

2017

SUZUKI

CSR & ENVIRONMENTAL REPORT



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

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Editorial Policy**About this report**

Suzuki CSR & Environmental Report 2017 introduces various CSR and environmental initiatives conducted by the Suzuki Group. For this fiscal year, we have widely upgraded its contents, aiming to deepen understanding of the Group's initiatives among our stakeholders.

Suzuki Website

The report can be viewed in HTML version at Suzuki's corporate website.
<http://www.globalsuzuki.com/corporate/environmental/>
 ESG (Environment, Social, and Governance) index is also available at this page, which enables easy access to ESG information according to their contents.

Period Covered

The period covered by this report is the FY2016 (from 1 April 2016 through 31 March 2017). However, this report also contains descriptions on some activities taking place before or after that time period.

Date of Publication

January 2018
 (Date of previous publication: January 2017, Scheduled date of next publication: Autumn 2018)

Referred Guidelines

"Environmental Reporting Guidelines 2012" by the Ministry of the Environment,
 Global Reporting Initiative (GRI) Sustainability Reporting Guidelines G4,
 etc.

Information Covered

This report covers information about not only Suzuki Motor Corporation, but also domestic and overseas Suzuki Group companies. (Unless "related companies", "dealers", or "overseas" is indicated in each description, the information is related to Suzuki Motor Corporation.)
 "Domestic plants" in this report refers to 6 plants in Japan: Kosai Plant, Iwata Plant, Sagara Plant, Takatsuka Plant, Toyokawa Plant, and Osuka Plant.

Disclaimer

- Please note that the website addresses indicated in this report may be changed without notice.
- Forecasts and plans covered in this report are judged by the Company, based on currently available information and assumptions. Please note that the actual results may greatly vary by the changes of various factors.

Publisher

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Top Message

The Group has established the New Mid-Term Management Plan SUZUKI NEXT 100 - Strengthening of its management base toward the 100th anniversary of foundation and the next 100 years -, a five-year plan from 2015. The fiscal year marked the second year of the New Mid-Term Management Plan. The Company is making steady progress for achieving the 2019 fiscal year goals of 3,700 billion yen and maintaining an operating income margin of 7%.

Also, due to changes in the environment surrounding automobiles and to increasingly severe market competition, it has become necessary to focus on R&D for environmental performance and safety, and on growth investment with a focus on India. Amidst such conditions, the Company is addressing the following issues in order to achieve the New Mid-Term Management Plan.

<Compliance>

In response to the discovery of improper activities that were inconsistent with national regulations with regards to fuel consumption and gas emission testing of the Company's automobiles, the Company immediately implemented measures which included strengthening the legal education and compliance training, clarifying the responsibility of certification duties, strengthening internal check systems, etc. The entire Company shall continue to work to strengthen compliance.

<Quality>

The Company will make the customers' safety and security its top priority, develop and produce high-quality products which the customers can use securely, and provide after services. In the future, while accurately ascertaining the quality needs of customers, the Company will maintain a high level of quality awareness in all departments and will continue to make the utmost effort to ensure the safety and security of customers.

<Products and R&D>

Today, all corporations are expected to consider the environment. In the automotive industry, there is the need for environmental technology, low fuel consumption technology, etc. The environment surrounding automobiles continues to change. In addition to safety technology, it is now necessary to implement IT, etc. The Group will continue to provide products which are required by customers and which can be used safely and securely.

<Production>

Domestically, the Group shall work to obtain personnel necessary for achieving production plans. Globally, while strengthening education, installation of safety facilities, etc. necessary for achieving "Safety First" factories, the Group shall work to improve product quality and to construct an optimal global production system.

<Automobile Business>

In the domestic automobile market, the Company succeeded in selling 100,000 standard and small vehicles for the first time ever. In response to strong demand in India, new Gujarat Plant began operation. Furthermore, we are planning the constructing of Gujarat Plant No. 2 and the Engine & Transmission Plant with the aim of beginning operation in 2019. In addition to further strengthening the domestic automobile business and Indian automobile business which are the two pillars of the Group, we will strengthen our automobile business in regions such as ASEAN, Europe, and Pakistan. This will enable us to diversify our income sources and to carry forward the ALL GRIP structure reformation.

<Motorcycle Business>

While focussing on the 150cc and up, backbone, and sport categories, the Group will strengthen the consistency of the Suzuki brand by ranging the series from large engine displacement motorcycles to small engine displacement motorcycles. In the fiscal year, the Group focussed on reducing fixed expenses and reducing costs. New models including the GSX-R1000 and GSX-R150 were released at the end of the year. Moving forward, in addition to promoting sales of these new models, the Group will achieve a profitable structure through management reforms.

<Outboard Motor Business>

In addition to focussing on strengthening sales in the American market, the Group will proceed the development of the Asian market and make "THE ULTIMATE 4-STROKE OUTBOARD" its new brand slogan and aim at creating the world top 4-STROKE outboard motors brand.

<Environment & Social Activities>

In the fiscal year, the Company continued to engage in various social service activities for environmental conservation in close cooperation with the local community, as well as to promote our solar energy project in order to suppress global warming and to support disaster affected areas. In addition, the Company is engaged in the research promotion and the scholarship assistance through Suzuki Foundation and Suzuki Education and Culture Foundation. In the future, the Company shall actively address human rights issues which are becoming increasingly prevalent internationally, and shall work to address the domestic issue of reforming work styles.

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

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.

January 2018
Representative Director and President
Toshihiro Suzuki

Corporate Philosophy

Basic policy for company management

The Group has been placing “Develop products of superior value by focussing on the customer” as the first paragraph of the mission statement. We will constantly make the best effort to create truly valuable products that satisfy our customers.

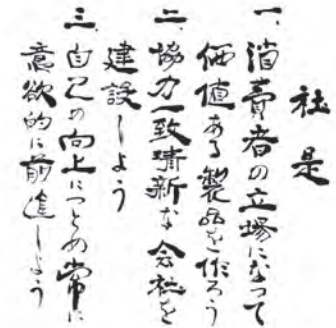
Under the slogan “Small cars for a big future”, we will work toward manufacture of “small cars” and “environmentally-friendly products” which are wanted by our customers. We will also work on lean, efficient and sound management by emphasising the “Smaller, Fewer, Lighter, Shorter, and Neater” concept in all areas.

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 organisation 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 focussing on the customer
2. Establish a refreshing and innovative company through teamwork
3. Strive for individual excellence through continuous improvement

CSR Policy

Structure for promoting CSR

At the Executive Committee meetings attended by Representative Directors and Directors and Managing Officers concerned, issues, policies, and measures concerning CSR activities are discussed. Along with the management, the Company as a whole, aims to promote viable CSR activities.

Materiality in CSR activities

Considering the changing situations surrounding the automotive industry, voices from various stakeholders, and societal demands including SDGs (Sustainable Development Goals by the United Nations), from issues the Group believes need to be solved, we have defined the following six activities as materiality in CSR activities. The Company will continue providing value-packed products to customers and aim for sustainable growth along with the society and stakeholders.

Materiality in Suzuki's CSR activities

1. Quality	Development of technology and management of quality for the safety and reliability of customers
2. Compliance	Compliance to laws and regulations, and management structure
3. Environment	Development of environment-friendly technologies and preservation of environment
4. Social contribution	Contribution to local society and education support
5. Corporate value	Structuring of stable management base
6. Human resources	Nurturing of human resources, and labour safety and health of the Group

Policy for Stakeholders



Suzuki Group Code of Conduct

In April 2016, Suzuki reviewed the conventional Suzuki Activity Charter, Standards of Behaviour, etc. and established the Suzuki Group Code of Conduct, which is a new code of conduct for officers and employees of Suzuki and the consolidated subsidiaries (hereinafter Suzuki Group) to healthily implement their operation.

The code of conduct is important in promoting CSR activities of the Suzuki Group, and to spread and adopt the code throughout each company of the Suzuki Group, we are distributing portable booklets, posting the code on our intranet homepage, conducting employee trainings, etc.

Suzuki Group Code of Conduct (excerpt)

For Our Customers	(1) Realisation 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 focussing 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 aftersales 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.
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.
	(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.
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.
	(7) Environmental Activities	In order to hand over the beautiful earth and affluent society to the next generations, we must all realise 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 organisations which are threatening the order and safety of civil society.

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 realise a society with sustainable development, as well as to ensure the Company's existence. This section introduces our environmentally related activities.

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Environmental Initiatives

In order to hand over the beautiful earth and affluent society to the next generations, Suzuki regards consideration to environmental issues such as global warming as one of the most important challenges for our business activities. We are aggressively promoting 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 the next generations, we must all realise 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.

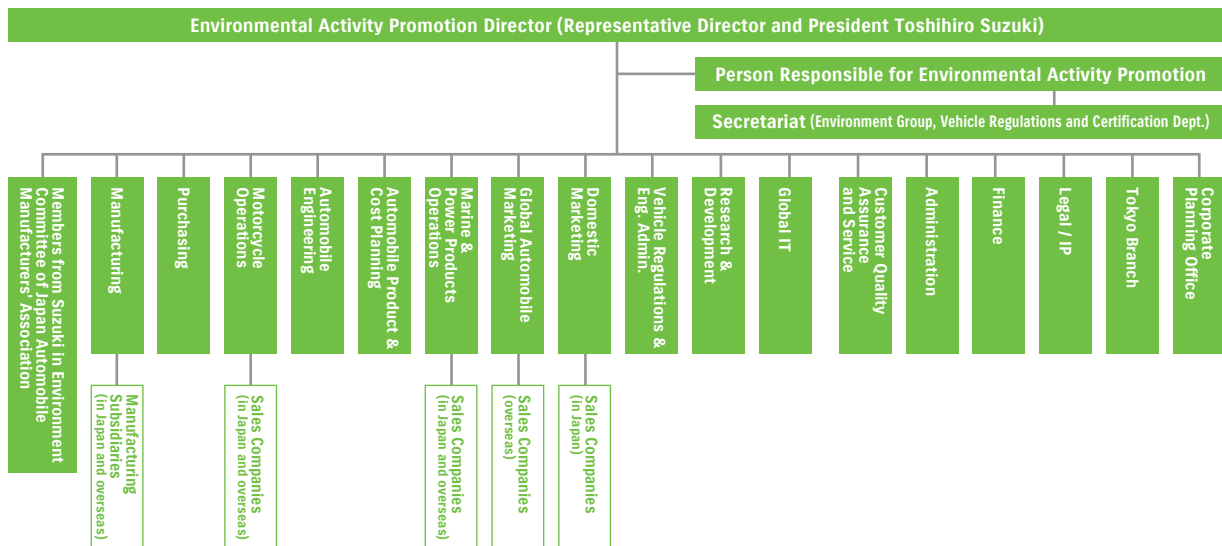
Suzuki Environmental Organisational Chart

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 Organisational Chart

As of October 2017



Environmental Plan

Suzuki Environmental Plan 2020

In order to hand over the beautiful earth and affluent society to the next generations, Suzuki had established and been striving to accomplish “Suzuki Environmental Plan 2015” for environmental conservation activities from 2012 to 2015 based on “Suzuki Global Environment Charter”. We then established “Suzuki Environmental Plan 2020” for continuous environmental conservation activities from FY2016 to FY2020 to clearly present the direction and actions of Suzuki’s business operations in relation to environment.

We believe that our most important task is to seriously recognise effects to environment generated from our business operations, develop products that carefully consider environment and promote business operations that reduce environmental effects. To accomplish this, we will work on “Suzuki Environmental Plan 2020” with “Team Suzuki” involving domestic and overseas affiliates to build the base for 2020, which is the 100th anniversary of foundation, and for the next 100 years, following the 4 themes listed below.



“Control of global warming”

Product development

■ Improvement in fuel efficiency

● Realise high fuel efficiency by adopting “SUZUKI GREEN Technology” etc.

- ▶ Raise efficiency by improving the engine and drive system, and adopt new mechanism.
- ▶ Reduce the vehicle body weight by reviewing body structuring parts, changing materials, and reviewing manufacturing methods.
- ▶ Reduce running resistance of the whole vehicle such as air resistance and rolling resistance.

● Reduce CO₂ emissions amount in use of products globally

Object	Base year	Target (FY2020)
Automobiles	FY2005	Reduced by 28%
Motorcycles		Reduced by 20%
Outboard motors		Reduced by 10%

■ Development of next-generation vehicles

Object	Concept
Electric vehicle	Develop electric vehicles suitable for small cars. Develop hybrid vehicles and electric vehicles for mini/ compact cars.
Fuel cell vehicle	Develop lightweight, compact, and low-cost air-cooled fuel cell vehicles. [Motorcycle] Implement the test on public roads in Japan, Europe, etc. [Automobile] Promote advanced development.

Production, distribution and sales

■ CO₂ reduction activities in production

● CO₂ reduction in production by Suzuki Group in Japan and overse

Object	Base year	Target (FY2020)
CO ₂ emission per global production volume*	FY2010	Reduced by 10%

* Value calculated by converting the ratio of CO₂ emission amount per unit (automobiles, motorcycles and outboard motors manufactured in plants in Japan) to global production volume of automobiles.

■ CO₂ reduction activities in transportation in Japan

- Improved transportation 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.
- Total CO₂ reduction in transportation in Japan by Suzuki

Object	Base year	Target (FY2020)
CO ₂ emission per sale	FY2006	Reduced by 14%

■ CO₂ reduction activities in sales activities etc.

CO₂ reduction activities by sales and non-manufacturing subsidiaries in Japan

- Actively promote energy-saving activities by introducing power-saving and energy-saving equipment etc. in order to regulate global warming.

“Promotion of environmental conservation etc.”

■ Prevention of air pollution

Object	Concept
Automobiles	Introduce low-emission vehicle appropriate for circumstances in each country and region.
Motorcycles	
Outboard motors	

■ Reduction of VOC in car interior

- Promote the use of alternative materials that generate less VOC in order to improve environment in car interior.

■ Reduction of VOC in the painting process of domestic plants

Object	Base year	Target (FY2020)
VOC emission per painting area	FY2000	Maintain reduction level of 40%.

“Promotion of 3Rs (Reduce, Reuse, Recycle)”

■ Effective use of resources

Consideration to recycling

● Development/design considering recycling

- ▶ Continue the design using recycled materials.
- ▶ Continue the design to reduce materials.
- ▶ Increase the use of thermoplastic resin components.

● Promotion of recycling ELVs/components

- ▶ Japan: Maintain 70% or higher ASR recycling rate, and promote collection/recycling of repaired/replaced bumpers.
- ▶ Overseas: Conform to local automobile recycle laws

● Reduction of packing materials for shipment of service/KD parts

- ▶ Reduce the weight of packing materials such as corrugated cardboard boxes for shipment of service parts.
 - Increase the use of returnable containers.

Object	Base year	Target (FY2020)
Weight of packing materials for shipment of service parts	FY2015	Reduced by 5%

- ▶ Reduce the weight of disposable packing materials for shipment of KD parts.
 - Increase the use of returnable materials.
 - Reduce the use by improving the packing style and filling rate.

Object	Base year	Target (FY2020)
Weight of packing materials for shipment of KD parts	FY2015	Reduced by 9%

● Reduction of the use of containers/package for products

Object	Base year	Target (FY2020)
Use of containers/package and corrugated cardboard per sales of component	FY2005	Maintain reduction level of 15%.

Waste materials

- Continue the zero-level landfill waste at each manufacturing base of Suzuki Group.

Object	Item	Base year	Target (FY2020)
Suzuki	Landfill waste	FY1990	Maintain less than 0.5%.
Group		FY2002	

Water resources

- Thoroughly save water at plants and offices.

“Reinforcement of environmental management”

■ Reinforcement of environmental management

Globally reinforce environmental management.

Reinforce management of substances of concern.

- Globally conform to regulations concerning chemical substances.
- Build the global system to manage substances of concern.

Implement LCA (Life Cycle Assessment).

- Automobile: Implement LCA for new model and model change vehicles in Japan.

Environmental conservation through tie-up/cooperation with suppliers

- Promote environmental conservation activities for suppliers based on “Suzuki Green Procurement Guideline”.

■ Expansion of environmental communication

Efforts for biodiversity

- Globally promote the activity based on "Suzuki Biodiversity Protection Guidelines" to realise protection of biodiversity and its sustainable use.
- Continue and promote local community cleanup activities, volunteering for environmental conservation (Suzuki Manner Improvement Activities, Forest Conservation Activities in “Suzuki Forest”, tree planting project at storm surge barrier in coastal zone of Hamamatsu City, cleanup activities at individual offices, etc.).

Enhancement of environmental education

- Promote environmental education for employees including new employees and overseas trainees.
- Continue the in-house eco-drive education.
- Participate in and cooperate on environment-related events held by environmental NPO and local communities.

Disclosure of environmental information

- Prepare "Suzuki CSR & Environmental Report" (in Japanese and English) to transmit the information about environment conservation activity to societies.

Introduction of Environmental Management System

Efforts at manufacturing sites (Japan)

● Introduction of Environmental Management System

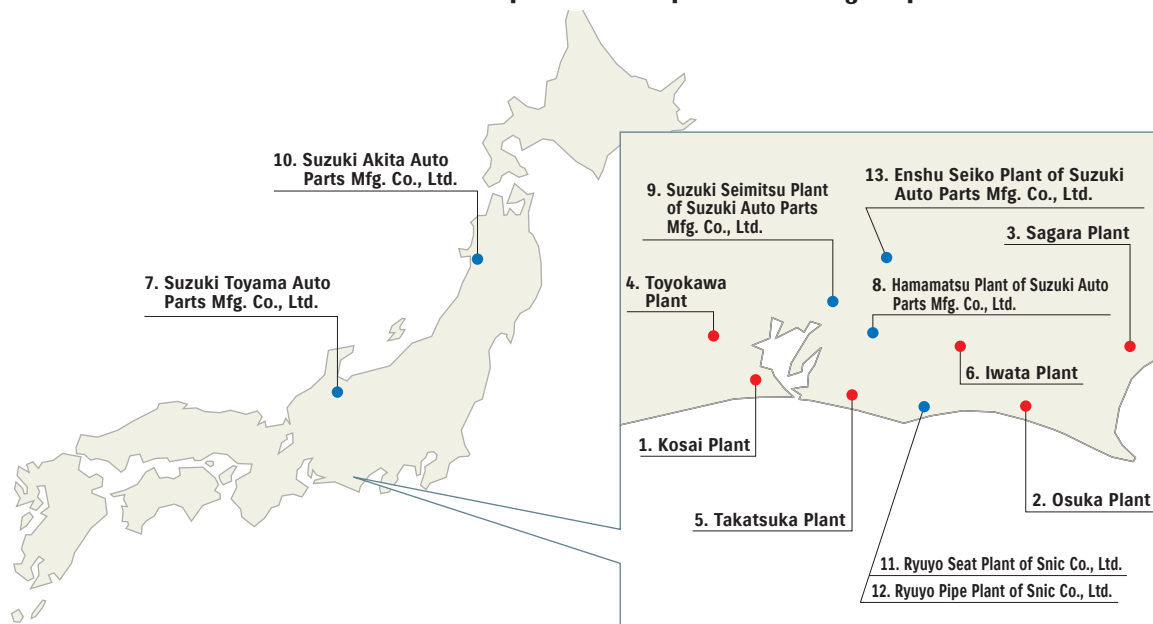
Suzuki is promoting introduction of “Environmental Management Systems” including ISO14001 as part of environmental conservation activities by its domestic plants and the Group’s domestic manufacturing companies.

