdings for development and manufacture of fuel cell systems. |
| | Jul. | Developed light polypropylene resin material which excels in material coloring for automobiles. |
| | Sept. | Developed fuel efficiency improvement technologies ENE-CHARGE, new idling stop system (Engine Auto Stop Start System) and ECO-COOL. |
| | Nov. | Received 2013 RJC Car of the Year for its next-generation environment technology SUZUKI GREEN technologies. |
| 2013 | Mar. | Established "Suzuki Environmental Plan" and "Suzuki Biodiversity Guidelines". |
| | Jul. | Developed DUALJET engine that realizes both excellent fuel efficiency and strong driving. |
| | Nov. | Decided to install the mega-solar system in the Nakazato Industrial Park in Makinohara City |
| 2014 | Jan. | Developed new transmission Auto Gear Shift with excellent fuel efficiency |
| | Aug. | Developed S-ENE CHARGE which has further evolved the ENE-CHARGE. |
| 2015 | Jun. | Developed and launched 2-cylinder 0.8L diesel engine in India. |