



2016 SUZUKI CSR & ENVIRONMENTAL REPORT

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







SUZUKI

SUZUKI CSR & ENVIRONMENTAL REPORT 2016

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- The period covered by this report is the FY2015 (from April 1, 2015 through March 31, 2016). 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

First of all, the Company wishes to express its profound apologies for the disturbance caused to our shareholders and all stakeholders as a result of cases of improper activities that were inconsistent with national regulations with regards to gas emission and fuel consumption testing of the Company's automobiles. The Company will take preventative measures to ensure that this will not happen again, and will work to ensure thorough compliance and strengthen risk management systems in all fields of its business.

The Group 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.

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) and environmental activities carried out in FY2015 are introduced. We hope this report can provide an opportunity to understand our CSR and environmental activities.

Suzuki Motor Corporation
Representative Director and President
Toshihiro Suzuki

Suzuki's CSR

Suzuki Aims to Contribute to the Society and Become a Company Loved and Trusted throughout the World

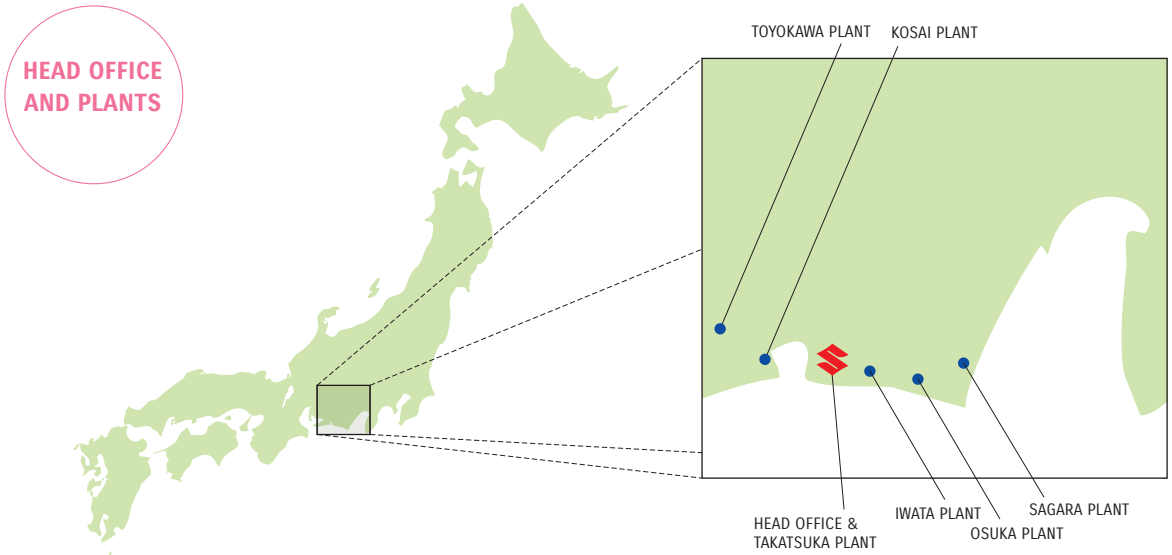
CSR Policy

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.
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.
Our executive officers and employees will strictly adhere to all statutes, social norms, and in-house rules, etc., act fairly and with sincerity.

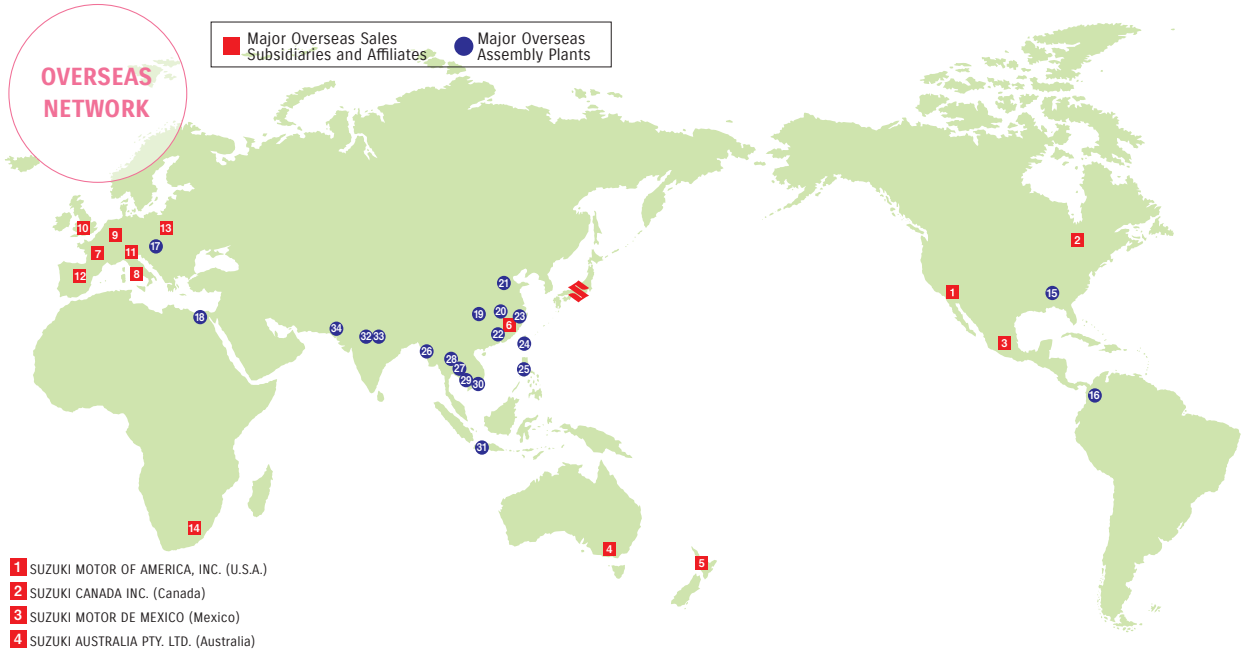
SUZUKI OUTLINE (as of March 31, 2016)

- **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
- **Representative Director and President:**
  Toshihiro Suzuki
- **Main product Line:**
  Motorcycles, Automobiles, Outboard Motors, Motorized Wheelchairs, Electro Senior Vehicles, Industrial Equipment.
- **Capital:** 138,014 million yen
- **Employees:** 14,932
  (consolidated 61,601)

HEAD OFFICE AND PLANTS

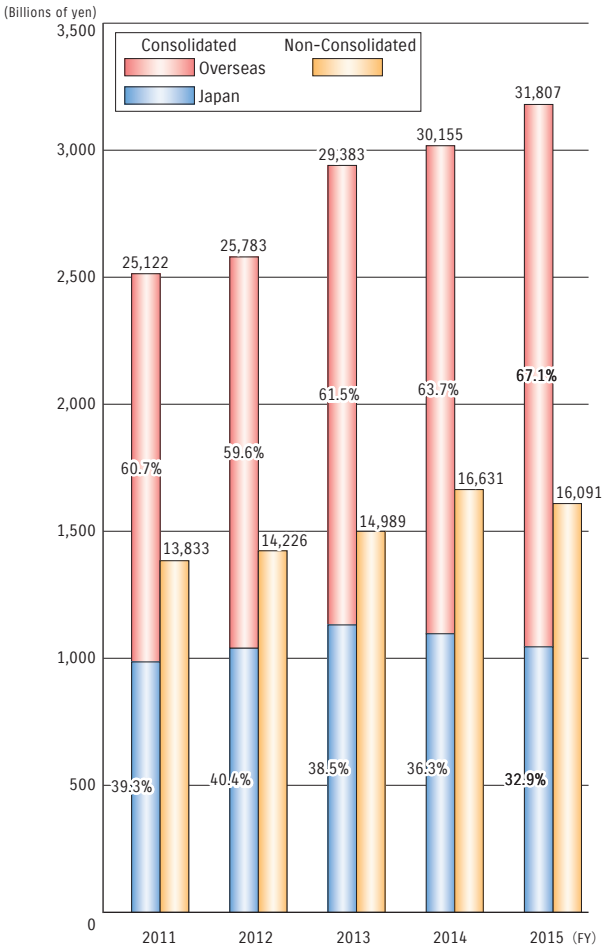


OVERSEAS NETWORK

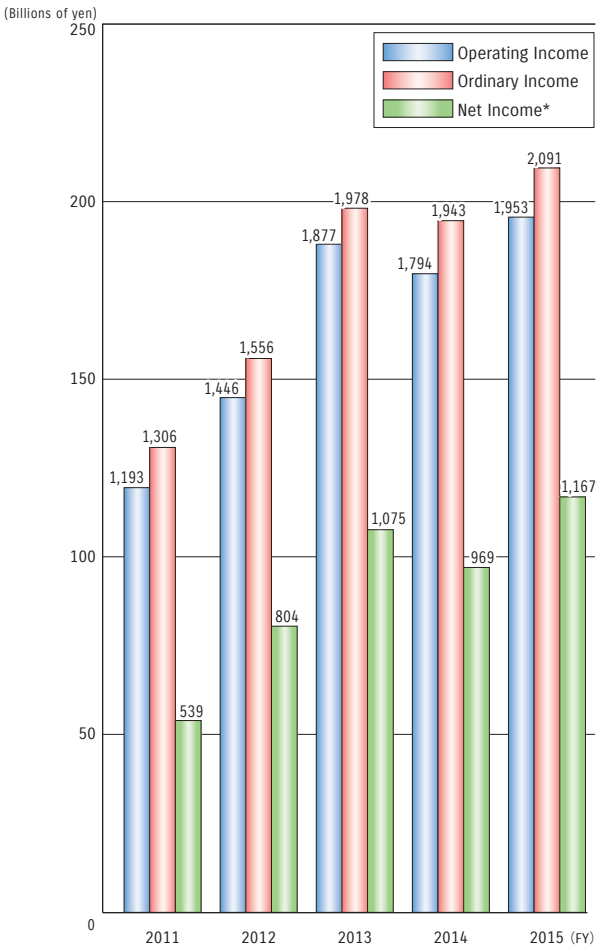


1 SUZUKI MOTOR OF AMERICA, INC. (U.S.A.)
2 SUZUKI CANADA INC. (Canada)
3 SUZUKI MOTOR DE MEXICO (Mexico)
4 SUZUKI AUSTRALIA PTY. LTD. (Australia)
5 SUZUKI NEW ZEALAND LTD. (New Zealand)
6 SUZUKI MOTOR (CHINA) INVESTMENT CO., LTD.
7 SUZUKI FRANCE S.A.S. (France)
8 SUZUKI ITALIA S.P.A. (Italy)
9 SUZUKI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

◆Net sales

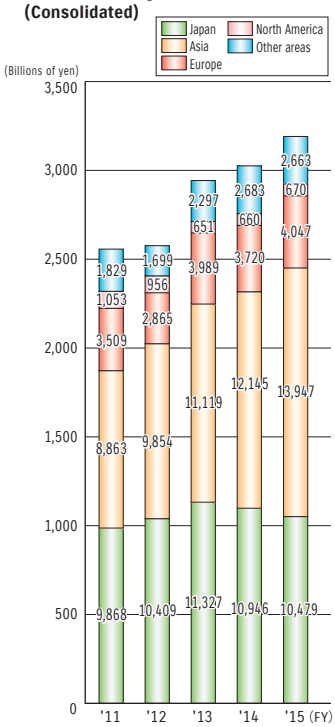


◆Income (Consolidated)

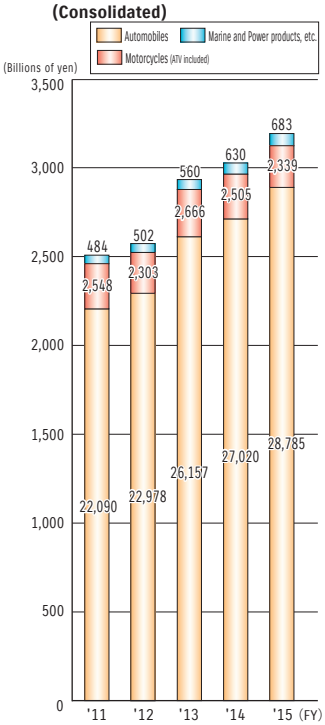


*Net income is Net income attributable to owners of the parent.

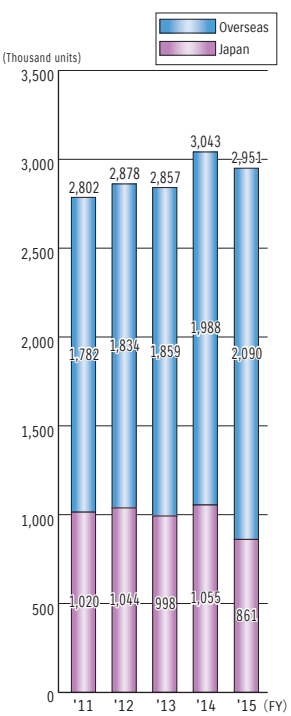
◆Net sales by market (Consolidated)



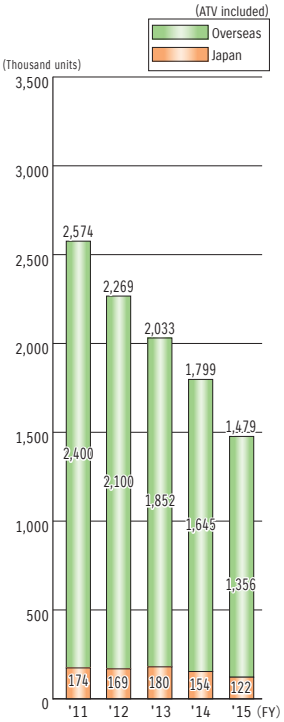
◆Net sales by business (Consolidated)



◆Automobile Production



◆Motorcycle Production



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

Utilization of regenerated energy and energy-saving technologies

Special Article 1 Operation of the Suzuki Makinohara Solar Power Plant

Suzuki Makinohara Solar Power Plant, a solar power facility with a maximum capacity of 20MW (megawatt) which was being constructed at the Nakazato Industrial Park located in Makinohara, Shizuoka, has been making test operation since October 2015. Additional construction to increase its generating capacity is currently under way, which is scheduled to be completed in March 2017.

Suzuki Makinohara Solar Power Plant will have solar panels in the 460,000m2 of land (a part of Sagara Plant premises and a Suzuki-owned 420,000m2 of land within the Nakazato Industrial Park). Annual generating capacity after additional construction is scheduled to be approximately 34,400MWh (megawatt hour), which equals to 9,500 standard households and will all be sold to the Chubu Electric Power Co., Inc.

Suzuki's solar power business started operating a 0.9-MW power plant in June 2015, which is placed on the roof of the Hamamatsu Plant located in Miyakoda-cho, Kita-ku, Hamamatsu. Plus, a 4-MW (total capacity of the Suzuki Group) power plant started operating in October at an unutilised land in Maisaka-cho, Nishi-ku, Hamamatsu.

CO_2 emission reduction effect

With the operation of the Suzuki Makinohara Solar Power Plant, the total capacity of the facilities for the Suzuki Group's solar power plant would be approximately 25MW. CO_2 emission reduction effect earned through the operation of these solar power plants is expected to be 10.6% of the total CO_2 emission amount by Suzuki's domestic plants in FY2015.

Suzuki will contribute to the local communities through its power plant business, while strengthening its efforts for suppression of global warming and environmental protection by promoting local production and local consumption of energy.

Generating capacity and situation of each power plant

Power plant	Generating capacity	Situation
Suzuki Hamamatsu Plant Solar Power Plant	0.9MW	Started operating in June 2015
Suzuki Maisaka Power Plant Suzuki Business Maisaka-higashi Solar Power Plant	4MW	Started operating in October 2015
Suzuki Makinohara Solar Power Plant	20MW	Started operating in October 2015, currently constructing additional panels. Scheduled to be completed in March 2017.

Suzuki Makinohara Solar Power Plant

Utilization of regenerated energy and energy-saving technologies

Special Article 2 Suzuki Sagara Plant Receives the FY2015 Energy Conservation Grand Prize <Energy Conservation Case Example Category>

- Energy and Labour Conservation through Introduction of Infra-Red Die Heater at the Foundry -

Suzuki's Sagara Plant received the "ANRE (Agency for Natural Resources and Energy) Director-General's Award (co-implementation field)" in the "FY2015 Energy Conservation Grand Prize <Energy Conservation Case Example Category>".

Since FY1990, Energy Conservation Grand Prize (organized by the Energy Conservation Center, Japan) has been awarding products that excel in energy and electricity conservation, or business operators that have developed business models with high ramification for energy conservation. Energy Conservation Case Example Category was introduced in FY2011, awarding business operators that have made progress by promoting electricity conservation and activities that excel in energy conservation of corporations, plants, offices, etc.

The ANRE Director-General's Award (co-implementation field) was given to Suzuki, Chubu Electric Power, and Metro Denki Kogyo for co-developing an infra-red die heater and introducing it to the engine parts foundry process of the Sagara Plant. Its efforts for realizing significant shortening of heating time and reduction of energy consumption, as well as conserving labour and enhancing safety and productivity of work were highly appraised.
Plus, its expectation for high ramification in expanding the efforts throughout the global Suzuki Group and other business operators was the reason for its selection.

Suzuki is promoting energy conservation by expanding these facilities and efforts in domestic Group companies and overseas plants. Through receiving the award, Suzuki is highly motivated to make efforts for further energy conservation.

Overview of the ANRE Director-General's Award (co-implementation field)

"Energy and Labour Conservation through Introduction of Infra-Red Die Heater at the Foundry"
- Business operator: Administration Group and Foundry Group, Sagara Plant, Suzuki Motor Corporation
  Shizuoka Branch Office, Chubu Electric Power Metro Denki Kogyo
- Plant: Sagara Plant, Suzuki Motor Corporation

●Overview of case example

- At the die heating process of foundry machine for the engine parts, heating method was switched from conventional gas burner to infra-red die heater.
- Die heater was invented, developed, and tested by Suzuki, Chubu Electric Power, and Metro Denki Kogyo. By introducing the heater, compared to the conventional gas burner, energy consumption was reduced by 58% (reduced 20.8kl/month in crude oil conversion) and process time needed to heat the die was reduced by 32%, conserving energy and labour, as well as enhancing safety and productivity of work.

●Description of main implementation

(1) Efforts for energy and labour conservation

Development and introduction of infra-red die heater

Implemented switching energy of die heating operated before starting low-pressure foundry from LPG to electricity.
Developed infra-red die heater with aim to reduce time needed to heat up to the set temperature and to reduce energy consumption.

(2) Achievement status of energy conservation

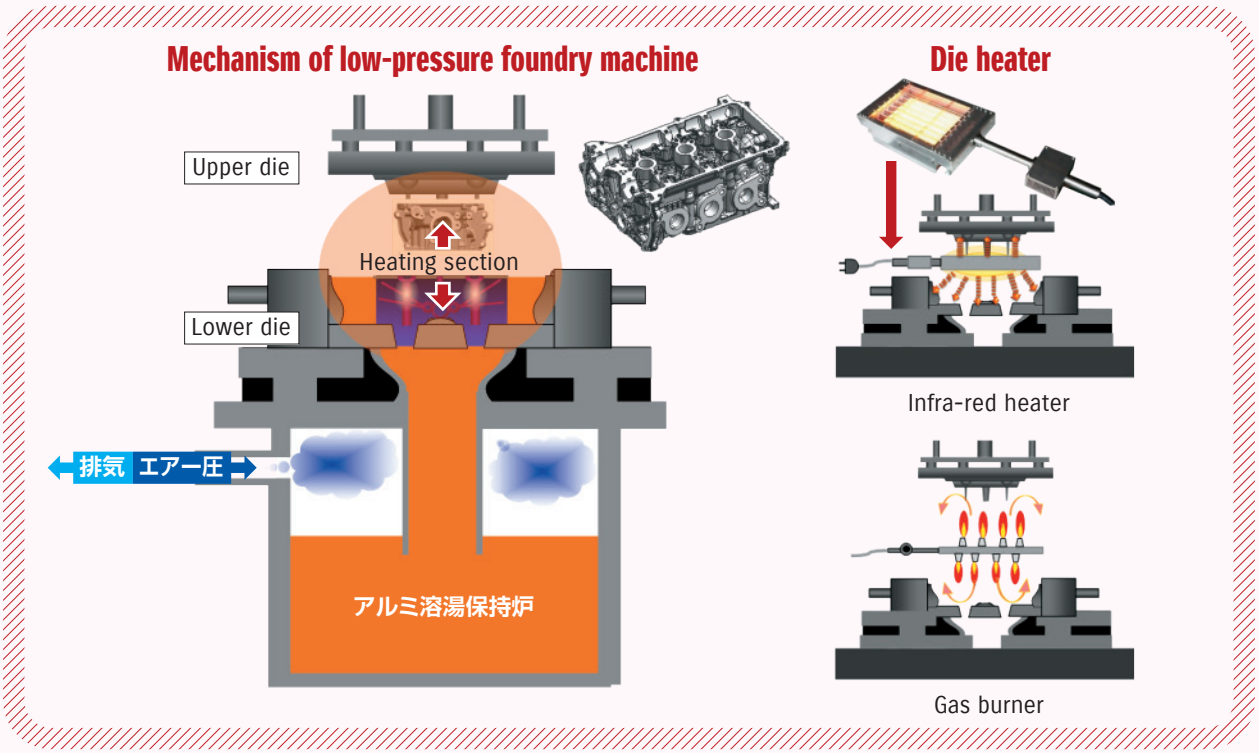
①Effects of introducing infra-red die heater (energy-conserving ability)
By introducing infra-red die heater, compared to the conventional gas burner, energy consumption was reduced by 20.8kl/month in crude oil conversion.
The effects of solution as a result of switching the energy from LPG to electricity are as per below.
・Consumption of LPG used for die-heating (reduced by 100%)
・Shortening the time needed to heat up to the set temperature (reduced by 72%)
・Shortening the process time needed to heat the die (reduced by 32%)
・Reduction of energy consumption owing to the overshoot control function
・Since the heater does not glare, light-blocking glasses became unnecessary

②Labour conservation
For the conventional gas burner, the worker had to monitor randomly. The electric heater automatically controls during and after die-heating, making monitoring by the worker unnecessary.
Erosion inspection of die parts conducted thrice a day and their repairing were abolished. Also, this led to expansion of repairing cycle of die mould wash and reduction of failure trouble of die parts.

③Optimization of die temperature
By minimizing the space between the die and the heater, and surrounding the die with the heater's light-emitting part, it enabled to heat the whole die evenly. Also, owing to the automatic control, it enabled to heat the die to high-efficiency temperature distribution, enhancing product efficiency.

④Enhancing safety of work
After introducing the heater, ignition work itself could be abolished, so there's no more risk of fire. Also, as a result of establishing rules of heating process, making the heating machine lightweight, and taking handling balance into the design, safety of workers enhanced.

⑤Enhancing working environment
Comparison of results for working environment measurement shows that Wet Bulb Globe Temperature improved.



CSR

CSR Policy

CSR Policy 10
Suzuki Group Code of Conduct 11

CSR Policy

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.

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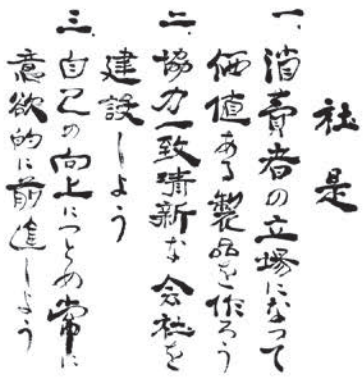
Our executive officers and employees will strictly adhere to all statutes, social norms, and in-house rules, etc., act fairly and with sincerity.

Mission statement

In 1962, Suzuki established the “Mission Statement” which indicates the Corporate policy of Suzuki. It sets goals to strive for accomplishing corporation’s social missions, for the corporate organization that the one belongs to, and for the one’s own self.

With the motto “products of superior value”, all employees are making daily efforts in creating value-packed products.



Suzuki Group mission statement (established in 1962)

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

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.

Suzuki Group Code of Conduct

Followings are the contents of 'Suzuki Group Code of Conduct' that Suzuki Motor Corporation is communicating to all directors, officers and employees of Suzuki Group.

For our Customers

(1) Realization of products and services of superior value

Suzuki Group will provide customers with products and services exceeding their expectation as in line with the spirit "Develop products of superior value by focusing on the customer" which is listed as the first item in our "Mission Statement".

- We will make every effort to provide products and services that will satisfy our customers, by standing in our customers' place at all times.

(2) Activities on Quality

Suzuki Group will develop and produce high quality products which customers can use in relief and will provide after-sales services considering customers' safety and security with first priority.

If by any chance a quality related problem occurs, Suzuki Group will devote its sincere efforts to react on customer's voice, grasp the problem at an early stage and take measures with thorough investigation into the causes so that the customer can continue using Suzuki products in relief.

- We will never neglect any quality related problem on our product that may affect our customers' safety or security, noticed during development, production or after-sales service.
- We will never lead to a conclusion in our own favour when reacting to indications from our customers related to the quality on our products.
- We will treat aforesaid quality related problems and customers' indications on quality with utmost sincerity, and will devote our best efforts not to spoil customers' trust.

(3) Respect of Human Rights

Suzuki Group will be aware of international norms pertaining to human rights and respect fundamental human rights with reference to laws in each country or region.

- We will cooperate with each other as a member of Suzuki Group to create a working environment with no discrimination by personal attributes or harassment.

For A better Working Environment

(4) Occupational Safety-Traffic Safety

Suzuki Group will review the workplace environment to create safe workplace.

Suzuki Group will thoroughly carry out education on safety to prevent occurrence of occupational injury.

- We will strictly obey rules related to safety so that we can maintain safe workplace and prevent occurrence of occupational injury.
- We will immediately report to our supervisors for improvement when we notice any problem related to safety at our workplace.
- We will be conscious that we take part in the automobile industry, observe traffic rules, keep in mind to drive vehicles safely as a social norm, and endeavour to prevent traffic accidents while on duty or in private.

(5) Promoting Kaizen Activities and Observing Basic Business Rules

Suzuki Group encourages employees to come up with inventive ideas to improve the workplace. Suggestions from employees on Kaizen will be evaluated and effective measures will be adopted and widespread amongst Suzuki Group companies for a growth of the entire group.

Suzuki Group will create basic rules on our work for the employees to follow.

- We will always think seriously about our business, take the lead in action and make a proposal to the company when we notice any points of improvement.
- We will thoroughly enforce mutual understanding at our workplace and communicate over and over again until others comprehend sufficiently.
- We will always be conscious of overall optimization and make efforts to share information between departments and companies.
- We will observe the business rules provided from time to time in each workplace.

For Shareholders and all other Stakeholders

(6) Compliance

While Suzuki Group acknowledges the existence of difference in laws related to competition such as Antitrust Law and laws related to fair trading by each country or region, Suzuki Group will grasp the difference and carry out training on employees to observe laws and societal norms in their respective countries and regions.

*Please refer to "Compliance Practical Examples" below for compliance with respective laws.

- We will observe the content of the guidance and training provided by the company on laws and societal norms.
- We will immediately consult with our supervisors when we notice any noncompliance or suspected noncompliance by another employee. In case we think it is improper to consult with our supervisors, we will report to the Consultation & Reporting Desk in our company or those provided by Suzuki Motor Corporation.

*For "Consultation & Reporting Desk" provided by Suzuki Motor Corporation, please see the section 'Consultation & Reporting Desk section' below.

(7) Environmental Activities

In order to succeed the beautiful earth and affluent society to the next generations, we must all realize that actions of each and every one of us have a great effect on our earth's future therefore Suzuki Group will make every effort to preserve global environment.

- We will endeavour to produce environmentally friendly products that will be required by our customers, by contributing to development and diffusion of environmentally friendly technology.
- We will reduce burden on the environment sourced from our workplace and devote our sincere efforts to maintain the environment of our workplace and local community.

(8) Refusing relations with antisocial forces

Suzuki Group will thoroughly refuse any relationships with antisocial forces and organizations which are threatening the order and safety of civil society.

- We will never accept any unreasonable demand from antisocial forces and organizations on our own decision and will always report to or consult with our supervisors or related department.

*"Antisocial forces" means any group or individuals pursuing illicit financial gain by violence, power and fraudulence.

Compliance Practical Examples

This “Compliance Practical Examples” has been compiled under Paragraph 6 “Compliance” of “Suzuki Group Code of Conduct” so that each and every employee of Suzuki Group companies could behave observing applicable laws.
All directors, officers and employees of Suzuki Group companies are required to behave at least in accordance with the following in the light of legal compliance.

1) You shall not engage in any act to force specific conditions or detriment on others or pursue your own interests by abusing your superior position in business trading.
2) You shall not provide inappropriate benefits or facilities exceeding the standards set by the company to politicians, government officials, etc.
3) You shall always convey accurate information to regulative authorities.
4) When doing business with customers, suppliers, government officials, subcontracting companies or competitors, you shall not sacrifice interests of the company for your own self-interests or those of your relatives or friends.
5) You shall properly treat confidential information of the company which has come to your knowledge in the course of your business and shall not disclose it to any third party without the company’s prior approval.
6) You shall not engage in insider trading using unreleased corporate information.
7) Recognizing that intellectual property and trade secrets are valuable property for the company and that providing them to others whether paid or unpaid without the company’s approval constitutes an offence, you shall not do such a thing.
8) Recognizing that obtaining trade secrets of any other persons without their consent constitutes an offence, you shall not do such a thing.
9) You shall obtain customer information and personal information through proper procedures and take utmost care when handling it and shall not use it for purposes for which it was not originally intended when the information was obtained.

This “Compliance Practical Examples” may be amended from time to time according to enactment, change or abolishment of the laws and regulations or situation of the company or any other circumstances. We shall notify you immediately in such case.

12 April, 2016
Corporate Governance Dept.
Corporate Planning Office

Consultation & Reporting Desk

●In case you noticed a breach or a suspicion of a breach of this Code of Conduct、please take action following the below mentioned flow.
a) Consult with your supervisor.
b) In case you think it is improper to consult with your supervisor, please report through another procedures provided by your company.
c) In case you think it is improper to consult your supervisor or to report through the procedures provided by your company, please report to the External Contact Point of [Suzuki Group Risk Management Hotline].
(Contact details of the hotline are not disclosed here.)
d) Report to Suzuki’s Internal Contact Point of [Suzuki Group Risk Management Hotline]
(Contact details of the hotline are not disclosed here.)

●We guarantee there will be no disadvantage to the Whistleblower by reporting to the Hotline. In case any inappropriate action was taken against the Whistleblower, we will take discharged action or other necessary measures according to law and/or regulations against the person who took such action.

●Your reporting might allow Suzuki Group to reduce loss or damage by immediate recognition and action against the problem therefore please consult or report with valour.

CSR

Corporate Governance

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Corporate Governance

Basic policy on corporate governance

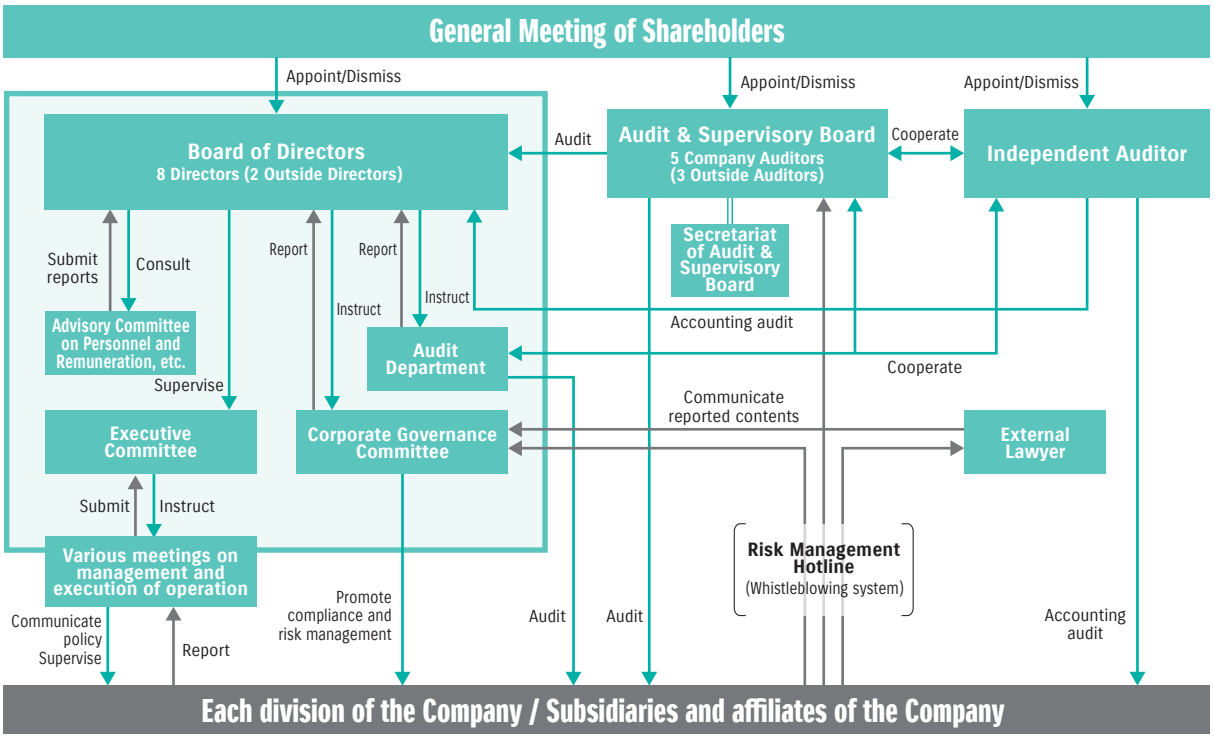
Through fair and efficient corporate activities, the Company always intends to be trusted by all our stakeholders including shareholders, customers, partner companies, local communities and employees, and to be a continuously growing company, while making a further contribution to the international community. 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 and is aggressively taking various kinds of measures.

Also, in order to be trusted further by society and stakeholders, we disclose information quickly in fair and accurate manner prescribed in laws and regulations and actively disclose information that we think is beneficial to understand the Company. We will further enhance the transparency of the Company.

Corporate Governance System

The Company has elected to be a company with the Audit & Supervisory Board with the supervisory function of execution of business by the Board of Directors and the auditing function by the Audit & Supervisory Board. In addition, in the belief that the Company will be able to realize highly effective corporate governance by establishing the Advisory Committee on Personnel and Remuneration, etc. that include Outside Directors and Outside Audit & Supervisory Board Members (hereinafter "Company Auditors") as their members who are highly independent, as the advisory body of the Board of Directors, the Company has elected to adopt the present structure.

(As of 31 October, 2016)



[Board of Directors]

In addition to the regular meetings of the Board of Directors composed of 8 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 beneficial advice and indication for the growth of the Company based on large stock of experience and professional knowledge.

[Executive Committee]

At the Executive Committee (Chairman: Representative Director and President) which is composed of Directors and Managing Officers, etc. 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 the Advisory Committee on Personnel and Remuneration, etc. composed of 5 members, of which 2 Outside Directors and 1 Outside Company Auditor make up the majority of the membership.

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.

[Corporate Governance Committee]

For sustainable growth and enhancement of corporate value of the Group on a mid- to long-term basis, the Corporate Governance Committee was established to thorough compliance and examines matters including risk management as well as promotes the implementation of measures and policies thereof.

[Company Auditor's Audit]

Audit & Supervisory Board of the Company is composed of 5 Company Auditors including 3 Outside Company Auditors.

Pursuant to the standard for the Company Auditor's Audit, set forth by the Audit & Supervisory Board, and following the policy of auditing and division of duties, each Company Auditor has audited the execution of business in the Company in an appropriate manner by attending not only meetings of the Board of Directors but also important meetings such as the Executive Committee, viewing circular resolutions, meeting minutes and other documents as well as receiving reports or having hearings on the state of business from Directors.