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 1 April 2016). We are also promoting to have two uncertified plants (Hamakita Trim Plant and Sagara Plant) of Snic Co., Ltd. to acquire certification. We plan to promote environmental preservation activities throughout the Suzuki Group as a whole by promoting to have non-manufacturing departments such as engineering department to acquire ISO14001.

ISO 14001-certified domestic plants and Group’s manufacturing companies



[Suzuki]

● Domestic plants

	Plant 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

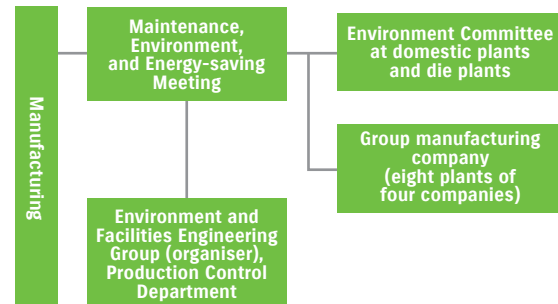
	Company's name	ISO acquisition month
7	Suzuki Toyama Auto Parts Mfg. Co., Ltd.	March 2001
8	Hamamatsu Plant of Suzuki Auto Parts Mfg. Co., Ltd.	June 2001
9	Suzuki Seimitsu Plant of Suzuki Auto Parts Mfg. Co., Ltd.	October 2001
10	Suzuki Akita Auto Parts Mfg. Co., Ltd.	March 2002
11	Ryuyo Seat Plant of 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.	July 2005

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

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

At this meeting, engineering managers and members 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.

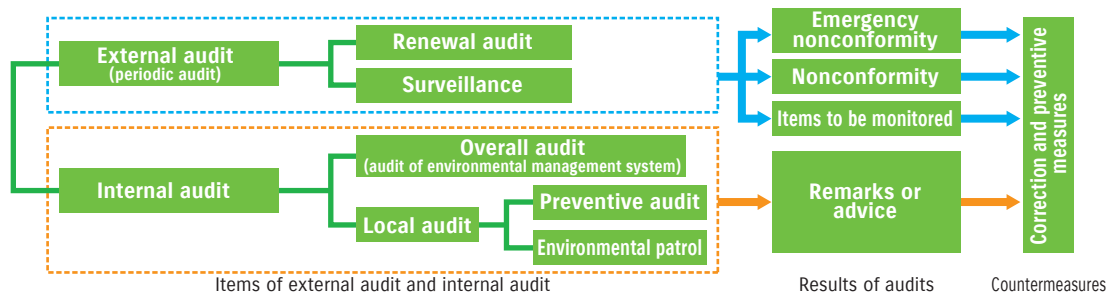
Decisions made at the meetings are rolled out to domestic plants, die plants, and Group manufacturing companies, contributing to environmental management activities.



● 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 System



External audit

Auditing of documents and on-site auditing are carried out by third party organisation in regard to the validity and adequacy of our environmental management system, to determine whether or not measures are being properly implemented. Auditing results are corrected and countermeasures are put into place for continuous improvement, and they are shared among domestic plants and Group manufacturing companies to enhance environmental management level.

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. All auditing results are addressed for continuous improvement.

Overall audit

To determine whether or not environmental management is being properly implemented, document and on-site auditing are conducted.

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, space for using and storing harmful substance, and waste yard facilities.

● Environmental patrol

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

Improvement process through internal audit



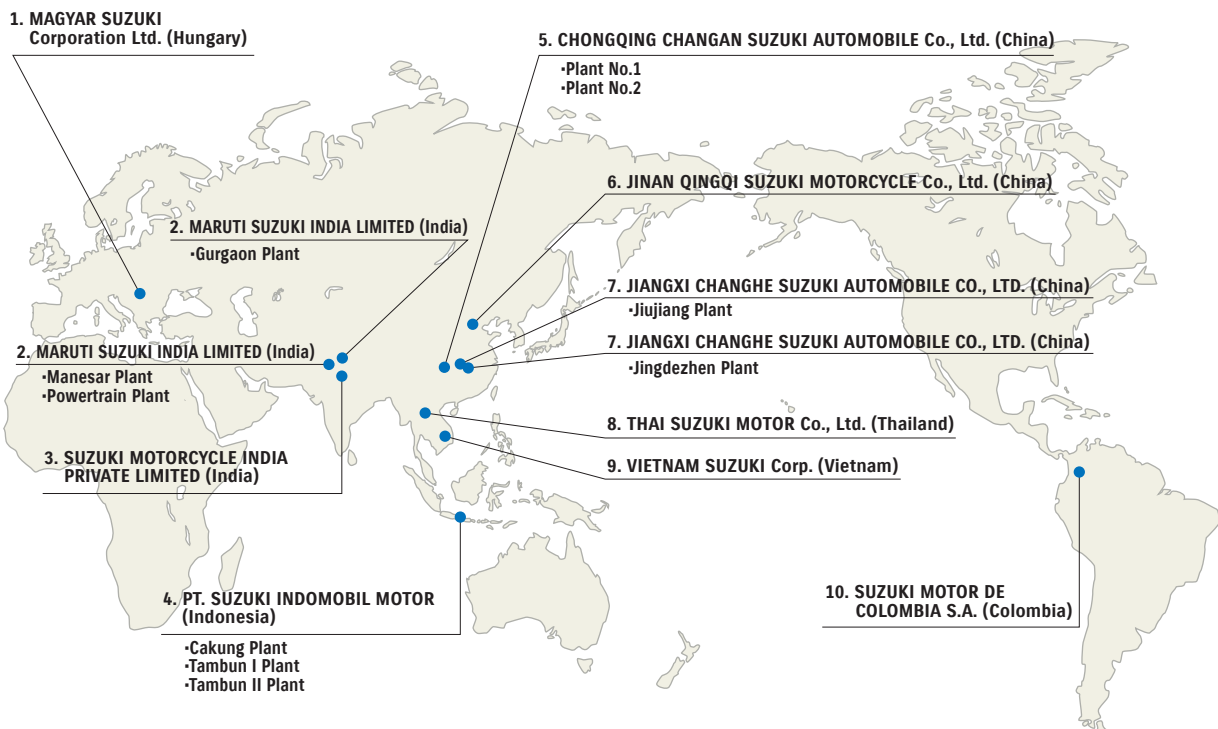
Efforts at manufacturing sites (overseas)

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 2017, 10 overseas manufacturing companies (16 plants) have obtained the ISO14001 certificate. Other Group companies are also making best efforts to acquire the certificate.

We will introduce environmental management policies to all overseas plants and promote to have uncertified plants to acquire ISO14001 certification.

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	SUZUKI MOTORCYCLE INDIA PRIVATE LIMITED (India)	January 2017
4	PT. SUZUKI INDOMOBIL MOTOR (Indonesia)	
	•Cakung Plant	April 2006
	•Tambun I Plant	August 2008
	•Tambun II Plant	July 2009

Company's name		ISO acquisition month
5	CHONGQING CHANGAN SUZUKI AUTOMOBILE Co., Ltd. (China)	
	•Plant No.1	December 2004
	•Plant No.2	November 2014
6	JINAN QINGQI SUZUKI MOTORCYCLE Co., Ltd. (China)	February 2017
7	JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. (China)	
	•Jingdezhen Plant	December 2003
	•Jiujiang Plant	December 2006
8	THAI SUZUKI MOTOR Co., Ltd. (Thailand)	August 2005
9	VIETNAM SUZUKI Corp. (Vietnam)	March 2005
10	SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)	December 2003

Measures for domestic sales distributors

In order to roll out actions concerning environment in business operations to Group companies, we introduced the Suzuki Environmental Management System from April 2017 to affiliate automobile sales distributors in Japan. This environmental management system unique to Suzuki is part of our initiative in reducing environmental load (energy consumption and amount of wastes) and complying with environmental laws/regulations through PDCA recycling. Sales distributor that introduced this system is progressively promoting the activity centring on the designated environment manager and office.

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.

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

Environmental accidents, etc.

There was no administrative guidance or payment of penalty due to the accidents and complaints in FY2016. There were 13 environmental accidents and five complaints that were reported to the administration, which were appropriately taken care of.

We will make efforts in preventing accidents through check, improvement, and update of environment-related facilities.

Environmental accounting

● Cost of environmental conservation

(Unit : ¥100 million)

		Change			FY2016		
		FY2013	FY2014	FY2015	Investment	Expenses	Total
Business area costs	Pollution prevention	4.9	6.6	5.0	1.5	3.3	4.8
	Environmental conservation	2.6	2.5	2.7	0.9	3.7	4.6
	Recycling of resources	2.4	-0.6	3.1	1.1	0.8	1.9
	Total	9.9	8.5	10.8	3.5	7.8	11.3
Upstream/downstream costs		0.2	0.2	0.1	-	0.2	0.2
Managerial costs		4.1	4.0	4.2	-	3.8	3.8
Research and development costs		526.9	498.8	504.9	49.9	469.9	519.8
Social activities costs		1.5	1.2	1.1	-	1.2	1.2
Environmental damage costs		0.6	0.7	0.3	-	0.4	0.4
Total		543.2	513.4	521.4	53.4	483.3	536.7

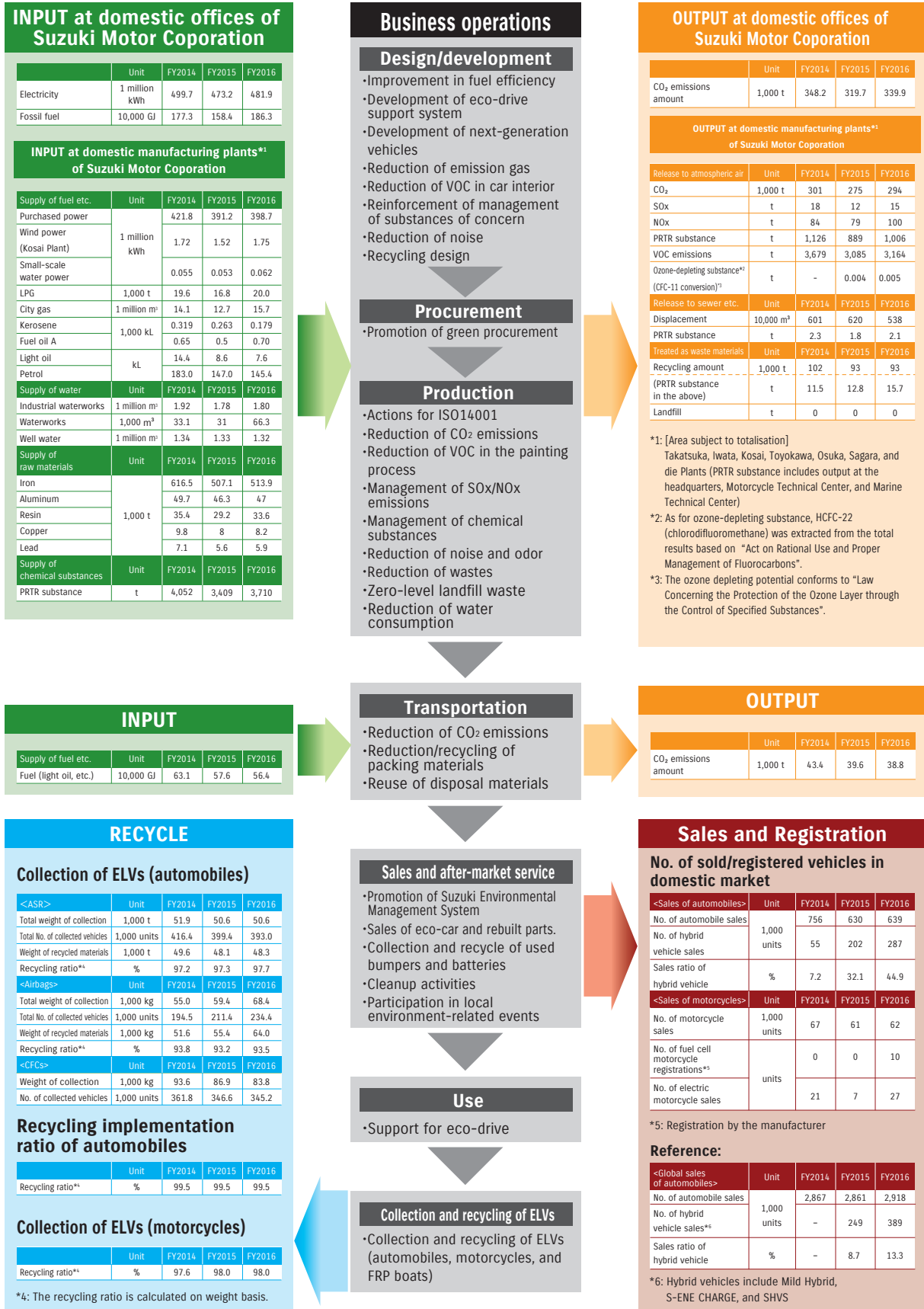
● Effectiveness of environmental conservation

(Unit: ¥100 million)

	Item	FY2013	FY2014	FY2015	FY2016
Economical effect	Energy cost reduction	4.9	3.4	4.1	3.8
	Waste management cost reduction	0.1	0.1	0.4	0.1
	Resource saving (including recycle and valuable resource disposal)	34.12	29.4	24.4	26.5
	Total	39.12	32.9	28.9	30.4

(Note) These are non-consolidated environmental figures.

Influence and initiatives to environment caused by business operations



Environmental brand, **SUZUKI GREEN**

Aimed to realise 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 2020: 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 utilised by Suzuki, which includes new technologies such as low fuel consumption and weight reduction technologies.



Hybrid



Mild Hybrid



BOOSTERJET Engine



ECO-COOL



Heartect



Lean Burn

SUZUKI GREEN Activity

SUZUKI GREEN Activity represents Suzuki's effort and activity on realising 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
LED lights

Promotion of
3R



Reduce
(thinning of parts)



Reuse of disposed material to
cushion material

Promotion of
Environmental
Conservation
etc.

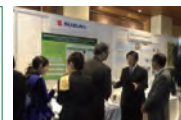


Reduction of exhaust gas
(enhancement of
catalyser performance)



Reduction of
cabin VOC

Fulfilling
Environmental
Management



Participation in
environment event



Disclosure of
environmental information

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 CO₂ 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.

Efforts for climate change

Problems with global environment are the big theme for sustainable development of human, and Suzuki believes that we must cope with these problems as a global enterprise. In particular, we must work on global warming as an important theme.

Suzuki's responsibilities and efforts for global warming

Discussions on global warming have been promoted internationally and the international rule to reduce the use of fossil fuel that causes CO₂ emissions, "Paris Agreement" was established.

In addition, the Suzuki Global Environment Charter determines "Environmental Concept" as "In order to hand over the beautiful earth and affluent society to next generations, we must all realise 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."

Suzuki has an important task that we must be always aware of that we manufacture products using fossil fuel and emit CO₂ also during our business operations, and have to make efforts to reduce CO₂ emissions.



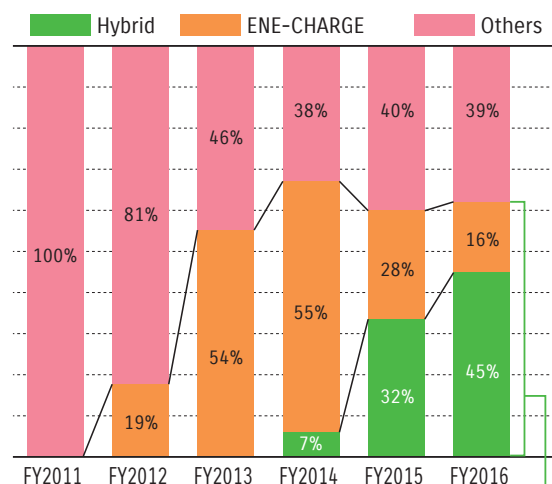
● Efforts for products

Under the slogan "Small cars for a big future", Suzuki works toward manufacture of eco-friendly products. We promote reduction of CO₂ emissions by promoting downsizing, weight reduction, improvement in combustion efficiency, and reduction in resistance for all products.

We promote reduction of CO₂ emissions also by introducing the next-generation technology such as development of mild hybrid technology to compact/mini passenger cars, development of a hybrid vehicle adopting Suzuki's original AGS mechanism, and sales of electric scooters.

In order to reduce CO₂ emissions furthermore and realise zero emissions in future, we promote the test of a fuel cell motorcycle on public roads and development of compact EVs suitable for daily life.

Changes in sales mix in Japan



The sales of vehicles with lithium-ion battery occupied 61% of the whole sales in Japan and that of hybrid vehicles expanded to 45%.

Note: Hybrid includes S-ENE CHARGE.

● Efforts for business operations

The target of global CO₂ reduction is set in the Suzuki Environmental Plan 2020, and we promote reduction of CO₂ emissions at all of our manufacturing bases in the world by 2020.

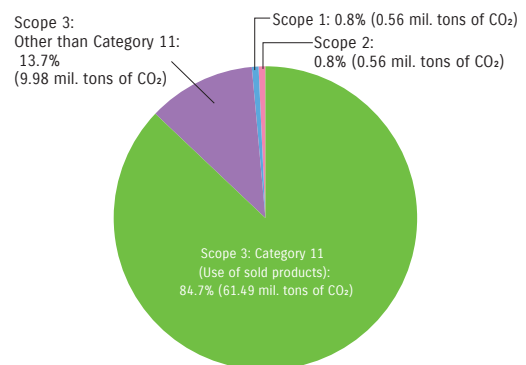
Disclosure of GHG emissions occurred in the entire value chain

Suzuki believes that 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 been making 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.

The amount of CO₂ emissions generated through the entire value chain during FY2016 stood at 72.59 million tons, of which the emissions falling under Scope 3 (other indirect emissions than those classified into Scope 2)*¹ were 71.47 million tons that include 61.49 million tons of CO₂ emissions classified into "Category 11 (Use of products sold by Suzuki)"*² accounting for as much as 84.7% of the total emissions through the overall value chain.

Recognising that it is very important to reduce the CO₂ 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.

Breakdown of FY2016 GHG emissions



*1 Value chain: This is the whole series of business activities that create and build values at every step. Calculations are composed of Scope 1, Scope 2, and Scope 3 in accordance with "GHG Protocol"*³. The business activities in a value chain includes parts/materials procurement, manufacturing, delivery, sales and customer services, as well as administrative work and engineering development work that support these activities. We have been participating in Green Value Chain Platform*⁴ 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.

*2 Category 11: This indicates the life cycle GHG emissions from Suzuki's products sold in the fiscal year.