In addition, the Company has established the Secretariat of Audit & Supervisory Board as the dedicated staff organization that is independent from the chain of command of Directors, etc. in order to reinforce a supportive system for duties of Company Auditors.

1 Full-Time Company Auditor 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 Auditor, and large stock of experience as certified public accountant as to Outside Company Auditor respectively.

[Internal Auditing]

The Company has established the Audit Department as an internal auditing organization that is staffed by experts in the fields of sales, purchasing, engineering, quality, production, etc. in order to upgrade internal controls in wide-ranging fields of work. The Audit Department audits the Company, subsidiaries and affiliated companies at home and abroad to verify the state of compliance with laws and regulations and the effectiveness of internal controls on a regular basis and reports to the Board of Directors and the Audit & Supervisory Board on the results together with proposals for improving the problems that were detected.

[Independent Auditor]

2 certified public accountants who engaged in the audit for FY2015 are Mr. Takashi Imamura and Mr. Koji Sato, who belong to Seimei Audit Corporation. The numbers of other assistant members for audit are 9 certified public accountants and 6 others.

[Mutual cooperation of Internal Auditing, Auditor's Audit and Independent Auditor, and relationship between these audits and departments of internal control]

Audit Department, Company Auditors 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.

Audit Department and Company Auditors exchange information with organization specialized in internal audit, which consists of Corporate Planning Office, Legal Department, Finance Department and IT Systems Department.

<Reference - Standard for Independence of Outside Directors and Outside Company Auditors>

The Company never elects a 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. Person 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 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 or Managing Officer of the Group.

2. Person 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 Independent 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 the 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 the 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

Corporate Governance System and Risk Management System

Followings are the basic policies regarding the systems to ensure the appropriateness of execution of duties (internal control systems), which were resolved at the Meeting of the Board of Directors of the Company.

1. Systems to ensure that Directors' and employees' execution of their duties complies with laws and regulations and the Articles of Incorporation

1) The Board of Directors shall formulate the "Suzuki Group Code of Conduct" to ensure Directors and Managing Officers and employees in the Company and the Group execute their duties in a healthy manner as well as shall oversee the state in which the Code is fully disseminated throughout the Group.
2) A Corporate Governance Committee, chaired by the Director and Managing Officer in charge of corporate planning, shall be established under the Board of Directors. The Corporate Governance Committee shall deploy measures for advancing in thorough compliance and promote efforts to address cross-sectional challenges in coordination with the relevant sections.
3) Executive General Managers shall clearly define the division of work among their responsible sections and establish work regulations and manuals that include compliance with laws and regulations related to their responsible duties, approval and decision procedures, and rules for the confirmation process by other sections as well as make them fully known to people concerned.
4) The Human Resources Department shall hold seminars about compliance and individual laws/regulations for Directors, Managing Officers and employees in a continuous manner in cooperation with the Corporate Planning Office, Legal Department, Engineering Department and other related departments.
5) To prevent violations of laws and regulation and take corrective measures at an early stage, a whistleblowing system (Suzuki Group Risk Management Hotline) that has both internal and external contact points, shall be established to allow Directors, Managing Officers and employees to report on breach of laws and regulations or their possibility without any disadvantageous treatment to the whistleblower.
The Corporate Planning Office shall strive to make the whistleblowing system fully known and promote its use.

2. Systems relating to the storage and administration of the information in relation to Directors' execution of their duties

The minutes of the meetings of the Board of Directors and other information related to Directors' execution of their duties shall be retained and administered by responsible sections pursuant to laws, regulations and internal regulations as well as shall be available to Directors and Company Auditors for examination when the need arises.

3. Rules and other systems relating to management of the risk of loss

1) Important matters regarding corporate management shall be decided after the meetings of Board of Directors, the Executive Committee, circular resolutions and other systems deliberate and evaluate their risks in accordance with the standard for deliberation.
2) Executive General Managers shall establish work regulations and manuals that include preventive measures against risks that can be presumed in their responsible duties, and counter-measures in case of their occurrence and make them fully known to people concerned.
3) To prepare for a large-scale disaster, action manuals and business continuity plans shall be formulated, and drills shall be carried out.

4. Systems to ensure that Directors' execution of their duties is made efficiently

1) Important matters regarding corporate management shall be deliberated at the Executive Committee and other meetings prior to decision-making.
2) The Board of Directors shall clarify responsibilities regarding the execution of Managing Officers' and Executive General Managers' duties and supervise their execution.
3) The Board of Directors shall receive reporting from the person responsible for the execution of the duties, as necessary, on how the matters, which were decided at the meetings of the Board of Directors, the Executive Committee and other meetings, are executed to give necessary instructions.
4) The Board of Directors shall formulate mid-term management plans that include consolidated subsidiaries and regularly verify the progress in the business plans of the fiscal years that Executive General Managers make in order to achieve the mid-term plan.
5) The Audit Department, which directly reports to President, shall audit the state of establishment and operation of internal controls, which are based on the basic policies, on a regular basis and report on the outcome to the Board of Directors.
The Board of Directors shall make Managing Officers and Executive General Managers attend meetings of Board of Directors, if necessary, and ask them to explain or report on issues that were detected in activities such as internal audits and whistleblowing. Accordingly, the Board of Directors shall give instructions for correction of the issues and ask reporting on the result.

5. Systems to ensure proper business operation of the Corporate Group consisting of the Company and subsidiaries

1) The Board of Directors shall formulate mid-term management plans that include consolidated subsidiaries, and the presidents of the subsidiaries shall make business plans in the fiscal years in order to achieve the mid-term plans.
2) The Company shall set forth regulations for managing subsidiaries, which clarify the departments that are responsible for administering the subsidiaries, and receive reporting from subsidiaries on the situation of their business on a regular basis and on matters set forth in the regulations. Important matters related to the corporate management of subsidiaries shall be subject to prior approval from the Company.
3) The Corporate Governance Committee shall deploy thorough compliance and measures for risk management, which include consolidated subsidiaries, to the presidents of subsidiaries as well as give them necessary assistance in coordination with the relevant departments.
   The Audit Department, directly reporting to President, shall regularly audit the state of dissemination of "the Suzuki Group Code of Conduct", compliance, risk management and the state of establishment of a whistleblowing system as well as report the results to the Board of Directors.
   The Board of Directors shall make the presidents of subsidiaries attend meetings of Board of Directors, if necessary, and ask them to explain or report on issues that were detected in activities such as internal audits and whistleblowing. Accordingly, the Board of Directors shall give instructions for correction of the issues and ask reporting on the result.
4) The Corporate Planning section shall disseminate the "Suzuki Group Risk Management Hotline" to subsidiaries to allow the Directors, Managing Officers and employees of subsidiaries to report directly to the Company on violations of laws and regulations or their possibility.

6. Matters for employees to support the business of the Company Auditors when the Company Auditor seeks appointment of the employees, matters for independence of such employees from the Directors and matters for ensuring the efficiency of instructions given the employees

1) The Company shall establish Secretariat of Audit & Supervisory Board in which staff is dedicated to executing their duties under the direction of Company Auditors.
2) Company Auditors whom the Audit & Supervisory Board appoints can ask a change of their staff anytime, and Directors shall not refuse the requests without right reason.
3) Transfers, treatments, disciplinary punishments, etc. of the staff in the Secretariat of Audit & Supervisory Board shall be subject to approval from Company Auditors whom the Audit & Supervisory Board appoints. The staff's performance assessment shall be conducted by Company Auditors whom the Audit & Supervisory Board appoints.

7. Systems for reporting to the Company Auditors

1) Company Auditors may attend the Executive Committee, other important meetings and various committees in addition to meetings of Board of Directors to ask questions and express their opinions.
2) In additions to delivering circular resolutions and other important documents to Company Auditors, the Board of Directors, departments and the presidents of subsidiaries shall submit necessary information and report on the state of business and duties at the request of Company Auditors.
3) On finding the fact that can cause serious damage to the Suzuki Group, the Board of Directors shall report on the fact to the Audit & Supervisory Board immediately.
4) The Audit Department, directly reporting to President, shall report on the results of internal audits to the Audit & Supervisory Board.
5) One of the contacts of the "Suzuki Group Risk Management Hotline" shall be Company Auditors. In addition, the state of whistleblowing activities outside that of Company Auditors shall be reported to Company Auditors on a regular basis.
6) The Company will not treat those who reported to Company Auditors to their disadvantage and shall ask the subsidiaries to treat them in the same way.

8. Matters regarding procedures for prepayment or redemption of expenses arising from the execution of duties of Company Auditors and processing of other expenses or liabilities arising from the execution of such duties

The Company shall budget a certain amount of fund each year to pay expenses, etc. caused by the execution of Company Auditors' duties. When Company Auditors claim an advance payment of expenses and others related to the execution of their duties, the Company shall treat the claim without delay.

9. Other System to ensure effecting auditing by the Company Auditors

Company Auditors may seek advice, etc. from lawyers and other external experts, if necessary, at the expense of the Company.

[Rules of Corporate Ethics and internal control system]

We reviewed Suzuki Charter of Behavior, Standards of Behavior, etc. in April 2016 and established "Suzuki Group Rules of Corporate Ethics" as new guidelines for directors and employees of Suzuki and our consolidated subsidiaries (hereinafter referred to as the "Suzuki Group") to successfully accomplish their jobs.

In order to widely spread and firmly establish these Rules of Corporate Ethics in member companies of the Suzuki Group, we distribute portable handbooks, publish the guidelines on the internal homepage, conduct employee training, etc.

In addition, as a part of reinforcement of the compliance system and risk management system of the Suzuki Group, we started "Suzuki Group Risk Management Hotline" in replacement of the conventional Consultation Service. In this new system, Suzuki Head Office, Suzuki's auditors and external attorneys specified by Suzuki accept reports from directors and employees of the Suzuki Group so that the head office can detect inappropriate situations including behaviors or suspicions against laws and/or Suzuki Group Rules of Corporate Ethics as soon as possible and take necessary countermeasures.

<Reference – Suzuki Group Code of Conduct (excerpt)>

(1) Realization of products and services of superior value	Suzuki Group will provide customers with products and services exceeding their expectation as in line with the spirit "Develop products of superior value by focusing on the customer" which is listed as the first item in our "Mission Statement".
(2) Activities on Quality	Suzuki Group will develop and produce high quality products which customers can use in relief and will provide after-sales services considering customers' safety and security with first priority. If by any chance a quality related problem occurs, Suzuki Group will devote its sincere efforts to react on customer's voice, grasp the problem at an early stage and take measures with thorough investigation into the causes so that the customer can continue using Suzuki products in relief.
(3) Respect of Human Rights	Suzuki Group will be aware of international norms pertaining to human rights and respect fundamental human rights with reference to laws in each country or region.
(4) Occupational Safety･Traffic Safety	Suzuki Group will review the workplace environment to create safe workplace. Suzuki Group will thoroughly carry out education on safety to prevent occurrence of occupational injury.
(5) Promoting Kaizen Activities and Observing Basic Business Rules	Suzuki Group encourages employees to come up with inventive ideas to improve the workplace. Suggestions from employees on Kaizen will be evaluated and effective measures will be adopted and widespread amongst Suzuki Group companies for a growth of the entire group. Suzuki Group will create basic rules on our work for the employees to follow.
(6) Compliance	While Suzuki Group acknowledges the existence of difference in laws related to competition such as Antitrust Law and laws related to fair trading by each country or region, Suzuki Group will grasp the difference and carry out training on employees to observe laws and societal norms in their respective countries and regions.
(7) Environmental Activities	In order to succeed the beautiful earth and affluent society to the next generations, we must all realize that actions of each and every one of us have a great effect on our earth's future therefore Suzuki Group will make every effort to preserve global environment.
(8) Refusing relations with antisocial forces	Suzuki Group will thoroughly refuse any relationships with antisocial forces and organizations which are threatening the order and safety of civil society.

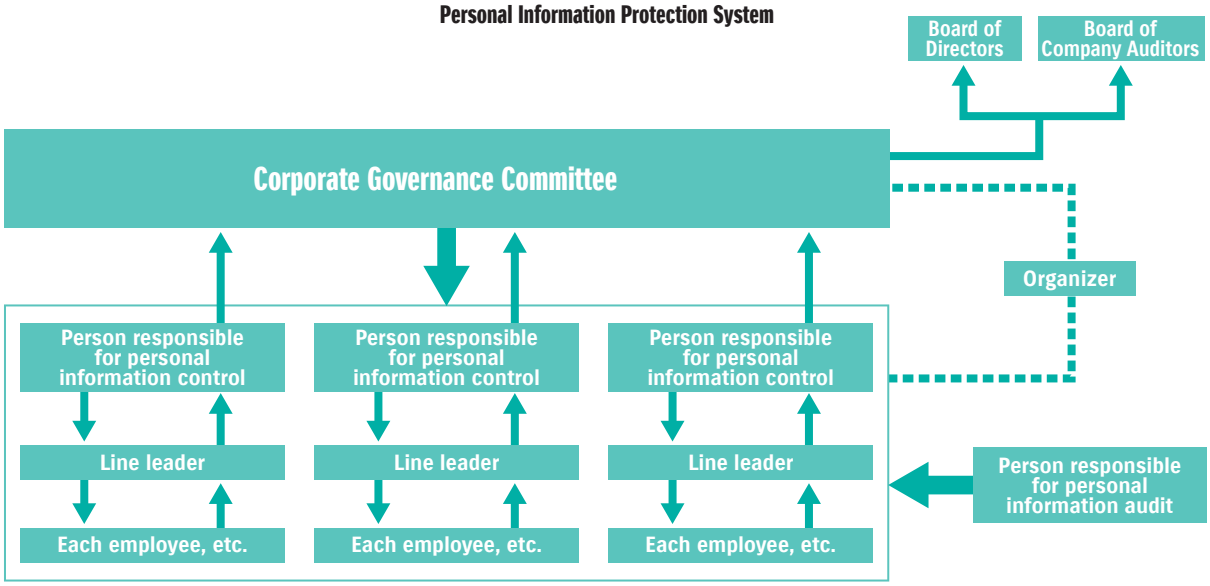
Protecting Personal Information

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.

Tsunami evacuation training

First-aid 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 230 million yen in total to neighboring eight cities and towns for disaster measures such as earthquakes and tsunami by FY2015.

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.

CSR

CSR Initiatives

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With Our Customers

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

Customer Relations Office

Suzuki's Customer Relations Office receives more than 150,000 calls of customer inquiries for one year (based on the data of FY2015).
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 including obvious questions from beginner drivers, consultations regarding recall repairs, and questions about new 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.

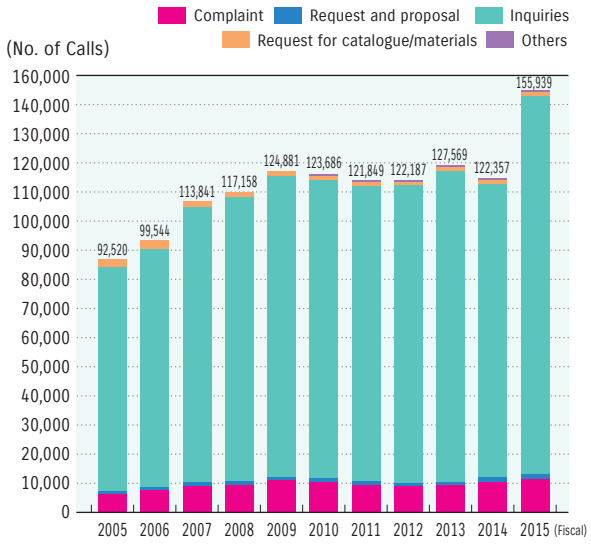
Improving customer-friendliness

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.

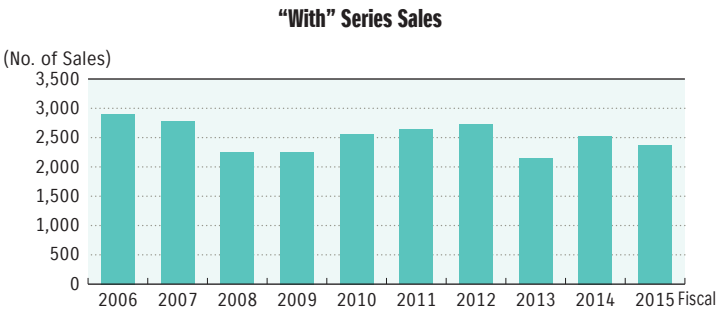
Trends in Access to the Customer Relations Office



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
Series



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.

Motorized wheelchairs and Electro senior vehicles

Our line of senior cars and motor chairs 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.
We have been producing motorized wheelchairs and electro senior vehicles since 1974 to provide seniors and disabled persons with greater mobility.

*1 Motorized wheelchairs and electro senior vehicles (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 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 certain types of trains. (A specific preliminary procedure is required.)

Town Cart

Motor Chair

MC 3000S

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.

●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

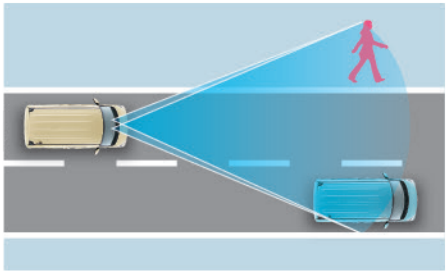
Sponsored by the Traffic Bureau of the National Police Agency, the Electric Wheelchair Safety Instruction Commendation System promotes traffic safety public education and recognizes and commends concerned parties that take an active role in the prevention of wheelchair related traffic accidents. Suzuki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

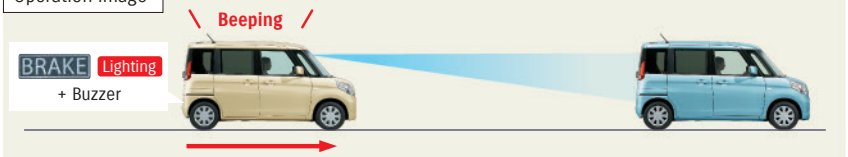
●The Dual Camera Brake Support and False Start Prevention functions can be deactivated by holding down the “DCBS (Dual Camera Brake Support) OFF” switch.

●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.

Operation image

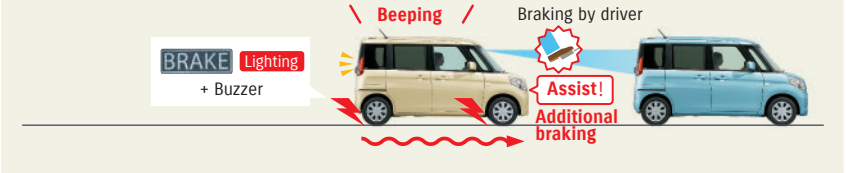


Front Collision Warning Brake function

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.

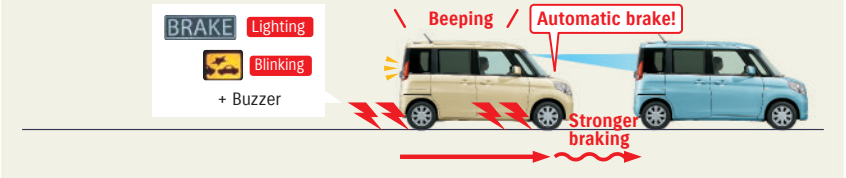
Front Collision Damage Reduction Brake Assist function

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.

False start prevention function

While the shift is positioned at “D or L (including S mode)” and a vehicle is parked or operated slowly at approximately 10km/h or less, it recognizes an obstacle within 4m in front of the vehicle. When the driver strongly steps on the accelerator, output from the engine is automatically regulated to control sudden start 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. This contributes to avoidance of collision at parking lots due to faulty operations.

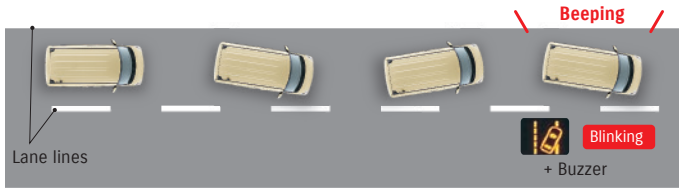
*This function does not activate the brake and stop the vehicle.

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 road pattern ahead by detecting the lane lines and markings. If this system determines that the vehicle will run off the road lane due to inattention or 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.

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 sleepiness or 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.



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 4 m or more, acoustic and visual warnings are issued to the user (driver) with a buzzer and an indicator lamp located in the meter console to notify the user that the preceding car has left.

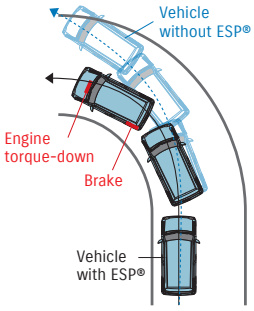
Emergency stop signal

When sudden braking is detected while driving at approximately 55km/h or more, the hazard lamp automatically flashes rapidly. This signal notifies a following vehicle of sudden braking to call the driver’s attention.

ESP®
[Electronic Stability Program]

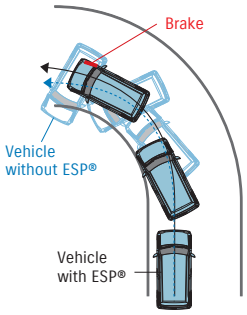
ESP® is a system designed to comprehensively control the following three control functions: the stability control for lowering the risk of skidding when cornering, the traction control for preventing a loss of traction on driven wheels during start and acceleration, and ABS for preventing wheel lock-up 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.

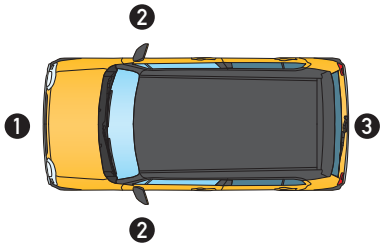
*ESP is a registered trademark of Daimler AG.

<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.

■Omnidirectional monitor

View from the top makes it easy to recognize every direction. "Omnidirectional monitor" shows you blind areas.

The omnidirectional monitor is a system to show images of peripherals of the vehicle by 4 cameras installed at the front, rear and both sides and to support parking etc. Bird's eye view image as if viewed from the top, front/rear wide images, etc. can be checked on the screen of the car navigation system.



❶ Front camera ❷ Side camera (right and left) ❸ Back camera

Images can be switched with a button. Three viewpoints can be selected.

In addition to the bird's eye view, peripheral images around the vehicle can be displayed at various angles by switching viewpoints with the omnidirectional monitor button such as front/rear wide images which are useful on roads with poor visibility and side image on the passenger seat side which is effective when passing by another vehicle on a narrow street.

① Top image + Front/rear image ② Front/ rear wide image ③ Side image + Front/rear image

* The rear image is shown when the gear is at "R (reverse)" and the front image is shown at the other gear positions. The image shown here is the rear image.

The omnidirectional monitor is to help drivers for operations such as parking and is not designed to show the peripheral environment of the vehicle under any situations. In addition, objects above the camera cannot be displayed. Also, there are blind areas due to the bumper or offset between images captured by cameras in the top image. Because there is a limit for the system performance, drivers need to try safe driving such as driving appropriate for weather and road surface conditions, checks on vehicles and pedestrians around the vehicle and proper vehicle operations.

Topics

Hustler Minicar Becomes the First Minivehicle to Score Maximum Point in JNCAP Preventive Safety Performance Assessment and Achieves Top ASV+ Rating

Suzuki Motor Corporation's Hustler*1 minicar equipped with a stereo camera type collision-mitigating system called the Dual Camera Brake Support (DCBS) and all-direction monitor has become the first minivehicle*2 to score maximum point*3 of 46 points in the Japan New Car Assessment Program (JNCAP) preventive safety performance assessment and achieved top Advanced Safety Vehicle + (ASV+) rating.

The preventive safety performance assessment is an institution in which the Japan's Ministry of Land, Infrastructure, Transport and Tourism and the National Agency for Automotive Safety & Victims' Aid (NASVA) assess and disclose a result of a vehicle's advanced safety technologies. The assessment involves testing of the following three systems: the frontal Autonomous Emergency Braking System (AEBS), the Lane Departure Warning System (LDWS), and the system that provides the driver with information captured by rear-facing cameras. Assessment points are given based on these tests, with the highest possible score of 46 points. If a vehicle achieves at least two points, Advanced Safety Vehicle (ASV) rating is approved, and ASV+ is approved if it achieves at least 12 points.

Suzuki will further strengthen its efforts for safety technologies and actively enhance safety.

Suzuki models with ASV+

	Collision-mitigating system	Models
ASV+	Dual Camera Brake Support (stereo camera type)	Hustler Spacia/Spacia Custom Solio/Solio Bandit
	Radar Brake Support (laser radar type)	Alto Lapin

Hustler

Specific testing results (NASVA homepage)
http://www.nasva.go.jp/mamoru/active_safety_search/ (in Japanese language only)

*1 For Hustler X and X Turbo variants and special package J STYLE II and J STYLE II Turbo, equipped with DCBS and all-direction monitor.
*2 Suzuki research as of March 2016.
*3 There is a model of other brand that scored the same points.

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 five times in FY2015.

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 2015 was its 13th 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 five times in 2015.

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 seven times in 2015 and 263 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.

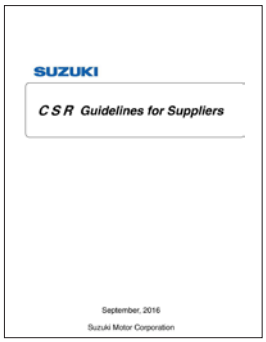
Also we request our business partners to practice efforts for compliance with laws and regulations, respect for human rights and environmental conservation.

Suzuki CSR guidelines for our business partners

Stakeholders including business partners of Suzuki are getting multinationalized and diversified as our business activities are developed globally. So, we are expected to fulfill social responsibilities with due considerations to other cultures and histories, as well as to follow legal and social norms of various countries.

Based on such social requests, we complied basic concept and practices of social responsibilities that we should accomplish with our business partners as “Suzuki CSR Guidelines for our Business Partners.”

We kindly request our business partners to understand the purpose and cooperate with us to promote CSR activities together.



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 1,255,490,000 yen to 933 researchers (as of April 1, 2016) 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 21 projects including the "Development of High-Level Driving Assistance System that Enables Coevolution of Driver-and-Automobile and Automobile-and-Automobile" which amount to 181,120,000 yen to date (as of April 1, 2016).

●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, 2016), it has provided grants totaling 147,160,000 yen for 473 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 fourteen 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 FY2015: 62 (Accumulated total: 1,441 as of April 1, 2016)
・Total amount of grants in FY2015: 76,820,000 yen (Accumulated total: 1,618,890,000 yen as of April 1, 2016)

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, 2016): 2,937,190,000 yen
・Total amount of grants (Accumulated total: as of March 31, 2016): 325,300,000 yen
・Scholarships (FY2015): 68 scholarships (21,000,000 yen)
・Number of grants to schools for foreigners (FY2015): 1 (8,000,000 yen)
・Grants to Shizuoka University of Art and Culture for scholarship (FY2015): (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 13 years up to today.

Number of students: 230 persons from kindergarten to high school students
(Brazilian (Portuguese) 186 persons, Peruvian (Spanish) 44 persons)
Number of teachers: Brazilian 14 persons, Peruvian 5 persons, Japanese 11 persons
(as of July 2016)

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) They value both Japanese culture and culture of their home countries.

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

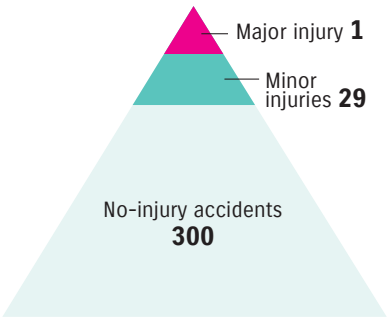
If any accident occurs, it is specified without exception, regardless of seriousness, in a relevant report that is circulated in the company (for horizontal deployment) to prevent recurrence of the same accident or occurrence of similar ones. We will continue to raise employees' safety awareness to sense 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.

Heinrich's Law (1:29:300)



*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.

- Conduct "Stress Check" based on revised Industrial Safety and Health Act
- 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 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.

Training rotation system

Suzuki implements rotations of human resources to other departments or overseas group companies in order to improve employees' knowledge and technical skills and activate our organizations.

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.

Consultation Service, etc.

As a consultation service that specializes in human resources matters and consultations relating to safety, health, and mental health, the “Human Resources and Administration Consultation Service” is open. Plus, 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.

Actions to promote participation by women

Suzuki established the action plan related to promotion of participation by women in order to realize the society where women can demonstrate their abilities and work successfully more. According to this action plan, we will increase hiring of women, reinforce training, improve work environment and establish the support system including child-care leave.

Suzuki Action Plan

We have been promoting creation of better work environment to build the workplace pleasant for employees. In addition to this conventional activity, we will increase hiring of women and support utilization of and active participation by women, as well as promote improvement in work environment for women.

1. Term of plan
From April 1, 2016 to March 31, 2020

2. Our mission
Both new employment of women and the number of current female workers are less than that of male workers at Suzuki, so we need to “increase female employees.” As the first step to this mission, we will increase hiring of women and promote human resource development as a future leader.

3. Our goal
The ratio of women in regular employees fresh out of college in April of FY2020 shall be 25% or higher.

4. Actions taken
(1) Reinforce public relations for recruitment in order to draw attentions to Suzuki from female students.
- Distribute and post articles and movies of interviews with female employees and articles that introduce Suzuki's "support system for a good balance between work and family” on the recruitment page of the Website or recruitment brochure.
- Participate in the program for supporting female students majoring in science and send our female employees to the lecture for supporting those female students in high/junior high school or other lecture meetings.
- Organize the recruitment support team by female employees and send them to orientation meetings or other events for recruitment.
- Hold the company tour for female students to provide them with opportunities for communication with our female employees.

(2) Reinforce human resource development to support active participation by female employees.
- Hold a private personnel interview at the training according to employment year or the stratified training as an opportunity for consultation about individual career plans or the like.
- Provide female assistant managers with the training to have them acquire necessary knowledge and skills as the next leader.

(3) Expand the system as the base for further active participation by female employees.
- We will flexibly take actions for support for a good balance between work and family according to individual situation of each employee.

In-house education system

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.

Suzuki in-house training programs

Position	Group Training (Off-JT)			In-House Training (OJT)	Voluntary Skill Development	
	Managerial Hierarchy Training	Training for Individual Occupational Abilities			Voluntary Self-Development	Small Group Activities
Management Position (General Managers/ Managers)	Third-year General Manager Seminar New General Managers Seminar Management Nurture Seminar Third-year Manager Seminars New Manager Seminars/New Expert Seminars	Manager Management Skill Improvement Seminars	Outside Training/Seminars Special Seminars/Lectures	OJT	Correspondence Courses Language Seminars	QC Circle Activities and Proposal Activities
Assistant Managers / Supervisors	Assistant Manager Leader Seminars New Line Assistant Manager Seminars Assistant manager third year training course Assistant manager second year trainig course New assistant manager training course Supervisor third year training course New supervisor training course	Basic Management Orientation for Assistant Manager				
Employees / Foremen	Team Leader Follow-Up Seminar New Team Leader Seminar Third Year Foremen Seminar New Foremen Seminar					
Employees	Seventh Year Employees Seminar Sixth Year Employees Seminars Fifth Year Employees Seminar Fourth Year Employees Seminars Third Year Employees Seminars New employee second year training course					
New Employee	Manufacutring Seminars Seminars for Individual Occupation Basic Orientation for New Employees					

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 136 member companies (manufacturers, non-manufacturers, sales companies) at home and abroad. It is our hope that those 136 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 61,000 employees in 136 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 twelve years. As of the end of June 2016, 51 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 General Manager, Administration, Suzuki Motor Corporation)
8. Number of employees: 79 (51 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.

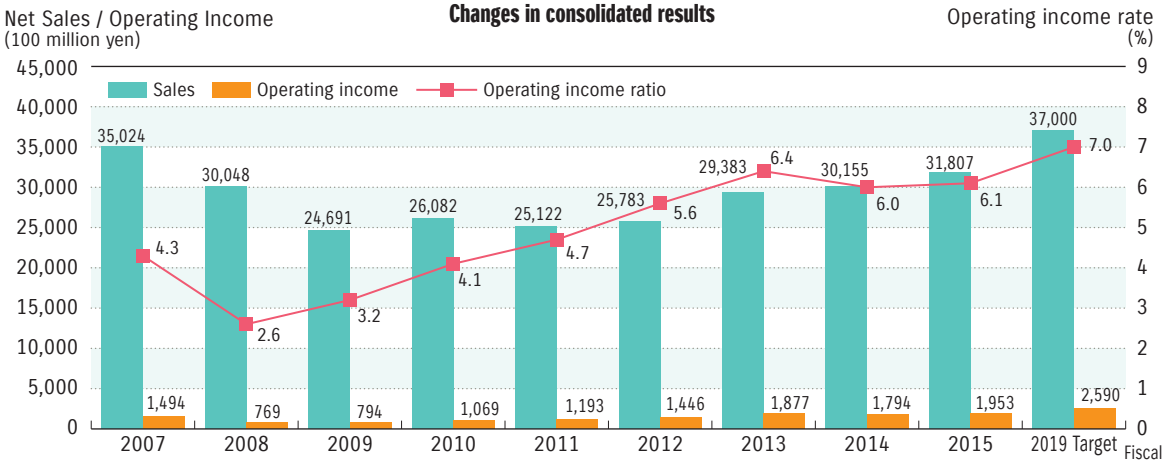
For Mid-Term Management Target, the Group will aim to promptly exceed its highest-ever consolidate net sales marked in FY2007 (\3,502.4 billion) by steadily increasing.
By balancing between investments for growth and strengthening of management base, Suzuki will consistently promote efforts for enhancing corporate value.