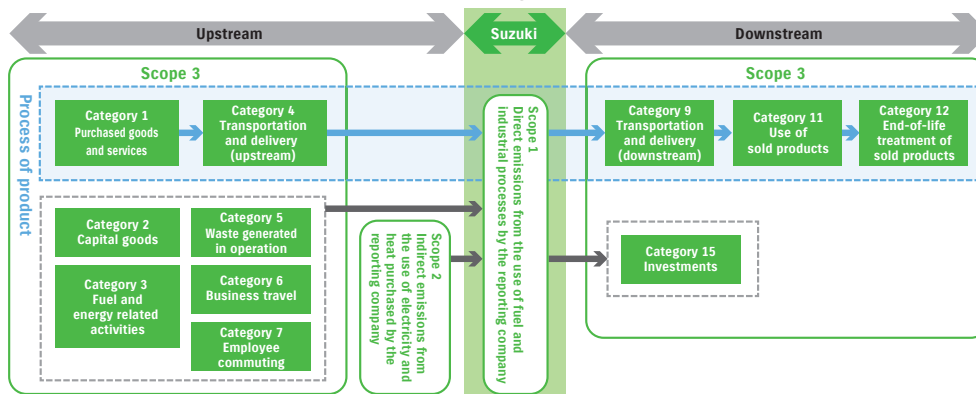
*3 GHG Protocol: This is a collaboration of the World Resources Institute (WRI), a global environmental think tank based in the United States, and the World Business Council on Sustainable Development (WBCSD). It is the most widely used international accounting tool to quantify and manage greenhouse gases (GHG).

*4 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 (in Japanese language only)

Total amount of GHG emissions released from the entire value chain: 72.59 mil. tons of CO₂
 [Calculation range] 66 domestic and 32 overseas companies
 [Calculation period] From April 2016 to March 2017

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



Classification	Items	Descriptions
Scope 1	Direct emissions	Direct emissions from the use of fuel and industrial processes by the reporting company
Scope 2	Indirect emissions from energies	Indirect emissions from the use of electricity and heat purchased by the reporting company
Scope 3*	Other indirect emissions	
Category 1	Purchased goods and services	Emissions from activities up to manufacturing of raw materials, parts, purchased goods, sales-related materials, etc.
Category 2	Capital goods	Emissions from construction and manufacturing of the reporting company's capital goods
Category 3	Fuel and energy related activities	Emissions from procurement of fuel used in power generation, etc., for electricity and heat procured from other entities
Category 4	Transportation and delivery (upstream)	Emissions from distribution of raw materials, parts, purchased goods, sales-related materials, etc., up to delivery to the reporting company
Category 5	Waste generated in operations	Emissions from transportation and processing of waste generated by the reporting company
Category 6	Business travel	Emissions from business travel by employees
Category 7	Employee commuting	Emissions from transportation of employees when commuting to and from the place of business
Category 9	Transportation and delivery (downstream)	Emissions from transport, storage, cargo handling, and retail sales of products
Category 11	Use of sold products	Emissions from use of products by users (consumers and companies)
Category 12	End-of-life treatment of sold products	Emissions from transportation and processing of products upon disposal by users (consumers and companies)
Category 15	Investments	Emissions from operation of investments

*Category 8 (Leased assets (upstream)), Category 10 (Processing of sold products), Category 13 (Leased assets (downstream)), and Category 14 (Franchises) are no included as they are not part of the calculation.

[Product development] **Improvement in fuel efficiency**

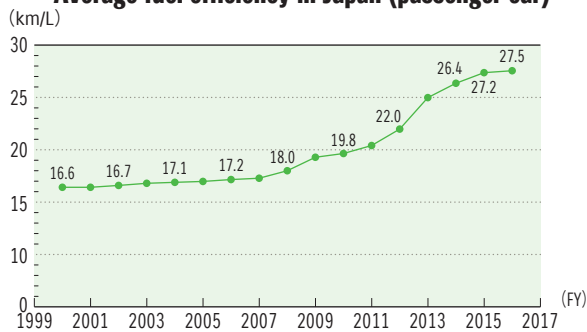
Automobiles

Enhancement of average fuel efficiency <Product development>

In order to reduce CO₂ emissions, which is considered to be the main causes of global warming, Suzuki is making efforts in development and improvement of products by focussing on enhancing fuel efficiency.

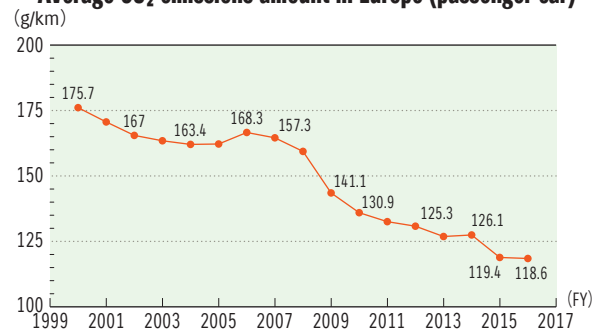
Suzuki is globally expanding the fuel-saving development.

Average fuel efficiency in Japan (passenger car)

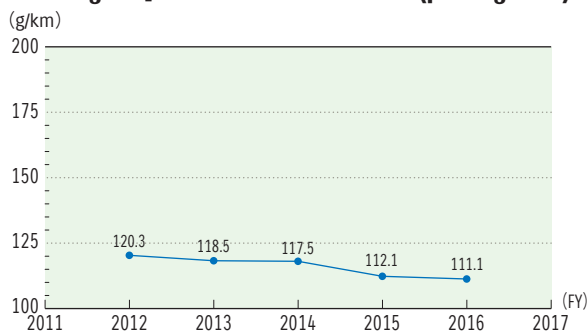


*Includes values converted from 10.15 mode to JC08 mode

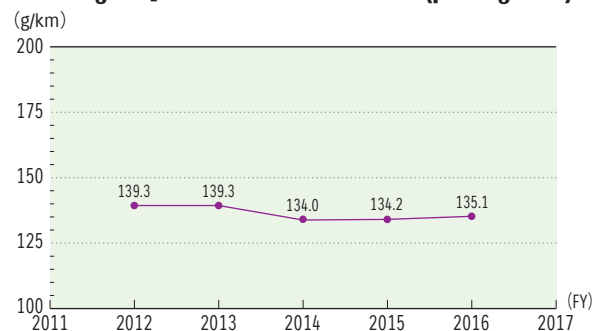
Average CO₂ emissions amount in Europe (passenger car)



Average CO₂ emissions amount in India (passenger car)



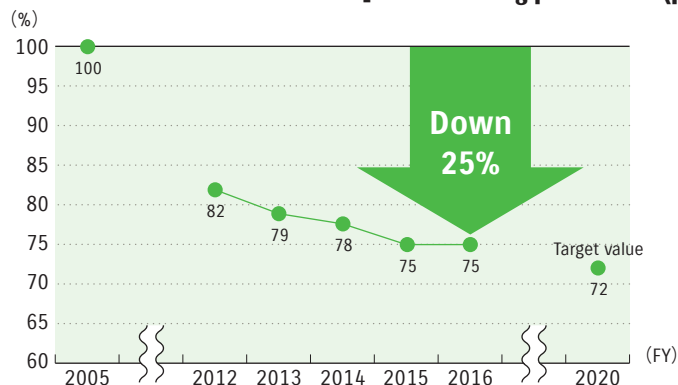
Average CO₂ emissions amount in China (passenger car)



Global reduction in amount of CO₂ emitted during product use

Global amount of CO₂ emitted during product use in Suzuki's main markets (Japan, India, Europe, and China) improved by 25% compared to FY2005. Suzuki is contributing in enhancing fuel efficiency of the whole motorised society by providing fuel-efficient cars to as many customers as possible.

Trends in global reduction rate of amount of CO₂ emitted during product use (passenger car)



*Global average fuel efficiency is based on values in Japan, India, 28 European countries, and China.

*Calculated based on CO₂ emissions amount (fuel efficiency) that were measured under specified method of each country.

Fuel efficiency improvement technology

Various technology development and improvement are adopted on our automobiles.

Major fuel efficiency improvement technologies and initiatives

Improvement of powertrain

- Adoption of hybrid system
- Improvement of engine
- Adoption of CVT with auxiliary gear
- Adoption of AGS

Others

- Adoption of ECO-COOL air-conditioning system with freezable substance
- Installation of eco-driving assistance system



Reduction of air resistance

Weight reduction of body

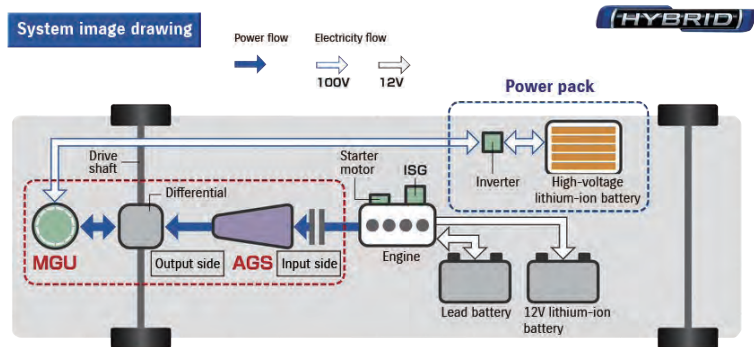
- Adoption of new platform
- Adoption of high-tensile steel
- Improvement of suspensions

Development of "Solio HYBRID" and "Swift HYBRID"

The "hybrid system" adopted in Solio and Swift is produced by evolving hybrid technologies developed through "mild hybrid", and realises 1) lightweight and compact system, 2) enhanced fuel efficiency, 3) EV driving and 4) direct feeling of driving by combination of AGS and MGU. This system was first installed in Solio launched in November 2016 and then adopted to Swift launched in July 2017.

*AGS=Auto Gear Shift

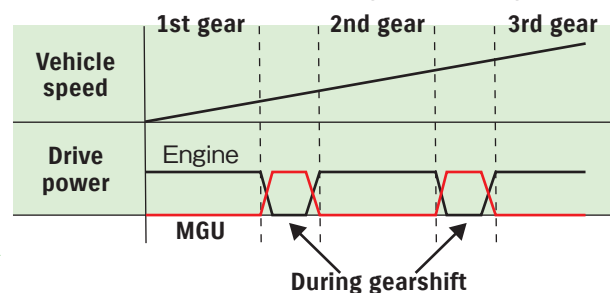
*MGU=Motor Generator Unit



Features of hybrid

- ① Activate EV driving during creep or constant-speed driving.
- ② Assist the engine upon starting or acceleration by stepping on the accelerator pedal.
- ③ Cut off the engine from the drive shaft to ensure high-efficient regeneration during deceleration by releasing the accelerator pedal.
- ④ Reduce a leak of torque when shifting gears of AGS by MGU.

Motor assist provided upon gearshift (image)



System component

【MGU (motor for driving)】



- ◆ Permanent magnet synchronous motor of high efficiency and high output
- ◆ Compact design
- ◆ Max. output: 10kW/3,185 - 8,000rpm
- ◆ Max. torque: 30Nm/1,000 - 3,185rpm

【Power pack (high-voltage lithium-ion battery <100V> + Inverter)】



- ◆ Compatible with regeneration/driving of MGU
- ◆ Realising sufficient interior space by downsizing
- ◆ Voltage: 100V
- ◆ Capacity: 440Wh

【AGS (Auto Gear Shift)】

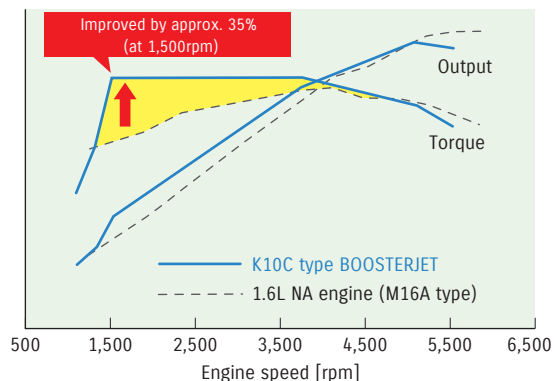


- ◆ Ensuring high transmission efficiency by compact design and light weight
- ◆ Feeling of direct driving similar to MT
- ◆ Improved gearshift feeling by combination with MGU

Development of engine

● Newly developed a 1.0L direct-injection turbo engine that realises both fuel efficiency and power

The displacement is as small as 1.0L, but direct-injection and turbo charger realise high output and high torque equivalent to 1.6L naturally aspirated (NA) engine. In addition, rigidity is improved as increase in output, and excellent silence is realised by taking the countermeasures for vibration and noise in a 3-cylinder engine. This engine is easily operable and shows excellent performance in a wide variety of scenes from driving in cities to high-speed driving.



Max. output (net)

82kW(111PS)/
5,500rpm

Max. torque (net)

160N·m(16.3kg·m)/
1,500~4,000rpm

Fuel efficiency measured in
JC08 test (verified by Ministry of Land,
Infrastructure, Transport and Tourism)

20.0km/L

* Value in < > is the reference in the
former unit.



● Direct-injection technologies

We adopt the direct-injection engine that directly injects fuel to the cylinders. Fuel consumption is regulated by optimally controlling the quantity of fuel injection, timing and fuel pressure, and ensuring effective combustion. In addition, cooling effects realised by injecting fuel directly into cylinders improve the anti-knocking performance.

Adoption of 6-hole side injection and variable fuel pressure control

In order to further stringently and constantly control fuel injection, we adopt the side injection type for which multi-hole injectors having 6 injection holes are arranged in a row.

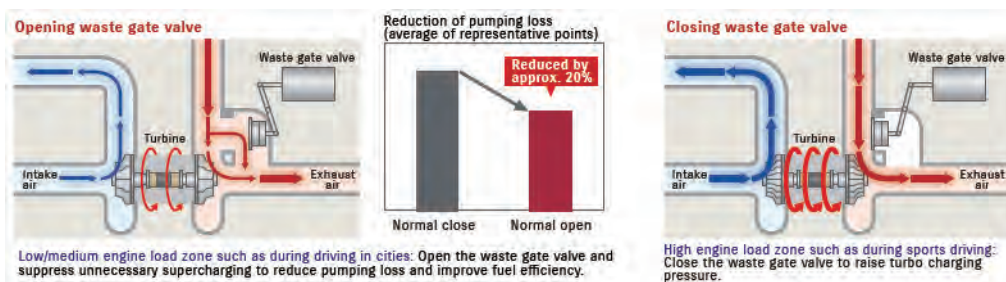
In addition, high atomisation of spray is promoted by raising fuel pressure with the high-pressure fuel pump. The optimum air-fuel mixture is formed and combustion efficiency is improved.



Image of direct-injection in cylinder

● Waste gate valve normal open control

We adopt the waste gate valve normal open control for control of turbo charging pressure. The valve is opened during constant-speed traveling and closed during acceleration or high-speed traveling to adjust the inflow of exhaust gas. Turbo charging pressure is finely controlled to realise both power performance and fuel efficiency.



● Countermeasures for vibration and noise

Vibration and noise prevention performance is sufficiently secured by optimising the flywheel inertia and crank shaft balancer weight and improving rigidity of the cylinder block, crank shaft, etc.

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.

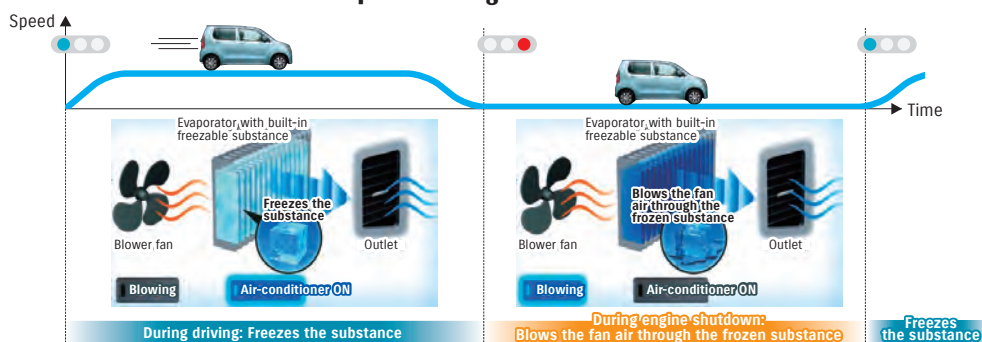
● Expanded adoption of Auto Gear Shift (AGS) for domestic minivehicles

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.

Development of ECO-COOL, an air-conditioning system

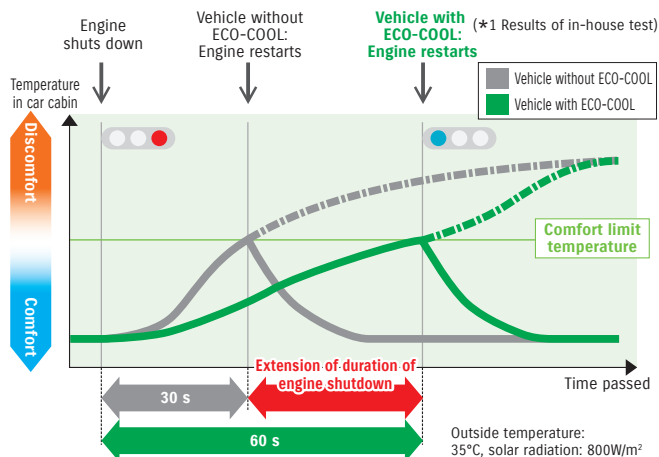
Suzuki developed an air-conditioning system with freezable substance "ECO-COOL", which is designed to satisfy both comfort and fuel efficiency requirements by freezing the substance with the cold air emitted from the air-conditioner during running, and blowing the cool air through the frozen substance 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



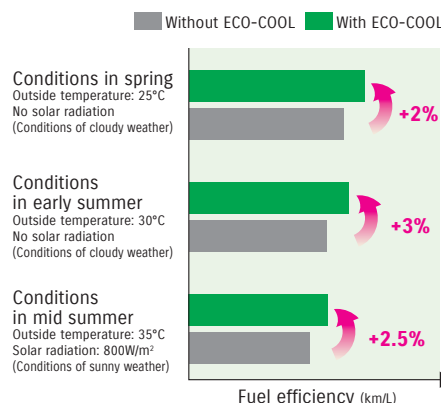
Extension of duration of engine shutdown and improvement in comfort

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)



Reduction of body weight

● Efforts in weight reduction

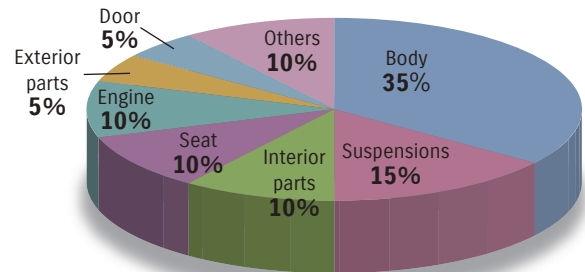
Thorough weight reduction is pursued throughout the whole vehicle body.

Swift XG 2WD 5MT launched in January 2017 realised weight reduction of approximately 120kg*¹, which makes it one of the lightest body weight in its class*² at 840kg.