Mid-Term Management Target Value

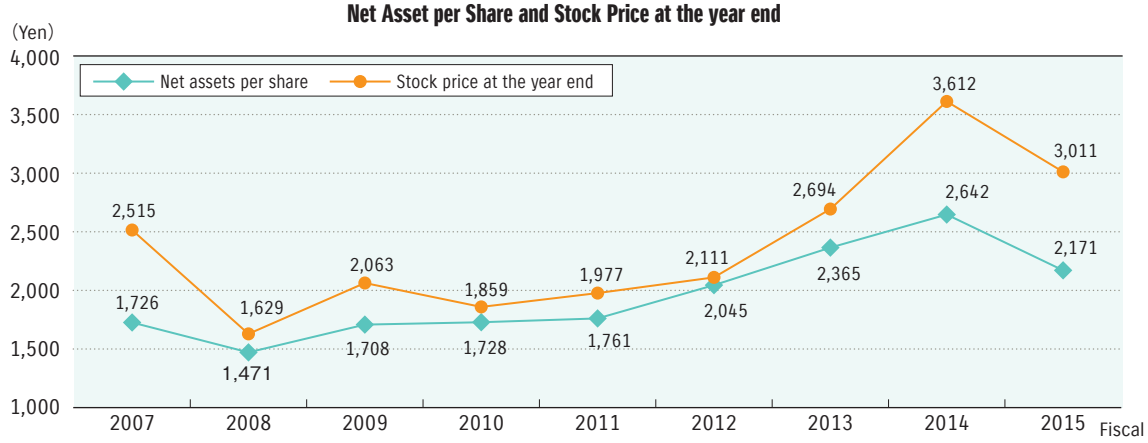
		FY2014 Result	FY2015 Disclosed Value	FY2019 Target
Consolidated Net Sales		¥3,015.5 billion	¥3,180.7 billion	¥3,700.0 billion
Operating Income Margin		6.0%	6.1%	7.0%
Shareholder Return	ROE	6.9%	9.6%	8-10%
	Dividend payout ratio	15.6%	13.6%	more than 15%
R&D expenses		¥125.9 billion	¥130.0 billion	¥200.0 billion
(Total capital expenditures for five years)				(¥1,000 billion)

* Foreign exchange rates(FY2019)…¥115/US$, ¥125/Euro, ¥1.85/Indian Rupee, ¥0.90/100 Indonesian Rupiah, ¥3.50/Thai Baht

Changes in consolidated results



Net Asset per Share and Stock Price at the year end



For our shareholders and investors

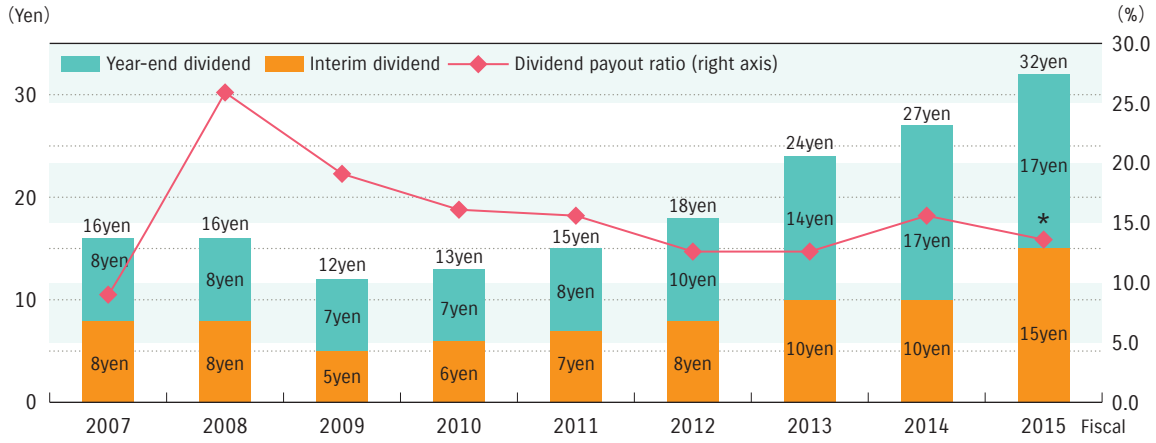
The Group will be celebrating its 100th anniversary of foundation in 2020. The Group will put efforts into strengthening of management base, by founding a five-year from 2015 for the Group to continuous growth for the next 100 years. For the moment, the Group will prioritize growth investment centering on India, while recognizing that capital efficiency and shareholders' return are also important management issues. In light of this, the Group will be responding to the capital issue by balancing enhancement of shareholders' equity and dividend payment.

In the New Mid-Term Management Plan SUZUKI NEXT 100, the Company set the consolidated dividend payout ratio of more than 15% as the shareholder return target in FY2019.

As for FY2015, the Company implemented purchase and retirement of treasury stock. Taking this into consideration, based on the net income attributable to owners of the parent excluding the gain on sales of the ordinary shares of Volkswagen AG, the year-end dividends was the same as the previous fiscal year at ¥17.00 per share. As a result, the annual dividends including the interim dividends were ¥32.00 per share, up by ¥5.00 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.

Cash dividends per share



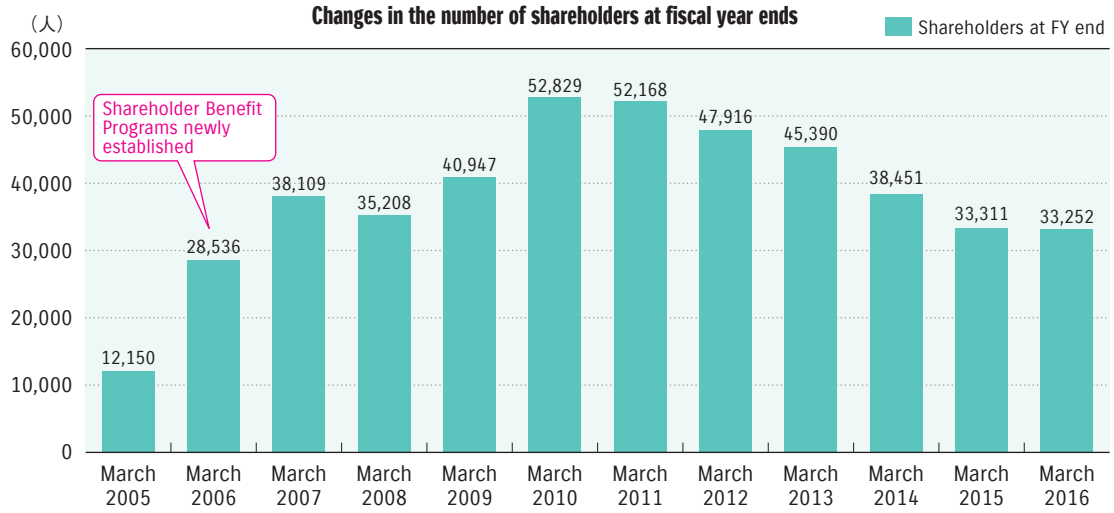
*The dividend payout ratio in FY2015 keeps more than 15%, based on net income after excluding gain on sales of investment securities.

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)

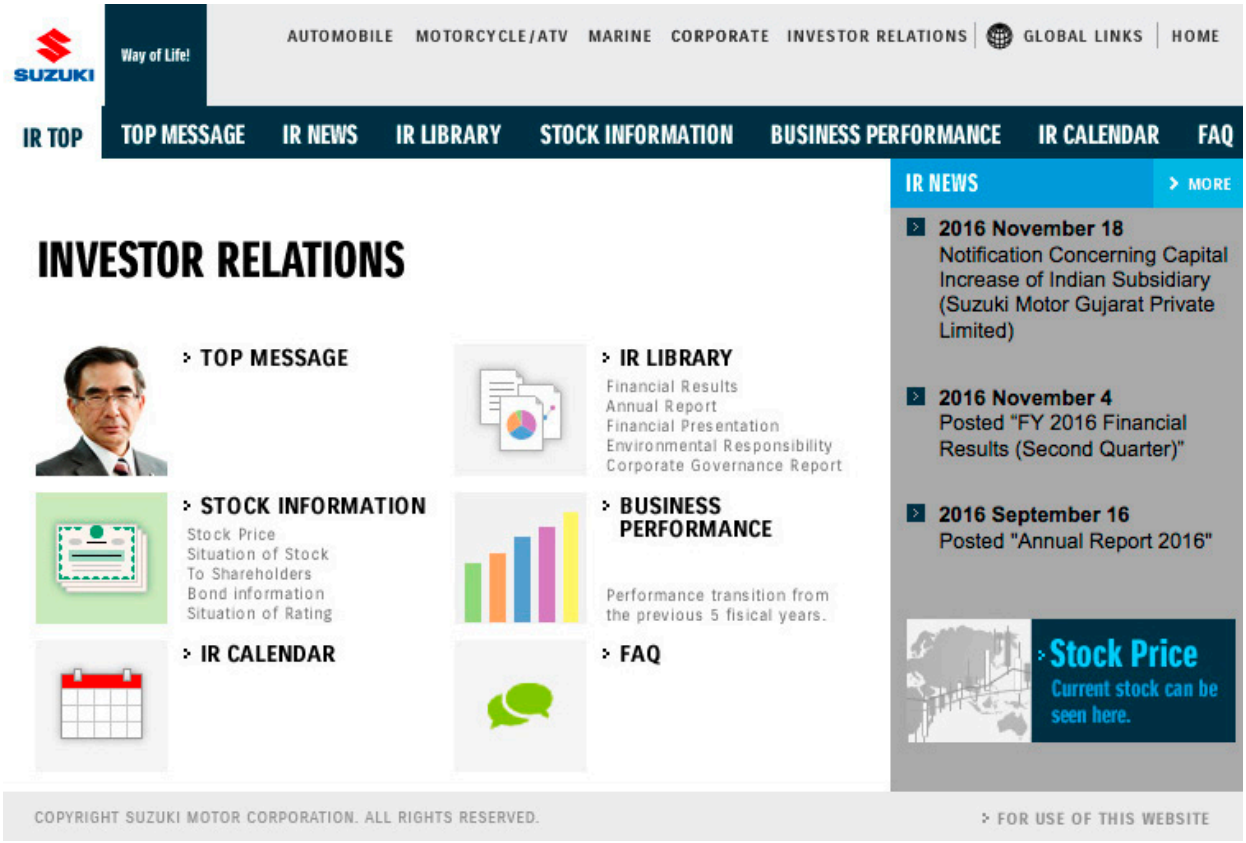
This product is also available by mail from our related company Suzuki Business Co., Ltd.

Investor Relations*

Suzuki Group has been trying to be a company reliable for our stakeholders including shareholders, customers, business partners, local societies, employees, etc. that further contributes to international society and continues development through fair and efficient corporate activities. We will disclose the information defined by applicable laws and regulations immediately, correctly and fairly so that we can be more reliable for stakeholders and societies, also try to actively release the information considered to be effective in having us understood better and further improve transparency of the corporate.

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 Dept. under Corporate Planning Office as an IR contact in the headquarters, Tokyo IR Group as an IR contact in Tokyo. And 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.
Plus, IR presentations for individual investors are held in appropriate timing.

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 and their families, Suzuki has been making active participation and cooperation in the Lake Hamana Environmental 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 2016, 76 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 FY2015, Suzuki's employees and their family members (72 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 eelgrass 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 acitivities.

Lake Hamana Eco-Kids Experimental Learning Activity in Bentenjima (August 8, 2015)
●Experience of grill net fishing in the shore of Murakushi ●Observation of creatures in Ikarise, Bentenjima

Lake Hamana Eco-Kids Experimental Learning Activity in Miyakoda River (September 12, 2015)
●Let's get to know the environment by checking water quality and forest creatures

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

●Field development and planting of vegetable seeds (September 5, 2015)

●Harvesting vegetables (Japanese radish) (December 20, 2015)

Supporting disaster struck areas

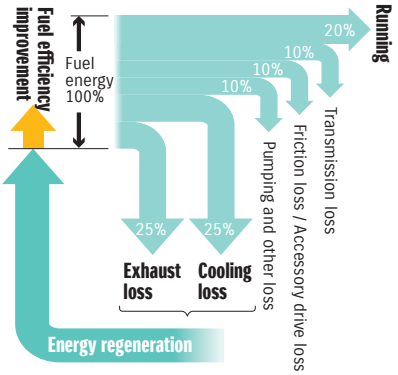
In FY2015, Suzuki provided the following supports to locations suffered from large disasters in Japan and foreign countries.

	Supports
Aid for the earthquake in Nepal	Total donation of 10 million yen through the Japanese Red Cross Society, etc. from Suzuki and its automobile subsidiary Maruti Suzuki India Limited as aid for the disaster-struck area.
Aid for heavy rain disaster of typhoon No.18	Donation of 3 million yen through the Japanese Red Cross Society as aid to three disaster-struck prefectures of Ibaraki, Tochigi, and Miyagi.
Aid to the Pakistan government for the earthquake	Total donation of 20 million yen worth of supporting goods (20 ambulance cars and 300 tents) to the Pakistan government from Suzuki's automobile subsidiary Pak Suzuki Motor Co., Ltd., its dealers, and cooperating parts manufacturers.
Aid for the Kumamoto Earthquake (FY2016)	Donation of 3 million yen through the Japanese Red Cross Society to the disaster-struck area.

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

Aimed to nurture researchers and contribute to academic promotion and society, Suzuki has been giving endowment lectures on efforts for various researches of element technologies of automobiles. In April 2012, the lecture name was changed to "Advanced vehicle energy engineering". The Company is making efforts in research aimed to realize 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 for students in the third year of mechanical departments, we are offering unique education which only a company can present; for example, we introduce functions, materials, manufacturing methods, and latest technologies of parts while looking at actual parts.

New lecture course:
"Advanced vehicle energy engineering" presented by Suzuki
Study theme:
①Study of solid-state welding technology using resistance heating
②Study of improving performance of lean NOx catalyzer
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)

Endowment Lectures

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

- Theme : FY2015 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

Student Formula Japan

"The 13th Student Formula Japan" sponsored by Society of Automotive Engineers of Japan was held at Ogasayama Nature and Sports Park (ECOPA) from September 1 to 5, 2015.

This competition is held every year to develop human resources that may contribute to development and promotion of automotive technologies and industries through cooperation of government, industrial, academic and private sectors, and teams of students compete with each other for their total abilities of manufacturing using vehicles that they design and manufacture.

Because Suzuki is also a member of the Society, we cooperate in operation of this competition and support participating teams.

At the last Tournament, 81 teams participated in total and Kyoto Institute of Technology that we support won the second prize.

9 teams participated in the EV class and Shizuoka Institute of Science and Technology that we support won three consecutive titles.

We will conduct activities to contribute to development of automotive industry, as well as draw attentions of children to manufacturing.

Kids Engineer

"Kids Engineer" sponsored by Society of Automotive Engineers of Japan was held on July 30 and 31, 2015. This is an experience-type learning event for elementary school students in order to have them interested in various fields of science technologies and manufacturing.

Suzuki provides the activity to learn the engine by actually disassembling and assembling the engine of the scooter Choi Nori.

"Monozukuri" Workshop

We provide "Monozukuri Workshop on Transportation Devices" for universities in Japan and other countries and local corporate through Suzuki Plaza. Workshops were held in 2015 as listed on the right.

Date		University, workshop name	No. of participants
2015	May 15	Workshop for vocational guidance study	30
	June 3	Core human resource development for innovation promotion mechanism in Hamamatsu area	32
	July 16	Nagoya University summer program (Study meeting by overseas university)	44
	August 6	Osaka Institute of Technology	20
	August 20	Univeristy of Ontario, Canada	11
	September 4	Kyushu University	47
	September 29	International conference Inter-Academia Optional tour	110
	November 6	Waseda University	20
	November 13	Gadjah Mada Univeristy, Indonesia	12
2016	January 13	Taylor's University, Malaysia	13
		Total	339

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”.

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 11,200 fifth-grade students from 145 elementary schools in Shizuoka Prefecture to the Kosai Plant tour as an out-of-classroom social lesson in FY2015. 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 5, 2015 for promoting friendship among employees, their families, and local residents. It became a great success with about 3,500 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 the overview of the Kosai Plant. Also, in addition to the automobile assembly lines, incineration site is 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 FY2015 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" 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 buckle-up seatbelts and improve traffic manners and prevent traffic accidents mainly at intersections. In FY2015, 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 60 employees participated in this cleaning through the Kosai branch of labor union in FY2015.

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 31, 2015, for promoting friendship among employees, their families, and local residents. We had about 2,800 visitors, and they greatly enjoyed the performance of zeni (coin) drums and operation of festival float by Iwaihara Local Community Association, snack stands, Mochinage (an event of scattering rice cakes for people who come to a festival), 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 FY2015, 778 students from 35 schools joined the plant tours. The plant tour, which enables them to find out how automobiles are actually assembled, is helpful for their better understanding of the real world of manufacturing.

Efforts by Sagara Plant

Receiving the FY2015 Energy Conservation Grand Prize

Sagara Plant received the “FY2015 Energy Conservation Grand Prize <Energy Conservation Case Example Category>”.

By changing the die heater from the conventional gas burner to the high output infra-red heater, energy consumption was reduced by 58% and process time needed to heat the die was reduced by 32%, conserving energy and enhancing productivity of work.

Plus, CO_2 emission was reduced by 62%.

Environmental Preservation Leadership Award in FY2015 by Prefectural Governor

The Environmental Preservation Leadership Award was granted to those who had been engaged as environmental pollution prevention managers for 15 years or longer at the Environment Month Prefectural Meeting of FY2015 held on June 3, 2015.

One person from Sagara Plant received this award.

Voluntary Clean-up around the Plant

We perform clean-up around the plant together with staff from cooperative companies three times a year for the purpose of maintaining local environment. 108 employees participated in this activity in FY2015.

In addition, we further promote environmental preservation by providing environmental education to employees and requesting vendors and suppliers for cooperation to our environmental activities.

Deepening Exchange with Local Residents

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

In FY2015, the meeting was held in February 2016 with 20 representatives of local residents and person in charge of Makinohara area attending.

Plant Autumn Festival

We had an autumn festival on October 31, 2015, for promoting friendship among employees, their families and local residents. We had about 3,300 visitors and they enjoyed the concert by local junior high school students, minitruck market by the local society of commerce and industry, plant tour, snack stands, character show, bingo games for children, etc.

Efforts by Takatsuka Plant

Deepening Exchange with Local Residents

On July 2, 2015, 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 FY2015. 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 twice in FY2015.

Noise regulation value in a time zone from 6:00 to 7:00 is 65dB or lower, but the actual value is 49.0-53.7dB

Noise regulation value in a time zone from 22:00 to 23:00 is 60dB or lower, but the actual value is 39.1-55.6dB

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.

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 FY2015, approximately 30 employees participated in each of the cleanup events by picking up trash around the plant.

Community Information Exchange Meeting

In July 2015, 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, 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.

Job Experience and Plant Tour for Local Schools

We accept outdoor study of local schools as requested and provide them with job experience and plant tours.

In FY2015, we had a job expericne and a plant tour for one high school.

Plant Autumn Festival

We had an autumn festival in September 2015 in the plant for promoting friendship among employees, their families, and local residents, and had about 2,200 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 Outside the Plant

For the purpose of maintaining the clean environment outside the plant, the plant's employees perform cleanup activity around the plant once a month. Plus, wide-area cleanup activities are conducted twice a year.

We will continue to aim for a dustless environment and make efforts for environmental preservation in FY2016.

Cleanup Activities After Local Shrine Festival

Every year, after the Mikumano Shrine Grand Festival, we perform cleanup activity around the shrine.

Our volunteering employees performed cleanup activity again, after the festival held in April 2016.

We will continue to perform cleanup activities as well-established annual events.

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 FY2015, we had the gathering on October 12 and members of six neighborhood community associations participated.

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

Plant Autumn Festival

We had an autumn festival on October 31 for promoting friendship among employees, entertaining their family members, and communicating local residents. Approximately 1,600 persons visited the festival.

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 and performance by the Wind Instrument Music Band Club of Yokosuka High School, etc., we were able to make the festival exciting.

Efforts for Traffic Safety

We conduct traffic safety guidance activities at the front gate of the plant on 10th, 20th, and 30th every month in order to prevent traffic accidents and improve driving manners.

In addition, we participate in the traffic safety guidance on streets with local residents during the traffic safety campaign held in every season.

Activities of Motorcycle Technical Center (Ryuyo Proving Grounds)

Opening Ryuyo Proving Grounds to the Public for Sports Competitions

In FY2016, we opened the Ryuyo Proving Grounds to public sports competitions, in reply to a request by local sports groups, as follows.

①Sunrise Iwata in Ryuyo (triathlon competition)
②Shizuoka Prefecture Fujiokuni Cup (bicycle competition)
③Iwata City Marathon Relay Race

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. 2015 was the seventh 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.

Traffic safety guidance

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.

Manner improvement activity

Suzuki Plaza

Since Suzuki started its business in 1909 and was organized as a corporate in 1920 as a loom manufacturer, we have been devoted ourselves to customer-oriented “Monozukuri” based on the word “valuable products for customers.” Our enthusiasm for “Monozukuri” does not change even today that we manufacture and sell products all over the world.

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 including looms, motorcycles, and automobiles that had been developed with the times, and the current automobile manufacturing process from development to production.

Suzuki Plaza

Introduction to Suzuki Plaza

Suzuki’s history floor

You can see Suzuki’s history which started with looms in 1909 and vehicles in old times such as the motorcycle released in 1952 “Power Free,” the first mass-production light automobile in Japan released in 1955 “Suzulight,” the first Jimmny LJ10 released in 1970, and the first Alto released with the price of 470,000 yen in 1979 by elaborate presentation.


Loom from the time of foundation


Power Free

Suzulight


First Alto

Suzuki's Monozukuri floor

Based on the current manufacture of automobiles as the theme, the process from planning and development to production and sales of a new model is displayed in order.

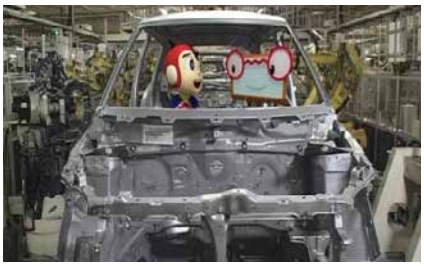
You can see how Suzuki's automobiles are manufactured at the plant in the powerful 3D theater.

In addition, there is a full-size assembly line and you can experience the simulated manufacturing site of automobiles.

There are various tricks including robots utilized at the plant, movie "World Adventure" that introduces manufacturing by Suzuki in foreign countries, sections that introduce the local Enshu area, etc., and not only car lovers but children who just start to get interested in automobiles can enjoy this facility.

Design room

Clay model



3D theater

Assembly line

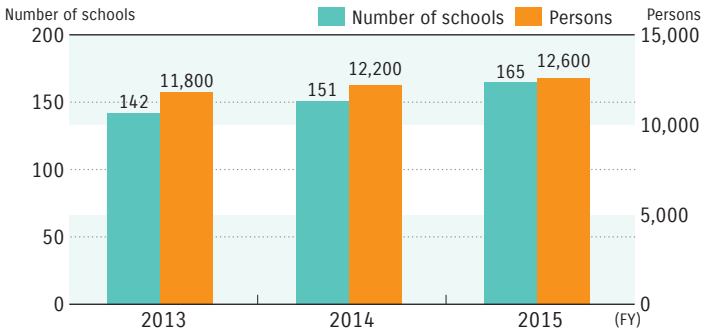
World Adventure

Enshu Corner

Field Study

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.

Trends in field study



Field study

Manufacturing Event

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.

Various manufacturing events

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.

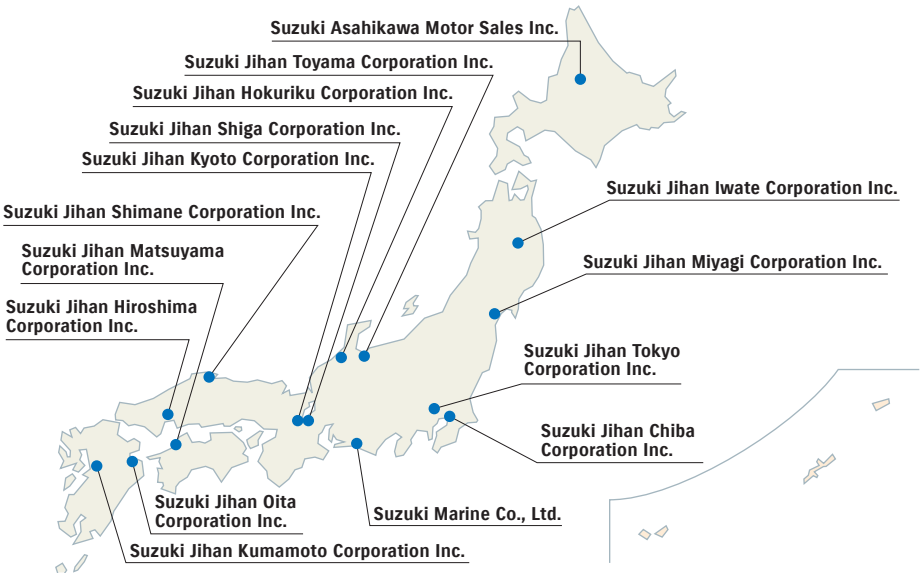
Efforts by Domestic Sales Distributors

Efforts by Domestic Sales Distributors 64

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



Asahikawa Suzuki Motor Sales Inc. http://suzuki-asahikawa.jp/

●**Demonstration of flat tire repair work**

We held “Customer Thanks Fair “Ladies Day”” in August 2015 and conducted "Demonstration of flat tire repair work” at all dealers. Many customers say that “I know that the repair kit for flat tire is equipped in the car, but I have never used it” or “I do not know how to use it,” so our female staff kindly demonstrated how to repair flat tires.

Suzuki Motor Sales Iwate Inc. http://suzuki-iwate.jp/

●**Clean-up activities**

Because we develop community-based sales activities, all dealers conduct clean-up activities and clean the surrounding area of each shop once a month as contribution to the local community. Through this periodic clean-up, we can feel recently that employees’ awareness to environment is getting to be improved.

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

●**Acceptance of internship**

We accept university/college students in the 5-day internship program to give them an experience of working. In FY2015, we accepted 10 students from August 4 to 8 and September 1 to 5, and they had an experience of greeting customers at the shop, visiting customers, practical inspection and maintenance wearing overalls, etc.

Suzuki Motor Sales Chiba Inc. http://sj-chiba.jp/

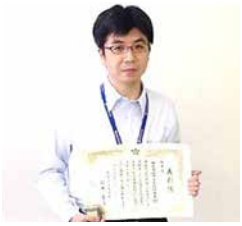
●**Acceptance of company visit**

In December 2015, Suzuki Arena Funabashi received the field trip (company visit) of Funabashi City Elementary School near the Arena. Our staff took them to the tour to the shop and plant, explained our work, and answered their questions.

Suzuki Motor Sales Tokyo Inc. http://suzuki-tokyo.co.jp/

●**Winning Motorized Wheelchair Excellent Safety Guidance Award**

We are actively promoting safety traffic education, public relations and enlightenment activities for motorized wheelchairs. In June 2015, we received the Motorized Wheelchair Excellent Safety Guidance Award of FY2014 from the Traffic Bureau of National Police Agency (second time since receiving the Outstanding Safety Guidance Award in FY2006). We will make efforts for public relations and spread of motorized wheelchairs through seminars etc.



Suzuki Motor Sales Toyama Inc. http://sj-toyama.jp/

●**Green Curtain**

Tonami Sales Office made “Green Curtain" of bitter melons and morning glory on the west side of the shop. The curtain of vines and leaves grew to reach the ceiling of the showroom and effectively reduced direct sunlight in summer and temperature in the room.

Suzuki Motor Sales Hokuriku Inc. http://sj-hokuriku.jp/

●**Participation to “Beach Clean-up Activity”**

In April 2015, Hakui Sales Office participated in “Beach Clean-up Activity” held by Hakui City. We cleaned Chirihama Beach and other places to cooperate in local environment preservation.

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

●**Traffic safety campaign**

In order to realize that “every single person is aware of traffic safety, follows the traffic rules, practices correct manners, and prevents terrible traffic accidents,” we conduct “traffic safety” enlightenment activities at the front of the head office every month. In addition, Hikone Sales Office was acknowledged for active promotion of traffic safety activities and received an award by the Hikone/Inukami District Safe Driving Administrators Association and Hikone Police Department.

Suzuki Motor Sales Kyoto Inc. http://sj-kyoto.jp/

●**Donation to the Japan Committee for UNICEF**

Ukyo Branch Office holds a charity sale at the Customer Thanks Fair in every November. We had this in FY2015 as usual and donated the sales to the Japan Committee for UNICEF.

Suzuki Motor Sales Matsuyama Inc. http://sj-matsuyama.jp/

●**Cooperation in traffic safety seminar**

In May 2015, we participated in the 2nd Motorized Wheelchair Traffic Safety Workshop and provided the lecture about traffic safety for motorized wheelchairs. We had participants experience travel along S-shaped route, back-up parking and how to travel over steps, and also explained dangerous points at steps for wheelchairs. (We provided the Motorized Wheelchair Traffic Safety Workshop 5 times in Ehime Prefecture in FY2015.)

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

●**Cooperation to sports event**

In June 2015, we cooperated in the "10th Okino-shima Island Ultra Marathon" held in Okino-shima, Shimane Prefecture. In addition, new employees were registered as volunteers for operation and participated as staff at water supply points.

Suzuki Motor Sales Hiroshima Inc. http://sj-hiroshima.jp/

●**Donation to Japanese Red Cross Society**

Suzuki Arena Misasa held a bazaar as a part of the Customer Thanks Fair in October 2015, and donated the sales of the bazaar to the Japanese Red Cross Society as we did in 2014.

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

●**Acceptance of company visit**

Suzuki Arena Kumamoto Shimizu received the company tour from Kumamoto City Takahiradai Elementary School near the Arena in October 2015. We explained vehicles that we sell and our job, answered their questions and let them know automobile company.

Suzuki Motor Sales Ohita Inc. http://sj-oita.jp/

●**Cooperation in JAF Super Senior Drivers' School**

"Super Senior Drivers' School" sponsored by JAF was held at a driver's school in Oita Prefecture in May 2015 and we cooperated in "Advanced Safe Automobile Trial Workshop." At this workshop, we used Suzuki Hustler and had participants experience the "radar brake support" and "unintended start-off prevention function" installed in the vehicle.

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

●**Cooperation in the joint water rescue drill by Hamamatsu City Fire Bureau**

Suzuki Marina Hamanako participated in the joint water rescue drill by Hamamatsu City Fire Bureau, Hamamatsu Chuo Police Department and West Branch of Shizuoka Marina Association on June 24, 2015. As well as providing a rescue boat, we cooperated in rescue of person fallen into water, etc. We also participated in the joint water rescue drill with Shizuoka Marina Association and Shizuoka Fire Fighting Disaster Prevention Air Corps on June 17.

●**Clean-up activities**

Suzuki Marina Mitsu performed clean-up activities along the beach in Mikawa Bay (opposite side of our marina). We cleaned for about 2 hours and collected 5 bags of trashes.

Efforts by Overseas Group Companies

Efforts by Overseas Group Companies 68

Efforts by Overseas Group Companies

India Maruti Suzuki India Limited

Maruti Suzuki is committed to serve the society through its social initiatives. The company considers local community and society as a direct stakeholder group. Further, it undertakes social projects to improve their wellbeing and quality of life. The CSR projects of the company can be categorized into thee broad areas namely Community Development, Skill Development and Road Safety.

The company has set up a CSR Committee of the Board and has a CSR policy duly approved by the Board. The CSR Committee met twice during FY2015 to review implementation of approved projects, approve CSR Annexure for the Annual Report and provide direction on social projects.

Besides review by the CSR Committee, all CSR projects are centrally reviewed and monitored every month at the corporate level. All CSR projects are audited by internal as well as external statutory auditors for compliance as per the law and CSR policy of the company.

In FY2015, the CSR Committee recommended setting up of a Trust "Maruti Suzuki Foundation" to the Board. The Board approved the same and it was registered during the year. This Trust will further streamline social activities of the company and will help in forging partnerships and in scaling up social projects for creating a multiplier effect.

Maruti Suzuki's CSR spend has been consistently increasing over the years. InFY2015, the company's spend on CSR was more than six times as compared to that of FY2011. The company has increased its CSR spend from 372.5 million rupees in FY2014 to 784.6 million rupees in FY2015.

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 the state of Haryana, and Hansalpur facility in the state of 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 FY2015 include:

- 4.9km sewer line laid in 2 villages, and repaired open drains and paved street.
- 65 sweepers provided in 12 villages for daily cleaning of streets.
- 1400household toilets constructed in FY2015, and 15 community toilets installed in Manesar.
- Installed water ATMs in villages for clean drinking water.


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 33,000 children in Manesar, Gurgaon and Rohtak and helps in better enrollment and retention of children. The key education related initiatives undertaken in FY2015 include:

- The company has signed a MoU (memorandum of understanding) with government of Haryana to improve learning levels of students. This program includes providing supplementary teachers, undertaking teachers' training, using modern technology for teaching and so on.
- The company distributed 158 scholarships in FY2015. The company has given 85 Academic Excellence Awards.



Rural Development

These projects are taken up to revamp and repair the common community infrastructure as per needs of the community. The rural development projects undertaken in FY2015 include:

- Constructed of community halls
- Crematorium repair
- Constructed road
- Upgraded of veterinary hospitals.
- The CSR team from the company in regular touch with the village Sarpanch and other key influencers to understand their needs and work with them collaboratively to plan and priorities rural development efforts.

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. In FY2015, 1,749 temporary workers and apprentice were hired by MSIL from these ITIs. The ITI upgradation 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 FY2015, the company trained 889 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 FY2015, the company trained 14,500 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 MSIL 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 FY2015, the company organized industry visits for 2,546 students.
- In FY2015, the company started the country's first auto body denting and auto body painting courses at ITI Pusa, Delhi and ITI Dhoraji in Rajkot.

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 131 ITIs spread across 27 states of India to upgrade automobile related trades. This initiative has so far benefitted over 14,500 students in FY2015. In the last two years, over 2700 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.

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 select ITIs. 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.

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. 89 women employed with various taxi operators. In FY2015, 31 new MDS were added taking the total number to 364. In 2015, a special job oriented driving training course 'Unnati' was launched in 5 cities.

Road Safety Knowledge Centres (RSKC)

The company has established Road Safety Knowledge Centres (RSKC) in partnership with Haryana Traffic Police to promote road safety in cities. The RSKC are managed by IDTR. Presently there are ten 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 standardise 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 FY2015, 258 new and 287 existing trainers were trained under "Train the Trainer Program".

Road Safety for Truck Drivers

In FY2015, over 45,000 drivers transporting Maruti Suzuki vehicles attended driving training sessions at Driver Education Centres, located within the factory premises in Manesar and Gurgaon.

The company also organises 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 nukkad nataks (street plays) etc. The company also rewards drivers who practise safe driving and transport vehicles on time without damages.

City Specific Road Safety Program

Launched in partnership with Gurgaon traffic police, the "Sabhya Road Bhavya Gurgaon" initiative aims at improving driving sense and creating awareness about traffic rules among city commuters.

Road Safety Education

The company promotes road safety among people through various campaigns in partnership with traffic police. In FY2015, 15 road safety awareness campaigns were organised and 100 schools covered.

Topics **Cumulative Enrolment for Traffic Safety Initiatives Crosses Three Million**

Maruti Suzuki India Limited (Maruti Suzuki) has been working on traffic safety initiatives since 2000 across India, and its cumulative enrolment has crossed three million by the beginning of August.

Promotion of traffic safety education is one of the CSR initiatives for Maruti Suzuki. Since 2000, the company has been offering scientifically engineered driving training program for drivers who are willing to learn, regardless of passenger or commercial vehicles. The trainings, which include state-of-the-art driving simulators, are conducted at various driving training facilities. Maruti Suzuki has been also working on providing driving manner education and enhancing driving skills to raise awareness in importance of safety driving in India.

Three education facilities that conduct Maruti Suzuki's traffic safety programs are Institute of Driving and Traffic Research (IDTR), Maruti Suzuki Driving Schools (MDS), and Road Safety Knowledge Centres (RSKC).

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 FY2015, employee contributed over 15,000 hours in various CSR activities.



Supports for area damaged by flood

Torrential rain that occurred from November to December, 2015 caused flood in Chennai City in the southern part of India and our customers and sales dealers suffered from this flood. Plants of other automobile manufacturers and suppliers of Maruti Suzuki also received damages, and even our production plan was affected.

Maruti Suzuki donated 20 million rupees (about 31 million yen) including donations from employees as contribution to this disaster to the Prime Minister Disaster Relief Fund. In addition, the support corps organized mainly by Maruti Suzuki and mechanics of sales dealers was sent to provide support activities such as by supporting recovery of damaged sales dealers, stabilizing supply of service parts, and providing relief processing for people who received damages using road service vehicles, etc.


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 FY2015 are as follows:

SUZUKI PEDULI

●Donation to Vocational Schools

The company is conducting CSR activities by donating cars, motorcycles, OBMs and engines as teaching materials to automotive vocational schools. By the end of March 2016, the company donated totally and annually 37 units of car, motorcycle and OBM, as well as 39 units of engine to 36 vocational schools in Java and Bali islands. By using these latest teaching materials, the company would like to contribute, even a little, to students who will lead Indonesian automotive industry in near future.