*¹ Comparison between previous Swift XG 2WD 5MT and new Swift XG 2WD 5MT

*² Petrol car in the compact car class (engine displacement of at least 1000cc)

Weight reduction contribution ratio of Swift XG 2WD 5MT

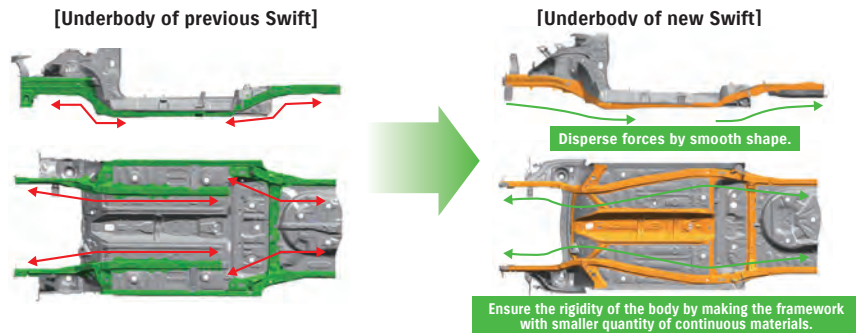


Weight reduction by adopting new platform HEARTECT

Suzuki adopts new platforms one after another.

The rigidity for the current underbody is ensured by using reinforcement materials for each section. However, the new underbody is designed to be a smooth shape that receives and disperses input from the outside, avoiding corners where forces are concentrated as much as possible. This design reduces reinforcement materials and realises weight reduction.

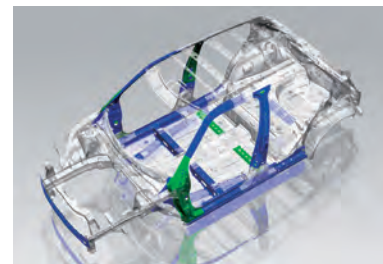
The rigidity of the body is improved with smaller quantity of materials, as well as the steel sheet thickness itself is reduced by making the optimum shape.



Weight reduction by adopting ultra high tensile steel sheet

We frequently use ultra high-tensile steel sheet to sections related to deformation upon collision in order to satisfy the target collision performance, while using thinner sheet with reduced weight.

We achieved "Light Weight Index" of which smaller value means that the body is highly rigid and lightweight of 3.03 (improved by 13% compared to the previous Swift).



■ 980 Mpa
■ 780 Mpa

Weight reduction of suspension system

Suspension system has been newly designed according to the new platform.

The new design realised weight reduction of approximately 12kg from the previous model.

Front MacPherson Strut

Reduced weight by adopting hollow structure for the stabiliser

Achieved weight reduction and enhanced rigidity by optimising shape and thickness of suspension frame panel and increasing the fixing point to the body from four to six.



Achieved reduction of rolling resistance and weight and enhanced rigidity of axle support by making axle bearing and hub into a single unit.

Rear Torsion beam

Achieved weight reduction while enhancing rigidity of axle support by reviewing the shape of trailing arm.



Weight reduction of steering column and gear box

Weight and space of column has been reduced while enhancing rigidity of fixing support by reviewing the structure of the column.

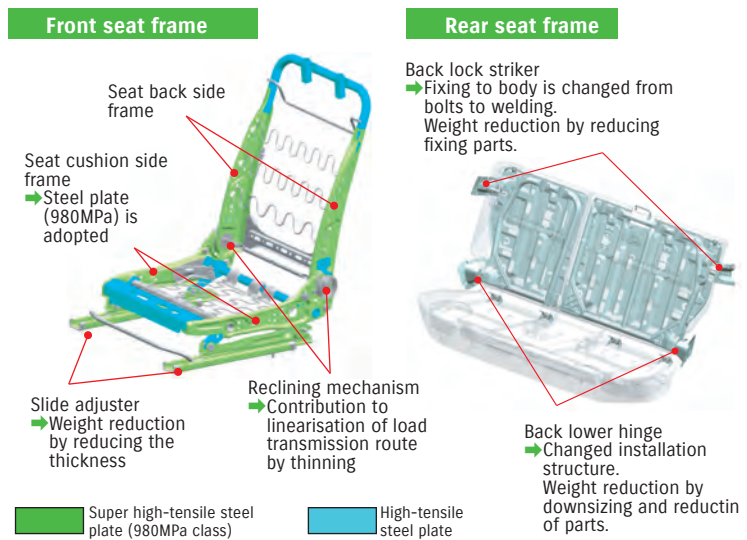
Also, weight of steering gear box has been reduced by adopting hollow rack bar.



Weight reduction of seat frame

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

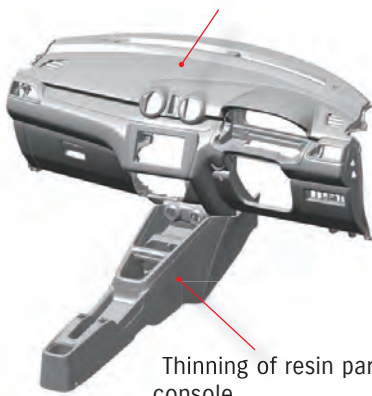
As for the rear seat frame, back frame structure has been reviewed. By welding the back lower hinge and back lock striker to the body, which were conventionally fixed with bolts, weight reduction is realised through reduction of fixing parts and reinforcements.



Weight reduction of interior parts

Thorough weight reduction is made throughout the whole cabin by thinning and optimising the structure. Also at the same time realised cabin space with excellent comfort and silence.

Thinning of resin parts in instrument panel



Thinning of resin parts in console



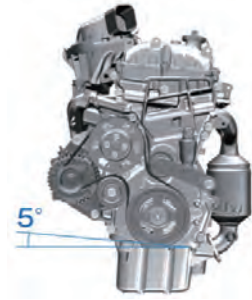
Thinning of resin parts in front and rear door trim

Optimisation of structure of steering support member



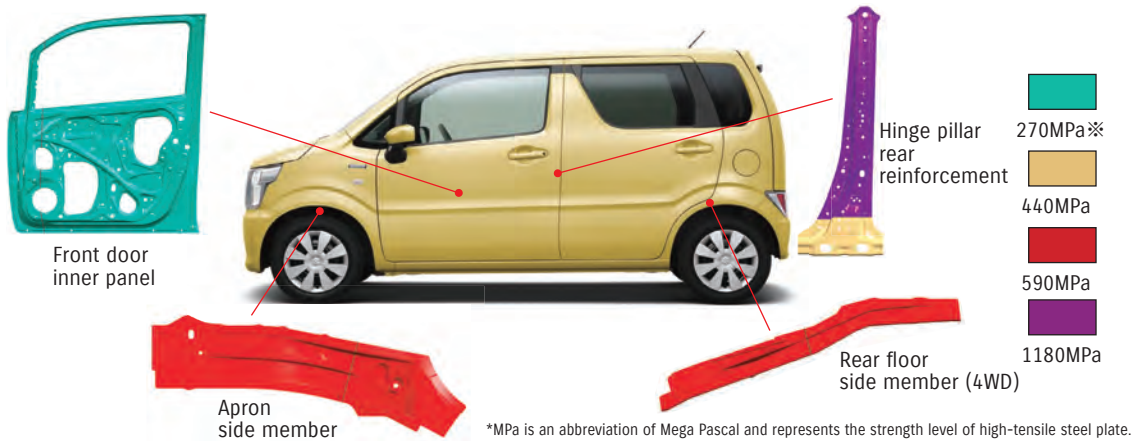
Weight reduction of engine

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.



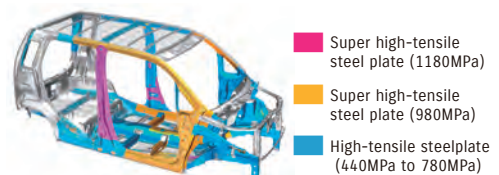
● Extensive use of high-tensile steel plate

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 980MPa for WagonR 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 WagonR launched in February 2017, we expanded the use of super high-tensile steel plate and realised further weight saving, while ensuring the same or greater level of collision energy absorption capability than the previous model.

*TS: Tensile Strength

Lightweight index, evidence of high rigidity and lightweight body, is 4.16

For the WagonR launched in February 2017, we realised 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 17% compared to the previous WagonR.



Reduction of air resistance

Swift realised excellent aerodynamic performance while paying attention to design that has the image of compact and brisk driving. Computer simulation was fully utilised from the design phase, and a wind tunnel test was thoroughly conducted using a clay model or prototype vehicle in pursuing aerodynamic performance. In particular, ideal wind flow is made by smoothly flowing the stream from the front to the rear, and suppressing the wind flow in the rear. In addition, we optimised 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 FY2016, such devices were installed in 13 out of 16 types of vehicles



Momentary fuel efficiency, average fuel efficiency, and cruising distance indicators



● Adoption of status information lamp, etc.

In FY2016, the eco-drive indicator or eco-drive assisting light or status information lamp has been incorporated in 10 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 recognise eco-driving at a glance and fuel efficiency can be improved.

Status information lamp

Color of the meter turns from blue to green during fuel-efficient driving, and turns to white when regenerating deceleration energy.

Hustler



Blue: Normal operation

Green: Good fuel efficiency

White: ENE-CHARGE is activated

Swift HYBRID SL, HYBRID SG



Blue: Normal operation

Green: Good fuel efficiency

White: Regenerating deceleration energy

● Adoption of ECO-score

We adopted the ECO-score on 10 types of vehicles in FY2016. 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

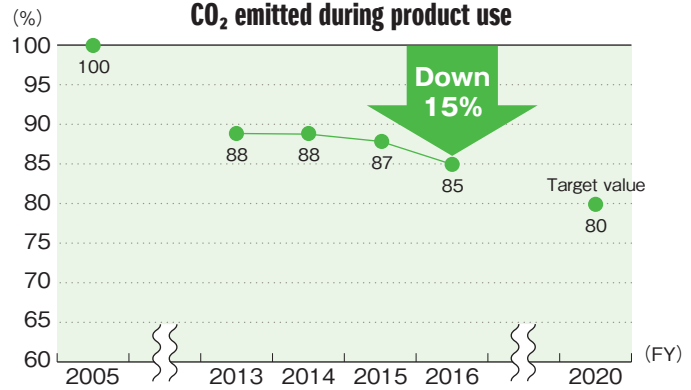
Motorcycles

Technologies for improving fuel efficiency

●Activity for all models

We are trying to enhance fuel efficiency by promoting to improve combustion, reduce friction loss, and reduce vehicle weight.

Trends in global reduction rate of amount of CO₂ emitted during product use

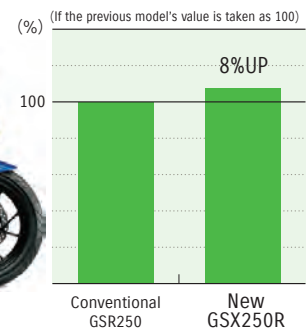


Improvement in engine

●Example of applied product

GSX250R launched in April 2017 combines output character that emphasises ease of use in the low- to mid-speed range most frequently used for city riding, to excellent fuel efficiency, thanks to improvement of combustion and reduction of friction loss of 248cm³ water-cooled two-cylinder engine. Compared to Suzuki's conventional model, it realises approximately 8%* improvement of the fuel efficiency.

*Comparison of values measured in WMTc mode.



Adopting roller rocker

The cylinder head adopts roller type rocker arms that minimise friction loss.

Optimising piston rings

Thin, low tension piston rings were adopted to reduce friction.

Optimising cylinder processing

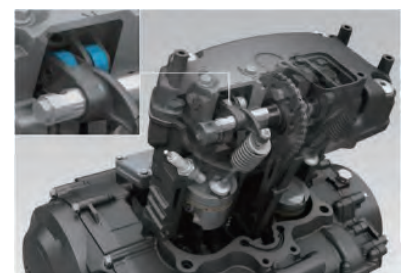
The honing pattern used for the cylinder barrels maintains lubrication for the pistons in a manner that helps minimise any loss of performance due to friction.

Optimising oil pump

Optimisation of the oil pump reduces friction loss and contributes to an increase in engine output and improvement in fuel economy.

Adopting projected spark plugs

Adopting the use of projected tip spark plugs speeds up the rate of combustion. This improves response, especially when the throttle is not open far, and also improves fuel economy.

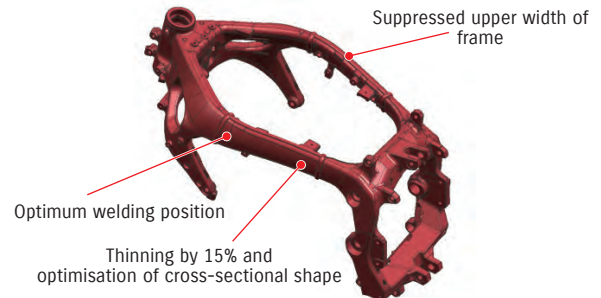
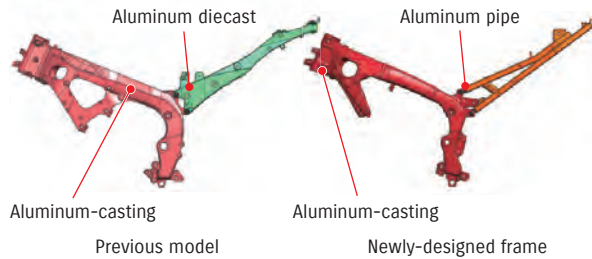


Weight reduction of body

● Improvement of frame

For GSX-R1000/R, the main frame weight was reduced by approximately 10% compared to the aluminum frame of the previous model by optimising the material thickness and cross-sectional shape. In addition, the component structure was simplified to realise high productivity and durability by optimising welding positions of components. We realised lightweight and slim body by optimising rigidity balance and suppressing the body width.

For seat rail, production process was reviewed to aluminum pipe, and by optimising cross-sectional shape and pipeline, the seat rail weight was reduced by approximately 40% compared to the aluminum diecast seat rail of the previous model.



Reduction of air resistance

For GSX-R1000/R, air resistance (CdA value) is reduced by approximately 6% by making the exterior parts into a smooth, flowing shape that optimises the air flow, while also making the frontal projection area smaller by approximately 5.5% compared to the previous model. This was made possible by wind tunnel testing and flowage analysis.



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 FY2016, such devices are installed in 16 types of models.



Average and momentary fuel efficiency indicator

Crusing distance indicator

Multi-functional meter of V-Strom 650

● Adoption of eco-drive indicator

As of FY2016, 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.



Meter of BURGMAN 400

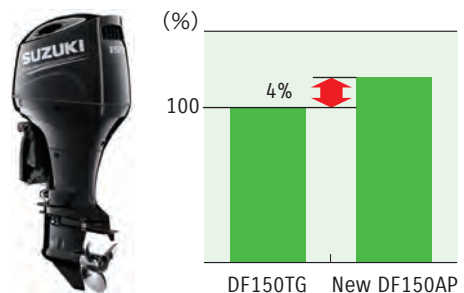
Eco-drive indicator

Outboard motor

Improvement in fuel efficiency

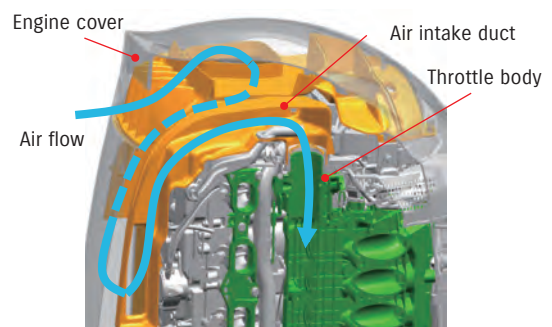
Suzuki has tried to develop and improve the product focussing on improvement in fuel efficiency in order to reduce CO₂ emissions amount that are considered as a cause of global warming. In FY2016, we launched two models of outboard motors DF150AP/175AP that adopted the lean burn system. The fuel efficiency of DF150AP is improved by up to 4% compared to the previous model, by suppressing rise in intake air temperature using the semi-direct intake system, increasing compression ratio and adopting the lean burn system etc., without changing the basic engine of inline 4-cylinder with total piston displacement of 2,867cm³.

Improvement rate of fuel efficiency (If the previous model's value is taken as 100)



Fuel efficiency improvement technologies

DF150AP/175AP improved output and fuel efficiency by designing to lead air outside the engine cover to the throttle body through the air intake duct and adopting the semi-direct intake system that regulates rise in intake air temperature due to radiation heat from the engine.



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

Efforts for fuel cell vehicles

We have promoted the development of BURGMAN Fuel Cell which is equipped with the compact, lightweight and low-cost air-cooled type fuel cell system, and started driving on public roads using the type-certified vehicle.

According to the safety standards for fuel cell motorcycles of the Road Vehicles Act proclaimed/enforced in February 2016 by Ministry of Land, Infrastructure, Transport and Tourism, we applied for vehicle type certification of BURGMAN Fuel Cell and acquired it in August 2016.

We obtained the license plate of BURGMAN Fuel Cell in March 2017 and started driving on public roads. Using hydrogen stations built in Shizuoka Prefecture, Fukuoka Prefecture, etc., we are studying marketability of fuel cell motorcycles.



BURGMAN Fuel Cell



Air-cooled type fuel cell unit



Hydrogen filling at Hamamatsu Hydrogen Station (mobile)
(Actual operation started in March 2017)

[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**

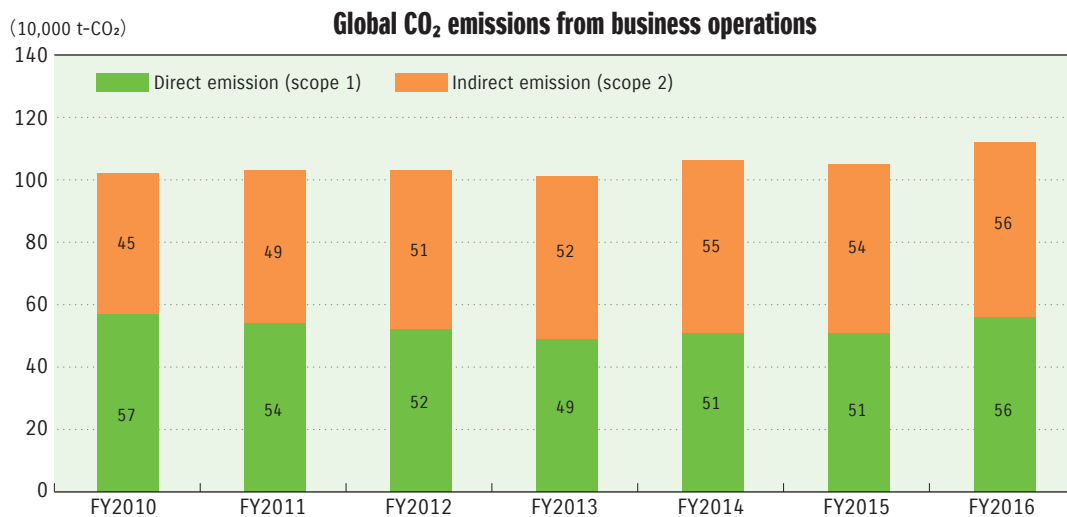
Greenhouse gas emissions from business operations

“Paris Agreement” which is the new international framework for reducing greenhouse gas and regulating global warming was enforced, and governments and companies are globally promoting efforts to reduce greenhouse gas in order to suppress the rise of global average temperature to “less than 2°C”.