●Student Plant Visit

The company invites the students from elementary school to university in Indonesia to Suzuki factory and let them learn about the real manufacturing site. From April 2015 to March 2016, the company has been invited 400 students from 4 schools to Cikarang factory. The company is conducting this activity every month, and planning to invite 3,000 students in FY2016.


●Breakfasting in Ramadhan with the Orphans

In Islam, during the fasting period, there is a custom to do a celebration when the fast on that day was over. PT. Suzuki Indomobil Motor invited the orphans who are living in orphanage and held a breakfasting event together with them in Tambun, Cakung and Cikarang plants.


Pakistan Pak Suzuki Motor Co., Ltd.

Pak Suzuki, acting as a responsible corporate citizen; is committed to well being 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 Education Support Program. Pak Suzuki awarded total 47 scholarships to the needy students of NED University of Engineering & Technology on May 28, 2015, to help them to pursue their Educational and Career goals.

Donation of Suzuki Bolan van to Gulstan-e-Mazoreen

Pak Suzuki has donated a Suzuki Bolan van to MirpurKhas Special Sports Welfare Association Gulistan-e-Mazooreen on June 5, 2015, in order to cater the need of transportation of handicapped persons of the surrounding areas.

Construction and Renovation project in Government School

Under "School Improvement Program", Pak Suzuki successfully completed Construction and Renovation project in Government Girls Primary School Razzaqabad.

The project includes flooring of assembly area, renovation of school building and toilets, providing furniture for students and staff, fixing of water cooler with filter and stabilizer, sound system, play rides and plantation, etc. The Project was inaugurated on September 2, 2015.

Awareness Session on Health, Safety & Environment (HSE)

Pak Suzuki organized a full day In-house "Awareness session on Health, Safety and Environment" on October 31, 2015 for company employee's children. The purpose of this awareness session was to equip children with the knowledge of health importance and safety practices to be followed on regular basis and natural environment protection. Plant visit was also arranged for the participants. Total 15 participants attended the session. In closing ceremony, certificates and gift hampers were distributed to encourage children participation.

Donation of Suzuki Bolan van to JS Academy for the Deaf

Pak Suzuki has donated a Suzuki Bolan van to JS (Jahangir Siddqui) Academy for the Deaf, a project of Noor-e-Ali Trust, on December 11, 2015, in order to cater the need of transportation of deaf children in far areas of City.

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. Pak Suzuki awarded 90 scholarships among the needy students on December 31, 2015. Plant visit, 5S and kaizen trainings session were also arranged for scholarship awardees.

Environment

Plantation

To enhance the beauty of surrounding of company and the development of Healthy Environment, Plantation project completed on 29th September, 2015. Total 1000 Cono-Carpus trees planted along with Western Side Badal Nala of the company.


Donation to Custom House

Pak Suzuki has donated Rs. 5 lac to Government of Pakistan Model Custom Collectorate of Preventive Custom House Karachi, for the renovation of Edulji Dinshaw Road Project on 27th October, 2015. The renovation projects includes redesigning, reconstructing and beautification of the area to stream line traffic, ease of congestion and to turn street into fun place and social hub.

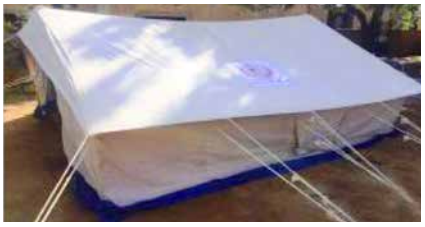
Community Health

Free After Sales services for Donated Suzuki Bolan vans to Hamdard Foundation

Council General of Japan in Karachi, from Government of Japan has donated 10 Suzuki Bolan vans to Hamdard Foundation under “Grant Assistance for Grass Root Human Security Project”. Pak Suzuki will provide 2 years extended warranty on after sales service free of charge.


Donation for Earthquake Victims

On 26th October, 2015 an earthquake of magnitude 8.1 on rector scale struck Pakistan’s different parts like Shangla, Chitral, Swat, Bajaur, Mansehra, Charsadda, Malakand, etc. Pak Suzuki has donated 20 ambulances with all accessories and 300 tents for earthquake affected people in December 2015.

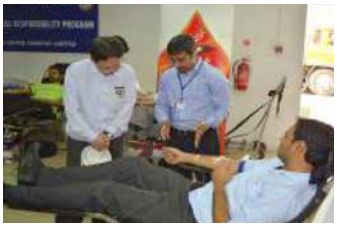




Donation of Dialysis Machine to Fatima Kidney Care Hospital

Pak Suzuki has donated a Dialysis Machine to Fatima Kidney Care Hospital (FKCH) on March 7, 2016, in order to increase the capacity of hospital for carrying out more dialysis treatments.

Blood Donation Campaign

Pak Suzuki organized Blood Donation Campaign in collaboration with "Indus Hospital" on March 14, 2016 in company's premises, the campaign's aim was to help the people who are struggling against incurable blood disease like Thalassemia, Hemophilia, etc. Total 192 donors donated their blood voluntarily from Pak Suzuki & nearby Vendor`s employees.



Donation of Suzuki Bolan van to Indus Hospital

Pak Suzuki has donated a Suzuki Bolan Van to Indus Hospital on March 28, 2016, so that hospital would cater the need of transportation in carrying out more blood donation campaigns, even in remote areas.

VTI Trainings

Conduction of training program

In addition to uplifting the training capacities of Vocational Training Institutes by providing motorcycle structure, tools kits, display boards, manuals etc., Pak Suzuki conducted training program for VTI's (Vocational Training Institutes) for motorcycle and automobile trade students in the month of April, May, June, November and December 2015, and March 2016. The purpose was to enhance the confidence level of VTI's students regarding Suzuki and give the technical knowledge in different fields about Suzuki brands including heat ventilation, air conditioning, and AC system diagnosis. Total 504 students were trained during the period.

Thailand Suzuki Motor (Thailand) Co., Ltd.

Suzuki Motor (Thailand) Co., Ltd. started its operation just few years ago, and the company recognizes that CSR activity is the one of the most important activities that company has to implement. The company is working on proactively CSR activities to circulate Suzuki Brand in Thailand.
In 2016, the company organized "CSR Committee" that members were elected from each section, and started activities to make a contribution to local communities.

●Donation of household goods to the elderly in Pluakdeang

In April 2016, we visited elderly persons in a meeting in Pluakdaeng, where we have a manufacturing plant, and we donated household goods.



●Donation of stationery to students neighboring Hemaraj Eastern Seaboard Industrial Estate

We donated stationery to elementary school students neighboring Hemaraj Eastern Seaboard Industrial Estate with other companies in the industrial estate.



Italy Suzuki Italy S.P.A

●Suzuki & Save The Green

Suzuki Italy organized the 5th edition of Suzuki&Save the Green. Employees have collected the rubbish abandoned on the side of the industrial area where Suzuki ITaly is based

●Suzuki & Safe

The company continued with the 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 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.

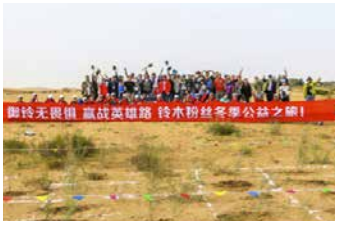
●Donation to Casa Ugi

In December 2015 the company has set an auction for a special called Vitara Toro Edition with signatures of Torino FC (a team sponsored by the company, which plays in the Italian football league Serie A) players and money has been given to Casa Ugi that is an organization that takes care of families of children that have tumor.


China Suzuki Motor (China) Investment Co., Ltd.

●Tree Planting Activities

As an important part of environment protection activities, a series of Tree Planting activities have been done by Suzuki China and Suzuki fans in the desert areas of China, such as Alashan and Inner Mongolia, in June and October of 2015.



●Clean-up Activities

As an important part of environment protection activities, a series of Clean-up activities have also been held by Suzuki China and Suzuki fans in Xiamen and Guangzhou in August and December of 2015, to pick up the garbage on the coasts.

●Safety Driving Lecture of Motorcycle

In April 2016, Suzuki China held the “Safety Driving Lecture of Motorcycle” in Beijing. The same activity was carried out in Jinan in June 2016. The company provided customers with the knowledge of safety driving and the methods to deal with accidents on the lecture, so as to ensure the safety of large displacement motorcycle driving.

●Suzuki Fan Club

Suzuki China founded “Suzuki Fan Club” in 2013 in order to reinforce exchange and communication among Suzuki, Suzuki users and those who are interested in Suzuki. Club members participate in various activities including the safety driving workshop, delivery of relief supplies to poor areas, and environmental protection such as tree planting and clean-up.

In June 2016, they donated books, pens, clothing, sports goods, etc. to poor children in Sichuan Province as a charity learning support activity. They provide supports so that learning environment is equally given to children.

Hungary Magyar Suzuki Corporation Ltd.

●Support for Sports Activities

The company supports several sports activities in Komarom and Esztergom Counties 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 Kayak Canoe Association of Esztergom

A swimming competition arranged with mixed Hungarian and Slovakian teams at the border of Esztergom and Sturovo (in Slovakia,) was supported by the company.

The company also organized Puskas Suzuki Cup for the 8th 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 every year, Tastes-Eras-Feelings Esztergom local, Esztergom Festival Island, Spring Voice concert in Budapest, and Masterpieces of the History of Music (Japanese-Hungarian chamber music concert) in Budapest.

Efforts for the Environment

The company took part in the Clean Up Day (city trash collection campaign) in Esztergom. The company, Esztergom, Esztergomi Futóművek Sports Club, and Esztergom City Council jointly organized a clean up day. The company invited Esztergom sports clubs, and secondary schools for the event. To keep the path clean as long as possible six new permanent waste containers were installed.

Contributions to the Local Community

- Provided car for the Police of Esztergom, and Esztergom Civil Guards
- Supported the Health Care Day that was organized in Esztergom
- Presentation and exchange experience with small/medium size entrepreneurs, suppliers, business partners, automotive industry players during conferences and roundtable discussions
- Volunteer activities to share knowledge with local and regional elementary and secondary school students through factory tours and conferences
- Supported the International Energetics and Innovation Forum at Visegrád
- Voluntary donation of blood organized by Hungarian Red Cross twice a year

Support for Academic Research

The event was organized by the company in cooperation with Angyalkert kindergarten in Esztergom and Under the Rainbow pre-school and kindergarten in Budapest. At the invitation of Magyar Suzuki Corporation, middle and upper group children from Budapest's Under the Rainbow International Pre-School and Kindergarten visited Esztergom on October 9, 2015. The morning started with a yoga session led by the visitors, then both kindergartens presented their creative games and taught them to the other. The Esztergom kids presented and taught their visitors how to work with felt. In their turn, the guests taught the hosts how to make origami.

In the afternoon a conference was held about the kindergarten education. The topics discussed in the roundtable session after the presentations included a special anti-aggression method, whose purpose is to teach children how to protect themselves from aggression and abuse already at this early age.

Suzuki Kindergarten

Maintaining kindergarten operations for children whose parents work for Magyar Suzuki.

New Zealand Suzuki New Zealand Ltd.

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.

Wellington Children's Hospital

The company provided a vehicle to the Wellington Children's Hospital.

Seniornet

The company provided a vehicle to the Seniornet. Seniornet is an organization that travels the country to help older members of the community to learn how to use technology.

X-Race

Suzuki New Zealand co-sponsors X-Race and provides a vehicle for the event. X-Race is an evene 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.

Children's Extravaganza

Suzuki New Zealand donated money to Children's Extravaganza which is a once a year event that sends children with disabilities on a trip and sets up various activities for them to do.

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 (FY2015)

Country		Name of Company
Asia	India	MARUTI SUZUKI INDIA LIMITED
		SUZUKI MOTOR GUJARAT PRIVATE 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 FY2015: 104 persons
- Accumulated total number of overseas trainees: 22,564 persons (From 1983 to 2015)

Environment

Environmental Initiatives

Promotion of Global Environmental Efforts

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

Promotion of Environmental Management 82

Control of Global Warming 93

Promotion of Environmental Conservation etc. 112

Promoting the 3Rs (Reduce, Reuse, and Recycle) 119

Cooperation with Society 128

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.

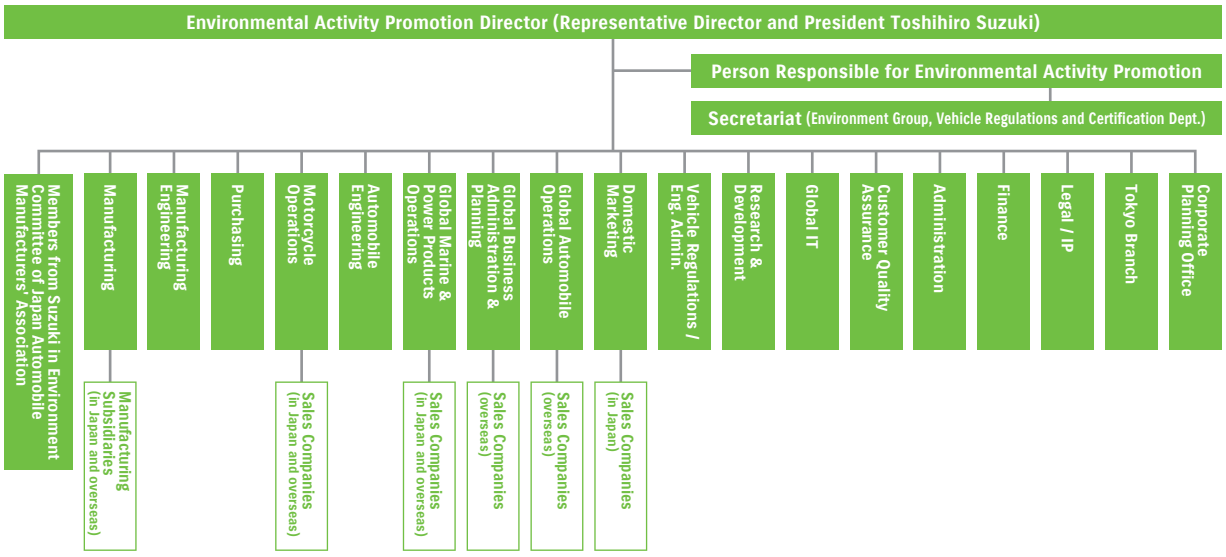
Suzuki Environmental Organizational Chart

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.

Suzuki Environmental Organizational Chart

As of September 2016



Environmental Plan

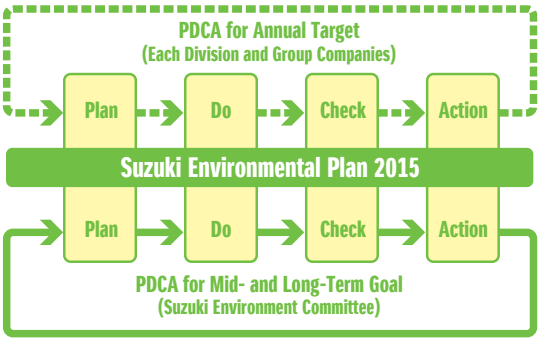
Suzuki Environmental Plan 2015

For the purpose to promote business activities, we believe that we must recognize considerations to global environment as our important mission and also those considerations are our social responsibility.

Based on this concept, we established "Suzuki Global Environment Charter" in 2002 (revised in 2006) in order to reduce environmental loads in various business activities. We established "Suzuki Environmental Plan 2015" according to this basic policies in 2012, and have been making efforts to accomplish this plan under cooperation with Suzuki Group companies and suppliers for promoting harmony with global environment and environmental conservation based on 4 themes "control of global warming," "promotion of environmental conservation, etc.," "promotion of 3Rs" and "cooperation with society."

FY2015 is the final year of "Suzuki Environmental Plan 2015" started in 2012 to conclude the plan. Almost all targets could be accomplished, although some of them could not be.

We will newly establish "Suzuki Environmental Plan 2020" in FY2016 based on Suzuki Global Environment Charter, and will continue to promote reduction of environmental loads and environmental conservation by Suzuki's products and business activities.



		Concrete implementation items and targets			Major results in FY2015	Achievement degree
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	·Introduced Suzuki's unique, low fuel consumption technology "S-ENE CHARGE" also to Hustler, Spacia and Spacia Custom, and improved fuel efficiency. ·Introduced the newly-developed K12C type DUALJET engine with further improvement of thermal efficiency thanks to the increased compression ratio, and the mild hybrid system that assists the engine with the motor upon acceleration to Solio, Solio Bandit and new compact car Ignis. They also realized low fuel consumption and strong driving by thorough weight reduction of entire vehicle. ·Realized excellent fuel efficiency while maintaining high output and torque in the M16A type engine for new Escudo such as by reducing frictions at piston rings etc. ·Installed the newly developed K10C type BOOSTERJET engine to the new compact car Baleno. Realized both high output and high fuel efficiency by combination with 6-speed AT.	○
				Motorcycles	·Realized improvement in fuel efficiency by weight reduction, improvement in combustion efficiency and adoption of plated cylinder for GSX-S1000/F. ·As for Satria F150 in Indonesia, accomplished improvement in fuel efficiency by 28% and increase in output by 17% at the same time by introducing water cooling system and fuel injection system and by reducing weight and mechanical loss.	○
				Outboard Motors	·As for DF5A/6A, changed the lubrication system in the engine bearing section and reduced mechanical loss.	○
			Reduce the vehicle body weight by reviewing structure, changing materials, and/or reviewing manufacturing methods.	Automobiles	·As for Alto Lapin, reduced the weight by 120kg compared to the previous model by having weight reduction for the entire vehicle from body to suspension system, in addition to introduction of the new platform and improved R06A type engine. ·Introduced the light weight and highly rigid new platform to Solio, Solio Bandit and new Ignis. In addition, realized weight reduction of 100kg compared to the previous models for Solio and Solio Bandit by expanding the use of high-tensile steel plate and thoroughly reducing weight from the engine to suspension system. ·Reduced weight of the new Escudo by introducing the pendulum engine mount and improving the exhaust and cooling systems. ·Introduced the newly developed platform for B segment for the first time to the new Baleno, optimized the suspension frame structure, thoroughly reduced weight from the body to engine. As a result, achieved vehicle weight of 910kg for XG variant.	○
				Motorcycles	·Realized weight reduction of models including the Address V50 by changing the manufacturing method of the gasoline tank from blow molding to injection molding. ·As for Satria F150 in Indonesia, it realized weight reduction by changing some aluminum die-cast and iron parts to PP resin parts and optimizing the frame structure.	○
				Outboard Motors	·Thoroughly reduce weight by changing the lower cover material to resin, changing the bearing structure, etc. for DF5A/6A, and realized weight reduction by approximately 9%.	○
			Reduce running resistance of the whole vehicle such as air resistance and rolling resistance.	Automobiles	·Secured the minimum ground height and also reduced rolling resistance for new Ignis by adopting large-diameter tires.	○
				Motorcycles	·As for Hayate and Access 125 in India, changed the electric current control system from the short type to open type to improve fuel economy.	○

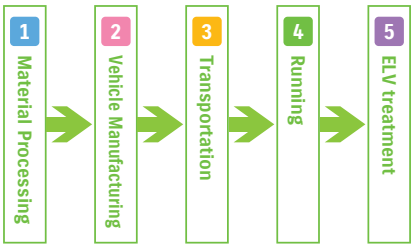
		Concrete implementation items and targets		Major results in FY2015		Achievement degree
Control of global warming	Improvement in fuel efficiency	Improve global average fuel efficiency	[Automobiles] Improved by 25% (compared to FY2005).	Automobiles	·Improved by 32%	○
			[Motorcycles] Improved by 25% (compared to FY2005).	Motorcycles	·Improved by 15%	×
			[Outboard motors] Improved by 10% (compared to FY2005).	Outboard Motors	·Improved by 6.9%	×
	Development of next-generation vehicles	[Automobiles] Promote development of next-generation models suitable for small cars	Develop low-price hybrid car.	Automobiles	—	○
			Develop small EV suitable for daily life.	Automobiles	·Implemented the driving test by a super-small mobility (1-passenger mini-car) in the limited districts in Japan (Fujisawa District in Kanagawa Pref. and Hamamatsu Tenryu District).	○
		[Motorcycles] Develop electric vehicles for global markets.		Motorcycles	·As for electric motorcycles, promoted development by focusing on acquisition of electric technologies through development of fuel cell motorcycle.	×
		[Hydrogen fuel cell] Develop light, compact, and low-cost air-cooled fuel cell.		Motorcycles	·Promoted development of Burgman fuel cell scooter which is installed with air-cooled fuel cell system. ·Because the fuel cell motorcycle certification system was established in FY2015, planning a public road driving test using a vehicle conforming to the new standards.	○
	Energy-saving for business operations	Promote energy-saving activities for plants and offices such as by improving production efficiency, introducing energy-saving equipment, and conducting power-saving activities.		·Production plants implemented measures such as introducing LED lamps for lighting in the building, lowering the preset temperature 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). In addition, the case "Introduction of infrared-type die heater at foundry plant" conducted at Sagara Plant received the "Director General of Agency of Natural Resources and Energy Award (co-implementation section)" of "FY2015 Energy Conservation Grand Prize (Energy Conservation Case Section)." ·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 the Suzuki Rules of Corporate Ethics. ·Some offices installed green curtains at the southern side windows. Cool Biz period was extended. ·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. ·Installed LED projectors and other energy-saving devices step by step. ·Stopped the vending machines on non-working days.		○
		Target reduction of total CO_2 emission from Japanese domestic offices: 15% (compared to FY2005) Maintain the top level in Japan for CO_2 emission per production quantity.		·Cut by 16.9%		○
	Energy-saving for distribution	·Improved transporation efficiency by reviewing transportation routes and packing style. ·Improved fuel efficiency of transportation vehicles by introducing eco-drive support equipment, teaching employees economical driving, etc.		·Shortened the transportation distance for compact car engines of some models by transferring the production process to the assembly plant adjacent to the engine plant.		○
		Target of CO_2 emission reduction in domestic and overseas destinations per sale: 25% (compared to FY2006)		·Reduction by 22% for destinations in Japan and by 66% for overseas destinations.		×
Promotion of Environmental Conservation etc.	Air pollution	Introduce low-emission vehicle appropriate for circumstances in each country.		Automobiles	●Compliance with domestic emission control regulations ·Made all new models conform to the 2005 emission regulations (new long-term regulation). Vehicles Conforming to Emission Control Regulations / Number of types and models: Number of types and models equal to 2005 Emission Standard: 5 types of 5 models ☆☆☆Low-emission vehicle: 50% lower than 2005 Emission Standard: 5 types of 4 models ☆☆☆☆Low-emission vehicle: 75% lower than 2005 Emission Standard: 22 types of 14 models	○
				Motorcycles	·Introduced SV650 ABS conforming to the EURO4 regulations to Europe. ·Introduced GSX-S1000/F ABS conforming to the 2006 emission regulations in Japan. ·Introduced Hayate and Access 125 conforming to the Bharat Stage3 regulations to India.	○
				Outboard Motors	·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. ·Promoted the sales of DF5A/6A as a model conforming to local regulations. *1: Environmental Protection Agency *2: California Air Resources Board *3: Recreational Craft Directive	○
	Reinforce control of substances of concern contained in products	Conformance to local regulations concerning new chemical substances		·Started actions for the phthalate regulations and BPR*4 regulations of Europe. *4: Biocidal Product Regulation		○
		Promote global reduction of use of substances of concern and replacement of SVHC (substances of very high concern).		·Started actions for the DBDE*6 regulations subject to the agreement for POPs*5 regulations. *5: Persistent Organic Pollutants *6: Decabromodiphenyl ether		○
	Reduction of VOC in car interior	[Automobiles] Globally promote use of alternative materials that generate less VOC in order to improve environment in car interior.		·Implemented the countermeasure to reduce VOC in the cabin and accomplished the JAMA's target (lower interior VOC level than the target set by the Ministry of Health, Labor and Welfare) for Baleno manufactured by Maruti Suzuki India Limited (India), Vitara manufactured by Magyar Suzuki Corporation Ltd. (Hungary), Alto Lapin, Solio and Solio Bandit manufactured in Japan, SX4 S-CROSS manufactured by Chongping Changan Suzuki Automobile Co., Ltd (China).		○

		Concrete implementation items and targets			Major results in FY2015		Achievement degree
Promotion of Environmental Conservation etc.	Reduce VOC in the painting process.	[Body Painting] Maintain reduction of VOC emission by 40% per painting area (compared to FY2000).			·Cut by 40.7%		○
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. ·Employed the recyclable PP materials for foot board, fender, etc. of local production models (PT. Suzuki Indomobile Motor, Thai Suzuki Motor Co., Ltd., Suzuki Motorcycle India Pvt. Ltd.). ·For DF5A/6A, used easily recyclable thermoplastic resin in lower cover.		○
			Promote design that eases disassembly of parts to be recycled.	Automobiles	·For Alto Lapin, eliminated the need for painting by employing the in-mold color materials for the arch molding of new colors (navy and brown). ·Eliminated the need for painting by employing the in-mold decorating techniques for bumpers of the overseas model "Vitara." ·Eliminated the need for painting by employing the in-mold decorating techniques for the instrument panel ornament of Alto Lapin.	○
				Motorcycles	·For GSX-S1000F ABS, modularized the head lamp, meter and sections around the upper cowling to ease disassembly. ·For SV650, reduced the number of components (29 → 21) to ease disassembly.	○
				Outboard Motors	·For DF5A/6A, eliminated the need for painting of resin lower cover to ease recycling.	○
			[Japan] Maintain 70% or higher ASR recycling rate.		·Accomplished (97.3%).		○
			[Japan] Collection and recycle of used bumper		·Collected used bumper is continued. ·Recycled collected bumpers to make automobile parts such as battery holder, engine under cover, foot rest, etc.		○
			[Overseas] Conformance to local automobile recycle law.		·Local distributors in EU countries established individual ELV collection and recycling systems suitable for respective conditions. *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 147.8t by using returnable containers for receiving. ·Reduced corrugated cardboard of approximately 98.8t by using returnable containers for shipping.		○
			Promote recycling of waste corrugated cardboard.		·Re-used approximately 10.5t 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 1.0% (result of FY2015)		×
		Waste materials	[Individual] Continue the zero-level landfill waste. Maintain less than 1.0% (compared to FY1990).		·The zero level has been continued.		○
			[Group] Continue the zero-level landfill waste. 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, recycling cooling tower, etc.		○
				Office	Continued the public awareness campaign for water saving by showing concrete countermeasures while posting a water-saving notice in washrooms, restrooms, etc. ·Called for water saving throughout the company and circulated a notice about what to do for it. ·Kept posting a water saving notice in toilets and office kitchenettes. ·Expanded the use of the automatic water faucet for washrooms. ·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.	Cooperation with local society	·"Suzuki's Forest" volunteer planting project ·Shimokawa Proving Grounds: Continuation of "FSC certification program"; participation in "Corporate Forest Preservation Program" ·Recognition and publication of Suzuki's "forest environmental contribution"	○
		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. ·Promoted participation of employees' families in environmental education events organized by NPO (Lake Hamana Eco-Kids Experimental Learning Activity etc.). ·Held seminars on "Suzuki's efforts for environmental preservation" at two universities in Shizuoka Prefecture.		○
				Continue the in-house eco-drive education	·4,667 persons in total participated in the eco-drive seminars held at the headquarters and each office by the end of March 2016. ·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 2015" in Japanese (book and PDF) and in English (only PDF). ·Published other "model-specific environmental information" on product catalogues and homepage.		○

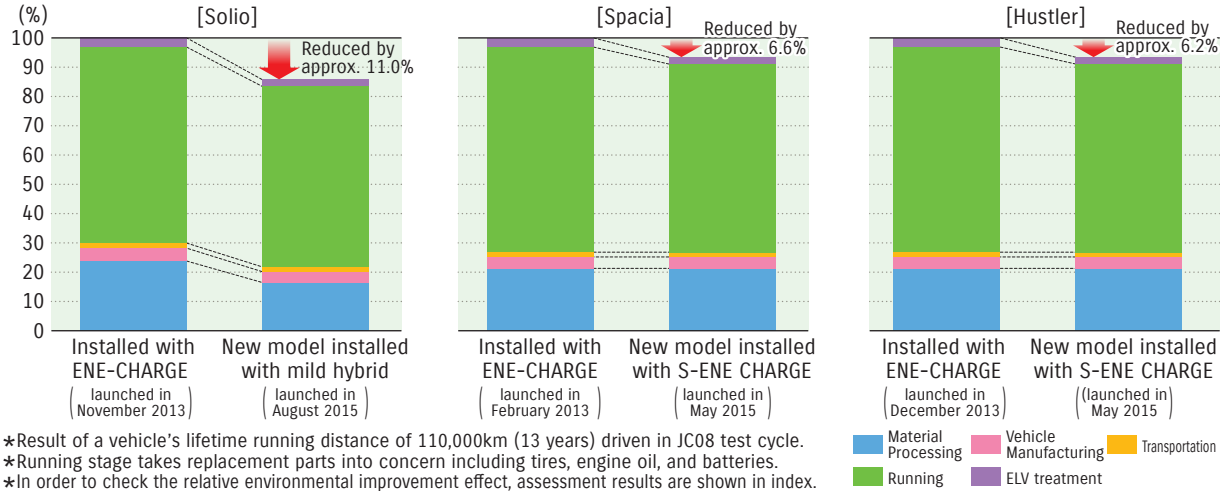
Life Cycle Assessment (LCA)

In order to understand the environmental impact of our products, Suzuki adopts the Life Cycle Assessment (LCA) that assesses products with specific figures not only during their running stage but throughout their whole life cycle from material processing to ELV treatment. The Company is promoting reduction of environmental load by utilizing their results to product development and business activity.

Suzuki LCA Stages

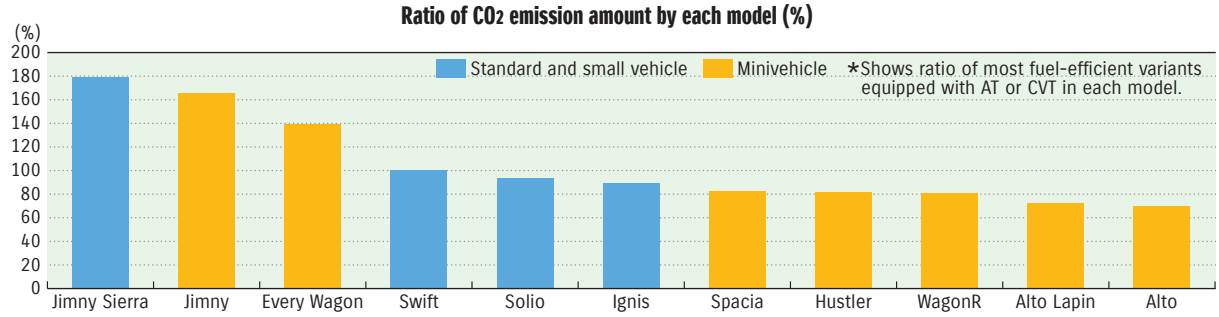


Ratio of CO2 emission amount of conventional and new models (%)



*Result of a vehicle's lifetime running distance of 110,000km (13 years) driven in JC08 test cycle.
*Running stage takes replacement parts into concern including tires, engine oil, and batteries.
*In order to check the relative environmental improvement effect, assessment results are shown in index.

Ratio of CO_2 emission amount by each model (%)



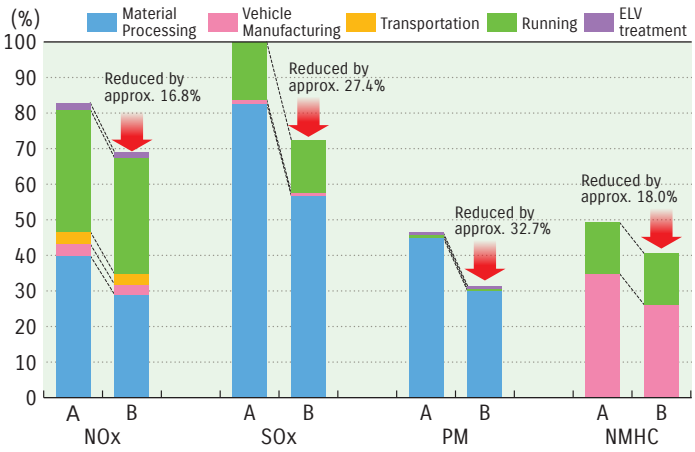
Ratio of emission amount of air-polluting substance (%)

●Result of Solio

Ratio of Sox amount with the conventional model as 100%

A: conventional model (launched in November 2013)
B: current models (launched in August 2015)

NOx: Nitrogen Oxide
Sox: Sulfur Oxide
PM: Particulate Matter
NMHC: Non Methane Hydrocarbons



Introduction of Environmental Management System

Efforts at Manufacturing Sites (Japan)

Introduction of Environmental Management System

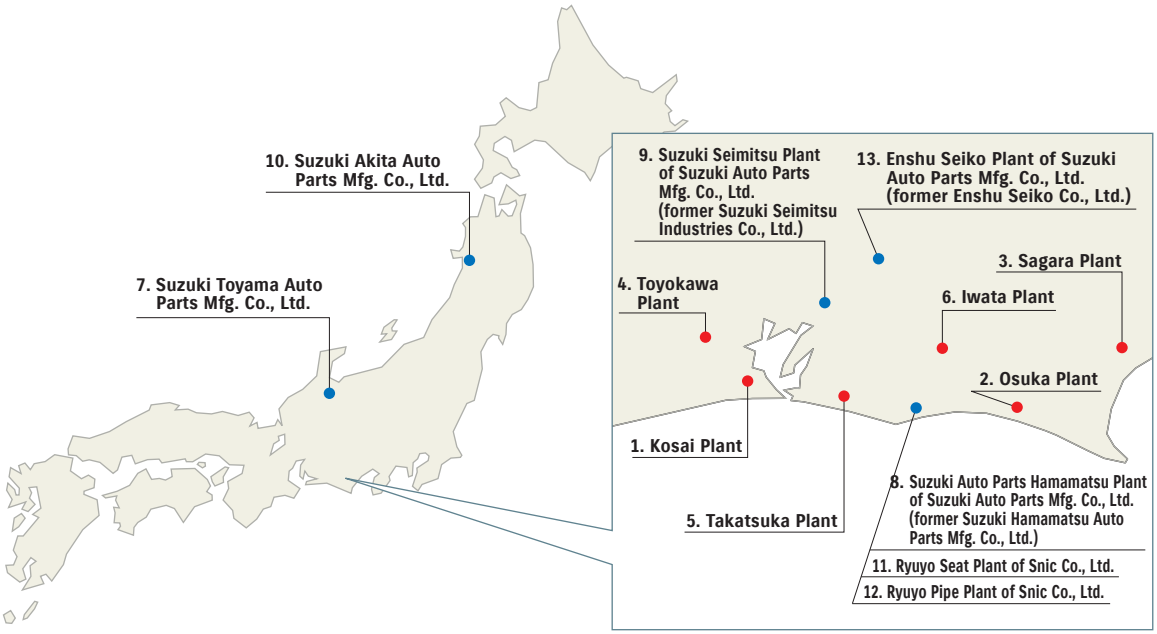
Suzuki is promoting introduction of "Environmental Management Systems" including ISO14001 as part of environmental conservation activities by its domestic plants and the group's domestic manufacturing companies.

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.