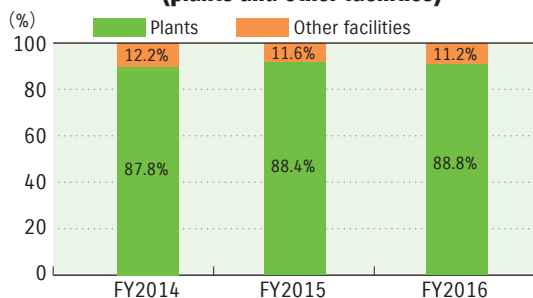
Suzuki has been making efforts to reduce CO₂ emissions at our locations in Japan (plants, experiment facilities, offices, etc.) according to “Suzuki Environmental Plan 2015” in order to reduce greenhouse gas that we generate through our business operations.

Global emissions of greenhouse gas including our subsidiaries in FY2016 was 560,000t-CO₂ for direct emissions (scope 1), 560,000t-CO₂ for indirect emissions (scope 2), and 1,120,000t-CO₂ in total. When classifying the emissions to those from plant and from locations other than plants (experiment facilities, offices, sales dealers, etc.), the emission from the plant was 88.8% (FY2016) of the total emission. In addition, the ratio of the emissions overseas is 54.2% (FY2016) of the whole.

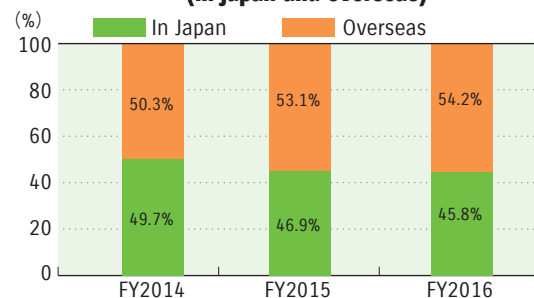
Therefore, Suzuki recognises that it is important to globally promote reduction of CO₂ emissions at plants in order to reduce greenhouse gas in “Suzuki Environmental Plan 2020”, and will continue improvement activities.



Breakdown of distribution ratio of global CO₂ emissions (plants and other facilities)



Breakdown of distribution ratio of global CO₂ emissions (in Japan and overseas)



*1: Calculation range

Suzuki Motor Corporation and 65 manufacturing and non-manufacturing companies in Japan, 32 overseas manufacturing and non-manufacturing companies

Plant: 6 plants of Suzuki Motor Corporation (Kosai Plant, Sagara Plant, Osuka Plant, Iwata Plant, Toyokawa Plant, Takatsuka Plant)

4 manufacturing subsidiaries in Japan (Suzuki Autoparts Mfg Co., Ltd., Suzuki Autoparts Toyama Mfg Co., Ltd., Suzuki Autoparts Akita Mfg Co., Ltd., Snic Co., Ltd.), 14 overseas manufacturing subsidiaries

Other than plants: Bases of Suzuki Motor Corporation other than the plants listed above, and 61 non-manufacturing companies in Japan and 18 overseas non-manufacturing companies

*2: CO₂ conversion coefficient

As for electric power, the value released by each power company was used for Japan and conversion coefficient of IEA (CO₂ Emissions From Fuel Combustion 2016 edition) was used for overseas.

The conversion coefficient of IPCC2006 (2006 IPCC Guidelines for National Greenhouse Gas Inventories) was used for other than electric power, and the value released by suppliers was used for city gas. The data in the past was partially corrected by reviewing the collected data.

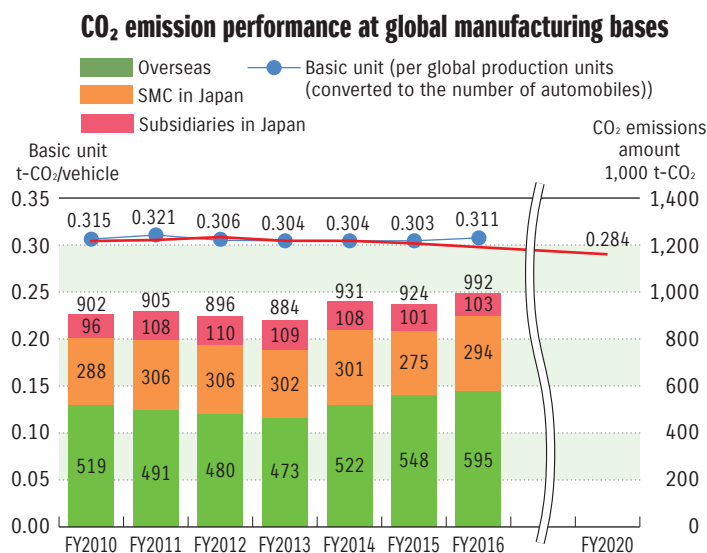
[Production, distribution] **Reduction of CO₂ emission for manufacturing activity**

CO₂ emissions amount per global production units

The target of reduction of CO₂ emissions used to be reduction of the total emissions from domestic offices by 15% in FY2015 regarding FY2005 as the base year (achieved the target with 16.9% reduction as the result). However, since FY2016, regarding the global production volume (converted to the number of automobiles) of domestic and overseas Suzuki Group manufacturing companies as the denominator of basic unit and FY2010 as the base year, we determined to reduce the CO₂ emission basic unit by 10% by FY2020 as our target.

The total emission of energy-derived CO₂ from Suzuki and its domestic group manufacturing companies was up by 5.6% from the previous fiscal year to 397,000 tons in FY2016, and the total emission of energy-derived CO₂ from overseas group manufacturing companies was up by 8.6% from the previous fiscal year to 595,000 tons in FY2016. The total CO₂ emission per global production units (converted to the number of automobiles) was up by 2.6% from the previous fiscal year and down by 1.3% compared to FY2010, to 0.311 ton per unit.

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 70% of CO₂ emissions come from the power generation equipment. However, efforts are made to reduce CO₂ emissions by using natural gas which generates less CO₂ for power generation and by adopting solar energy generation and combined cycle power generation that can generate electricity from the vapor coming from the exhaust gas emitted from the power generation equipment.



CO₂ emissions by plant

Plant	CO ₂ emissions by plant (1,000 t-CO ₂)
Takatsuka Plant	7.0
Iwata Plant	47.1
Kosai Plant	88.9
Toyokawa Plant	9.3
Osuka Plant	54.2
Sagara Plant	87.1

[Area subject to totalisation]

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, Hamamatsu Plant, Hamamatsu Branch Plant), Suzuki Toyama Auto Parts, Suzuki Akita Auto Parts, and SNIC (Ryuyo Pipe Plant, Ryuyo Seat Plant, Trim Plant, and Sagara Plant) (10 plants of 4 companies)
 India: Maruti Suzuki India Ltd., Suzuki Motorcycle India Private Ltd., Suzuki Motor Gujarat Private Ltd. (since FY2016) (5 plants of 3 companies)
 Indonesia: PT. Suzuki Indomobil Motor (2 plants in Cikarang are since FY2014) (4 plants of 1 company)
 Thailand: Suzuki Motor (Thailand) Co., Ltd., Thai Suzuki Motor Co., Ltd. (2 plants of 2 companies)
 Hungary: Magyar Suzuki Co., Ltd. (1 plant of 1 company)
 Spain: Suzuki Motor Espana, S.A (till FY2012) (1 plant of 1 company)
 Pakistan: Pak Suzuki Motor Co., Ltd. (2 plants of 1 company)
 Vietnam: Vietnam Suzuki Corp. (2 plants of 1 company)
 Philippines: Suzuki Philippines Inc. (1 plant of 1 company)
 Myanmar: Suzuki (Myanmar) Motor Co., Ltd. (2 plants of 1 company)
 Cambodia: Cambodia Suzuki Motor Co., Ltd. (1 plant of 1 company)
 America: Suzuki Manufacturing of America Corp. (1 plant of 1 company)
 Malaysia: Suzuki Assemblers Malaysia Sdn. Bhd (till FY2015) (1 plant of 1 company)
 Colombia: Suzuki Motor de Colombia S.A (1 plant of 1 company)
 Fuel (excluding city gas) conforms to IPCC_2006 guidelines and city gas conforms to the values published by Chubu Gas.
 Electric power conforms to the Act on Promotion of Global Warming Countermeasures (values published by the power company) in Japan and to the values of each year from 2010 to 2014 of IEA2016 in other countries.

Energy-saving activities at plant

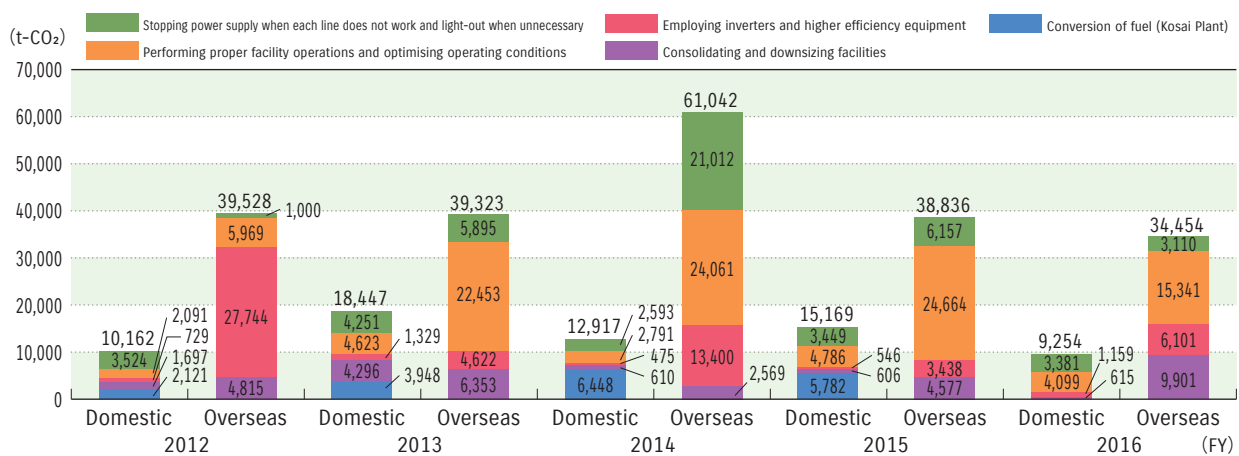
Large energy-saving effects were acquired by remodeling various processes according to production volume, such as consolidation of assembly plants of Kosai Plant (from 3 plants to 2 plants), reduction of machine downtime rate per operation in the cast process and machining process, and reduction of steam sending pressure (from 0.58MPa to 0.56 MPa).

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 utilising gravity, downsizing and reducing weight of equipment, and adopting high-efficient devices such as LED light and top-runner devices (motors, transformers).

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.

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

Total CO₂ reduction amount and reduction amount by activities of domestic plants and overseas group manufacturing companies



Promoting the use of alternative energies

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.

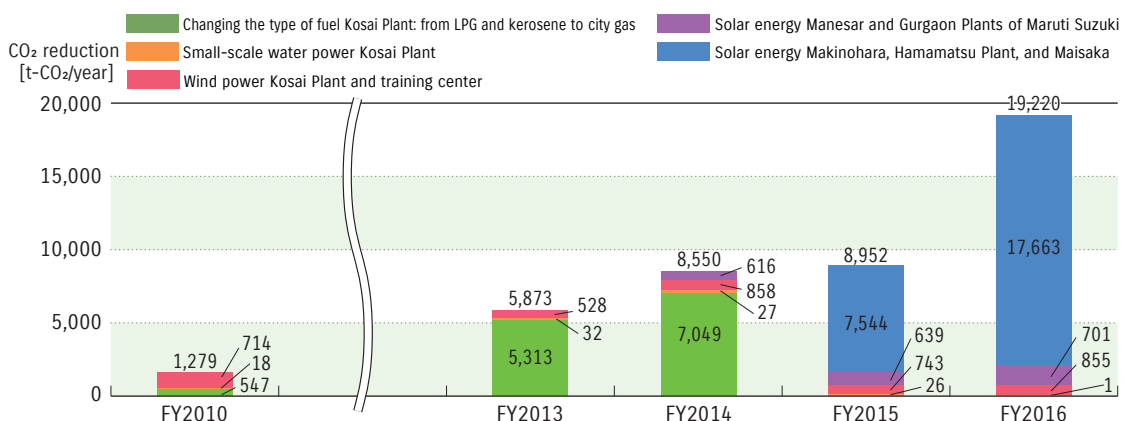
Concerning overseas sites, the 1-MW solar energy generation system started operation at the Manesar Plant of Maruti Suzuki India in FY2014.

We will promote conversion to fuels which generate less CO₂, use of natural energies, etc. both in Japan and overseas.

Electric power generated by alternative energies

Alternative Energy Source	Electric power generation [kWh]
Wind power (Kosai Plant, training center)	1,759,478
Small-scale water power (Kosai Plant)	1,689
Solar energy generation (Manesar and Gurgaon Plants of Maruti Suzuki)	1,500,950
Solar energy generation (Makinohara, Hamamatsu Plant, and Maisaka)	36,343,948

CO₂ reduced by alternative energies



[Production, distribution] Reduction of CO₂ emission from non-manufacturing activity

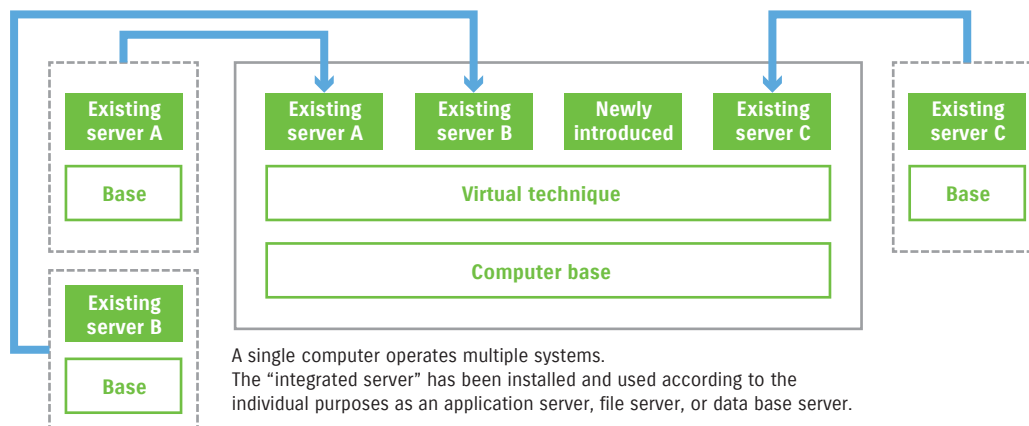
Energy saving efforts at data center

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. As a result, a lot of similar servers exist in the data center. In FY2015, procurement of servers by individual departments was stopped, and all arrangements are now done by the Global IT. A large server called "integrated server" is installed and segmented with the use of "virtual technique", and necessary server functions are distributed according to the requests from individual departments.

At the same time, the existing servers are being integrated into the integrated server step by step. We will conduct this measure continuously.



● Transition to UPS* shared by data center

We found that small UPS's were installed in individual racks although a large common UPS was installed in the data center, and this wastes electricity. So, we are trying to reduce power consumption by removing all of small UPS's from the racks and completely transferring the functions to the UPS shared in the center.

*UPS: Uninterruptible Power Supply

● Adoption of task-ambient air conditioning

Recently, densification and high integration is promoted for servers. In particular, we can see this clearly in servers related to engineering. Therefore, Suzuki strive to save energy by installing the task-type air conditioning system for a high temperature generating element such as the CAE* server and combining it with the conventional package-type air conditioning system installed near the wall.

*CAE: Computer Aided Engineering

● Other efforts

We are trying to make more efficient energy-saving measures by actively adopting the energy-saving diagnosis by a local government or professional vendor to clarify problems.

We also examine to introduce the automatic air-conditioning control system for the data center.

Promotion of CO₂ emission reduction at offices

We determined the standard of employee behaviour 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 behaviour on the in-house homepage so that individual employee can check the result of their activities.

● Standard of employee behaviour

We have established a standard of employee behaviour (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 Behaviour for In-house Cost Cutting Activities (Excerpt)]

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

● Visualisation of energy consumption specified in the standard of employee behaviour

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 behaviour 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 up to approximately 77% of the light in offices to LED in FY2016.



[Production, distribution] CO₂ reduction in sales activities, etc.

Energy-saving activities of non-manufacturing domestic subsidiaries of the Suzuki Group

Directly-managed domestic sales distributors*¹ and non-manufacturing companies*² of the Suzuki Group have a common goal toward reducing CO₂ and are making efforts in activities such as “Introduction of LED lights”, “Efficient operation and energy-saving of air-conditioning”, and “Energy-saving of lights in and outside plants and offices”.

Goal
Aggressively promote energy-saving activities toward suppressing global warming by introducing energy-saving facilities

*1 54 companies including Suzuki Motor Sales Tokyo Inc., Suzuki Motor Sales Hamamatsu Inc., and Suzuki Motorcycle Sales Inc.

*2 7 companies including Suzuki Marine Co., Ltd., Suzuki Business Co., Ltd., and Suzuki Transportation & Packing Co., Ltd.

[Production, distribution] **CO₂ reduction in domestic transportation**

Enhancement of transportation efficiency by reviewing transportation route and packing style

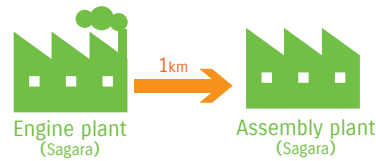
● **Shortening transportation distance (automobile engines)**

Until July 2015, for assembling compact cars at Kosai Plant, a part of the engines manufactured at Sagara Plant were transported approximately 80km to Kosai Plant. From August 2015, assembling of compact cars was moved to Sagara Plant. By doing so, manufacturing of engines and assembling of compact cars are both conducted at Sagara Plant, thus shortening transportation distance.

Until July 2015



From August 2015



● **Enhancement of transportation efficiency (motorcycle)**

For efficient product transportation from production plants to dealers, distribution bases have been centralised 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.

● **Enhancing fuel efficiency of transportation vehicles and promoting modal shift**

For domestic transportation of automobiles, Suzuki uses two types of transportation methods: by land using trucks and by sea using ships. For land transportation, we are working on improving average fuel consumption by promoting eco-drive at consigned transportation companies and switching to new vehicles. Approximately one third of completed automobiles for the domestic market are currently transported by sea. We will continue to review ways of distribution as needed and promote improving transportation efficiency such as by modal shift.