Introduction situation in domestic plants and group 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 Autoparts Toyama Mfg Co., Ltd., Suzuki Autoparts Akita 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's 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

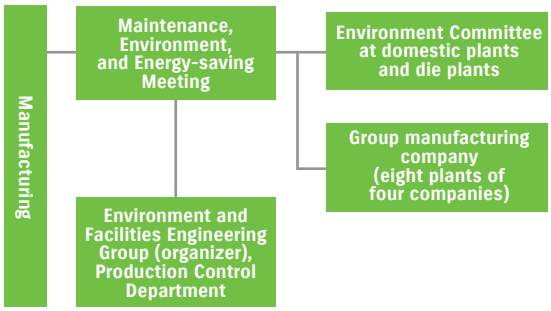
	Company's name	ISO acquisition month
7	Suzuki Toyama Auto Parts Mfg. Co., Ltd.	March 2001
8	Suzuki Auto Parts Hamamatsu Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.)	June 2001
9	Suzuki Seimitsu Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Suzuki Seimitsu 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.

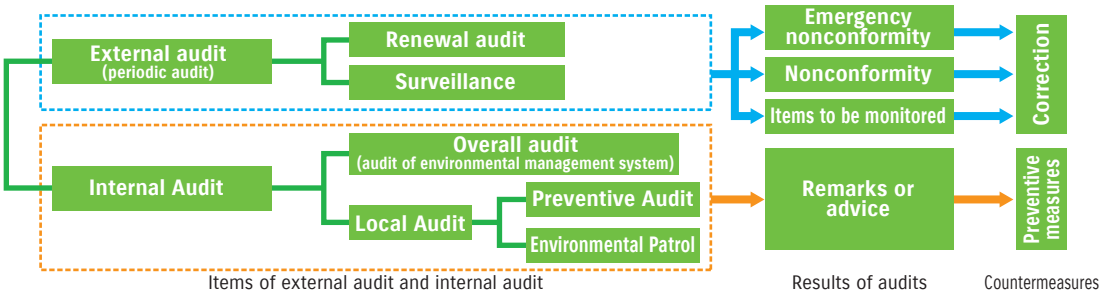
Decisions made at the meetings are rolled out to domestic plants, die plants, and Group manufacturing companies, contributing to environmental management activities.



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, an internal audit is conducted to double-check our environmental management system.

Environmental Management Auditing Syste



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 FY2015, renewal audit was conducted at one plant and surveillance at five plants, and one "nonconformity"*1 to ISO14001 requirements was found. Also, there were 21 "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.

Improvement process through internal audit

Overall Audit

To determine whether or not environmental management is being properly implemented, document and on-site auditing are conducted. In FY2015, 12 items were pointed out, and 78 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 FY2015, four items were pointed out, and 19 items were advised, all of which have been improved.

●Environmental Patrol

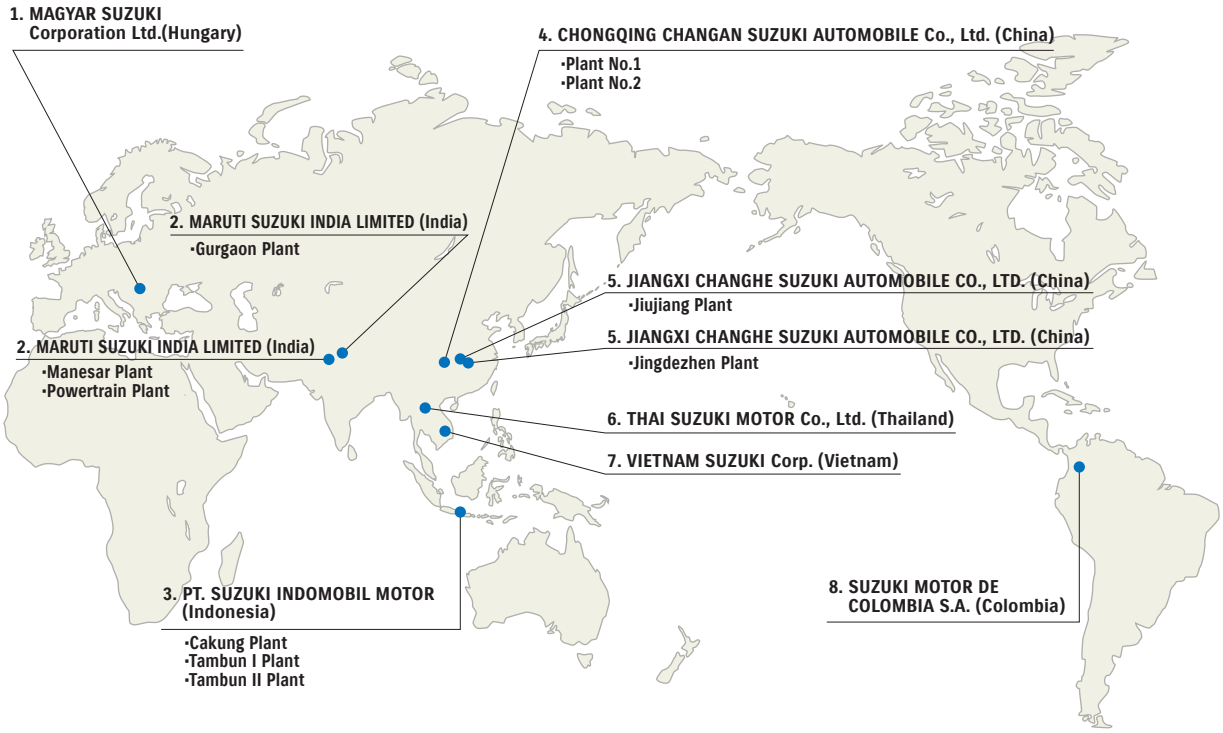
Areas that possess potential for accidents undergo regular patrol by the plant manager to prevent environmental accidents.

Efforts at Manufacturing Sites (overseas)

Situation 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, 8 overseas manufacturing companies (14 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	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
4	CHONGQING CHANGAN SUZUKI AUTOMOBILE Co., Ltd. (China)	
	·Plant No.1	December 2004
	·Plant No.2	December 2014
5	JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. (China)	
	·Jingdezhen Plant	December 2003
	·Jiujiang Plant	December 2006
6	THAI SUZUKI MOTOR Co., Ltd. (Thailand)	August 2005
7	VIETNAM SUZUKI Corp. (Vietnam)	March 2005
8	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

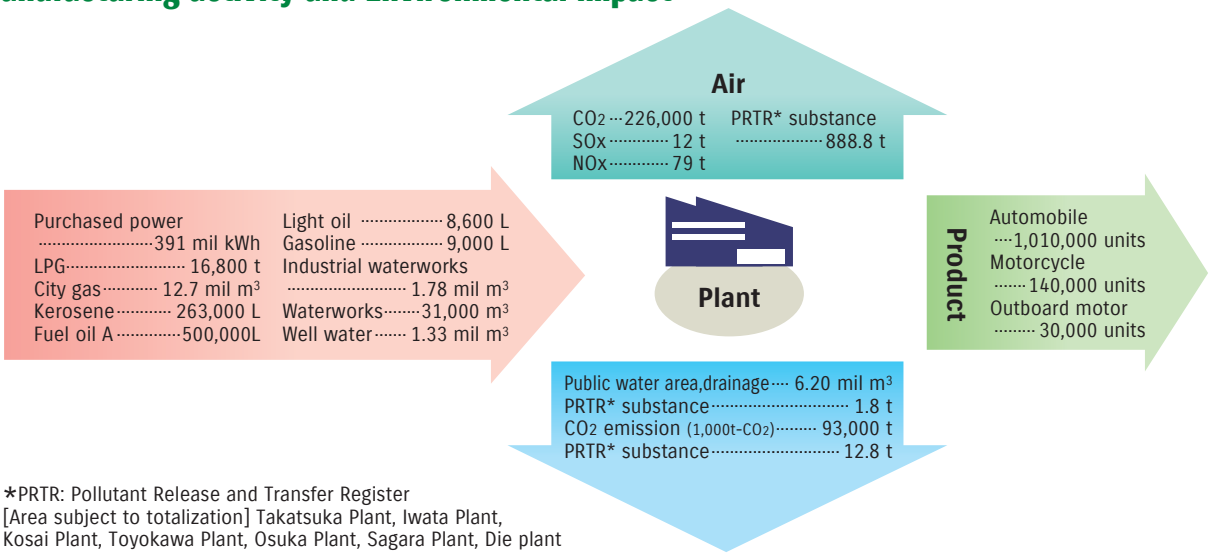
We look for locations and operations that have potential of causing an environmental accident* and hold emergency drills with employees and other related suppliers at domestic plants and die plants. In FY2015, emergency drills (including 19 times of night drills) were conducted 114 times. These drills 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.

There were six environmental accidents and one complaint in FY2015. They were appropriately taken care of by reporting to the administration. We will make efforts in preventing accidents through check, improvement, and update of environment-related facilities.

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			FY2015		
		FY2012	FY2013	FY2014	Investment	Expenses	Total
Business Area Costs	Pollution Prevention	4.4	4.9	6.6	2.2	2.8	5
	Environmental Conservation	2.3	2.6	2.5	0.2	2.5	2.7
	Recycling of Resources	5.8	2.4	-0.6	1.9	1.2	3.1
	Total	12.5	9.9	8.5	4.3	6.5	10.8
Upstream/Downstream Costs		0.1	0.2	0.2	–	0.1	0.1
Managerial Costs		3.9	4.1	4	–	4.2	4.2
Research and Development Costs		460.3	526.9	498.8	36.9	468	504.9
Social Activities Costs		1.7	1.5	1.2	–	1.1	1.1
Environmental Damage Costs		0.1	0.6	0.7	–	0.3	0.3
Total		478.6	543.2	513.4	41.2	480.2	521.4

Effectiveness of Environmental Conservation

(Unit: ¥100 million)

Item		FY2012	FY2013	FY2014	FY2015
Economical Effect	Energy Cost Reduction	2.6	4.9	3.4	4.1
	Waste Management Cost Reduction	0.1	0.1	0.1	0.4
	Resource Saving (including recycle and valuable resource disposal)	37.7	34.12	29.4	24.4
	Total	40.4	39.12	32.9	28.9

(Note) These are non-consolidated environmental figures.

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


Development of fuel cell vehicle


Installation of wind power generation facility

Promotion of 3R


Thinning of bumper body


Use of returnable rack

Promotion of Environmental Conservation etc.


Management of substances of concern


Noise measurement

Cooperation with Society


Participation in environment-related fairs


Plantation activities

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, as part of our initiatives, we have been participating in Green Value Chain Platform*2 operated by the Ministry of Environment and the Ministry of Economy, Trade and Industry since FY2014 and introducing our efforts in quantifying the emissions of greenhouse gases.

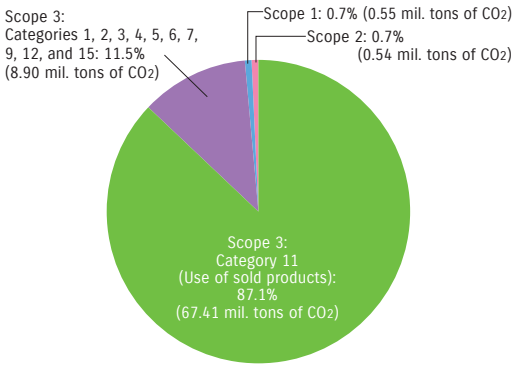
Also in FY 2015, in order to quantify the total emissions of greenhouse gases generated from the entire value chain, we made calculations of GHG emissions classified into Scope 1 (direct emissions from owned or controlled sources including fuel) and Scope 2 (indirect emissions related to the generation of purchased energy including electricity and heat), plus Scope 3 (other indirect emissions than those classified into Scope 2) in accordance with "GHG Protocol*3"

According to the results, the amount of CO_2 emissions generated through the entire value chain during FY2015 stood at 77.42 million tons, of which the emissions falling under Scope 3 were 76.32 million tons that include 67.41 million tons of CO_2 emissions classified into "Category 11 (Use of products sold by Suzuki)"*4 accounting for as much as 87.1% 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: This is the whole series of business activities that create and build values at every step. 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 Green Value Chain Platform: This is a website operated by the Ministry of the Environment and the Ministry of Economy, Trade and Industry to provide various kinds of global warming and GHG emissions related information such as internal and external trends, calculation methods, etc.
Homepage: http://www.env.go.jp/earth/ondanka/supply_chain/gvc/en
*3 GHG Protocol: This is a collaboration of the World Resources Institute (WRI), a global environmental think tank based in the United States, and the World Business Council on Sustainable Development (WBCSD). It is the most widely used international accounting tool to quantify and manage greenhouse gases (GHG).
*4 Category 11: This does not mean the emissions released from the Suzuki's products during the relevant fiscal year, but indicates the life cycle GHG emissions from individual products sold in the fiscal year.

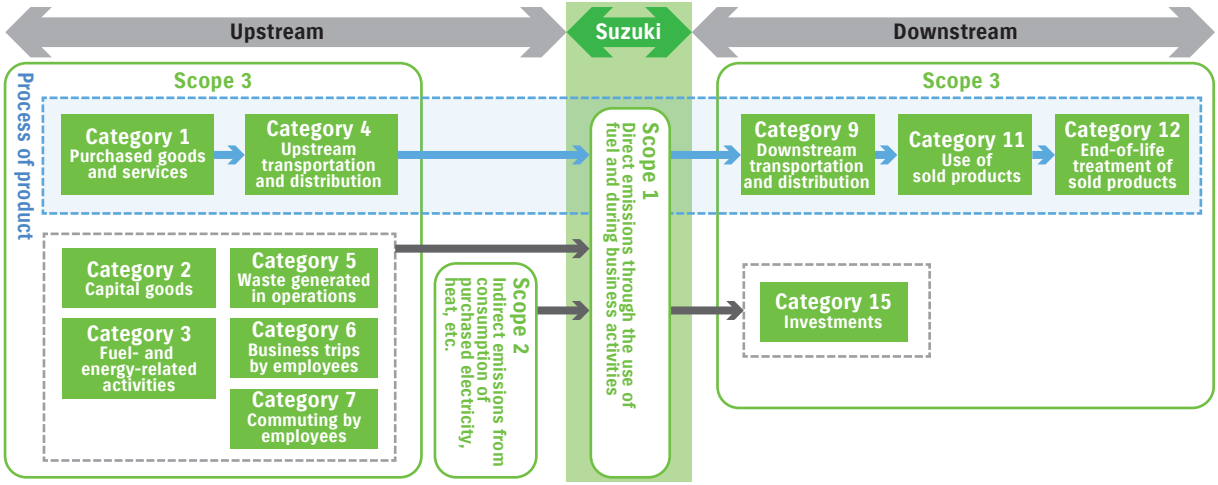
Breakdown of FY2015 GHG emissions



Total amount of GHG emissions released from the entire value chain: 77.42 mil. tons of CO_2 (excluding Categories 8, 10, 13, and 14 of Scope 3)
[Calculation range] 66 domestic and 28 overseas companies
[Calculation period] From April 2015 to March 2016

Classification	Items	Descriptions
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



[Product development] Improvement in fuel efficiency

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.

Fuel efficiency improvement technology

All variants of the Ignis launched in February 2016 adopts a new platform and is installed with K12C type DUALJET engine and mild hybrid system that makes motor assists during acceleration. Also by thorough weigh reduction throughout the whole vehicle, it realizes excellent fuel efficiency of 28.8km/L*1 (HYBRID MG 2WD) and strong acceleration performance.

●Major fuel efficiency improvement technologies

Improvement in powertrain

- Installation of the mild hybrid system that integrates the ISG (generator with a motor function) and dedicated lithium-ion battery to all vehicles. Improvement in fuel efficiency by motor assist for up to 30 seconds to reduce loads to the engine upon acceleration.
- Improvement in thermal efficiency by increasing compression ratio and optimizing the intake port and combustion chamber shape of the engine.
- Reduction in friction of valves, pistons, etc.
- Adoption of CVT with an auxiliary gearbox

Reduction of body weight

- Adoption of a light and highly rigid new platform for A-segment compact passenger cars
- Adoption of high-tensile steel plate in 50.1% of body
- Weight reduction and improvement in rigidity by flat suspension frame

Others

- Adoption of ECO-COOL to suppress rise in room temperature during engine shutdown
- Adoption of multifunctional meter that supports eco-drive
- Reduction in rolling resistance by adopting large-diameter tires

*1 Measured in JC08 test cycle and verified by Japan's Ministry of Land, Infrastructure, Transport, and Tourism.

Topics

Suzuki Alto and Alto Lapin Minicars Win 2016 RJC Car of the Year Award

Alto Turbo RS　Alto　Alto Lapin

Suzuki Motor Corporation's Alto and Alto Lapin minicars have won 2016 RJC Car of the Year award, promoted by the Automotive Researchers' and Journalists' Conference of Japan (RJC).

Commenting on the reason for giving away the award, RJC said, "The biggest feature of the Alto series is weight reduction owing to the newly designed platform. Maneuverability and fuel efficiency increased as a result. A balance of such platform and suspensions is so amazing that cornering stability is much higher than expected even with normal Alto. Also, it offers wide variety of models including the sporty RS and the fashionable Lapin. We valued its high fundamental performance and wide range of offers." Following the winning of 2016 RJC Car of the Year award, the Alto, Alto Turbo RS, and Alto Lapin minciars also won the 2015-2016 Car of the Year Japan Small Mobility Award, promoted by the Car of the Year Japan Executive Committee.

<RJC Car of the Year> Suzuki's Award History

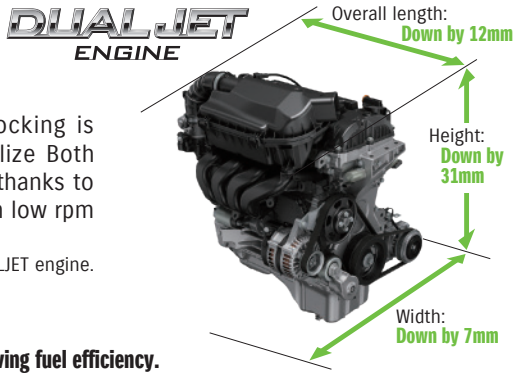
	Year	Description of recipient	
3rd	1993-1994	RJC New Car of the Year	WagonR
		RJC Man of the Year	Director and President, Osamu Suzuki
15th	2006	RJC Car of the Year	Swift
16th	2007	RJC Person of the Year	Director and President, Hiroshi Tsuda
18th	2009	RJC Car of the Year	WagonR and WagonR Stingray
20th	2011	RJC Car of the Year	Swift
22nd	2013	RJC Technology of the Year	SUZUKI GREEN Technology
24th	2015	RJC Car of the Year	Hustler

Development and improvement in engine

We completely renewed the improved version of K12B type DUALJET engine which adopted the dual injection system and developed the K12C type DUALJET engine.

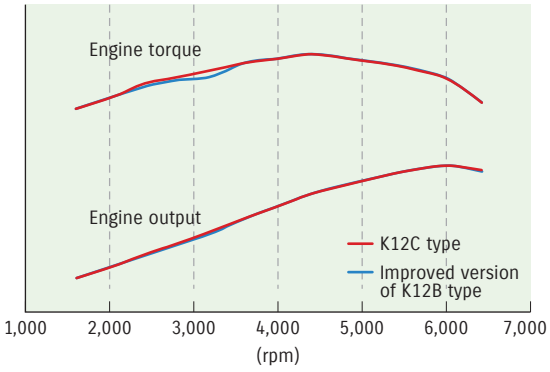
In this model, compression ratio is raised to 12.5 by various combustion improvement technologies and, at the same time, knocking is suppressed. In addition to increase in torque in low rpm range, realize Both excellent fuel efficiency and strong driving are realized at a high level, thanks to reduction of friction, weight and size, in addition to increase in torque in low rpm range.

* Values are dimensional differences compared to the K12B type DUALJET engine.



Improve torque in low rpm range while improving fuel efficiency.

Engine full-open performance



Engine specifications (2WD vehicle)

Model	New K12C type DUALJET	K12B type DUALJET
Displacement	1.242L	1.242L
Fuel efficiency	27.8km/L (mild hybrid)	25.4km/L (ENE-CHARGE)
Compression ratio	12.5	12.0
Max. output	67kW〈91PS〉/ 6,000rpm	67kW〈91PS〉/ 6,000rpm
Max. torque	118N·m〈12.0kg·m〉/ 4,400rpm	118N·m〈12.0kg·m〉/ 4,400rpm

Improvement in thermal efficiency

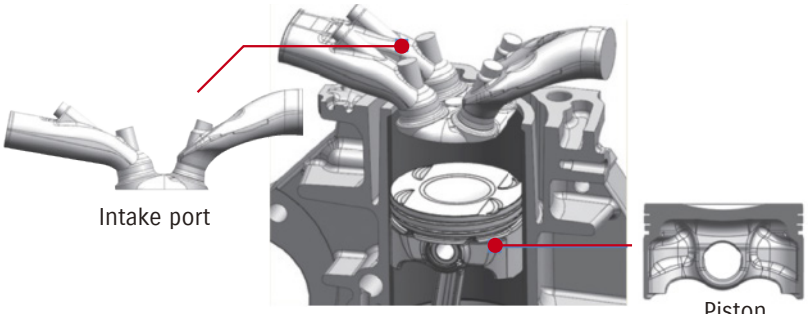
In increasing thermal efficiency, “increasing compression ratio” and the subsequent “thorough suppression of knocking” are large problems. First, in order to “increase compression ratio,” we optimized the shapes of intake port and piston, as well as improved the combustion chamber shape to realize better combustion efficiency. In addition, in order to make “thorough suppression of knocking,” we reviewed the flow of cooling water in the water jacket and specifications of the piston cooling jet, and improved the cooling performance around the combustion chamber. As a result, the compression ratio was improved from 12.0 to 12.5 and both strong driving and better fuel efficiency were realized.

Fuel efficiency improvement technologies

Purpose	Changed points
Improvement in cooling efficiency	Water jacket, piston cooling jet
Reinforcement of flow	Shapes of intake port, combustion chamber and piston
Optimization of air/fuel mixture	Spray from injector
Improvement in ignitability	Position of electrodes in ignition plug

Optimizing the air flow by changing the shape of the intake port

Combustion was improved by reducing the diameter of the intake port and tilting the port more to reinforce the intake air flow, and also optimizing the shape of the piston.



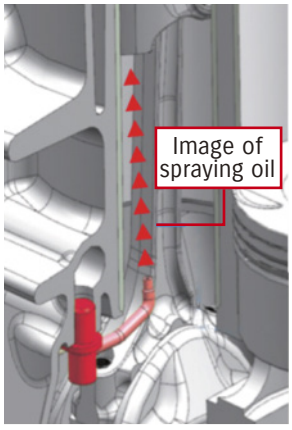
Improving cooling performance by changing the shape of the water jacket

We improved flow of cooling water in the entire circuit by changing the detour shape and raised cooling effects.

Water jacket

Improving the cooling performance by adopting the piston cooling jet

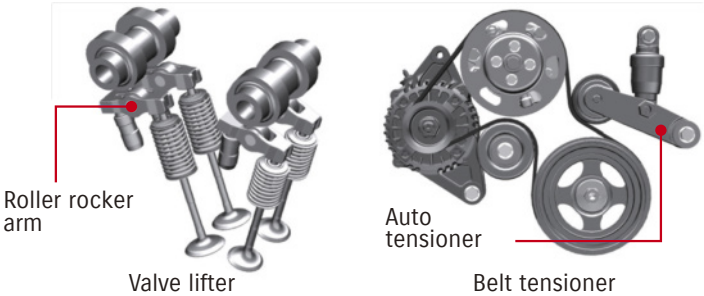
We also reviewed the piston cooling jet used for cooling by spraying oil on the rear side of the piston to improve the cooling performance.



Piston cooling jet

Reduction of friction

We adopted the roller rocker arm type valve lifter that reduces resistance at the contact point. We also adopted the auto tensioner and reduced tension of the accessory belt to reduce friction.



Improvement of Transmission

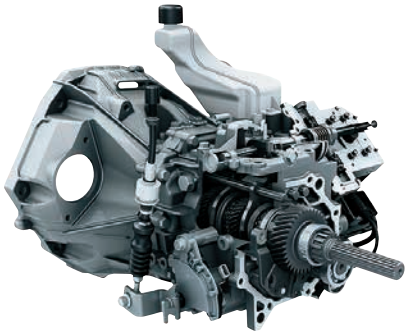
●Improvement in fuel efficiency through adoption of CVT (Continuously Variable Transmission) with an auxiliary gearbox, and its expanded adoption

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 1.0L to 1.6L classes.

CVT friction was reduced by employing low viscosity CVT fluid and using a ball bearing for the CVT differential side bearing since November 2011. Then, since the new Alto launched in December 2014, we used an allowance of driving force generated by weight reduction of the vehicle to heighten the final drive ratio and improved fuel efficiency.

●Expanded adoption of Auto Gear Shift (AGS) for domestic minivehicles

Since it was first adopted on Celerio launched in India in February 2014, the Auto Gear Shift has been widely adopted in domestic minivehicles, such as Carry, Alto, Every, Alto Turbo RS and Alto Works step by step. Auto Gear Shift has both the convenience of automatic transmission and the fun of operating manual transmission, and has the same basic mechanism as the lightweight and high efficiency manual transmission. Plus, it incorporates a computer-aided gear change system for optimum operational control thereby ensuring higher levels of fuel efficiency than conventional automatic or manual transmissions.



Auto Gear Shift for Cary and Every

Auto Gear Shift for Alto

Topics **Suzuki receives the "Japan Society for the Promotion of Machine Industry Chairman's Prize" of the 13th New JSPMI Prizes**

Development of AMT with Enhanced Drivability and User-Friendliness

Suzuki Motor Corporation has, for the first time, received the "Japan Society for the Promotion of Machine Industry (JSPMI) Chairman's Prize" of the 13th New JSPMI Prizes for the "Development of AMT with Enhanced Drivability and User-Friendliness". The New JSPMI Prizes are awards given to corporations, universities, research institutes, and their R&D members, whose brilliant research and development, as well as utilization of such achievement related to the machine industry, have been recognized to have significantly contributed to the progression and development of machine industry technologies.

AMT (Automated Manual Transmission) is a new transmission which has combined both merits of manual and automatic transmissions. Suzuki developed it under the name of Auto Gear Shift (AGS). It realized easy driving and fuel-efficient drive by installing electro-hydraulic actuator that automatically operates clutch and gearshift, onto a conventional inexpensive five-speed manual transmission. By reviewing the system control and enhancing the shift-change feel, it offers the fun of driving with direct drive feel. Plus, user-friendliness was enhanced by adding parking and creep functions. Starting from the Celerio (model sold in markets outside Japan), the AGS has been also installed on Japanese minicars including the Alto, Every, and Carry, and has been favored among wide range of customers.

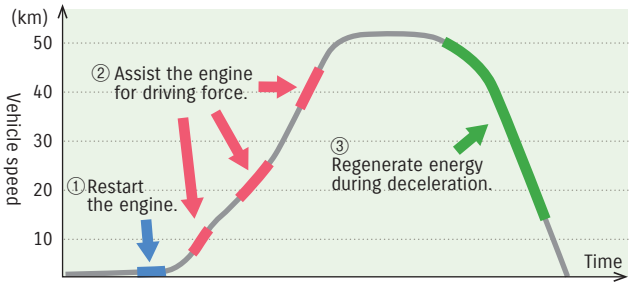
Development of “S-ENE CHARGE” and “mild hybrid”

“S-ENE CHARGE” is Suzuki’s unique, low fuel consumption technology that combines a newly developed generator with a motor function (ISG) and the conventional deceleration energy regeneration technology “ENE-CHARGE” which uses a lithium-ion battery. With reinforcement of energy regeneration by high-efficient ISG and assist by the motor during acceleration, it 1) realizes better fuel efficiency, and also 2) improves comfort thanks to quiet restart of the engine by belt driving . This system was first installed to WagonR launched in August 2014 and then adopted to Spacia and Hustler. As for compact cars, this is installed to Solio and Ignis as “mild hybrid.”

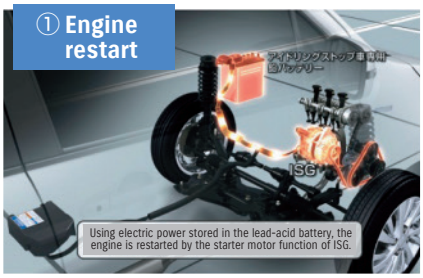
* ISG = Integrated Starter Generator

Features of S-ENE CHARGE (3 functions by ISG)

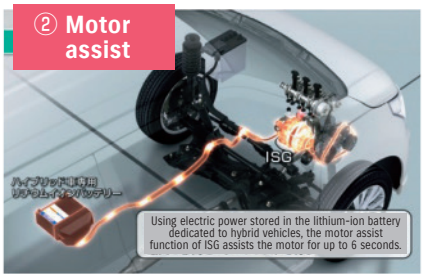
①Engine restart from idle-stop
②Assist the engine upon starting/acceleration by stepping on the accelerator pedal
③Regenerate energy during deceleration by returning the accelerator pedal



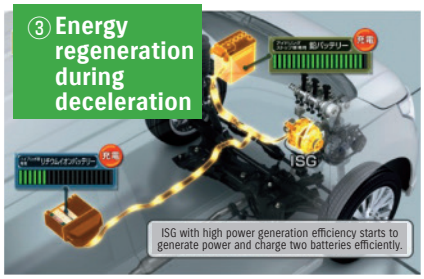
Energy flow by each function



ISG restart the engine from the idle-stop state by belt driving. High torque quickly raises the engine speed near to the idling level and realizes quiet restart of the engine. Electric power stored in the lead-acid battery dedicated to idle-stop vehicles is used when restarting the engine.



ISG assists the motor upon starting and acceleration and the motor covers a part of engine output to reduce fuel consumption. When the motor is assisted, electric power stored in the lithium-ion battery dedicated to hybrid vehicles is used.



Even while short deceleration, highly efficient ISG generates power and regenerates energy. This energy is charged in the lead-acid battery and lithium-ion battery.

System component

【Features of ISG (power generatorwith a motor function)】

◆ Regenerative power generation/driving at high efficiency and output
◆ Compact design by integrating inverter

Specification of ISG installed on minivehicles
◆ Max. output: 1.6kW/1000rpm
◆ Max. torque: 40Nm/100rpm

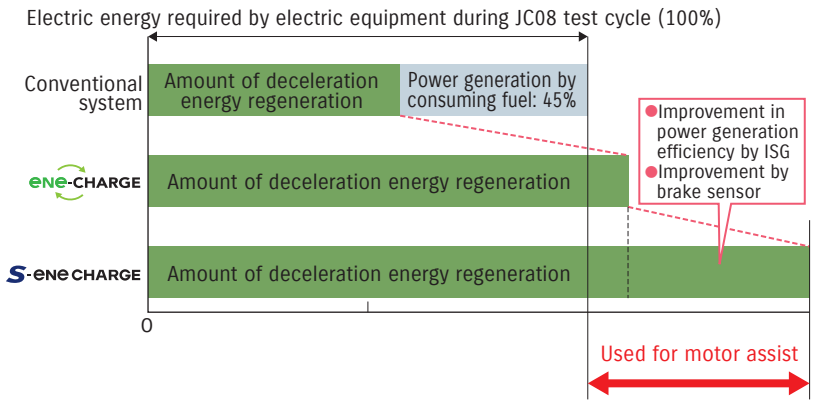
【Features of dedicated lithium-ion battery】

◆ Corresponding to large-current regeneration/driving of ISG
◆ Energy management technology of ENE-CHARGE
◆ Capacity: 12V/36Wh (1 cell = 2.4V, 5 sets)
◆ Size: 202mm x 178mm x 84.2mm

Energy regeneration

In JC08 test cycle, the conventional system consumes fuel to generate power needed for electric equipment during mode driving. However, because the ISG, lithium-ion battery pack and control system were improved in S-ENE CHARGE, amount of energy regeneration could be increased compared to ENE-CHARGE. Using this additional energy, motor is assisted and better fuel efficiency is realized.

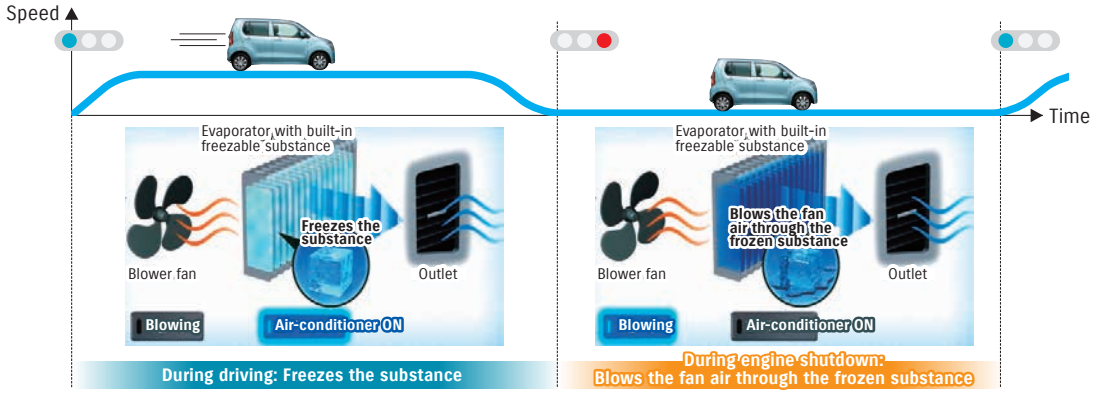
Amount of deceleration energy regeneration (JC08 mode)



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

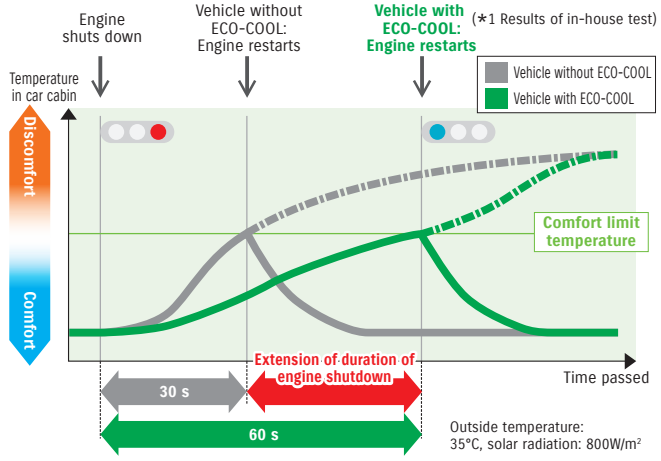
Suzuki developed an air-conditioning system with freezable substance "ECO-COOL", which is designed to satisfy both comfort and fuel efficiency requirements by freezing the substance with the cold air emitted from the air-conditioner during running, and blowing the cool air through the frozen substance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

Operation image of ECO-COOL



Extension of duration of engine shutdown and improvement in comfort

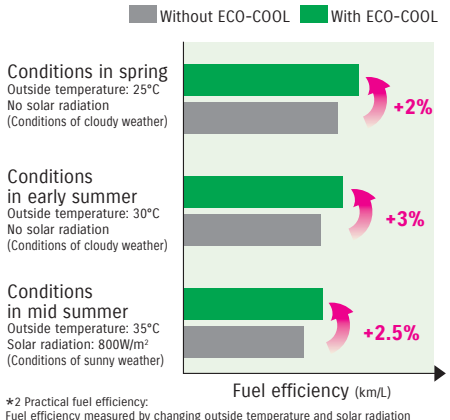
We extended duration of engine shutdown from the point the engine shuts down under a comfortable condition up until the car cabin temperature reaches the limit of comfort, to approximately twice*1 as much as the duration of vehicle without ECO-COOL.



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)



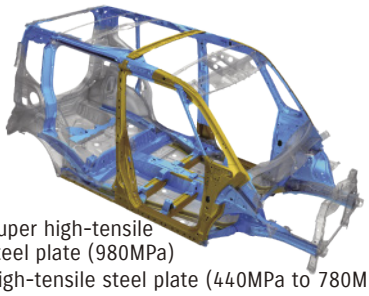
*2 Practical fuel efficiency:
Fuel efficiency measured by changing outside temperature and solar radiation conditions and turning on the air conditioner, while the catalog (test cycle) fuel efficiency is measured by 25°C outside temperature with no solar radiation, and the air conditioner turned off.

Reduction of body weight

Efforts for weight reduction

Lightweight and rigid body

Lightweight and strong high-tensile steel plate is adopted to approximately 51% (weight ratio) of the body of Solio launched in August 2015. Furthermore, we expanded the range using stronger super high-tensile steel plate up to approximately 16%, and ensured rigidity of the body while realizing better fuel efficiency by significant weight reduction.

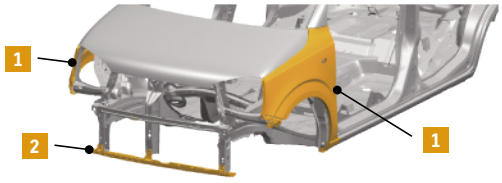


Lightweight index, evidence of high rigidity and lightweight body, is 5.59

We realized higher rigidity together with weight reduction. As for the "Lightweight Index" which means that the body is more rigid and lighter when the value is smaller, efficiency was improved approximately by 7% compared to the previous Solio.

Employing resin fender etc. effective in weight reduction

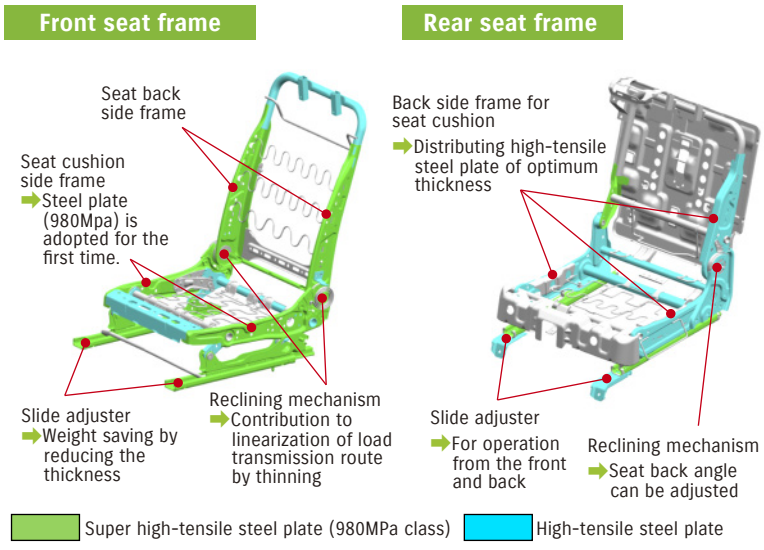
As for Alto launched in December 2014, weight reduction was realized by employing resin for the front fender and lower cross member for the first time in Suzuki. This largely contributes to improvement in fuel efficiency.



Weight reduction of seat frame

In the front seat frame of Ignis launched in February 2016, thinning of materials by employing super high-tensile steel plate of 980MPa class in wider range and integration/downsizing of components was thoroughly performed, and weight reduction was realized while ensuring comfortable seating and durability. In addition, the layout was changed together with the platform to make the frame structure which realized light weight, rigidity and safety all at the same time.

As for the rear seat frame, we reduced the weight by optimizing the assignment of the thickness of the high-tensile steel plate while proving the reclining mechanism to adjust the seat back angle and slide mechanism operable both from the front and back, and realized the frame structure ensuring both functions and light weight.

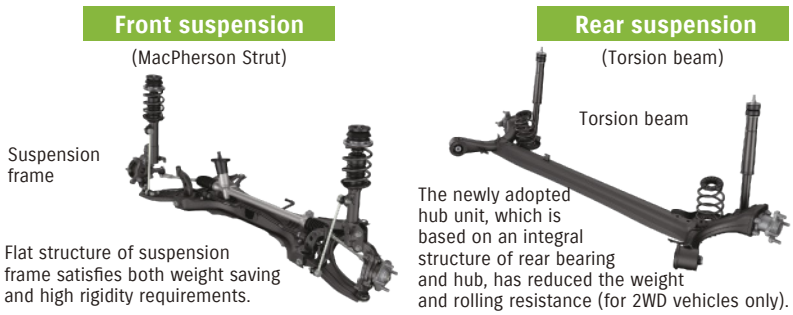


Weight reduction of steering column

For Solio launched in August 2015, we reviewed the column structure and reduced weight while improving the safety performance from the previous model.

Weight reduction of suspension system

For the Solio launched in August 2015, 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 frame has been changed from I.T.L. type to the torsion beam (2WD vehicles), resulting in about 11kg of weight saving compared with the previous model.



Making engine lighter and compact

Compared to K12B type engine, K12C type DUALJET engine is made compact by reducing the tilt angle from 15° to 5°. In addition, weight is reduced by approximately 4% by employing the intake manifold structured with integrated EGR pipe and changing the shapes of the crank shaft and cylinder block.

●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 Solio launched in August 2015, 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

Baleno launched in March 2016 realized excellent aerodynamic performance while opaying attention to design.

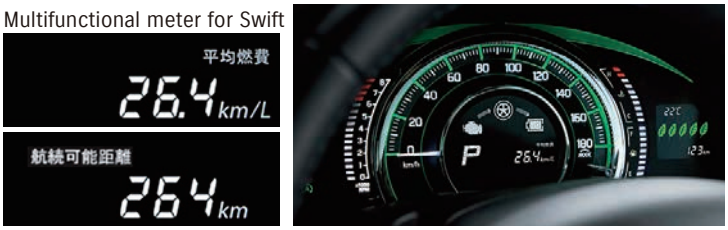
Computer simulation was fully utilized from the design phase, a wind tunnel test was thoroughly conducted using a clay model or prototype vehicle and, as a result, excellent aerodynamic performance was achieved. In particular, the roof end spoiler forms an ideal flow. In addition, we optimized the shape of the strake that prevents wind against tires and of the engine under cover to rectify the entire air flow under the floor. This reduced air resistance and improved fuel efficiency.

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 FY2015, such devices were installed in 15 out of 18 types of vehicles.

Multifunctional meter for Swift



●Adoption of Eco-Drive Indicator

In FY2015, the eco-drive indicator or eco-drive assisting light or status information lamp has been newly incorporated in 11 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

Blue: Normal operation　Green: Good fuel efficiency

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 11 types of vehicles in FY2015.

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

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.

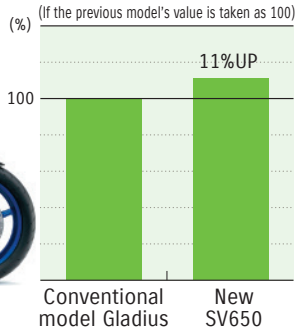
In addition, we are trying to improve thermal efficiency by improving combustion, reducing friction loss, and reducing product weight.

Example of Applied Product

SV650 launched in August 2016 is equipped with the water-cooled, DOHC, 645cc, V-twin engine. Friction between the cylinder and piston was reduced by applying surface treatment on the skirt of the piston, and high combustion efficiency was realized by employing Suzuki Dual Spark Technology etc.

Those fuel-saving efforts have resulted in about 11%* improvement in fuel economy compared with the conventional model, achieving the highest fuel efficiency in its class.

*Based on WMTC mode fuel consumption



Optimization of piston and piston ring

Pistons are designed using FEM (Finite Element Method). Rigidity was optimized and weight was reduced. We applied surface treatment by tin plating and resin coat for the skirt of the piston to reduce friction between the cylinder and piston and, as a result, realize high durability (first time for Suzuki motorcycles). The L-shaped ring is employed for the piston ring and blowby gas is reduced by high sealing performance. This contributes to better fuel efficiency and exhaust gas reduction.

Adoption of SCEM plated cylinder

Suzuki's original SCEM (Suzuki Composite Electrochemical Material) plated cylinder is adopted for the aluminum-plated cylinder. This is effective in reduction of friction, high heat dissipation and air tightness.

Adoption of Suzuki Dual Spark Technology

Suzuki Dual Spark Technology that has two spark plugs per cylinder is adopted. Thanks to high combustion efficiency, it contributes to smooth output performance, low fuel efficiency and less exhaust gas emission.

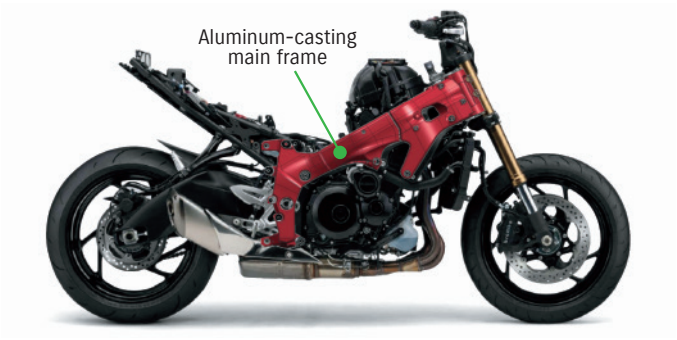
Adoption of SDTV fuel injection system

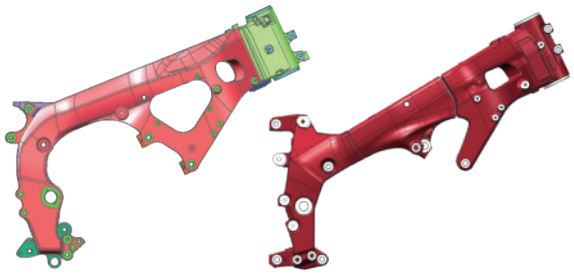
Suzuki's original SDTV (Suzuki Dual Throttle Valve) fuel injection system that has two butterfly valves per throttle body is adopted. This optimizes combustion efficiency together with the 10-hole injector and contributes to smooth output performance and low fuel efficiency.

Weight reduction of body

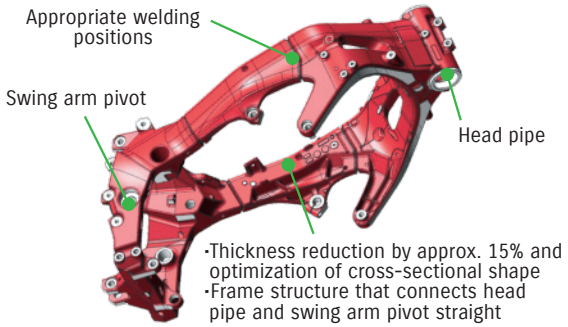
Improvement in frame

For GSX-S1000 ABS launched in June 2015, the weight was reduced by approximately 10% compared to the conventional aluminum frame of the same displacement, by reducing the material thickness and changing the cross-sectional shape. In addition, the component structure was simplified by adopting the frame structure connecting the head frame and swing arm pivot straight and optimizing welding positions of components. We realized lightweight handling by reducing the frame weight while maintaining the optimum rigidity of the frame.





Conventional frame　　Frame of new design



・Thickness reduction by approx. 15% and optimization of cross-sectional shape
・Frame structure that connects head pipe and swing arm pivot straight

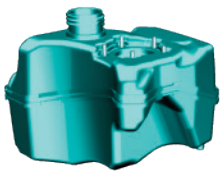
Improvement in fuel tank

The injection-molded fuel tank is employed to the 50cc scooter “Let’s Basket" and “Address V50” launched in May 2015 instead of the conventional blow-molded fuel tank. As a result, while maintaining the same strength and durability, the weight was reduced by 12%* compared to the conventional tank and by 50% or more compared to the steel tank. In addition, by equalizing and reducing wall thickness and optimizing the shape, the tank capacity was increased by 6.7% and reached the class-top level.

* When combining the in-tank fuel pump with the conventional blow-molded tank

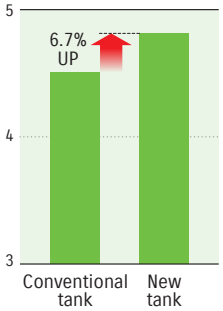
New fuel tank of 50cc scooter “Let’s Basket"

Conventional tank

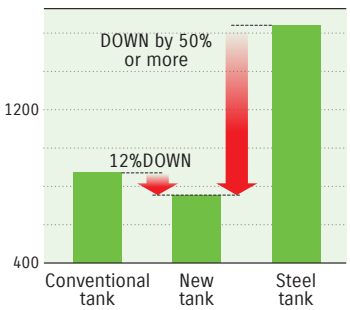


New tank

Comparison of gasoline capacity



Comparison of fuel tank weight



Installation of eco-drive supporting devices

Installing Fuel Efficiency Indicator

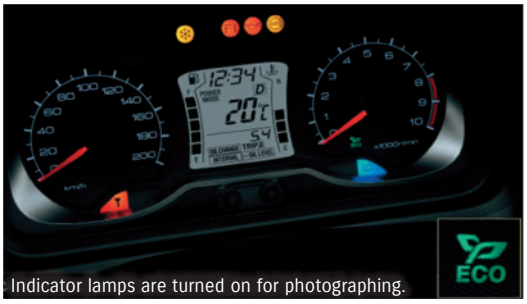
Suzuki has been increasing the number of vehicles equipped with eco-drive supporting devices, such as a fuel efficiency indicator. As of March 2016, such devices are installed in 9 types of models.


Indicator lamps are turned on for photographing.

GSX-S1000 ABS Multifunctional meter

Adoption of Eco-Dive Indicator

As of March 2016, the eco-drive indicator is adopted to 3 types of models. This indicator stays lit during proper driving state for fuel economy to prompt the user to do throttle work for better fuel efficiency and supports improvement in fuel efficiency.

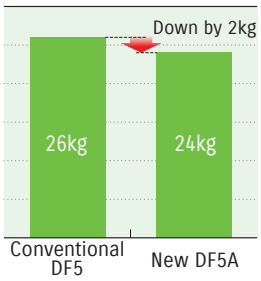


Indicator lamps are turned on for photographing.

Outboard motor

Weight reduction

Suzuki has made efforts in developing and improving an environmental-friendly outboard motor through weight reduction of the engine body. In FY2015, we released 2 types of outboard motor “DF5A/6A” that adopt this lightweight design. The weight was reduced by 2kg compared to the conventional model by changing the material for the engine lower cover from aluminum to resin, replacing the ball bearing of the crank shaft to the metal bearing, etc.



Topics **Suzuki outboard motor “DF200AP” received the TOP PRODUCTS Award from Boating Industry**

Suzuki’s new 4-stroke outboard motor “DF200AP” was selected in 2015 TOP PRODUCTS by “Boating Industry” (large magazine in the marine industry in U.S.A.). This is two year consecutive selection following “DF25A/30A” last year.

“DF200AP” is added with the following features to “DF200A” which is also designed to be lightweight, fuel-efficient and provided with innovative technologies. These additional features were evaluated and received the award.

- Suzuki keyless start system that starts the engine with only one button
- Suzuki Precision Control that realizes always smooth and precise shift operation and quick and correct throttle control by computer control
- Suzuki Selective Rotation that can set both regular rotation and counter rotation

DF200AP

[Product development] Development and technologies of next-generation vehicles

Efforts for fuel cell vehicles

We are promoting the development of "BURGMAN Fuel-Cell Scooter" which is equipped with the compact, lightweight and low-cost air-cooled type fuel cell system.
Because the safety standards of the Road Vehicles Act for fuel-cell automobiles were established in February 2016, we obtain the certification and will conduct a verification test on public roads using hydrogen stations.

Air-cooled type fuel cell unit

BURGMAN Fuel-Cell Scooter

[Design, development] Reduction of Freon

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.

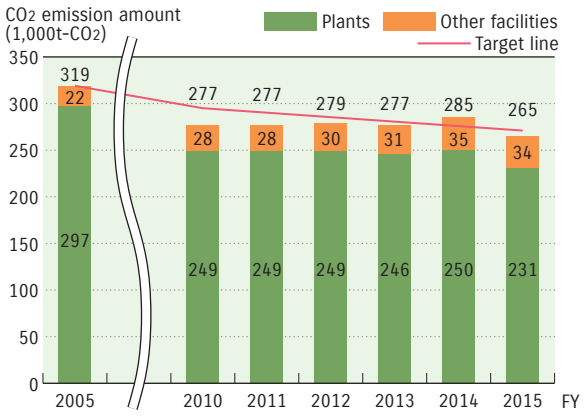
[Production, distribution] Energy-saving for business operations

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 the final year of FY2015 was cut by 16.9% compared to FY2005 by improving production efficiency, introducing energy-saving equipment, and conducting power-saving activities.

Plants: Takatsuka Plant, Iwata Plant, Kosai Plant, Toyokawa Plant, Osuka Plant, Sagara Plant, Die Plant
Other facilities: experiment facility, offices, etc.

Trends in CO_2 emission amount of domestic offices



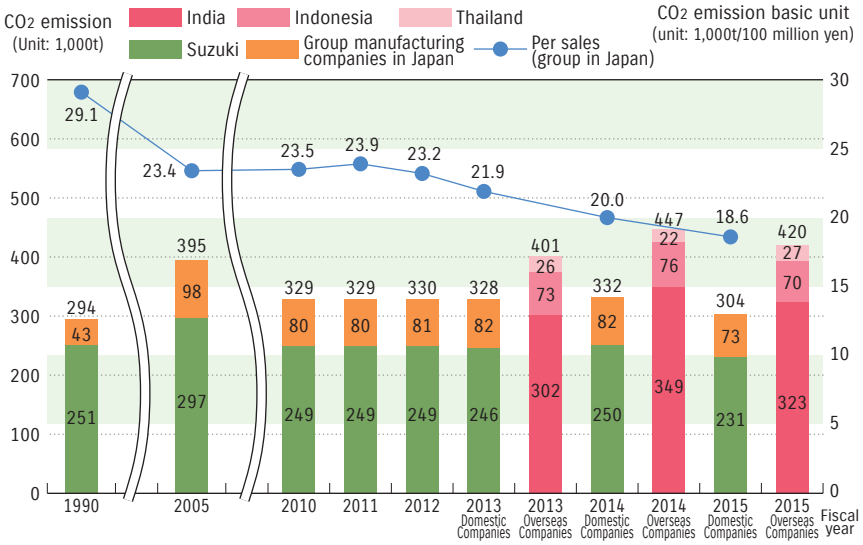
Energy-derived CO_2 emissions

In Japan, the total emission of energy-derived CO_2 from Suzuki and its domestic group manufacturing companies was 304,000 tons (down 8.4% from the previous year) in FY2015. The CO_2 emission per sale (non-consolidated) was 18.6 tons/100 million yen, down 7.0% from the previous year and also down 36.1% from the year 1990.

Among overseas group manufacturing companies, ten plants of five companies in three countries (India, Indonesia, and Thailand) emitted 420,000 tons of energy-derived CO_2 in total in FY2015.

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	4.9
Iwata Plant	40.3
Kosai plant	72.9
Toyokawa Plant	7.0
Osuka Plant	44.3
Sagara Plant	59.8
Die Plant	1.8

*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

With the required production volume taken into account, conventional production procedures and processes were reviewed, and various improvements were made, such as lowering the preset temperature for the paint drying furnace, adopting infra-red die heater at the die heating process of foundry machine, integrating engine parts machining lines, and employing an intermittent air-blow drying system. Those improvements have brought about significant energy-saving effects.

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 CO2 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]		15,169	38,837
Major activities	Performing proper facility operations and optimizing operating conditions	4,786	24,664
	Consolidating and downsizing facilities	606	4,577
	Stopping power supply when each line does not work and light-out when unnecessary	3,449	6,157
	Employing inverters and higher efficiency equipment	546	3,438
	Changing the type of fuel (Kosai Plant)	5,782	–

Promoting the Use of Alternative Energy

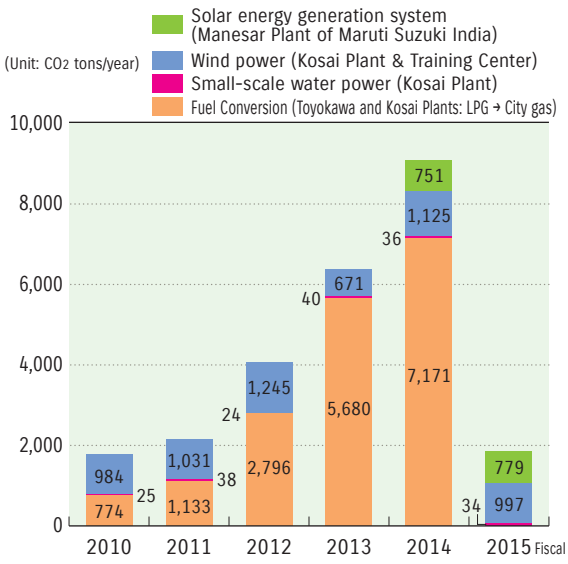
As part of global warming countermeasure, Suzuki is promoting the use of alternative energy in Japan by introducing two wind force power generation systems and a small-scale hydraulic power generation system (using industrial water receiving pressure) into Kosai Plant, and also installing one wind force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

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

Electric Power Generated by Alternative Energies

	Electric power [kWh]
Wind power (Kosai Plant & Training Center)	1,529,800
Small-scale water power (Kosai Plant)	52,500

CO_2 Reduced by Alternative Energies



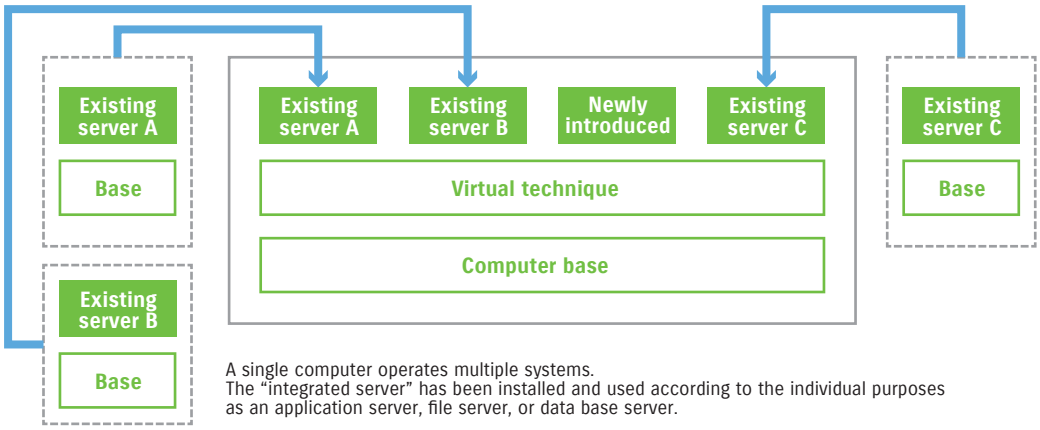
* Toyokawa and Kosai Plants had been making shift of fuel from LPG/kerosene to city gas which emit less CO_2, and completed the shift in Y2014.

Energy saving efforts at Data Center

At Suzuki's 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 FY2015, 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.



A single computer operates multiple systems.
The "integrated server" has been installed and used according to the individual purposes as an application server, file server, or data base server.

●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.

"Aisle Capping" determined in FY2014 was introduced and it is making effects, so we are planning further development of such system. Also, hot and cold aisles are separated by making blank walls in aisles without racks due to change in layout, etc.


[Example of aisle Capping]


[Example of blank wall]

●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 CO2 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 2.5% in FY2015 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 CO2 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 changed yp to approximately 72% of the light in offices to LED in FY2015.

[Production, distribution] Energy-saving for distribution

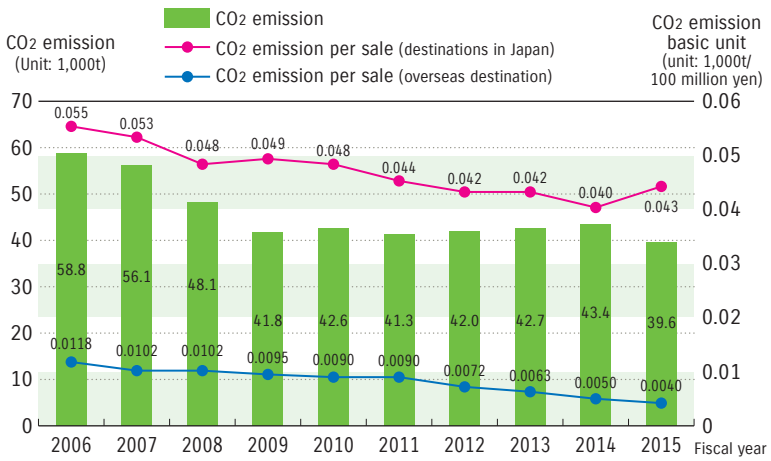
Reduction of CO_2 Emission

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.

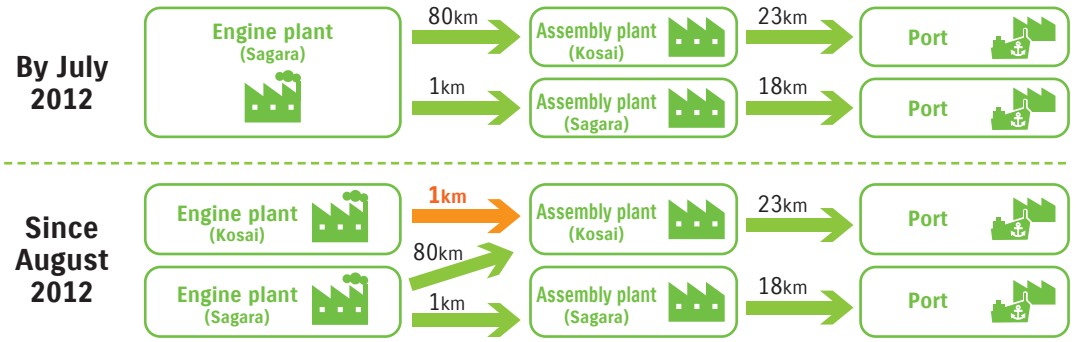
As a result, CO_2 emission in FY2015 was reduced by 33% compared to 2006. CO_2 emission basic unit (per sales) was improved by 22% in destinations in Japan and 66% in overseas destinations compared to FY2006.



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.

[Design, development] Air pollution

Automobiles

Reducing Exhaust Gas

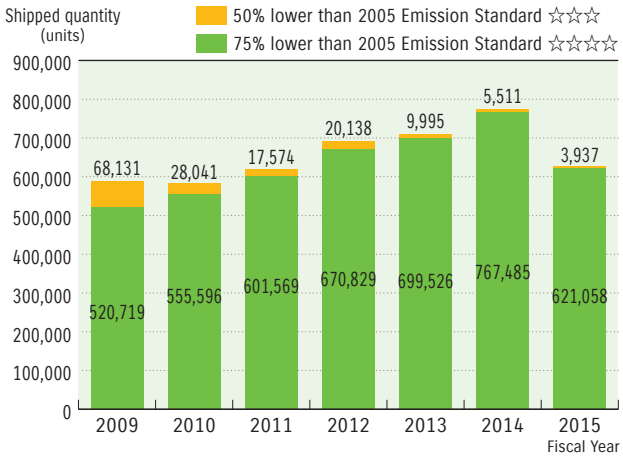
●Compliance with domestic emission control regulations

Among vehicles launched in FY2015, the numbers of types of models that were certified as "low emission vehicles" were 23 types of 14 models in total as of the end of March 2016. 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	14 types 23 models

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



Motorcycles

Reducing Exhaust Gas

We are working on reinforcement of purifying performance of catalyst and improvement in combustion as exhaust gas reduction technologies.

Improvement in catalyst

(Increase in cell density: 200 → 300 cells,
Introduction of honeycomb tandem: Single → 2 in series)

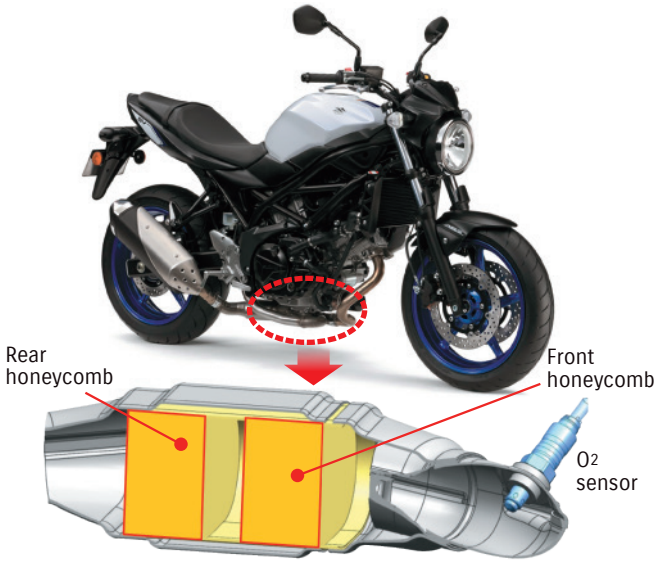
- Improve light-off performance by reducing heat capacity of front honeycomb.
- Reinforce turbulence by gas diffusion in the central space.

Early activation of catalyst

- Catalyst warm-up control (ignition timing control)

Improvement in combustion

- Atomization of injector spray



Outboard Motors

Reducing Exhaust Gas

●Compliance with domestic emission control regulations

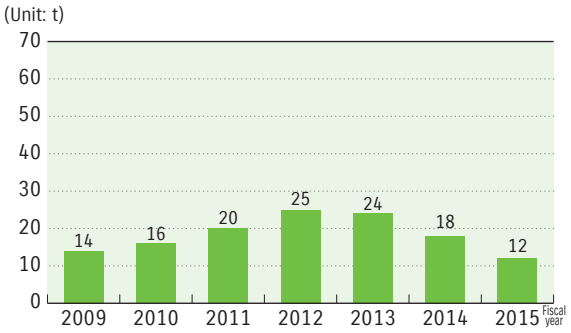
Suzuki four-stroke outboard motors satisfy the year 2008 emission regulation values set by California Air Resources Board (CARB), the secondary regulation values set by the U.S. Environmental Protection Agency (EPA), and the year 2011 marine engine emission voluntary regulation values (secondary regulation) set by Japan Marine Industry Association.

Plants

Control of SOx and NOx emissions

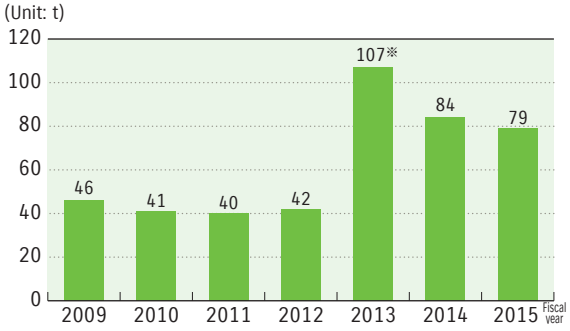
In order to prevent air pollution, we are reducing SOx (sulfur oxides) and NOx (nitrogen oxides) emission amounts that are emitted from boilers, etc. by applying higher voluntary standards and maintaining and controlling them.

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.

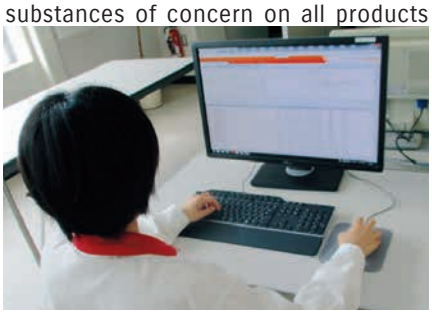
[Design, development] Reinforcement of management of substances of concern contained in products

Management of substances of concern

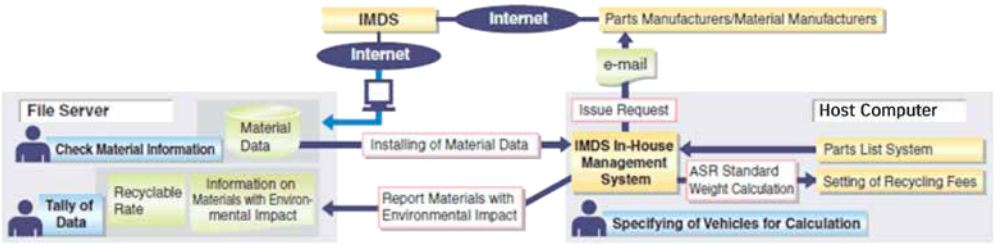
Based on the IMDS (International Material Data System) we introduced in 2003, which is an automobile industry-related material data collection system, we have established an in-house management system concerning substances of concern (see the chart below). This system enables us to control not only the 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 Indomobile Motor (Indonesia) by using this system. Through such efforts, we verified the compliance with laws and regulations related to substances of concern on additional 12 models of automobiles, motorcycles, and outboard motors in FY2015.

*SVHC: Substance of Very High Concern



Collection of data for IMDS



Conformance to local regulations concerning new chemical substances

We completed the actions for CLP Regulation in Europe and HCS in U.S.A., both of which are related to classification, labeling and packaging of chemical substances and mixtures by June 2015, and are now promoting necessary actions for DBDE (flame retardant) subject to the POPs, phthalate substances (plasticizer) regulated by REACH and biocide subject to BPR.

Global reduction of use of substances of concern and promotion of replacement of substances of very high concern

Suzuki has built the substances of concern management system under cooperation with suppliers based on “Suzuki Green Procurement Guideline” and is promoting to reduce/replace substances to be regulated or substances of very high concern expected to be regulated. In addition, we are also promoting to build the substance of concern management system based on the Green Procurement Guideline at major overseas production bases.

[Design, development] Noise reduction

Automobiles

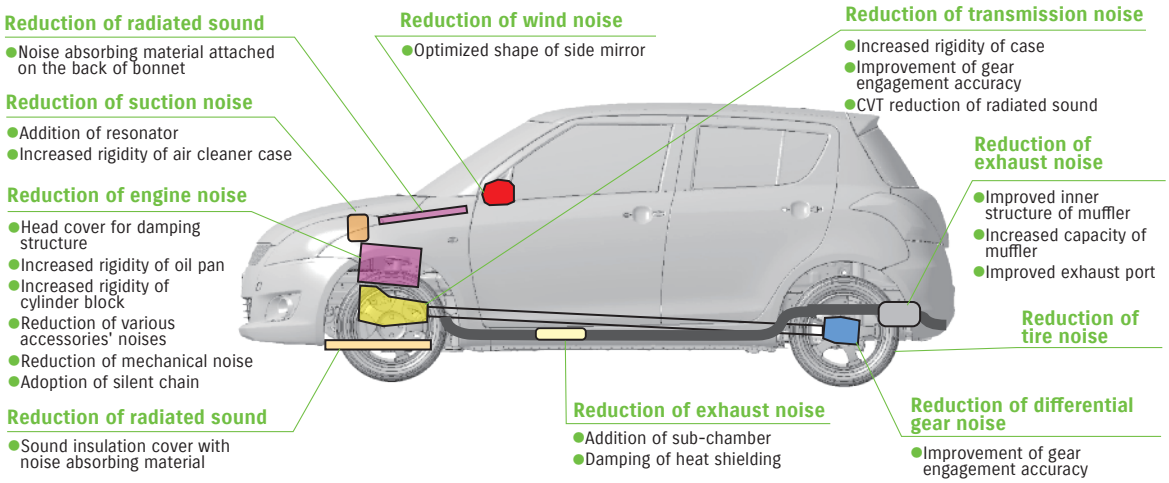
Reducing Noise

●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

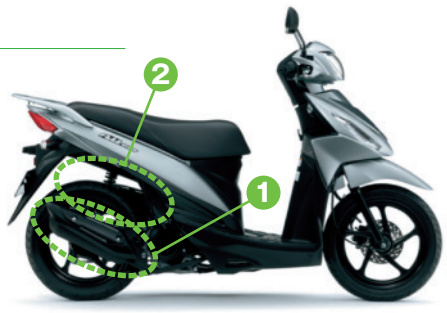
Reducing Noise

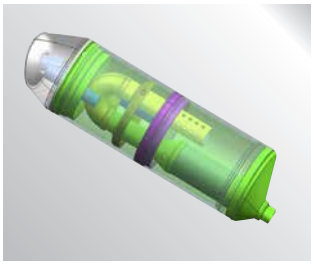
●Example of Applied Product

Example of Applied Product

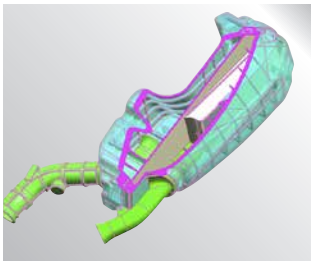
The following describes our noise reduction efforts, taking an example of Address110.