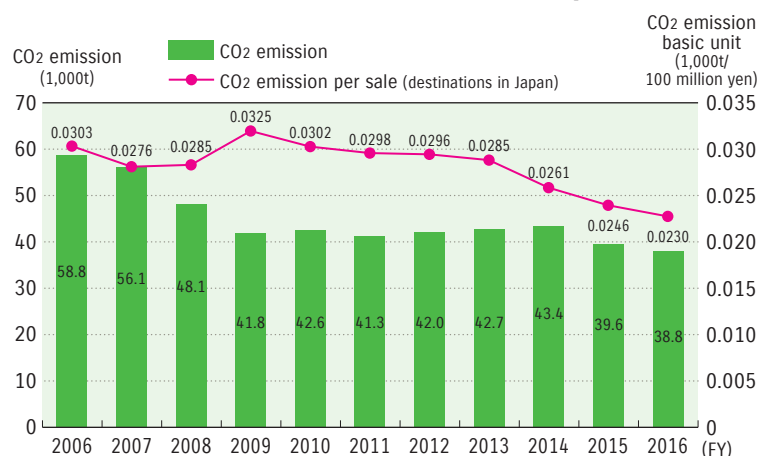
● **CO₂ reduction in domestic transportation**

We are trying to reduce transportation distance, improve transportation efficiency, promote modal shift, increase fuel efficiency of transportation vehicles, etc. in order to reduce CO₂ emissions in domestic transportation.

CO₂ emission in FY2016 was reduced by 33% compared to FY2006, and down by 2% year-on-year to 38,800t-CO₂.

CO₂ emission basic unit per sales was improved by 24% compared to FY2006.

Trends in CO₂ emissions from domestic transportation



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

Suzuki ensures that all new models conform to the 2005 emission control regulations (new long-term regulations). Among vehicles launched in FY2016, the number of models certified as "☆☆☆☆ low emission vehicles" was 40 types of 20 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 to be certified as "☆☆☆☆ low emission vehicles".

Vehicles conforming to emission control regulations

	Number of types and models	Ratio of production volume
Vehicles conforming to 2005 emission control regulations	8 models 13 types	17.1%
☆☆☆ low emission vehicle 50% lower than 2005 Emission Standard	3 models 3 types	0.5%
☆☆☆☆ low emission vehicle 75% lower than 2005 Emission Standard	20 models 40 types	82.4%

● Compliance with emission control regulations in other countries

We promote introduction of clean emission vehicles that conform to the latest European emission regulations, Euro 6, including the RDE (Real Driving Emissions) regulations, into the market in Europe. We sell models that conform to the latest regulations also in India and China, and promote development to ensure conformity to the next-generation emission regulations planned in 2020 such as Bharat stage VI (India) and Stage 6 (China).

● Catalyst technologies

It is indispensable to reduce emissions including when the engine is cold, in order to satisfy emission control regulations that are getting more stringent in all over the world. While reducing emissions from engines, we have been promoting improvement in performance of catalysts for exhaust-gas purification. We optimise the design of precious metal and rare earth used for catalysts, and concentrate precious metal effective for the performance of cold engines at the front section of the catalyst. Such zone-coated catalyst is adopted for strict emission control regulations in Japan, Europe, etc. In addition, we also adopt a thin-wall, high-cell-density catalyst excellent for purification of cold engines, and hexagonal cell catalyst that performs excellent purification during high-speed driving, etc. in order to clean exhaust gas all over the world.



Zone-coated catalyst

Palladium (Pd) which is excellent in purification of hydrocarbon emitted by a large amount when the engine is cold, is concentrated at the front section, and platinum (Pt) which is effective in purification of nitrogen oxides generated during high-speed driving at the rear section.

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, Labour and Welfare, which is deemed as the automobile industry's voluntary goal*2. In FY2016, we achieved the target for the new WagonR and Swift.

In addition to reduction of VOC that has concentration guideline, we are making efforts in producing more comfortable cabin environment for customers by setting goals for cabin odour and trying to minimise the odour.

Models achieving better values than the cabin VOC concentration guideline values in FY2016



New WagonR

New WagonR Stingray

New Swift

*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, Labour and Welfare by imposing its voluntary targets, all of which are stricter than the government targets, on new passenger car models marketed from April 2007 and new commercial vehicle models sold from April 2008.



Cabin VOC measurement of the new WagonR Stingray



Sampling of the new WagonR Stingray

Motorcycles

Reducing exhaust gas

We are working on reinforcement of purifying performance as exhaust gas reduction technology to meet the 2016 exhaust gas restriction in Japan.

Improvement in catalyst (tandem honeycomb)

Tandem honeycomb was adopted for the V-Strom 650 launched in May 2017. Purifying performance is reinforced by changing from the conventional single honeycomb to a tandem honeycomb structure, in which two honeycombs are positioned inline with space in between the two honeycombs.



Outboard Motors

Reducing exhaust gas

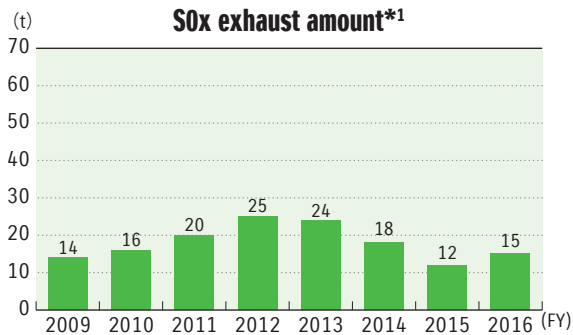
● Compliance with domestic emission control regulations

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.

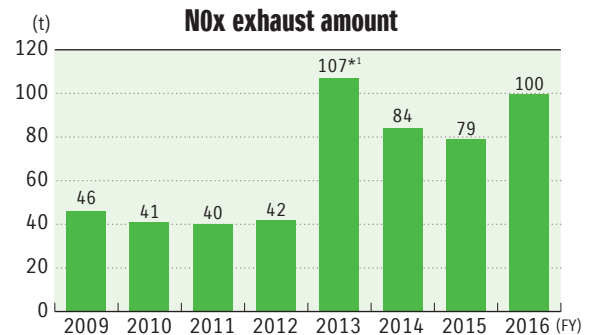
Plants

Control of SOx and NOx emissions

In order to prevent air pollution, we are making efforts in maintaining and controlling SOx (sulfur oxides) and NOx (nitrogen oxides) emission amounts that are emitted from boilers, etc. by setting higher voluntary standards. In FY2016, SOx emission amount increased owing to longer operating hours of the Kosai Plant incinerator from increased amount of industrial discharge. NOx emission amount also increased owing to introduction of co-generation power system for efficient use of energy in Kosai Plant.



*1 SOx emission amount is calculated according to fuel consumption from January to December.
[Area subject to totalisation] Domestic plants, die plant



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

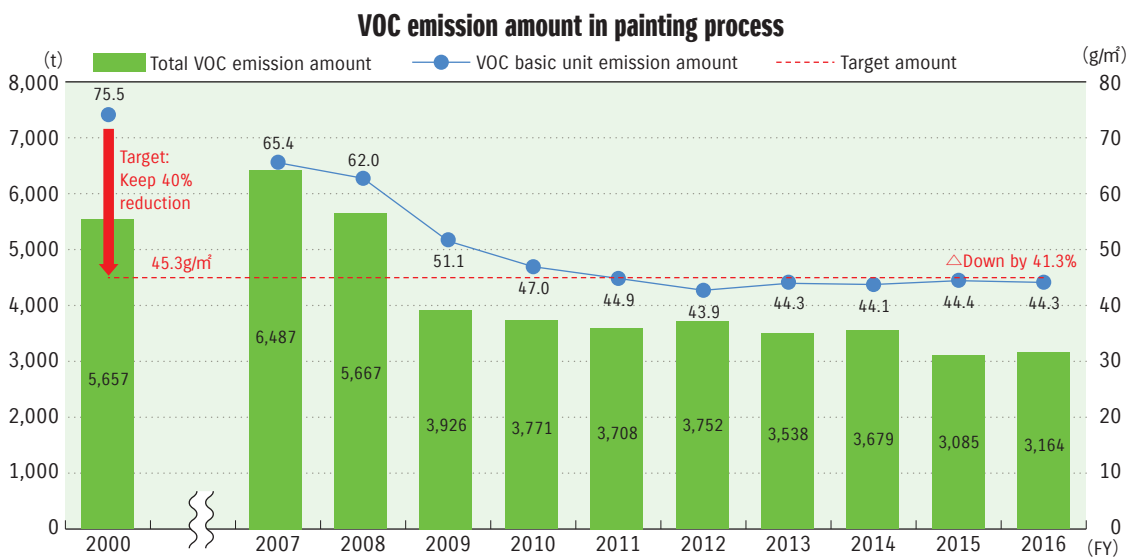
VOC reduction in the painting process

Great efforts are made to reduce emissions of VOC (solvent) used in the painting process.

The total emission in FY2016 including painting of automobile bodies, bumpers, and motorcycles was 3,164t/year.

In FY2016, 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.



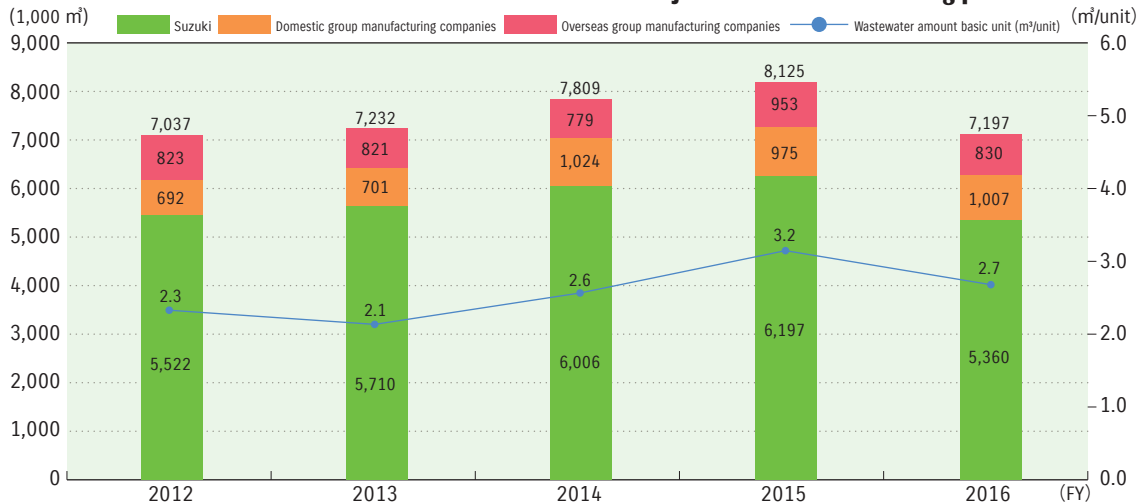
[Area subject to totalisation] Automobile body, motorcycle, domestic plants with each painting process of bumpers (Iwata, Kosai, Toyokawa, and Sagara Plants)

Control of water and soil contamination

Purification of plant effluent

Production wastewater and sewage produced in plants are purified at the company's wastewater treatment facility before being released to rivers or public sewage. Efforts are made in reducing substances of concern upon releasing, by setting individual standards stricter than the wastewater standards specified in laws and restrictions.

Trends in amount of wastewater of domestic and major overseas manufacturing plants



【Area subject to totalisation】

Suzuki: Takatsuka, Iwata, Kosai, Toyokawa, Osuka, and Sagara Plants

Domestic group manufacturing companies: Suzuki Auto Parts Mfg. (Suzuki Seimitsu Plant, Enshu Seiko Plant, Hamamatsu Plant), Suzuki Toyama Auto Parts, Suzuki Akita Auto Parts, and SNIC (Ryuyo Pipe Plant, Ryuyo Seat Plant, Hamakita Trim Plant, and Sagara Plant)

India: Maruti Suzuki India Ltd. and Suzuki Motorcycle India Private Ltd. (3 plants of 2 companies)

Indonesia: PT. Suzuki Indomobil Motor (3 plants of 1 company)

Thailand: Suzuki Motor (Thailand) Co., Ltd. and Thai Suzuki Motor Co., Ltd. (2 plants of 2 companies)

USA: Suzuki Manufacturing of America Corporation (1 plant of 1 company)

Hungary: Magyar Suzuki Corporation Ltd. (1 plant of 1 company)

Malaysia: Suzuki Motorcycle Malaysia SDN.BHD. (1 plant of 1 company)

Philippines: Suzuki Philippines Inc. (1 plant of 1 company)

Pakistan: Pak Suzuki Motor Co., Ltd. (1 plant of 1 company)

Cambodia: Cambodia Suzuki Motor Co., Ltd. (1 plant of 1 company)

Vietnam: Vietnam Suzuki Corp. (2 plants of 1 company)

Colombia: Suzuki Motor De Colombia S.A. (1 plant of 1 company)

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

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 FY2016, we conducted soil survey 5 times in plants in Japan, and no soil contamination was found. In addition, 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, and are completed at all 16 plants and group manufacturing companies.

● Efforts for cleanup of groundwater

Since the organic chlorine compounds (trichloroethylene and cis-1, 2-dichloroethylen) were discovered in the groundwater at Takatsuka Plant in January of 1999, we have continued the groundwater cleanup efforts and have conducted measurements along the plant's site boundaries. In addition, we started a biological remediation in March 2015 for groundwater cleanup by using microorganisms to complete the sanitisation as early as possible. Groundwater is being cleaned up owing to the effect of this bio-remediation. We will aim to complete the cleanup of organic chlorine compounds by continuing the bio-remediation.

[Design, development] Noise reduction

Automobiles

Reducing noise

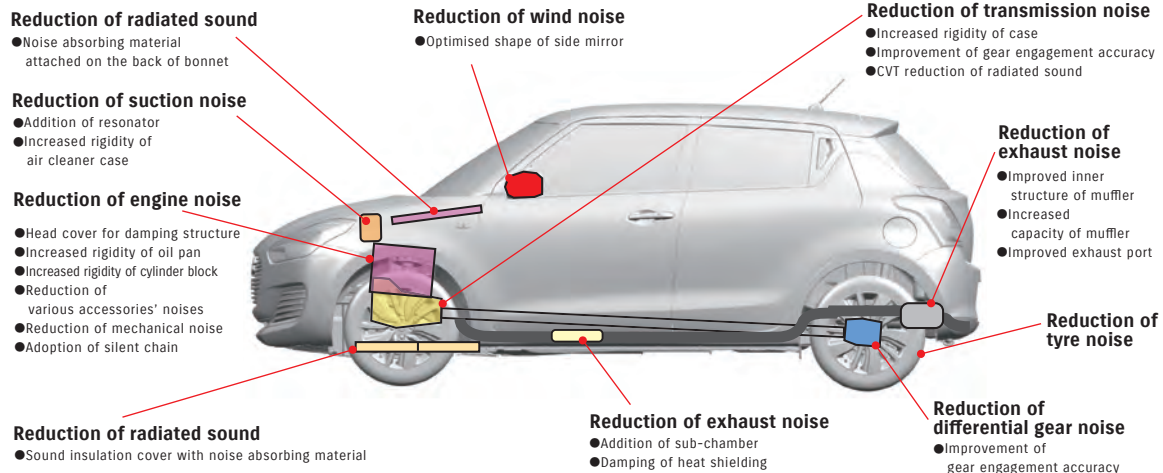
● Vehicle exterior noise

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 tyres. At the same time, we are optimising 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 and sold by Suzuki.

The company also meets the new exterior noise restriction (R51-03) introduced in October 2016 in Japan for all of our new models.

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.

Examples of noise-reduction measures for the new WagonR

- Adoption of new engine
- Change in engine mount support method and adoption of liquid-sealed engine mount
- Improvement of body structure which combines lightweight body and performances in reducing noise and vibration
- Reduction in steering vibration by adopting high-rigidity steering support
- Adoption of noise-absorbing type molded headlining
- Adoption of noise-absorbing pad in dash side panel
- Adoption of noise-absorbing material under the carpet and damping material in floor panel
- Equipment of noise-shutting cover inside the fender



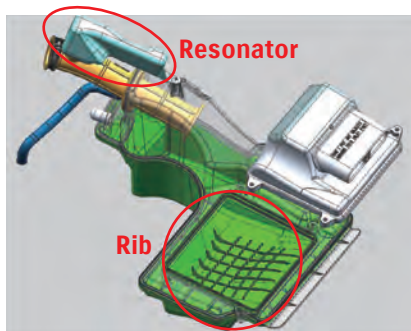
Motorcycles

Reducing noise

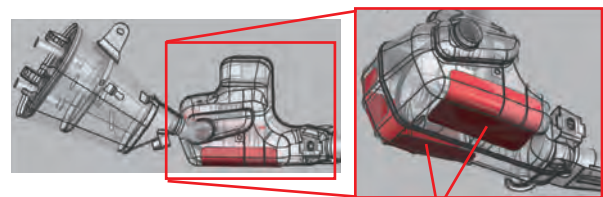
● Example of applied product

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

To conform to the domestic noise regulation, while maintaining styling and output character, GIXXER adopts a number of structures with high noise reduction.



- ① For air cleaners, intake noise has been reduced by securing enough volume and placing a resonator in an outlet pipe. Also by making its inner wall into a rib structure for securing rigidity, radiated sound from air cleaner wall is reduced.



- ② As for mufflers, exhaust noise has been reduced by securing enough volume. Also, by welding stainless steel mesh inside the muffler wall, radiated sound from muffler wall is reduced.

Plants

Reduction of odour and noise

Although we strictly follow the relevant regulations or laws, the odour 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 odour and elimination of the potential sources of them.



Noise measurement

[Production, products] Control of chemical substances

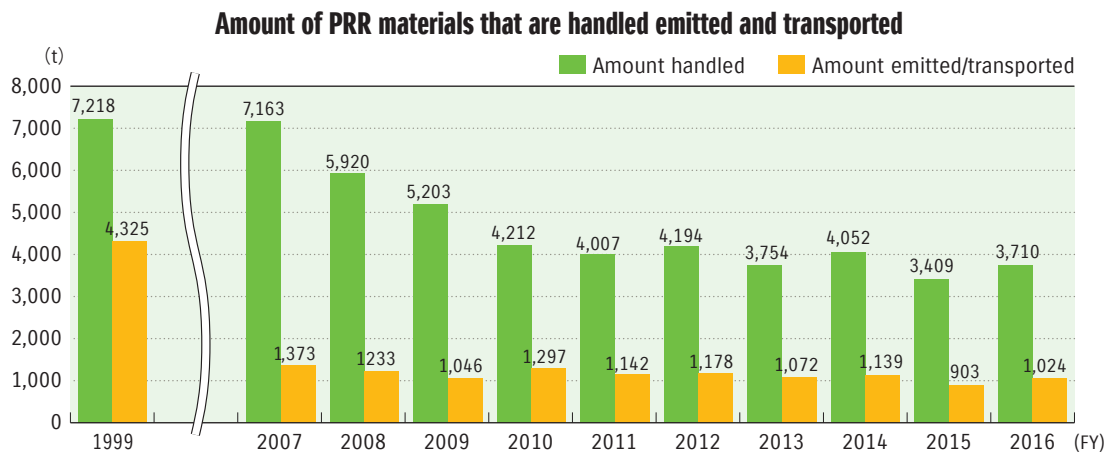
Purchasing new substances

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 behaviour, 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. The amount of emissions and transportation of them was 1,024 tons in FY2016.



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

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

We will promote business operations considering 3Rs when disposing of end-of-life vehicles (ELV), as well as in the development/design and production phases.
We will contribute to realisation of sustainable recycling-oriented society by carefully using resources throughout the process.

Consideration to recycling

Automobiles

Continuation of design aimed for reducing materials

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 and radiator grille of Swift launched in January 2017 have been slimmed.

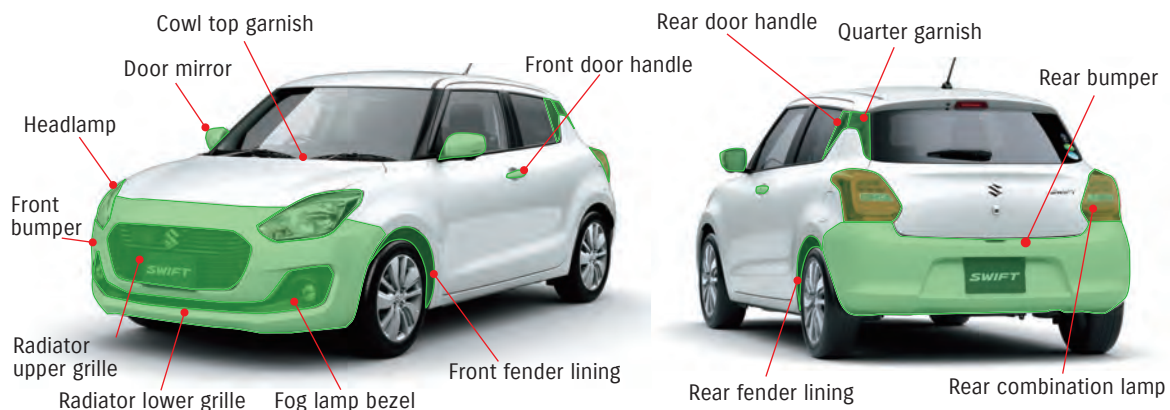


Expanding adoption of thermoplastic resin parts

● Recyclable design

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

Major components using recyclable resinous materials (example: exterior of Swift)

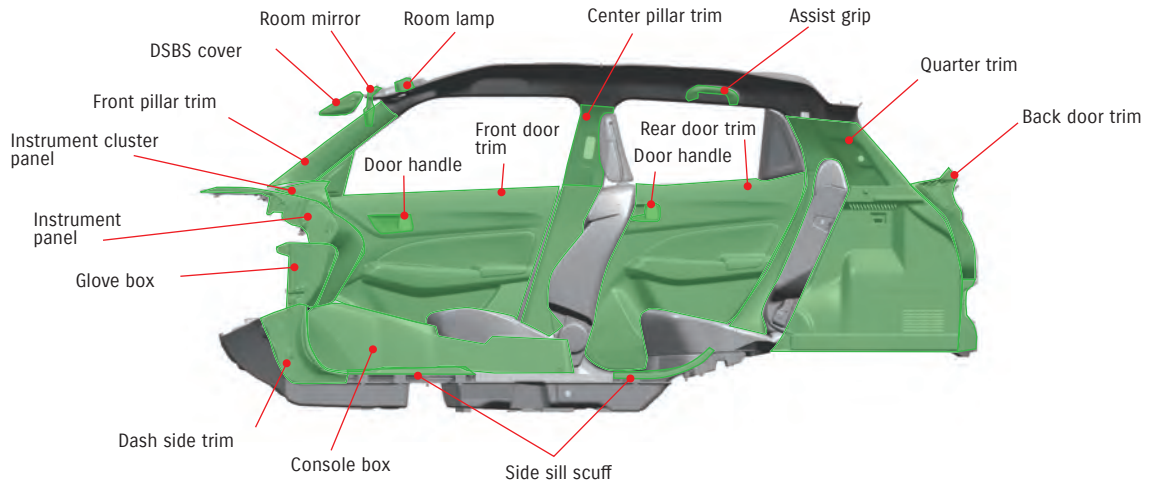


Use of easily recyclable resinous materials

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 Swift)



Component names

Room mirror	Housing
Room lamp	Stay
	Lens
Center pillar trim	Upper
	Lower
DSBS 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		Board
	Front	Arm rest
		Pocket
Door trim	Rear	Board
		Pull case
	Back	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 (interior of WagonR)



Instrument panel
ornament

Audio garnish

Motorcycle

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

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

To promote effective utilisation of resources, we use the recyclable in-mold material PP resin material in 16 exterior resin parts and bottom plate of seat of GSX-R1000/R.

As for overall exterior resin parts, weight is reduced by approximately 14% compared to the previous model through thinning of parts, reducing the weight of materials used.

Also, recyclable in-mold material PP resin material is used in 7 exterior resin parts and bottom plate of seat of GSX-S750.

*PP: Polypropylene

In-mold material PP resin parts adopted on GSX-R1000/R



In-mold material PP resin parts adopted on GSX-S750



● Easy disassembly of parts

We are pursuing ease of disassembly of parts for promoting recyclable design.

For GSX-R1000/R, we modularised headlamp, meter, upper cowling, and under cowling in consideration of the ease of disassembling.

Example of disassembly of GSX-R1000/R



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 increasing the use of easily-disassembled tapping screws.

Major components using recyclable resinous parts (example: DF150AP exterior)



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 FY2016 (from April 2016 to March 2017) is as below.

Collection and recycle of ASR

Our ASR recycling rate was as high as 97.7% in FY2016, continuously achieving or surpassing the legal target for FY2015 or later (70% or higher) since as early as FY2008. Vehicle recycling rate reached 99.5%*³.

We are promoting collection and recycling of ASRs through ART*⁴ organised by 13 domestic automobile manufacturers (as of 31 March 2017), 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 FY2016, our airbag recycling rate was 93.5%, 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 83,816.7kg.

For collection and recycle of air bags and collection and disposal of Freon (HFC) materials, Suzuki and other auto makers organised 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.

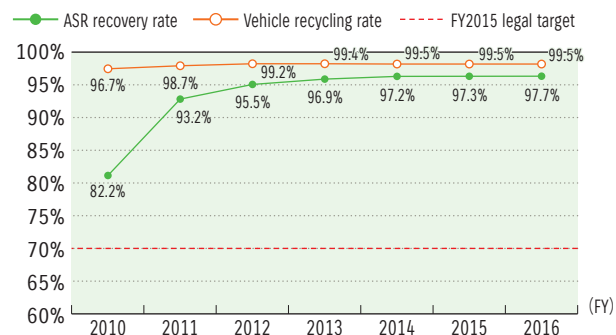
*1 Automobile Recycling Law: Formal name "Act on Recycling, etc. of End-of-Life Vehicles"

*2 Automobile Shredder Residue

*3 Calculated by adding to the percentage recycled and recovered up to the dismantling and shredding processes (approximately 83%, quoted from the May 2003 joint council report) the remaining ASR rate of 17% × ASR recovery rate of 97%

*4 Abbreviation for Automobile shredder residue Recycling promotion Team

Trends in ASR recovery rate and vehicle recycling rate (from FY2010 to FY2016)



Result of recycling in FY2016

<Results of recycling of treatment specified three items>

ASR	Total weight of ASR taken back / Total number of ELVs taken back	50,600.3t / 392,998 units
	Weight of ASR taken back	48,346.1t
	ASR recovery rate	97.7%
	Airbags	
Airbags	Total weight / Total number of ELVs	68,389.4kg / 234,442 units
	Total weight of recycled airbags	63,959.1kg
	Airbag recycling ratio	93.5%
CFCs	Weight of CFC / Number of ELVs	83,816.7kg / 345,239 units

<Balance of Payments>

(Unit: yen)

Amount of official credit deposit received	3,246,727,127
Amount of recycling cost deposit received	2,774,202,105
Balance of payments	472,525,022

Please refer to the following website concerning our automobile recycling initiative (only in Japanese language)
<http://www.suzuki.co.jp/about/csr/recycle/index.html>

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 CO₂ emission during transportation due to efficient transfer and handling of the downsized materials.

The collected bumpers are recycled and reused to produce such automotive parts as side deck insulator cover, fuel filler hose cover, battery holder, engine undercover, foot rest, etc.

Examples of parts using recycled materials



Fuel filler hose cover of Carry



Side deck insulator cover of Carry

Recycling of batteries

● Collection and recycling of used lithium-ion batteries in Japan

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

For more details of collection and recycling of the used lithium-ion battery, access the following website.

(only in Japanese language)

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

● Collecting and recycling of used lithium-ion batteries in Europe

We launched the Baleno equipped with SHVS mild hybrid system installed with the lithium-ion battery in Europe in April 2016, and subsequently launched the Ignis and the Swift. 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.

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 organising 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 organised 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 authorised auditing agency on our systems for collecting material data and verifying environmental impact substances. As a result, we acquired the certificate of conformance (COCCom) 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 authorised organisation and obtained a new COCCom 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.

Motorcycles

Regarding voluntary recycling of motorcycles

We have voluntarily operated the "motorcycle recycling system" together with four 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 FY2016 is 98.0% of the weight basis, achieving the recycling rate target of 95%.

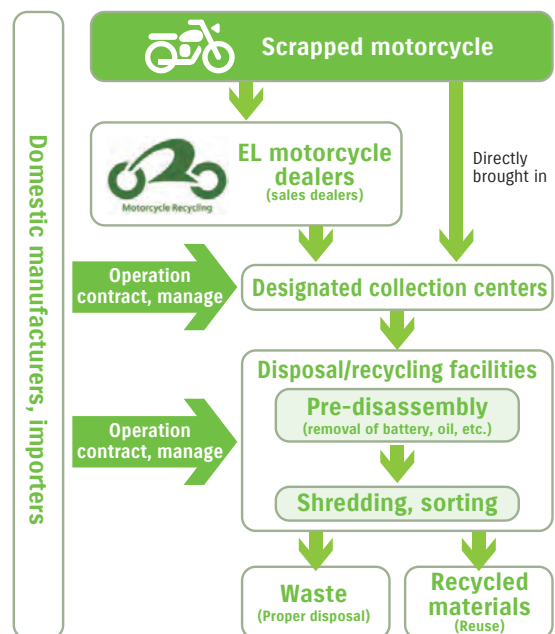
For more details, access the following websites. (In Japanese language only)

For more details on Voluntary Motorcycle Recycling Efforts by Suzuki, access the following website.

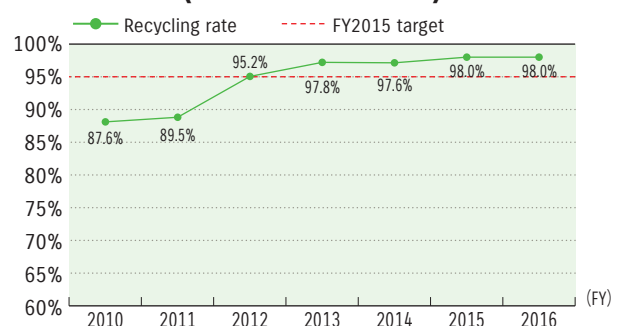
<http://www1.suzuki.co.jp/motor/recycle/index.html>

For the details of Japan Automobile Recycling Promotion Center, access the following website. (for motorcycle recycle)

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



Trends in recycling rate of motorcycle products (from FY2010 to FY2016)



Outboard Motors

Voluntary efforts for recycling FRP* boats

Suzuki aggressively participates in a program called the "FRP Boat Recycling System" voluntarily 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, Transport and Tourism, and realises 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)

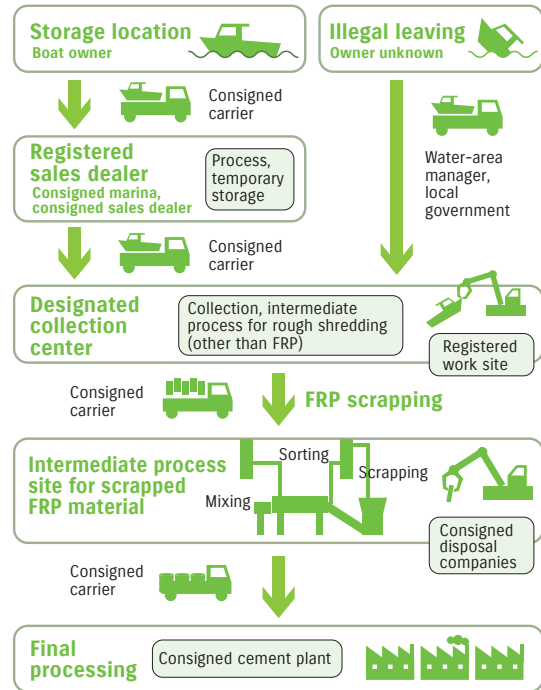
Suzuki Voluntary Actions for FRP Boat Recycling System
(Details)

<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>



Reduction of packaging materials

● Use of returnable containers <Reduction in weight of packaging materials such as corrugated cardboard used for shipment of spare parts>

We are pursuing the use of returnable containers in our domestic shipping of spare parts. In FY2016, returnable containers were used in 24% of the whole shipping, which reduced approximately 120t of corrugated cardboard.

● Promotion of using returnable containers for packaging materials <Reduction in weight of disposal packaging material used for shipment of KD components>

We are promoting the use of returnable rack for shipment of KD components. In FY2016, approximately 61% of the total deliveries were transported with returnable racks, reducing 3,938t of disposable steel materials.

For FY2017, we will actively introduce the use of returnable racks in unused destinations with the target of 80% of the whole shipment.

We are also promoting to make resin trays returnable. In FY2016, we newly used these returnable resin trays for cylinder blocks and cylinder heads, which reduced 8.9t of disposable corrugated cardboard.

● Reuse of disposal materials

In order to prevent damages to spare parts during transportation, we reuse disposal material produced in plants to make cushioning materials. We reused approximately 1.8t of disposal mirror mat in FY2016.



Disposal mirror mat



Collection



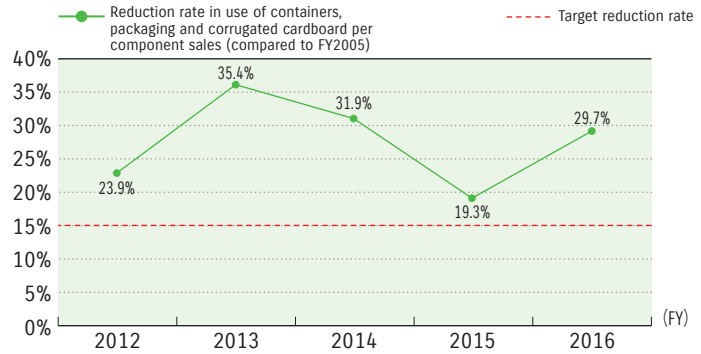
Reuse as cushioning materials

Reuse of disposal mirror mat

Initiative in reducing the use of containers and packaging for products

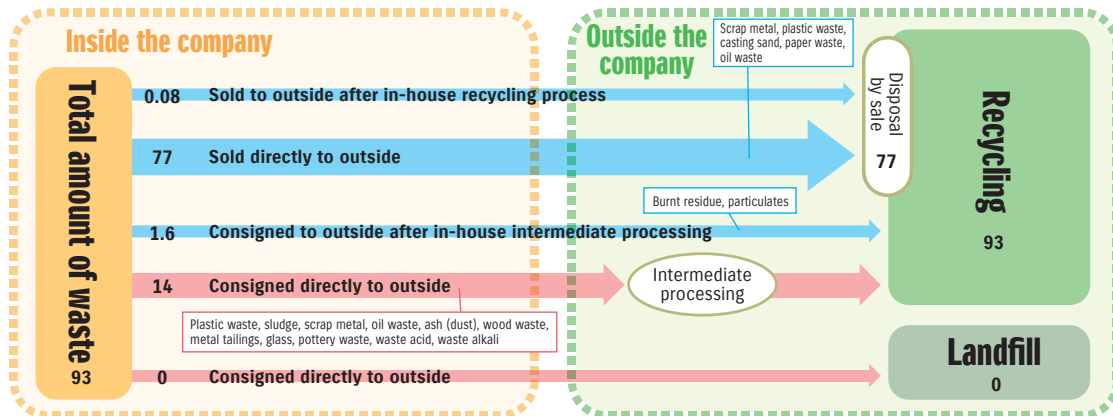
We are promoting to reduce the use of containers and packaging (including corrugated cardboard) for spare parts, components, outboard motors, etc. In FY2016, we reduced the use of containers and packaging (including corrugated cardboard) per component sales by 29.7% compared to FY2005 (continuously achieving the target reduction rate of more than 15% since FY2010).

Trends in the use of containers and packaging (includes corrugated cardboard) (from FY2012 to FY2016)



Waste

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



*Waste, etc.: Wastes and recyclable materials

Note: Data is collected for non-consolidated Suzuki only

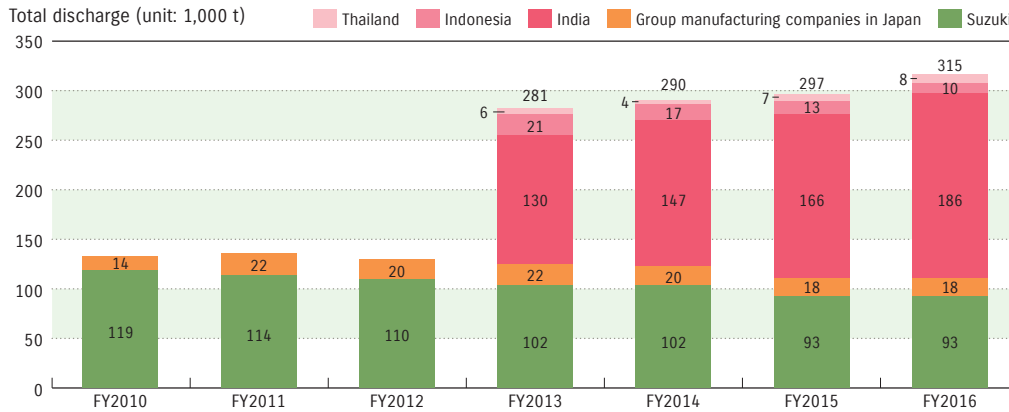
Reduction of waste materials

● Total waste discharge amount

The total waste discharge amount at Suzuki plants and group manufacturing companies in Japan was 111,000 tons (same as the previous year), and the global total waste* including Japan was 315,000 tons. Also, there are no exports/imports of hazardous wastes specified in the Basel Convention.

*The waste related data of major overseas plants have been publicised 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 0t, both of which consecutively indicate the zero level*¹. The global quantity of landfill*² (including Japan) was 61t (down 17.6% 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. As for domestic group manufacturing companies, as a result of promoting recycling such as making into cement materials, we were able to make landfill amount to 0t, with landfill of 0.04t in FY2015 as the final amount.

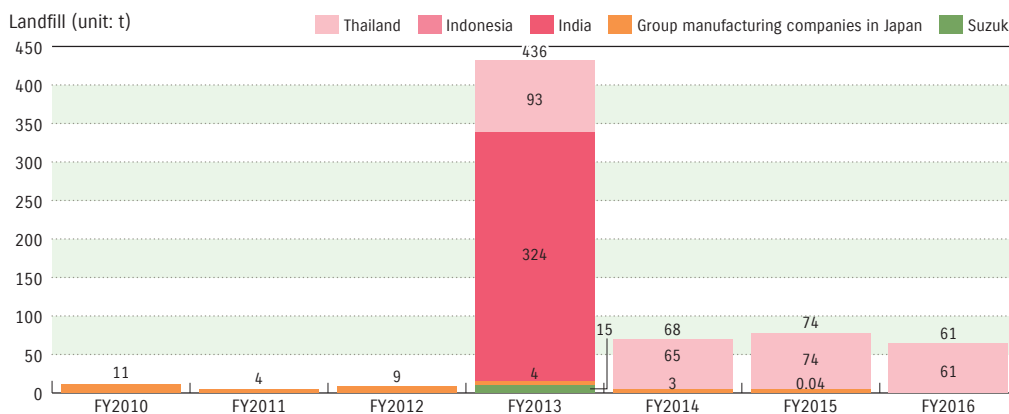
*1 Definition of the zero level

Plants and die plant in Japan: The total amount of landfill is less than 1% of the amount in 1990 (24,675t).