To conform to the domestic noise regulation, Address110 employs a lot of noise reduction measures, while minimizing the weight increase.





❶As for mufflers for reducing exhaust noise, exhaust noise has been reduced by securing enough volume and making a structure with high noise-cancelling effect.



❷As for air cleaners for reducing intake noise, intake noise has been reduced by securing enough volume, making its inner wall into a rib structure that secures rigidity, and making the inlet and outlet pipes longer.

[Design, development] Reduction of VOC in car interior

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 FY2015, we achieved the target for the Alto Lapin, Solio, Ignis, and Escudo. In addition, we also successfully reduced the cabin VOC levels for the models sold in global markets such as the Baleno produced in India and also sold in Europe and Japan, and accomplished better values than the target.

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 FY2015

Alto Lapin | Solio | Ignis | Escudo | Baleno

*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.

[Production, product] VOC reduction in the painting process

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 FY2015 including painting of automobile bodies, bumpers, and motorcycles was 44.8g/m^2, and the target defined in the "Suzuki Environmental Plan 2015" is to "Keep 40.7% reduction against FY2000."

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

In FY2015, 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.

[Production, product] Control of chemical substances

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.

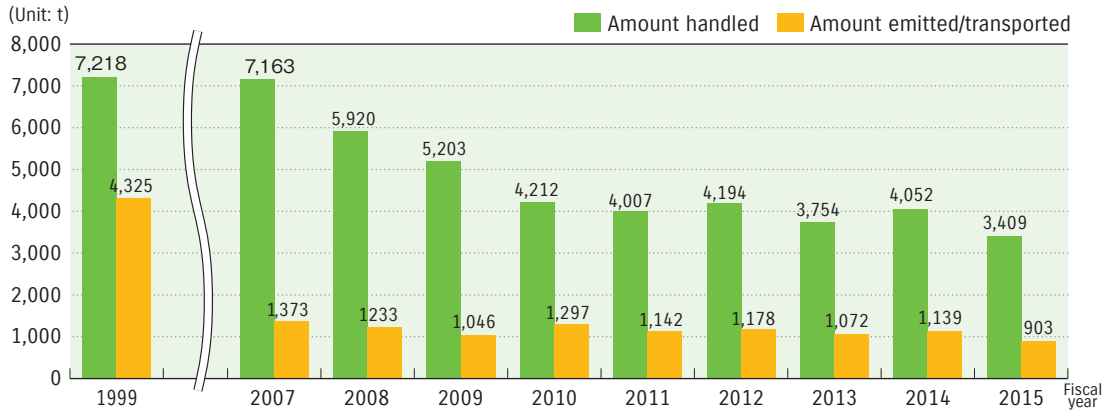
*SDS (Safety Data Sheet): Sheet listing names, physical chemistry behavior, hazards, and handling cautions, etc. of chemical substances"

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 903 tons in FY2015.

Amount of PRR materials that are handled emitted and transported



[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

We are making efforts in purifying and removing contamination appropriately when soil contamination is found. In FY2015, we conducted soil survey 7 times in plants in Japan. As a result, we found soil contamination at 1 case and appropriately disposed of contaminated soil. In addition, 7 offices in 3 companies of our group manufacturing companies in Japan investigated geography and history in order to record the information about risks of soil contamination due to chemical substances etc. used in the past.

Efforts for cleanup of groundwater

Since the organic chlorine compounds (trichloroethylene and cis-1, 2-dichloroethylen) were discovered in the groundwater at headquarters and 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 sanitation as early as possible. Because purification is promoted by this biological remediation, we will continue and complete purification of groundwater contamination of organochlorinated substances.

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 2016, we have disposed of a large amount of PCB wastes, which was equivalent to 400 units of vehicles.

[Production, product] Reduction of odor and noise

Although we strictly follow the relevant regulations or laws, the odor and noise released from our plants may make local residents uncomfortable. Compliance with the laws and regulations is the minimum required CSR (corporate social responsibility). Aiming to be fully trusted by the local community, we will continuously promote necessary measures for prevention of noise and odor and elimination of the potential sources of them.

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

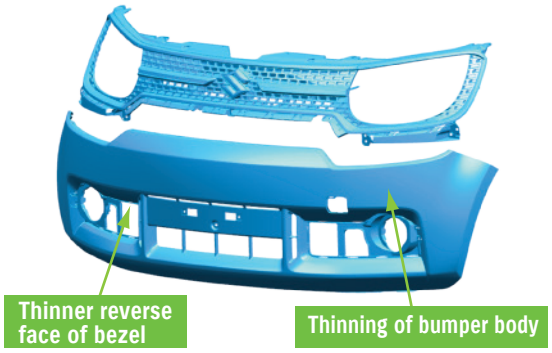
Automobiles

Reducing

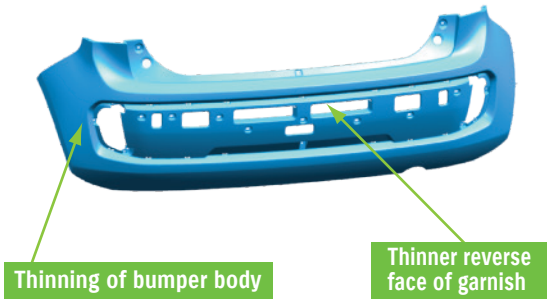
Among 3Rs, the first priority should be “Reducing (emission reduction)”. Under the policy of making parts Smaller, Fewer, Lighter, Shorter, and (Neater), Suzuki is promoting reduction of emission by thoroughly reducing materials to be used and weight saving.

For example, the front and rear bumpers of Ignis launched in February 2016 have been slimmed through reduction of the plate thickness of bumper body and reverse face of the bezel/garnish.

Efforts for reducing (example: front bumper of Ignis)



Efforts for reducing (example: rear bumper of Ignis)

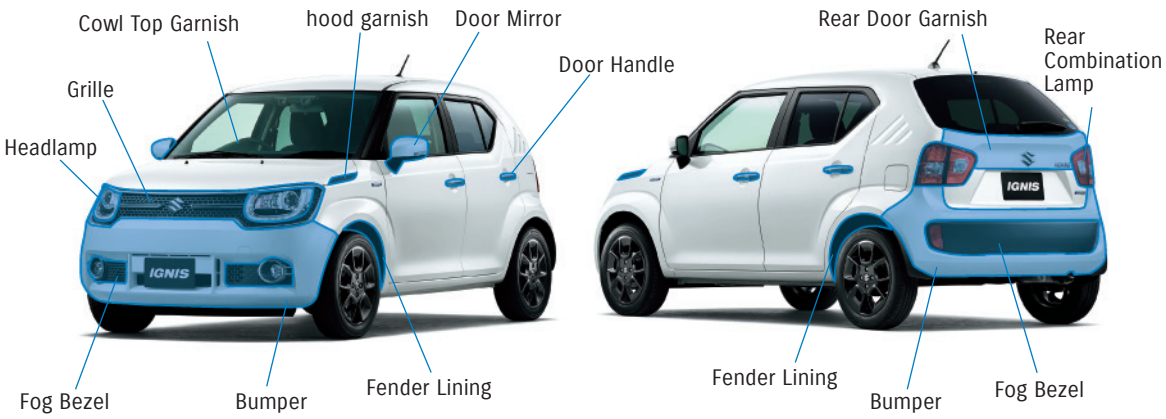


Recyclable design

●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. For Alto Lapin launched in June 2015, in-mold resin material was adopted for the wheel arch mall, thus eliminating the need for painting. This results in easy recycling after dismantling.

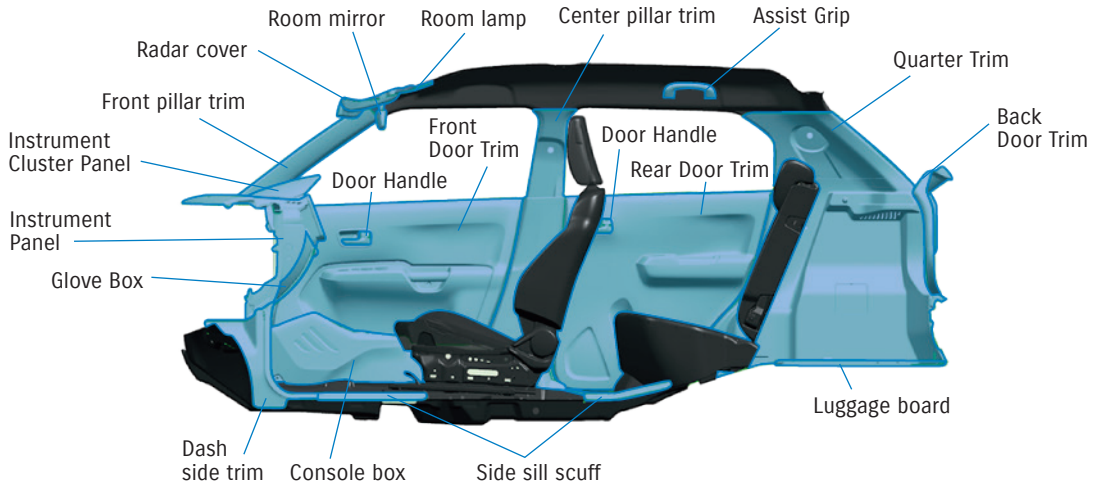
Major Components Using Recyclable Resinous Materials (example: exterior of Ignis)



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 Ignis)



Component Names

Room mirror	Housing	
Room lamp	Stay	
	Lens	
Center pillar trim	Upper	
	Lower	
Radar cover		
Quarter Trim	Upper	
	Lower	

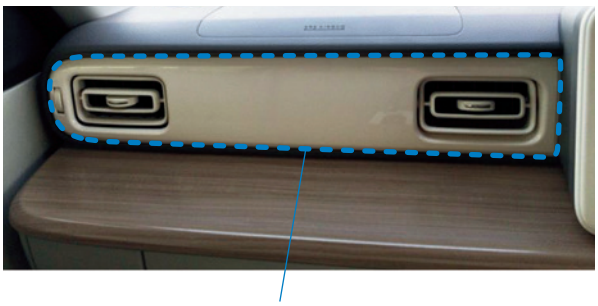
Glove Box	Box
	Lid
Side sill scuff	
Console box	
Instrument Cluster Panel	
Instrument Panel	
Front pillar trim	
Assist Grip	

Door Handle		
Door Trim	Front	Board
		Armrest
		Pocket
	Rear	Board
		Pull case
	Back	Cover skin
Luggage board		Board

*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.

Major Components Using In-Mold Resin Materials (exterior of Alto Lapin)

Major Components Using In-Mold Resin Materials (interior of Alto Lapin)



Motorcycles

Promoting the 3Rs Reduce Reuse and Recycle

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

To promote effective utilization of resources, we use the recyclable in-mold material PP resin material in 13 exterior resin parts and bottom plate of seat of GSX-S1000F, Plus, recycled PP resin materials are used for AddressV50.

*PP: Polypropylene

Use of in-mold material PP resin parts for GSX-S1000F

User of recycled PP resin parts for AddressV50

●Easy disassembly of parts

We are pursuing ease of disassembly of parts for promoting recyclable design. For GSX-S1000F, we modularized headlamp, meter, upper cowling, and under cowling in consideration of the ease of disassembling.

Example of disassembly of GSX-S1000F

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 reducing the need for painting for engine lower cover through using in-mold materials.

Major Components Using Recyclable Resinous Parts (example: DF5A/6A)

Topics

Receiving the Prefectural Governor Prize of Shizuoka Prefecture Science and Technology Promotion Award

On November 13, 2015, Suzuki employees received the “Prefectural Governor Prize of Shizuoka Prefecture Science and Technology Promotion Award” for the theme “Development of Li Sealing for Improving Corrosion Resistance of Aluminum Components.”

This technology is related to surface treatment (alumite treatment) that forms an oxide film on the surface of aluminum, and can improve corrosion resistance of aluminum components significantly. Currently, this technology applies to mass production of some parts for outboard motors and will be used more widely.

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 FY2015 (from April 2015 to March 2016) is as below.

Collection and Recycle of ASR

Our ASR recycling rate was as high as 97.3% in FY2015, 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, 2016), 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 FY2015, our airbag recycling rate was 93.2%, 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 86,881kg.
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 FY2015

<Results of recycling of treatment specified three items>

ASR	Total weight of ASR taken back / Total number of ELVs taken back	50,558 tons/399,409 units
	Weight of ASR taken back	48,097 tons
	ASR recycling ratio	97.3%
Airbags	Total weight / Total number of ELVs	59,443 kg/211,417 units
	Total weight of recycled airbags	55,373 kg
	Airbag recycling ratio	93.2%
CFCs/	Weight of CFC / Number of ELVs	86,881 kg/346,631 units

<Balance of Payments> (Unit: yen)

Amount of official credit deposit received	3,159,912,682
Amount of recycling cost deposit received	2,753,323,574
Balance of payments	406,589,108

自動車リサイクルに関する取り組みは右記HPをご覧ください。http://www.suzuki.co.jp/about/csr/recycle/index.html

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 reusable and/or recoverable 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 for collecting material data and verifying environmental impact substances. As a result, we acquired the certificate of conformance (COCom) in August 2008 and the Whole Vehicle Type Approval based on 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 2013, which was updated in October 2013 and October 2015, and our new models have received the type approval based on 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

Carry side deck insulator cover

Recycling of batteries

Collection and recycling of used lithium-ion batteries in Japan

Lithium-ion batteries are employed by the low fuel consumption technology ENE-CHARGE which is introduced in Wagon R, 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

Collecting and recycling of used lithium-ion batteries in Europe

We launched New Baleno equipped with “SHVS,” mild hybrid system adopting the lithium-ion battery, in Europe in April 2016. Mainly by local importers (distributors), we are trying to build the network for collecting used lithium-ion batteries according to the EU “Directives for used batteries (2006/66/EC)” and local laws/regulations.

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 (including CVT).

* 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

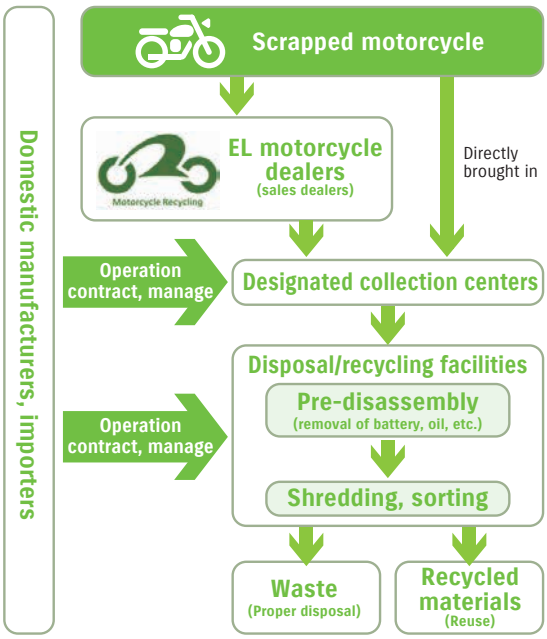
Regarding Voluntary Recycling of Motorcycles

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 FY2015 is 96.7% 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.

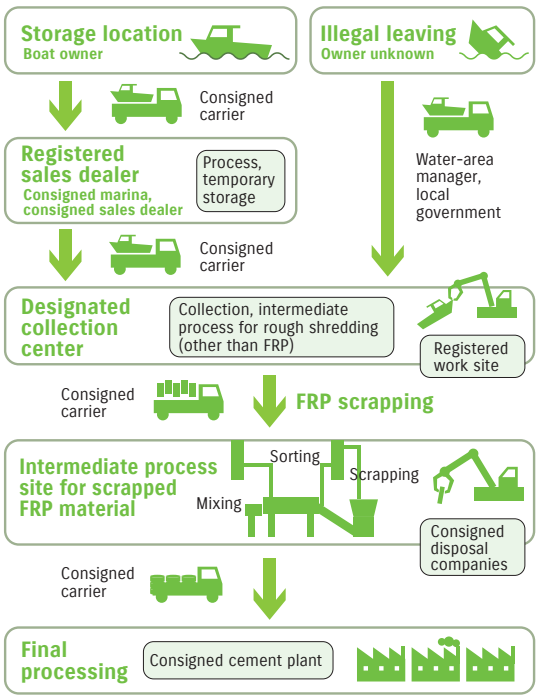
The "FRP Boat Recycling System" was developed to the whole country in 2007 in order to prevent inappropriate scrapping of boats due to product characteristics (such as high strength, long durability, and widely and shallowly used) and to facilitate such scrapping for users.

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 certified 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

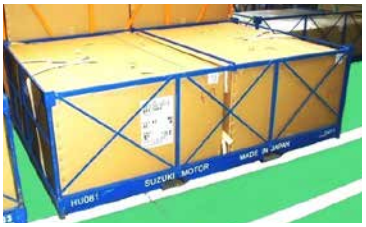
Efforts through Reducing and Reusing

Using returnable containers

We are pursuing the use of returnable containers in our domestic transportation and delivery of service parts. In FY2015, returnable containers accounted for 19% of the total number of containers used in shipment out of our plants, reducing the use of corrugated cardboard by approximately 99 tons. Also, returnable containers used for receiving shipments accounted for 79% of all receiving containers, resulting in reduction of approximately 148 tons of corrugated cardboard.

Promotion of using returnable containers for packaging materials

We are promoting the use of returnable rack for shipment of KD components. In FY2015, approximately 70% of the total deliveries were transported with returnable racks.



Reusing packaging materials

We reuse packaging materials used for parts imported from China and Korea for shipment of KD parts. As a result, packaging materials were reduced by approximately 107 tons in FY2015.

Efforts through Recycling

Reusing disposal materials

In order to prevent damages to service parts during transportation, we reuse disposal cardboard to make cushioning materials. We reuse approximately 10 tons of disposal cardboard in FY2015.

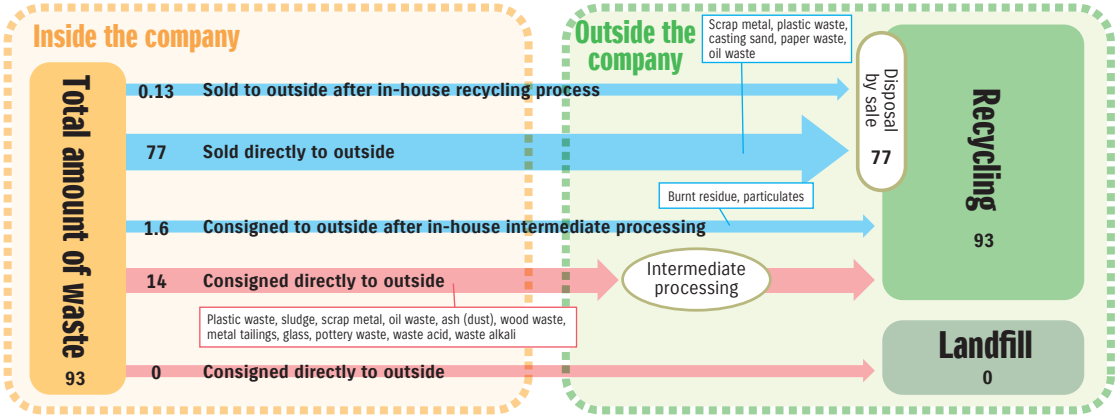
Also, we started reuse of disposal mirror mat in October 2015 and reused approximately 1 ton in FY2015.

Reuse of disposal cardboard

Disposal cardboard → Make cushioning material → Reused as cushioning materials

Waste

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



*Waste, etc.: Wastes and recyclable materials

Note: Data is collected for non-consolidated Suzuki only

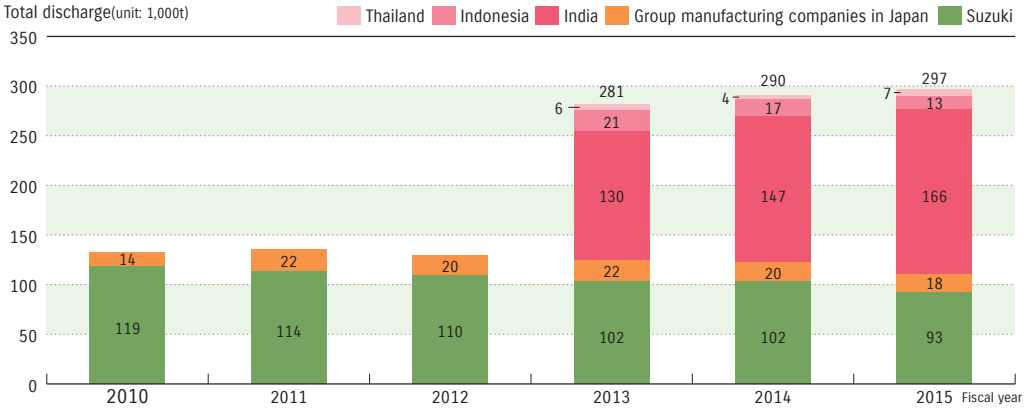
Reduction of waste materials

Total waste discharge amount

The total waste discharge amount at Suzuki plants and group manufacturing companies in Japan was 111,000 tons (down 9.0% from the previous year), and the global total waste* including Japan was 297,000 tons.

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

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



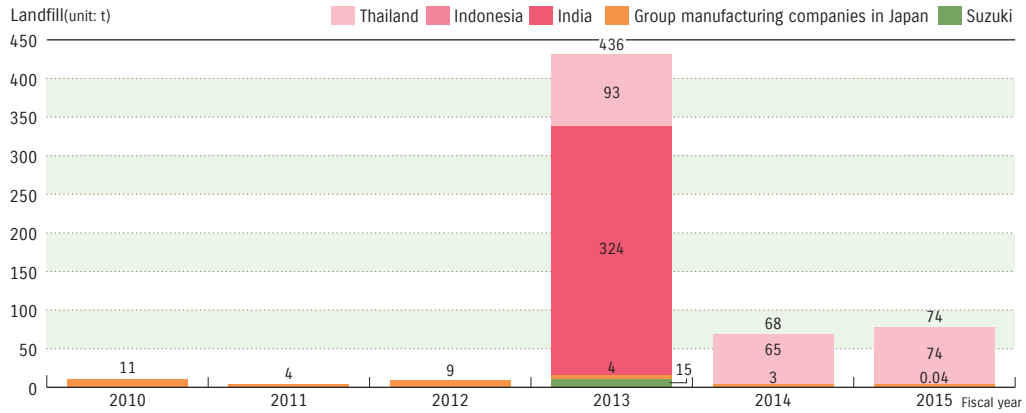
Reduction of landfill amount

The amounts of landfill of wastes from Suzuki plants and group manufacturing companies plants in Japan are 0 ton and 0.04 tons, respectively, both of which consecutively indicate the zero level*1. The global quantity of landfill*2 (including Japan) was 74 tons (up 8.8% from the previous year).Also, in Maruti Suzuki India, wastewater treatment sludge and other wastes from the plants used to be kept at a managed landfill within the company's premises according to the India's waste disposal law. But from 2010, as a result of making efforts in making sludge and other wastes into cement materials, landfill keeping ended with 324t of landfill as the final waste in FY2013. Zero landfill has been continued since FY2014, and wastes kept from the past are gradually sent to cement company.

*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.

Transition of landfill amount at major plants in Japan and overseas



[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)

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

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 FY2015, 931 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

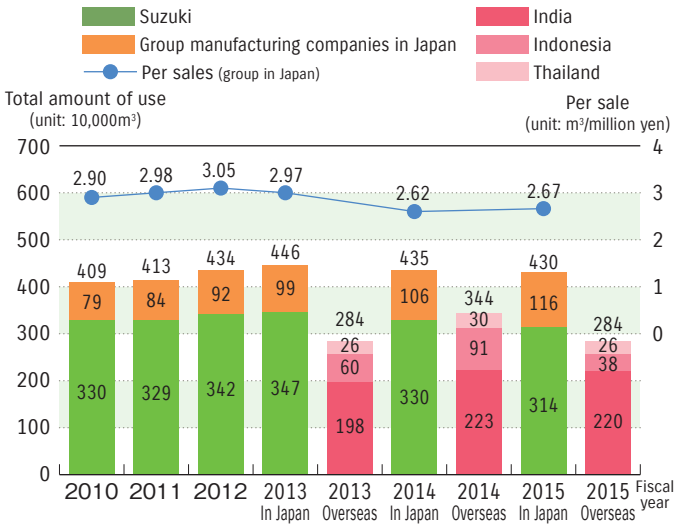
Suzuki Group is working on ways to conserve water and reuse wastewater at plants in Japan in order to reduce the amount of water used in our plants.

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 FY2015 in Japan decreased by 1.1% compared to the previous year, resulting in 4.30 million m3. Also, the usage per sales (unconsolidated) was increased by 1.9%, resulting in 2.67 m³/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
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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 aquatic creatures under “Eco-Kids Experimental Learning Activity 2015” in the rice terrace of Kurumeki, Inasa-cho

[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 ·Effective utilization of resources through recyclable design ·Continuation of zero level of landfill waste and enhancement of water saving consciousness ·Improvement of transportation efficiency and reduction of packing materials ·Increase of recycling rate of end-of-life products ·Promotion of solar power generation	①	·Participation in local community cleanup activities ·Cleanup activities around offices ·"Suzuki's Forest" volunteer planting project ·Shimokawa Proving Grounds: Continuation of FSC certification program ·Participation in "Corporate Forest Preservation Program" ·Research and publication of Suzuki's "forest environmental contribution"
②	·Global improvement of average fuel efficiency ·Development of next-generation vehicles suitable to small cars ·Development of a lightweight and low-cost air-cooled fuel cell ·Compliance with Act on Control of Freon Emission ·Compliance with various countries' emission regulations	②	·Improvement of in-house environmental awareness through internal website ·Education about SUZUKI GREEN Policy in new employees training and on-the-job training ·Continuation of in-house seminar on eco-driving ·Participation in and cooperation for local community environmental events organized by NPO
③	·Compliance with various countries' regulations for usage of substances of concern ·Development of technology for VOC reduction in car cabin and painting process ·Promotion of switching from substances of very high concern ·Close cooperation with suppliers based on "Suzuki Green Procurement Guideline" ·Environmental consideration for office location, etc.	③	·Publication of "Suzuki Environmental and Social Report" ·Publication of various environmental information about production and products ·Participation in environment-related fairs and events ·Introduction of our eco-friendly production process through plant tour ·Friendship with local residents through an exchange party or meeting ·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 10,477 participants have conducted the cleanup activities 138 times until FY2015 and collected 60 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 Operations 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 involved overseas distributers by holding the 1st CLEAN-UP THE WORLD CAMPAIGN in 2011 and expanded globally. Last year, in 2015, as commemoration of the 50th year of the outboard motor business, the 4th CLEAN-UP THE WORLD CAMPAIGN was held and had 1,258 participants from 22 countries including Japan. Also in 2016, we planned the 5th CLEAN-UP THE WORLD CAMPAIGN from June to September and already held it at 12 places including the headquarters in Japan. As for overseas countries, it was held in 17 countries and will be held in 3 more countries.

We will develop these activities more and contribute to local areas by servicing marine environment in many countries.

El Salvador　Maldives　France　Suzuki Headquarters

●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

Suzuki Green Club held the nursery olive tree planning event.

The nursery olive tree planting event was held by the Suzuki Green Club at the idle land on the north side of Motorcycle Technical Center (Ryuyo) on October 31, 2015. 63 participants in total planted 130 nursery trees of olive. The Suzuki Green Club is an organization structured mainly by Suzuki employees and registered to Hamamatsu City. We would like to promote greening activities through tree planting on the storm surge barrier and activities in “Suzuki’s Forest.”

Participation to the tree planting project at storm surge barrier in coastal zone of Hamamatsu City

On November 29, 2015, 52 members of the Suzuki Green Club participated in the storm surge barrier tree planting project in coastal zone of Hamamatsu City held by Shizuoka Prefecture and Hamamatsu City, and planted approximately 150 nursery trees for approximately 1 hour. The Suzuki Green Club will continue forest conservation and greening activities through activities in “Suzuki’s Forest” and storm surge barrier.

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 acquired the international FSC® Certificate (Shimokawa Towin Forestry Cooperative, Shimokawa Town, and Kamikawa North District Forest Office FSC®C015134), and in 2011, it was designated as an "Environmental Future City"* featuring effective utilization of abundant natural resources. Now it aims to become a "future city with best harmonization between people and forests".

Approximately 300ha 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® Group Certificate (FSC®C015134) for Shimokawa Town in 2006.

Along with preservation of the forest environment, "Suzuki Encouragement Party for Cold Resistance Test" was held back-to-back in Februaru 19. A total of approximately 100 people of Shimokawa Town residents, who are supporting us, and Suzuki participants had the chance to exchange communication. Also, at the "42nd Shimokawa Ice Candle Museum", a Jimny-shaped object was made and lit the museum.

Suzuki continues to promote friendship with local communities who take great care of the nature.

*The "Environmental Future City" is a governmental project to create the world's most ideal city where everybody wishes to live. Under this program, high potential regions are selected and financially supported for realizing such an ideal city.

Jimny-shaped object was made at the 42nd Shimokawa Ice Candle Museum

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 4.3-ha national forest (containing approximately 3,000 trees) in Shimokawa Town, we conduct the profit-sharing afforestation by entrusting the work to the local forestry cooperative through Hokkaido Regional Forest Office. Also, for many years, we have contributed to preservation of national land 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

The Suzuki's forest environmental contributions in FY2015 are evaluated as follows.

Suzuki's environmental contribution through forest conservation (FY2015)

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	2,256 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 (5.5m^3/truck)
③7,105 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. The Company holds employees with such qualifications such as, 148 employees as pollution prevention managers, 38 as energy managers, and 598 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, 4,667 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 0.7km/L compared to FY2014.

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.

COOL CHOICE

Suzuki assents to “COOL CHOICE,” national movement for prevention from global warming promoted by the government in December 2015.

“COOL CHOICE” is a national movement to promote various “smart selections” effective in global warming mitigation measures including energy-saving and low-carbon type products, services, behaviors, etc. that Japan is proud of to the world in order to accomplish the target of Japan “reducing emissions of greenhouse effect gas in FY2030 by 26% compared to the result in FY2013."

We will make efforts to spread and enlighten “COOL CHOICE” and realize the low-carbon type society through contribution to global warming prevention with our products and other activities such as COOL BIZ, WARM BIZ and eco-drive.

COOL CHOICE
未来のために、いま選ぼう。

Participation in Light Down Campaign

We participated in “CO_2 Reduction / Light Down Campaign” held by the Ministry of Environment. We participated as a group and turned off the light of light-up facilities all over the country together with households that assented to this campaign on June 22 and July 7, 2015 for enlightenment of prevention of global warming.

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 FY2015, such meetings and events took place six times at die plants in Japan. Also, 442 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 FY2015.

Events / Reports	Period	Location	Major organizer
Eco & Safety Kobe Car Life Festa 2015	May 16 – 17, 2015	Kobe Meriken Park	Ministry of the Environment, Kobe City
Automotive Engineering Exposition 2015	May 20 – 22, 2015	Pacifico Yokohama	Society of Automotive Engineers of Japan

Eco & Safety Kobe Car Life Festa 2015

Automotive Engineering Exposition 2015

Environment

Environmental Initiatives

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Environment-Related Data of Key New Products in FY2015

The environmental data on major new products launched in FY2015 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				HUSTLER									
Basic Information	Model name			X Turbo / G Turbo		X / G		G		A			
	Vehicle Type			DAA-MR41S				DBA-MR31S					
	Engine	Model		R06A-WA04A				R06A					
		Total Piston Displacement (L)		0.658									
	Drive Train	Transmission		Instrument panel shift CVT				5MT				Instrument panel shift CVT	
		Drive System		2WD	Full-time 4WD	2WD	Full-time 4WD	2WD	Full-time 4WD	2WD	Full-time 4WD	2WD	Full-time 4WD
	Vehicle Weight (kg)			820/810	870/860	800/790	850/840	770	820	750	800	770	820
	Remarks			Hybrid system				Idling stop system					
Environmental Performance Information	Consumption	Verified by the Ministry of Land, Infrastructure, Transport and Tourism JC08mode	Fuel efficiency (km/L) (Note 1)	27.8	26.2	32.0	30.4	26.4	25.6	24.8	24.2	26.6	25.6
			CO_2 Emission (g/km)	83.5	88.6	72.6	76.4	87.9	90.7	93.6	95.9	87.3	90.7
			Reference	Achieved 2020 efficiency target+10%		Achieved 2020 efficiency target+20%		Achieved 2020 efficiency target			Achieved 2015fuel efficiencytarget	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 Subject to Green Car Tax (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 (GWP value (Note 4)/used volume (g))			HFC134a (1,430 (Note5)) / 320									
	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).									
		Hexavalent chromium		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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc. (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 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, 2016 for the automobile acquisition tax, and April 30, 2016 for the automobile weight tax
(Note 3) With the Green Exception, minivehicle tax for FY2016 can be reduced for new vehicles registered by March 31, 2016.
(Note 4) GWP: Global Warming Potential
(Note 5) Under the Act on Freon, refrigerant of car air conditioner is requested to reduce under GWP 150 by FY2023 (Average weight value of annual domestic shipment of subjected vehicles).

Automobiles

Car Name				WAGON R							
Basic Information	Model name			FZ / FX LIMITED		FX				FA	
	Vehicle Type			DAA-MH44S		DBA-MH34S					
	Engine	Model		R06A-WA04A		R06A					
		Total Piston Displacement (L)		0.658							
	Drive Train	Transmission		Instrument panel shift CVT		5MT		Instrument panel shift CVT			
		Drive System		2WD	Full-time 4WD	2WD	Full-time 4WD	2WD	Full-time 4WD	2WD	Full-time 4WD
	Vehicle Weight (kg)			790/780	840/830	750	800	780	830	770	820
	Remarks			Hybrid system		Idling stop system		Idling stop system			
Environmental Performance Information	Consumption	Verified by the Ministry of Land, Infrastructure, Transport and Tourism JC08 mode	Fuel efficiency (km/L) (Note 1)	33.0	30.8	25.8	24.2	30.6	29.0	26.0	25.2
			CO_2 Emission (g/km)	70.4	75.4	90.0	95.9	75.9	80.1	89.3	92.1
			Reference	Achieved 2020 efficiency target+20%		Achieved 2020efficiency target	Achieved 2015fuel efficiency target+10%	Achieved 2020efficiency target+20%	Achieved 2020fuel efficiency target+10%	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 Subject to Green Car Tax (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 (GWP value (Note 4)/used volume (g))			HFC134a (1,430 (Note5))/320							
	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).							
		Hexavalent chromium		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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc. (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 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, 2016 for the automobile acquisition tax, and April 30, 2016 for the automobile weight tax
(Note 3) With the Green Exception, minivehicle tax for FY2016 can be reduced for new vehicles registered by March 31, 2016.
(Note 4) GWP: Global Warming Potential
(Note 5) Under the Act on Freon, refrigerant of car air conditioner is requested to reduce under GWP 150 by FY2023 (Average weight value of annual domestic shipment of subjected vehicles).

Automobiles

Car Name				ALTO WORKS			
Basic Information	Vehicle Type			DBA-HA36S			
	Engine	Model		R06A			
		Total Piston Displacement (L)		0.658			
	Drive Train	Transmission		5MT		5AGS	
		Drive System		2WD	Full-time 4WD	2WD	Full-time 4WD
	Vehicle Weight (kg)			670	720	690	740
	Remarks					Idling stop system	
Environmental Performance Information	Consumption	Verified by the Ministry of Land, Infrastructure, Transport and Tourism JC08 mode	Fuel efficiency (km/L) (Note 1)	23.0	22.0	23.6	22.6
			CO_2 Emission (g/km)	100.9	105.5	98.4	102.7
			Reference	Achieved 2015 efficiency target+5%	Achieved 2015 efficiency target	Achieved 2015 efficiency target+5%	Achieved 2015 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 (GWP value (Note 3)/used volume (g))			HFC134a (1,430 (Note4))/320			
	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).			
		Hexavalent chromium		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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc. (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, cowltop 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, 2016 for the automobile acquisition tax, and April 30, 2016 for the automobile weight tax
(Note 3) GWP: Global Warming Potential
(Note 4) Under the Act on Freon, refrigerant of car air conditioner is requested to reduce under GWP 150 by FY2023 (Average weight value of annual domestic shipment of subjected vehicles).

Automobiles

Car Name				SPACIA						
Basic Information	Model name			T		X			G / G LIMITED	
	Vehicle Type			DAA-MK42S						
	Engine	Model		R06A-WA04A		R06A-WA04A				
		Total Piston Displacement (L)		0.658						
	Drive Train	Transmission		Instrument panel shift CVT						
		Drive System		2WD	Full-time 4WD	2WD		Full-time 4WD	2WD	Full-time 4WD
	Vehicle Weight (kg)			870	920	850	[860]	900[910]	840/850	890/900
	Remarks			Hybrid system						
Environmental Performance Information	Consumption	Verified by the Ministry of Land, Infrastructure, Transport and Tourism JC08 mode	Fuel efficiency (km/L) (Note 1)	26.8	25.6	32.0	30.6	29.0	32.0	29.0
			CO_2 Emission (g/km)	86.8	90.7	72.6	75.9	80.1	72.6	80.1
			Reference	Achieved 2020efficiency target+10%	Achieved 2020efficiency target	Achieved 2020 efficiency target +20%				
	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 Subject to Green Car Tax (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 (GWP value (Note 4)/used volume (g))			HFC134a (1,430 (Note5))/320						
	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).						
		Hexavalent chromium		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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc. (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 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.						

[ ]: Vehicles with the one-touch power slide door (maker option) installed on the rear right door
(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, 2016 for the automobile acquisition tax, and April 30, 2016 for the automobile weight tax
(Note 3) With the Green Exception, minivehicle tax for FY2016 can be reduced for new vehicles registered by March 31, 2016.
(Note 4) GWP: Global Warming Potential
(Note 5) Under the Act on Freon, refrigerant of car air conditioner is requested to reduce under GWP 150 by FY2023 (Average weight value of annual domestic shipment of subjected vehicles).

Automobiles

Car Name				 LAPIN			
Basic Information	Model name			X / S / L		G	
	Vehicle Type			DBA-HE33S			
	Engine	Model		R06A			
		Total Piston Displacement (L)		0.658			
	Drive Train	Transmission		Instrument panel shift CVT		5AGS	
		Drive System		2WD	Full-time 4WD	2WD	Full-time 4WD
	Vehicle Weight (kg)			680	730	650	700
	Remarks			Idling stop system			
Environmental Performance Information	Consumption	Verified by the Ministry of Land, Infrastructure, Transport and Tourism JC08 mode	Fuel efficiency (km/L) (Note 1)	35.6	33.2	29.6	27.4
			CO_2 Emission (g/km)	65.2	69.9	78.4	84.7
			Reference	Achieved 2020 efficiency target +20%			Achieved 2020efficiency target+10%
	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 Subject to Green Car Tax (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 (GWP value (Note 4)/used volume (g))			HFC134a (1,430 (Note5))/320			
	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).			
		Hexavalent chromium		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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc. (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 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, 2016 for the automobile acquisition tax, and April 30, 2016 for the automobile weight tax
(Note 3) With the Green Exception, minivehicle tax for FY2016 can be reduced for new vehicles registered by March 31, 2016.
(Note 4) GWP: Global Warming Potential
(Note 5) Under the Act on Freon, refrigerant of car air conditioner is requested to reduce under GWP 150 by FY2023 (Average weight value of annual domestic shipment of subjected vehicles).

Automobiles

Car Name				IGNIS			
Passenger Capacity (Persons)				5			
Basic Information	Model name			HYBRID MZ / MX		HYBRID MG	
	Vehicle Type			DAA-FF21S			
	Engine	Model		K12C-WA05A			
		Total Piston Displacement (L)		1.242			
	Drive Train	Transmission		CVT			
		Drive System		2WD	Full-time 4WD	2WD	Full-time 4WD
	Vehicle Weight (kg)			880	920	850	890
	Remarks			Hybrid system			
Environmental Performance Information	Consumption	Verified by the Ministry of Land, Infrastructure, Transport and Tourism JC08 mode	Fuel efficiency (km/L) (Note 1)	28.0	25.4	28.8	25.4
			CO_2 Emission (g/km)	82.9	91.4	80.6	91.4
			Reference	Achieved 2020efficiency target+10%	Achieved 2020efficiency target	Achieved 2020efficiency target+10%	Achieved 2020efficiency 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 Subject to Green Car Tax (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 (GWP value (Note 4)/used volume (g))			HFC134a (1,430 (Note5))/320			
	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).			
		Hexavalent chromium		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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc. (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 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, 2016 for the automobile acquisition tax, and April 30, 2016 for the automobile weight tax
(Note 3) With the Green Exception, minivehicle tax for FY2016 can be reduced for new vehicles registered by March 31, 2016.
(Note 4) GWP: Global Warming Potential
(Note 5) Under the Act on Freon, refrigerant of car air conditioner is requested to reduce under GWP 150 by FY2023 (Average weight value of annual domestic shipment of subjected vehicles).

Automobiles

車 名				BALENO	
Passenger Capacity (Persons)				5	
Basic Information	Model name			XT	XG
	Vehicle Type			CBA-WB42S	DBA-WB32S
	Engine	Model		K10C	K12C
		Total Piston Displacement (L)		0.996	1.242
	Drive Train	Transmission		6AT	CVT
		Drive System		2WD	
	Vehicle Weight (kg)			950	910
Environmental Performance Information	Consumption	Verified by the Ministry of Land, Infrastructure, Transport and Tourism JC08 mode	Fuel efficiency (km/L) (Note 1)	20.0	24.6
			CO_2 Emission (g/km)	116.1	94.4
			Reference		Achieved 2020 efficiency target
	Exhaust Gas	Applicable standard / certification level		U-LEV (50% emission reduction from 2005 standards)	SU-LEV (75% emission reduction from 2005 standards)
		Test mode		JC08H+JC08C Mode	
		Regulation / Certification Values, etc. (g/km)	CO	1.15	
			NMHC	0.025	0.013
			NOx	0.025	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 (GWP value (Note 3)/used volume (g))			HFC134a (1,430 (Note4))/320	
	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).	
		Hexavalent chromium		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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc. (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, bumper, 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, 2016 for the automobile acquisition tax, and April 30, 2016 for the automobile weight tax
(Note 3) GWP: Global Warming Potential
(Note 4) Under the Act on Freon, refrigerant of car air conditioner is requested to reduce under GWP 150 by FY2023 (Average weight value of annual domestic shipment of subjected vehicles).

Automobiles

Car Name				SOLIO				SOLIO BANDIT	
Passenger Capacity (Persons)				5				5	
Basic Information	Model name			HYBRID MZ / HYBRID MX		G		BANDIT HYBRID MV	
	Vehicle Type			DAA-MA36S		DBA-MA26S		DAA-MA36S	
	Engine: Model			K12C-WA05A		K12C		K12C-WA05A	
	Engine: Total Piston Displacement (L)			1.242				1.242	
	Drive Train: Transmission			Instrument panel shift CVT				Instrument panel shift CVT	
	Drive Train: Drive System			2WD	Full-time 4WD	2WD	Full-time 4WD	2WD	Full-time 4WD
	Vehicle Weight (kg)			950	990	930	970	950	990
	Remarks			Hybrid system				Hybrid system	
Environmental Performance Information	Consumption: Verified by the Ministry of Land, Infrastructure, Transport and Tourism JC08 mode	Fuel efficiency (km/L) (Note 1)		27.8	23.8	24.8	22.0	27.8	23.8
		CO_2 Emission (g/km)		83.5	97.5	93.6	105.5	83.5	97.5
		Reference		Achieved 2020 efficiency target +10%	Achieved 2020 efficiency target		Achieved 2015 efficiency target +5%	Achieved 2020 efficiency target +10%	Achieved 2020 efficiency target
	Exhaust Gas: Applicable standard / certification level			SU-LEV (75% emission reduction from 2005 standards)					
	Exhaust Gas: Test mode			JC08H+JC08C Mode					
	Exhaust Gas: 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 Subject to Green Car Tax (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 (GWP value (Note 4)/used volume (g))			HFC134a (1,430 (Note5))/320					
	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).					
	Hexavalent chromium			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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc. (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 garnish, etc					
	Recycling: Parts made of recycled materials			Noise absorbing material for dash silencer, under side of floor carpet,etc.					
	Recycling: 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, 2016 for the automobile acquisition tax, and April 30, 2016 for the automobile weight tax
(Note 3) With the Green Exception, minivehicle tax for FY2016 can be reduced for new vehicles registered by March 31, 2016.
(Note 4) GWP: Global Warming Potential
(Note 5) Under the Act on Freon, refrigerant of car air conditioner is requested to reduce under GWP 150 by FY2023 (Average weight value of annual domestic shipment of subjected vehicles).

Automobiles

Car Name					 ESCUDO	
Passenger Capacity (Persons)					5	
Basic Information	Vehicle Type				DBA-YD21S	DBA-YE21S
	Engine	Model			M16A	
		Total Piston Displacement (L)			1.586	
	Drive Train	Transmission			6AT	
		Drive System			2WD	Full-time 4WD
	Vehicle Weight (kg)				1,140	1,210
	Remarks				Idling stop system	
Environmental Performance Information	Consumption	Verified by the Ministry of Land, Infrastructure, Transport and Tourism JC08 mode	Fuel efficiency (km/L) (Note 1)		18.2	17.4
			CO_2 Emission (g/km)		127.6	133.4
			Reference			Achieved 2015 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 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 (GWP value (Note 2)/used volume (g))				HFC134a (1,430 (Note3))/320	
	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).	
		Hexavalent chromium			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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, room lamp, etc. (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, bumper, etc	
		Parts made of recycled materials			Use thermoplastic resin for instrument panel, bumper, 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.	

(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) GWP: Global Warming Potential
(Note 3) Under the Act on Freon, refrigerant of car air conditioner is requested to reduce under GWP 150 by FY2023 (Average weight value of annual domestic shipment of subjected vehicles).

Motorcycles

Car Name				 ADDRESS V50
Basic Information	Passenger Capacity (Persons)			1
	Vehicle Type			JBH-CA4BA
	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)			73
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)		73.0 (30km/h, with one person riding)
		WMTC mode fuel efficiency (km/L) (Note 3)		53.8 (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 60 g 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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, etc. (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 use recyclable PP materials for leg shield cover, inner rack, rack, fixed feder, movable fender, lid No.1/3, leg rear, frame cover front, and U-shaped lock holder.
	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				LET'S BASKET
Basic Information	Passenger Capacity (Persons)			1
	Vehicle Type			JBH-CA4AA
	Engine	Model		A409
		Total piston displacement (cm^3)		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)			75
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)		73.0 (30km/h, with one person riding)
		WMTC mode fuel efficiency (km/L) (Note 3)		53.8 (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 60 g 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) ∗2 LCD (for navigation system, etc), combination meter, discharge head lamp, etc. (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 use recyclable PP materials for leg shield cover, inner rack, rack, fixed feder, movable fender, lid No.1/3, leg rear, frame cover front, and U-shaped lock holder.
	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

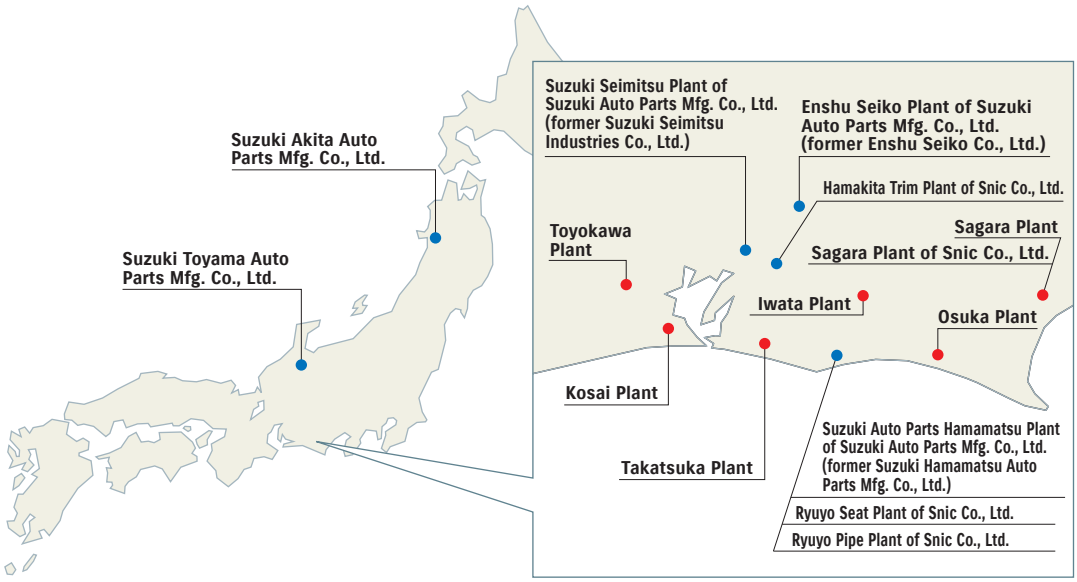
Car Name				 GSX-S1000 ABS	 GSX-S1000F ABS
Basic Information	Passenger Capacity (Persons)			2	2
	Vehicle Type			EBL-GT79A	EBL-GT79A
	Engine	Model		T719	T719
		Total piston displacement (cm³)		998	998
		Description		Water-cooled, 4-cycle, 4-cylinder, DOHC 4-valve	Water-cooled, 4-cycle, 4-cylinder, DOHC 4-valve
		Applicable Fuel		Unleaded premium gasoline	Unleaded premium gasoline
		Max. output (net) [kW (PS) / rpm]		107 (145)/10,000	107 (145)/10,000
		Max. Torque [N·m (kgf·m) / rpm]		106 (10.7)/9,500	106 (10.7)/9,500
	Transmission			6-step return type	6-step return type
	Vehicle Weight (kg)			209	214
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)		23.8 (60km/h, with 2 persons riding)	23.8 (60km/h, with 2 persons riding)
		WMTC mode fuel efficiency (km/L) (Note 3)		19.2 (Class 3-2, with one person riding)	19.2 (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 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) *2 LCD (for navigation system, etc), combination meter, discharge head lamp, etc. (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.)	
	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.

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 FY2015.

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 ($ng\text{-}TEQ/Nm^3$)
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] 472,000m^2
[Number of employees] 2,365
[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	7.4 to 7.9	7.74
BOD	15	0.8 to 3.4	1.81
SS	15	0 to 6	1.53
Oil content	2	0 to 1.1	0.39
Lead	0.1	0.005 to 0.01	0.007
Chrome	0.4	0.04	0.04
Total nitrogen	12	0.68 to 5.54	2.18
Total phosphorous	2	0.02 to 0.52	0.3
Zinc	1	0.09 to 0.14	0.12

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small once-through boiler at plant 1	150	11 to 27	20
	Small once-through boiler at plant 2	150	17 to 28	22.5
	Once-through boiler at KD plant	150	52 to 69	79.6
	Cooling and heating machine (east completion section of plant 1)	150	50 to 60	54
	Cooling and heating machine	150	28 to 32	30
	Incinerator	200	73 to 95	83
	Electrodeposition drying furnace of Coating Section of plant 1	230	50 to 52	51
	Electrodeposition drying furnace of Manufacturing Section of KD plant	230	14 to 16	15
	Final coating drying furnace of Coating Section of plant 1	230	44 to 56	50
	Second coating drying furnace of Coating Section of plant 1	230	25 to 31	28
	Second coating drying furnace of Coating Section of plant 2	230	23 to 24	24
	Final coating drying furnace of Coating Section of plant 2	230	19 to 23	21
	Second/final coating drying furnace	230	14 to 19	17
	Electrodeposition drying furnace of Coating Section of plant 2	230	57 to 120	89
SOx (K value)	Incinerator	7	0.23 to 0.61	0.37
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 to Under 0.02	Under 0.02
	Cooling and heating machine	0.1	Under 0.01	Under 0.01
	Incinerator	0.15	Under 0.01	Under 0.01
	Electrodeposition drying furnace of Coating Section of plant 1	0.2	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
	Final coating drying furnace of Coating Section of plant 2	0.2	Under 0.03	Under 0.03

Substances	Facilities	Regulation values	Results	Averages
Particulates	Second/final coating drying furnace	0.2	Under 0.03	Under 0.03
	Electrodeposition drying furnace of Coating Section of plant 2	0.2	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 to 0.4	0.4
	Aluminum melting furnace (die cast ①)	3	Under 0.3	Under 0.3
	Aluminum melting furnace (die cast ②)	3	Under 0.3	Under 0.3
	Aluminum melting furnace (die cast ③)	3	Under 0.3	Under 0.3
Chlorine	Aluminum melting furnace (low pressure casting ①)	30	Under 1	Under 1
	Aluminum melting furnace (low pressure casting ②)	30	Under 1	Under 1
	Aluminum melting furnace (die cast ①)	30	Under 1	Under 1
	Aluminum melting furnace (die cast ②)	30	Under 1	Under 1
	Aluminum melting furnace (die cast ③)	30	Under 1	Under 1
Hydrogen chloride	Aluminum melting furnace (low pressure casting)	80	Under 1	Under 1
	Aluminum melting furnace (die cast ①)	80	Under 1	Under 1
	Aluminum melting furnace (die cast ②)	80	Under 1	Under 1
	Aluminum melting furnace (die cast ②)	80	Under 1	Under 1
	Aluminum melting furnace (die cast ②)	80	Under 1	Under 1
	Incinerator	150	1 to 30	10
Dioxin	Incinerator	5	0.056	0.056
CO	Incinerator	100	22	22
VOC	Coating Section of plant 1	700	172	–
	Coating Section of plant 2	700	79	–
	Resin Coating Section	700	227	–

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

Unit: kg/year

Substance 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)	33,000	0	200	0	0	0	0	0	9,700	23,000
53	Ethyl benzene	210,000	110,000	0	0	0	0	12.0	41,000	35,000	20,000
80	Xylene	270,000	120,000	0	0	0	0	16.0	32,000	37,000	82,000
83	Cumene	2,300	1,000	0	0	0	0	0	1,200	0	0
239	Organic tin compound	12,000	0	0	0	0	0	0	580	0	11,000
296	1, 2, 4 - trimetyl benzene	210,000	93,000	0	0	0	0	1.2	40,000	28,000	51,000
297	1,3,5- trimetyl benzene	59,000	34,000	0	0	0	0	660	12,000	13,000	2.4
300	Toluene	350,000	110,000	0	0	0	0	27	17,000	58,000	160,000
302	Naphthalene	7,900	4,400	0	0	0	0	0	5.0	3,500	0
309	Nickel compounds	4,800	0	80	0	0	0	130	3,200	0	1,500
355	Bis phthalate (2-ethylhexyl)	57,000	0.1	0	0	0	0	0	0	1,000	56,000
374	Hydrogen fluoride and its watersoluble salt	3,800	0	0	0	0	0	0	0	3,800	0
392	Normal-hexane	65,000	760	0	0	0	0	0.1	2,000	3,200	59,000
400	Benzene	11,000	220	0	0	0	0	0	0	530	10,000
407	Poly(oxyethylene) alkyl ether (alkyl group: C12 - C15) Formaldehyde	2,600	0	190	0	0	0	0	0	2,400	0
411	Formaldehyde	4,900	2,500	0	0	0	0	550	550	5,600	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
[Number of employees] 1,332
[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	6.8 to 7.9	7.3
BOD	15/20	0.4 to 9.5	4.2
SS	30/40	0.1 to 6.5	1.4
Oil content	3	0.2 to 1.7	0.5
Lead	0.1	Under 0.005	Under 0.005
Chrome	2	Under 0.1	Under 0.1
Total nitrogen	100	4.1 to 21.0	11.4
Total phosphorous	8	0.26 to 2.60	1.10
Zinc	1	Under 0.1 to 0.63	0.13

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	130	56 to 68	62
	Boiler 3	130	130	130
	Cooling and heating machine 1	150	83 to 85	84
	Cooling and heating machine 2	150	62 to 77	70
	Cooling and heating machine 3	150	84 to 120	102
	Electrodeposition drying furnace in line 1	230	42 to 45	44
	Final coating drying furnace in line 1	230	16 to 21	19
	Electrodeposition drying furnace in line 2	230	22 to 24	23
	Final coating drying furnace in line 2	230	19 to 27	23
Particulates	Boiler 1	0.1	—	—
	Boiler 3	0.25	Under 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	Under 0.01
	Final coating drying furnace in line 1	0.2	Under 0.01	Under 0.01
	Electrodeposition drying furnace in line 2	0.2	Under 0.01	Under 0.01
	Final coating drying furnace in line 2	0.2	Under 0.01	Under 0.01
VOC	Second coating booth in line 1	700	29 to 157	84.0
	Final coating booth in line 1	700	59 to 300	153.1
	Second coating booth in line 2	700	19 to 129	61.4
	Final coating booth in line 2	700	12 to 415	159.1
	Bumper coating booth	700	290 to 320	305.0

<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)	15,000	0	120	0	0	0	0	0	4,500	11,000
53	Ethyl benzene	110,000	60,000	0	0	0	0	61	7,400	28,000	16,000
80	Xylene	160,000	64,000	0	0	0	0	130	5,800	27,000	68,000
239	Organic tin compound	5,000	0	0	0	0	0	250	0	0	4,700
296	1, 2, 4 - trimetyl benzene	110,000	47,000	0	0	0	0	12.0	7,300	17,000	42,000
297	1, 3, 5 - trimetyl benzene	24,000	13,000	0	0	0	0	0	2,100	8,800	0
300	Toluene	280,000	92,000	0	0	0	0	37	990	54,000	130,000
302	Naphthalene	3,800	2,100	0	0	0	0	2	2	1,700	0
309	Nickel compounds	1,700	0	220	0	0	0	960	0	0	500
392	Normal-hexane	49,000	140	0	0	0	0	0	0	670	49,000
400	Benzene	8,700	14	0	0	0	0	0	0	140	8,500
411	Formaldehyde	3,000	1,500	0	0	0	0	360	360	3,600	0
412	Toluene	3,800	0	190	0	0	0	1,100	0	0	2,600

* 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
[Number of employees] 1,519
[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	7.3 to 7.5	7.4
BOD	15/20	0.7 to 6.2	3.5
SS	30/40	1 to 16	8.5
Oil content	2.5	0.5	0.5
Lead	0.1	0.01	0.01
Chrome	1	0.04	0.04
Total nitrogen	60/120	4.2 to 9.7	6.95
Total phosphorous	8/16	2.3 to 7.2	4.75
Zinc	1	0.06 to 0.18	0.12

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Cooling and heating machine 1	150	89 to 92	90.5
	Cooling and heating machine 2	150	79 to 88	83.5
	Cooling and heating machine 3	150	73 to 97	85
	Cooling and heating machine 4	150	74 to 95	84.5
	Heat-treating furnace	180	35 to 41	38
	Melting furnace 1	180	33 to 34	33.5
	Melting furnace 2	180	51 to 52	51.5
	Second/final coating drying furnace	230	24 to 33	28.5
	Electrodeposition drying furnace	230	38	38
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
	Second/final coating drying furnace	0.2	Under 0.04 to Under 0.05	Under 0.045
	Electrodeposition drying furnace	0.2	Under 0.03 to Under 0.04	Under 0.035
Dioxin	Dry type dust collector 1	1	0.021	0.021
	Electrodeposition drying furnace	1	0.00000034	0.00000034
	Aluminum machining dust drying furnace	1	0.0000017	0.0000017
VOC	Second/final coating booth No. 1	400	26	26
	Second/final coating booth No. 2	400	30	30
	Stove lacquer correction booth	400	Under 10	Under 10
		700	130	130

<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)	6,600	0	66	0	0	0	0	0	1,900	4,600
53	Ethyl benzene	31,000	13,000	0	0	0	0	0	2,400	9,300	6,100
80	Xylene	80,000	14,000	0	0	0	0	240	2,300	40,000	25,000
83	Cumene	1,300	1,300.0	0	0	0	0	0	6.6	0	0
239	Organotin compound	1,300	0	0	0	0	0	63.0	0	0	1,200.0
296	1, 2, 4 - trimetyl benzene	49,000	18,000	0	0	0	0	0	2,200	13,000	16,000
297	1, 3, 5 - trimetyl benzene	9,900	5,800	0	0	0	0	37	1,000	3,000	0
300	Toluene	130,000	11,000	0	0	0	0	15.0	660	70,000	50,000
309	Nickel compounds	730	0.1	94	0	0	0	420	0.5	0.1	220
355	Bis phthalate (2-ethylhexyl)	2,300	0	0	0	0	0	0	0	0	2,300
392	Normal-hexane	32,000	280	0	0	0	0	0	490	13,000	18,000
400	Benzene	6,000	62	0	0	0	0	0	0	2,800	3,200
411	Formaldehyde	520	270	0	0	0	0	51	51.0	540	0
412	Toluene	1,300	0	80	0	0	0	450	0	0	810

* 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] 150,000m^2
[Number of employees] 8,872 (including 239 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	6.8 to 7.4	7.2
BOD	20/30	1.0 to 5.8	2.3
SS	30/40	2.4 to 15.3	7.1
Oil content	5	0.5 to 0.7	0.5
Total nitrogen	60/120	1.1 to 11.3	4.2
Total phosphorous	8/16	0.1 to 1.2	0.41
Zinc	1	0.10 to 0.18	0.13

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	NOx LPG-fueled air conditioner	150	76 to 86	81
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	24,000	45	0	0	0	0	0	2.9	23,000	320
80	Xylene	110,000	170	0	0	0	0	0	2.1	110,000	500
296	1, 2, 4 - trimetyl benzene	34,000	9	0.2	0	0	0	0	4.3	34,000	210
297	1, 3, 5 - trimetyl benzene	8,500	1.7	0	0	0	0	0	1.0	8,500	0
300	Toluene	190,000	650	0	0	0	0	3	16	180,000	1,400
308	Nickel	4,900	0	0	0	0	0	0	3,500	0	1,400
309	Nickel compounds	3,900	0	0	0	0	0	0	2,800	0	1,100
374	Hydrogen fluoride and its watersoluble salt	6,500	0	590	0	0	0	0	0	5,900	0
392	Normal-hexane	34,000	140	0	0	0	0	0	0.4	34,000	810
400	Benzene	8,000	1.1	0	0	0	0	0	0	7,900	150
438	Methylnaphthalene	10,000	43	0	0	0	0	0	0	8,600	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
[Number of employees] 445
[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	7.1	7.1
BOD	25	0.5	0.5
SS	50	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 4.82	2.41
Total nitrogen (total amount)	15.58	0.00 to 3.16	1.58
Total phosphorous (total amount)	2.06	0.00 to 0.79	0.40
Zinc	2	Under 0.02	Under 0.02

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Absorption type cooling and heating machine 1	150	56 to 3	59.5
Particulates	Drying furnace 1	0.4	Under 0.01	Under 0.01
	Drying furnace 2	0.4	Under 0.01	Under 0.01
VOC	Final coating booth for frame	700	130	130
	Round-spray coating booth for tank	700	150	150
	Resin coating booth	700	400	400

<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	15,000	9,700	0	0	0	0	990	6	4,100	270
80	Xylene	22,000	12,000	0	0	0	0	1,200	7	7,500	1,100
296	1, 2, 4 - trimetyl benzene	8,200	3,700	0	0	0	0	320	3.2	3,500	700
297	1, 3, 5 - trimetyl benzene	1,700	1,100	0	0	0	0	68	0.7	570	4
300	Toluene	76,000	37,000	0	0	0	0	2,400	6,700	28,000	2,300
392	Normal-hexane	3,200	17	0	0	0	0	0	0	2,400	800
400	Benzene	590	1.6	0	0	0	0	0	0	440	140

* 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
[Number of employees] 399
[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	6.7 to 7.5	7.1
BOD	10	0.5 to 8.9	1.4
SS	10	0.0 to 4.1	0.5
Oil content	2	0.0 to 0.9	0.1
Lead	0.1	Under 0.0005	Under 0.0005
Chrome	2	Under 0.1	Under 0.1
Total nitrogen	60	1.7 to 8.4	4.3
Total phosphorous	8	0.16 to 0.47	0.321
Zinc	1	Under 0.1 to 0.28	0.06

<Air Pollution Data (at exhaust outlets)>

物　質	設　備	規制値	実　績	平　均
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
	Aluminum melting & holding furnace	20	Under 5.0	Under 5.0
Fluorine, hydrogen fluoride	Aluminum melting furnace	1	Under 0.3	Under 0.3
	Aluminum melting & holding furnace	1	Under 0.3	Under 0.3

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

Unit: kg/year

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	3,400	1,800	0	0	0	0	28	33	1,600	0
87	Chromium, trivalent chromium and their compounds	2,400	0	0	0	0	0	48	360	0	2,000
300	Toluene	6,400	2,800	0	0	0	0	0.1	1,300	2,300	0
412	Toluene	100,000	0	0	0	0	0	2,100	0	0	100,000
453	Molybdenum and its compounds	1,900	0	0	0	0	0	37	0	0	1,800

* 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).

Group manufacturing companies in Japan

Suzuki Auto Parts Mfg. Co., Ltd.

[Operations] Machining of automobile parts, Die-casting and machining
[Location] 9670 Miyakoda-cho, Kita-ku, Hamamatsu-shi, Shizuoka

*Under date : Suzuki Auto Parts Hamamatsu Plant of Suzuki Auto Parts Mfg. Co., Ltd. (7-3 Minami Hiramatsu, Iwata-shi, Shizuoka)

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8 to 8.6	6.9 to 7.5	7.23
BOD	20	Under 1 to 5	1.9
SS	40	1.9 to 11	6
Oil content	5	Under 0.5 to 0.6	0.5
Total nitrogen	60	1.7 to 9.9	1.7
Zinc	2	0.05 to 0.25	0.11

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Aluminum melting furnace	150	40 to 41	40.5
Particulates	Aluminum melting furnace	0.075	Under 0.02	Under 0.02
Chlorine	Aluminum melting furnace	30	Under 0.7	Under 0.7
Hydrogen chloride	Aluminum melting furnace	80	Under 1.1	Under 1.1
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 to 7.8	7.4
BOD	15	1.6 to 6.3	4.1
SS	20	0.6 to 2	1.2
Oil content	5	0.5 to 1.3	0.65
Total nitrogen	60	6 to 23	14.2
Total phosphorous	8	0.05 to 0.06	0.06
Zinc	1	0.06 to 0.61	0.13

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Continuous carburizing furnace	180	46 to 49	48.2
	Annealing furnace	180	48 to 49	48.5
	Water cooling and heating machine	150	33 to 46	39.5
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)>
There is no PRTR target substance subject to performance reporting.

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	6.9 to 7.6	7.3
BOD	10	1 to 15	4.2
COD	35	1 to 28	7.2
SS	15	0.3 to 4.4	1.8
Oil content	3	0.5	0.5
Chrome	2	0.05 to 0.06	0.06
Total nitrogen	100	1.34 to 3.34	1.8
Zinc	2	0.05 to 0.18	0.1

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
Hydrogen chloride	Aluminum central melting furnace	80	Under 0.5 to 1.4	Under 1
	Casting piston	80	1.6	1.6
Chlorine	Aluminum central melting furnace	30	Under 1	Under 1
	Casting piston	30	Under 1	Under 1
Fluorine compound	Aluminum central melting furnace	3	Under 0.6	Under 0.6
	Casting piston	3	Under 0.6	Under 0.6
Particulates	Cooling and heating machine	0.1	Under 0.01	Under 0.01
NOx	Cooling and heating machine	150	41 to 42	42

<PRTR Target Substances (accumulated values calculated according to PRTR Law)>
There is no PRTR target substance subject to performance reporting.

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	1.5 to 5.5	3.5
SS	30	0.8 to 9.0	4.9
Oil content	4	0.5 to 0.8	0.65
Total nitrogen	18	2.1 to 5.3	3.7
Total phosphorous	1.9	0.12 to 0.21	0.17
Zinc	2	0.02 to 0.17	0.10

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler	180	43 to 76	59.5
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)	2,800	0	0	0	0	0	0	2,800	0	0
71	Ferric chloride	2,400	0	0	0	0	0	0	2,400	0	0
80	Xylene	2,400	120	0	0	0	0	0	0	2,300	0
296	1, 2, 4 - trimetyl benzene	3,200	90	0	0	0	0	0	3,100	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 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	6～8	7.1 to 7.6	7.3
BOD	15	1.2 to 10.0	4.2
SS	15	Under 1.0 to 9.6	3.7
Oil content	5	Under 0.5 to 2.6	0.7
Lead	0.08	Under 0.001 to 0.002	0.0015
Chrome	2	Under 0.02 to 0.36	0.03
Total nitrogen	120	0.9 to 3.3	2.1
Total phosphorous	16	Under 0.06 to 0.14	0.1
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	77 to 97	87
	Electrodeposition drying furnace	180	28 to 30	29
SOx (K VALUE)	Boiler	17.5	0.067 to 0.1	0.084
	Electrodeposition drying furnace	17.5	0.00021 to 0.003	0.0016
Particulates	Boiler	0.3	0.00013 to 0.1	0.05
	Electrodeposition drying furnace	0.2	0.0099 to 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			
309	Nickel compounds	4,800	0	170	0	0	0	110	55	0	4,500

* 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	1,500	1,500	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	18,000	180	0	0	0	0	0	450	0	17,000
308	Nickel	6,400	64	0	0	0	0	0	160	0	6,100
412	Toluene	2,400	24	0	0	0	0	0	59	0	2,300

* 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)>
There is no PRTR target substance subject to performance reporting.

Snic Co., Ltd. Sagara Plant

[Operations] Manufacturing of interior components for automobile
[Location] 1111 Shirai, Makinohara-shi, Shizuoka

<Water Quality Date (at drain outlets)>
Wastewater is transferred to Sagara Plant of Suzuki Motor Corporation for treatment.

<Air Pollution Data (at exhaust outlets)>
No applicable facilities

<PRTR Target Substances (accumulated values calculated according to PRTR Law)>
There is no PRTR target substance subject to performance reporting.

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.
	Oct.	Suzuki Makinohara Solar Power Plant has been making test operation.
2016	Jun.	Suzuki Sagara Plant Receives the FY2015 Energy Conservation Grand Prize <Energy Conservation Case Example Category>