Group manufacturing plants in Japan: The total amount of landfill is less than 1% of the amount in 2002 (1,370t).

*2 Data of major overseas plants is provided for FY2013 and later.

Transition of landfill amount at major plants in Japan and overseas



[Area subject to totalisation]

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, Hamamatsu Plant),

Suzuki Auto Parts Toyama, Suzuki Auto Parts Akita, and SNIC (Ryuyo Pipe Plant, Ryuyo Seat Plant, Sagara Plant, and Hamakita Trim Plant) (9 plants of 4 companies)

India: Maruti Suzuki India Ltd., Suzuki Motorcycle India Private Ltd., and Suzuki Motor Gujarat Private Limited (6 plants of 3 companies)

Indonesia: P.T. 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)

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 31 March 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 authorised by the Ministry of the Environment. At Suzuki's domestic plants, PCB wastes equivalent to 527 units of vehicles have been disposed by the end of March 2017.

Reduction of wastes from offices

Under the policy of making parts Smaller, Fewer, Lighter, Shorter, and Neater, Suzuki is making efforts 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 computerisation of various documentary forms, duplex printing, use of backing paper, and reduction of documents used at meetings.

● Promotion of material recycling of paper waste

At Suzuki head office, paper wastes were previously burnt for thermal recycling (reused as heat energy). Since July 2005, however, material recycling has been conducted, instead of the thermal recycling, through separate collection of office documents, newspapers and magazines, cardboard boxes, etc. In FY2016, 900 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 processing	After treatment		Collection & transportation	Intermediate processing	Final processing	Reuse or disposal			
Waste Paper	Collection & transportation	→	Kosai Plant	→	Kosai Plant	→		Melting	Shredding	Used as roadbed materials		
								Melting	Firing	Used as cement raw materials		
Office documents						Collection & transportation	→	Melting	→	Used as recycled paper		
Corrugated paper										Sorting	Melting	Recycled into corrugated paper recycling
Newspaper, magazines, catalogs, etc.												Burning
Specific waste paper												

Water resources

Water usage measures

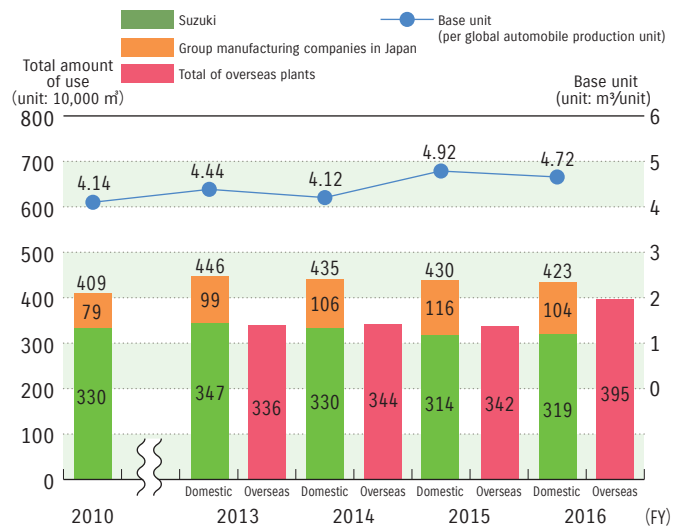
Suzuki Group is working on ways to conserve water and reuse wastewater at plants in Japan in order to reduce the amount of water used in our plants.

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

At Maruti Suzuki India and Suzuki Motor Gujarat in India, where they have severe problem with water shortage in particular, they accomplished “zero” drainage discharge (100% recycled) 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 FY2016 in Japan decreased by 1.7% compared to the previous year, resulting in 4.23 million m³.

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 totalisation]

Suzuki: Takatsuka, Iwata, Kosai, Toyokawa, Osuka, Sagara, and die Plants

Domestic group manufacturing companies: Suzuki Auto Parts Mfg. (Suzuki Seimitsu Plant, Enshu Seiko Plant, Hamamatsu Plant, and Hamamatsu branch plant), Suzuki Toyama Auto Parts, Suzuki Akita Auto Parts, and SNIC (Ryuyo Pipe Plant, Ryuyo Seat Plant, Trim Plant, and Sagara Plant) (10 plants of 4 companies)

India: Maruti Suzuki India Ltd., Suzuki Motor Gujarat Private Limited (from FY2016), and Suzuki Motorcycle India Private Ltd. (5 plants of 3 companies)

Indonesia: PT. Suzuki Indomobil Motor (2 plants in Cikarang started from FY2014) (4 plants of 1 company)

Thailand: Suzuki Motor (Thailand) Co., Ltd. and Thai Suzuki Motor Co., Ltd. (2 plants of 2 companies)

Hungary: Magyar Suzuki Corporation Ltd. (1 plant of 1 company)

Spain: Suzuki Motor Espana, S.A. (until FY2012) (1 plant of 1 company)

Pakistan: Pak Suzuki Motor Co., Ltd. (2 plants of 1 company)

Vietnam: Vietnam Suzuki Corp. (2 plants of 1 company)

Philippines: Suzuki Philippines Inc. (1 plant of 1 company)

Myanmar: Suzuki (Myanmar) Motor Co., Ltd. (2 plants of 1 company)

Cambodia: Cambodia Suzuki Motor Co., Ltd. (1 plant of 1 company)

USA: Suzuki Manufacturing of America Corporation (1 plant of 1 company)

Malaysia: Suzuki Assemblers Malaysia SDN. BHD. (until FY2015) (1 plant of 1 company)

Colombia: Suzuki Motor De Colombia S.A. (1 plant of 1 company)

Thorough water-saving at offices and employee dormitories

In order to aggressively reduce water usage, we are making efforts in awareness of water-saving such as by announcing detailed measures, in addition to posting water-saving awareness posters in toilets and kitchens. We are also making efforts in reducing water usage such as by automating faucets and introducing water-saving models in toilets.

Reinforcement of Environmental Management

We will globally establish the environmental control system and improve it continuously in order to promote actions concerning environment in business operations in the entire Suzuki Group. We, as a member of the society, will develop the society harmonised with natural environment by promoting environmental communications with various stakeholders.

Reinforcement of environmental management

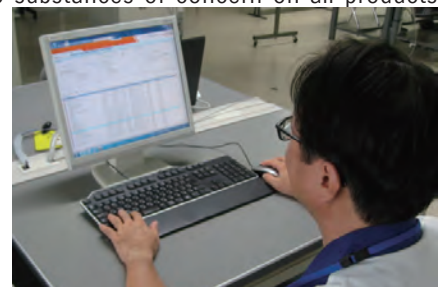
Management of substances of concern

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, Authorisation and Restriction of Chemicals). Also, recyclability for receiving type approval of motor vehicles in the European Union is calculated by using this system.

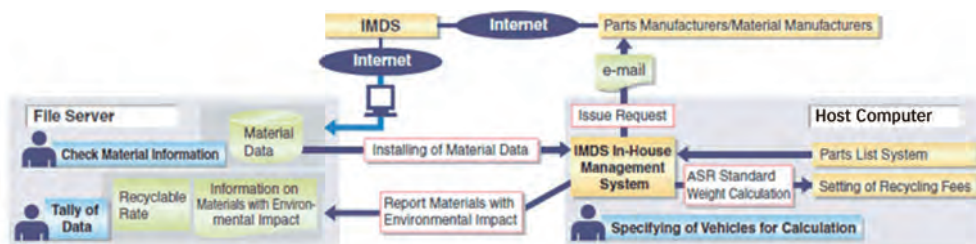
So far, we have identified compliance with laws and regulations related to substances of concern on all products produced by domestic plants and Magyar Suzuki (Hungary), some products of Maruti Suzuki India Ltd. and Suzuki Motor (Thailand) Co., Ltd., and some motorcycles of P.T. Suzuki Indomobile Motor (Indonesia) by using this system. Through such efforts, we verified the compliance with laws and regulations related to substances of concern on additional 18 models of automobiles, motorcycles, and outboard motors in FY2016.

We will promote reduction management of substances of concern through applying the system for automobiles sold and motorcycles manufactured in India.

*SVHC: Substance of Very High Concern



Collection of data for IMDS



Strengthening thorough prohibition of use of asbestos in Suzuki Group

The use of asbestos is thoroughly prohibited in the Suzuki's standards, but we established the new "Asbestos Control Rules" in order to enhance prohibition of the use of asbestos in all of our production bases in the world. In the system based on this new rule, imported products that may contain asbestos (brake pad, gasket, etc.) are not allowed to proceed to the development stage and prototype vehicles using those products are not allowed to be imported to Japan unless it is proved that no asbestos is contained by the asbestos non-inclusion certificate etc.

Conformance to regulations concerning chemical substances in Japan and overseas —

We are promoting the shift to materials that do not contain decabromodiphenyl ether (DecaBDE: brominated flame retardants) specified as an additional abolition substance in the POPs Convention and phthalate type plasticiser specified as a limited substance in REACH (EU) under cooperation with our suppliers.

In Japan, we are also making efforts for the Act to Prevent Mercury Contamination on Environment and to show chemicals (mainly grease, oil, etc.) on labels according to the revision of the Industrial Safety and Health Law.

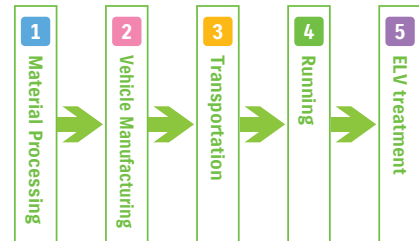
Promotion of establishment of the system to control substances of concerns in overseas bases —

We have established Suzuki Green Procurement Guideline and started its operation accordingly at major overseas production bases since 2011 in order to promote establishment of the system to manage substances of concerns.

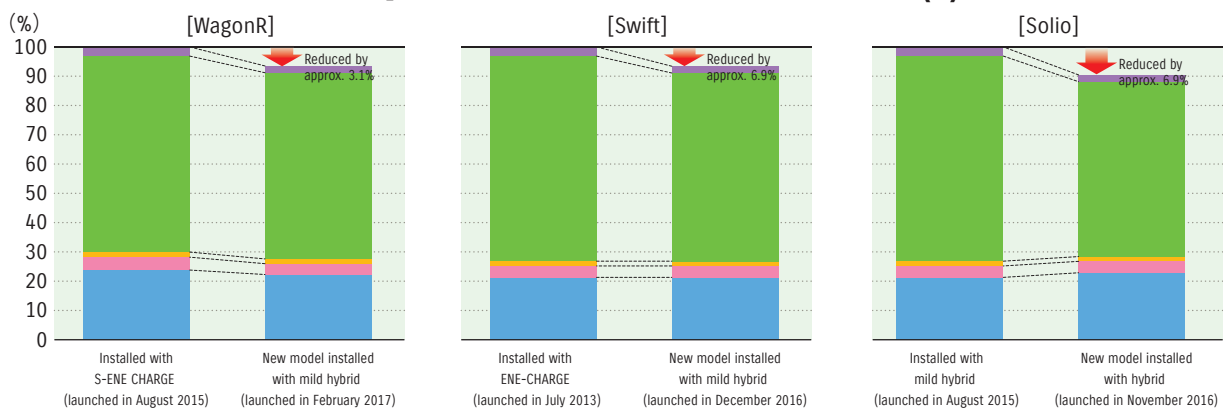
Life Cycle Assessment (LCA)

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 utilising their results to product development and business activity.

Suzuki LCA Stages



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



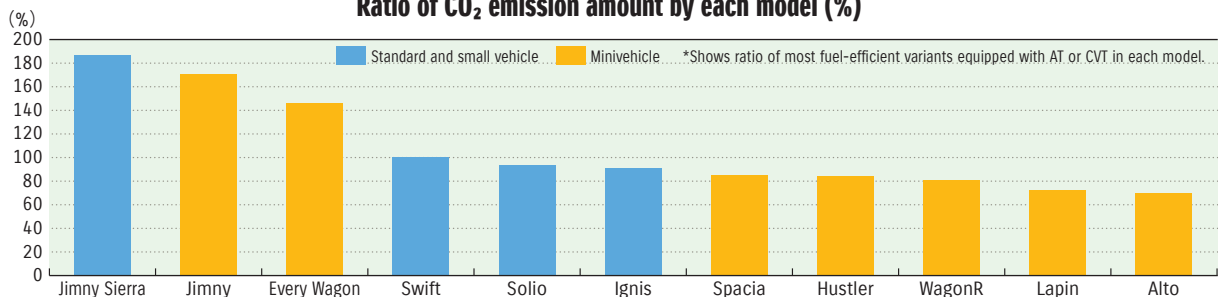
*Result of a vehicle's lifetime running distance of 110,000km (13 years) driven in JC08 test cycle.

*Running stage takes replacement parts into concern including tyres, engine oil, and batteries.

*In order to check the relative environmental improvement effect, assessment results are shown in index.

Material processing (Blue), Vehicle manufacturing (Pink), Transportation (Yellow), Running (Green), ELV treatment (Purple)

Ratio of CO₂ emission amount by each model (%)



*Shows ratio of most fuel-efficient variants equipped with AT or CVT in each model.

Result of new WagonR

Ratio of SO_x amount with the conventional model as 100%

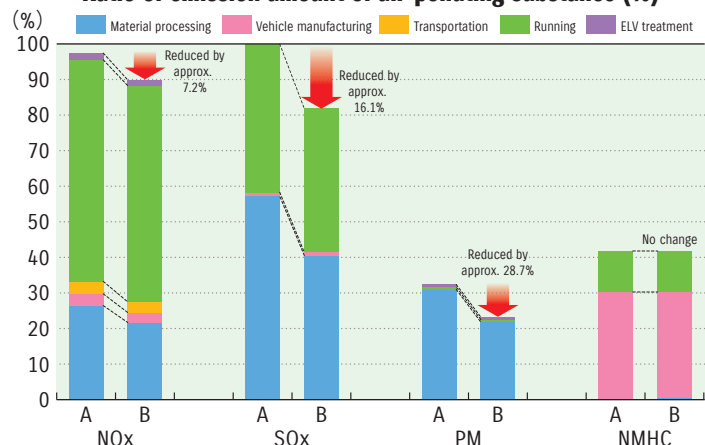


A: conventional model (launched in August 2015)

B: current model (launched in February 2017)

NO_x: Nitrogen Oxide
SO_x: Sulfur Oxide
PM: Particulate Matter
NMHC: Non Methane Hydrocarbons

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



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. (We are requesting new and existing suppliers to submit check sheets thereafter. More than 50% of suppliers of production parts have attained outside certifications including ISO14001.)

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, Authorisation and Restriction of Chemicals (REACH), but also various future environmental laws and regulations.

*Suzuki Green Procurement Guideline: http://www.globalsuzuki.com/corporate/environmental/green_policy/pdf/suzukiGreenGuideline.pdf

Expansion of environmental communication

Efforts for biodiversity

Suzuki introduced the environmental brand **SUZUKI GREEN** to realise 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 recognise 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 coexist 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 voluntarily 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>

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 harmonised with beautiful natural environment.

【Emphasised 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 behaviour for biodiversity to penetrate into all employees.
- ③Work on announcing environmental information and self-conservation activities widely to the society.



Observation of aquatic creatures in the forest of Ochibano Sato Water Park under “Eco-Kids Experimental Learning Activity 2016”

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 plants Effective utilisation 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 plants 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 global warming and Suzuki Green Policy in introductory workshops and on-the-job training for new employees Continuation of in-house seminar on eco-driving Participation in and cooperation for local community environmental events organised 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 green procurement Close cooperation with suppliers based on "Suzuki Green Procurement Guideline" Environmental consideration for plant location, etc.	③	Publication of "Suzuki CSR & Environmental 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 11,141 participants have conducted the cleanup activities 150 times until FY2016 and collected 64 mini-truckloads of flammable and non-flammable garbage.

In 2017, the activity was acknowledged by the Shizuoka Prefecture and the company received the FY2017 Governor's Award as humane association of river, coast, and road

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



Suzuki Manner Improvement Activities

● Activities for “CLEAN-UP THE WORLD CAMPAIGN”

The Marine & Power Products Operations of Suzuki always acknowledges that both of our lives and our outboard motor business are made up of water, and our employees voluntarily clean rivers, sea, lakes, etc. where outboard motors are used.

Such clean-up activities were first held in December 2010 at Sanaru Lake, and it will be the 7th in this year.

Since the 2nd time, we expanded the clean-up activities to the world as “CLEAN-UP THE WORLD CAMPAIGN”, called for our overseas dealers and held the campaign 5 times (6 times for cleaning activities at the headquarters) by FY2016.

At the headquarters, in FY2016, we conducted the clean-up activity at Enshu-nada Kaihin Park/Nakatajima Seashore (Minami-ku, Hamamatsu City) with 85 participants. In addition, those activities were conducted also at sales bases in Japan and overseas dealers, and 91 employees of 11 sales bases in Japan and 1400 employees of overseas dealers in 23 countries participated.

The 6th CLEAN-UP THE WORLD CAMPAIGN is also planned from June to October in FY2017, and already implemented at 12 locations including the headquarters in Japan. In other countries, the campaign has been already implemented in 3 countries and is planned in 17 countries.

We will develop these activities further and contribute to local communities in all over the world through cleaning in waterfront areas.



Germany



Thailand



Guatemala



Japan

● 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 twice a year such as planting trees, clearing away the undergrowth, and fungus planting/harvesting operations.

This activity was conducted 26 times in total until FY2016 (10 times of planting and 16 times of undergrowth clearing), and participated by 1,351 volunteers.



"Suzuki's Forest" planting project

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

On 29 November 2015, 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. Total of 4 activities were held by FY2016 with 178 participants, and 630 nursery trees of pine trees, etc. were planted. 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®*1 Forest Management Certificate (FSC®C015134) as the first forestry cooperative in Hokkaido, and in 2011, it was designated as an Environmental Future City*2 featuring effective utilisation of abundant natural resources. Now it aims to become a “future city with best harmonisation between people and forests” (FSC® C015134).

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

At the same time, Suzuki will continuously promote co-existence and co-prosperity with the local society who takes great care of the nature through participation of events and sales of agricultural products.

*1 FSC®: Forest Stewardship Council

*2 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 realising such an ideal city.



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 CO₂ 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” (in Japanese language only)
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 FY2016 are evaluated as follows.

Suzuki’s environmental contribution through forest conservation (FY2016)

Measurement item	Shimokawa Proving Grounds:	“Corporate Forest Preservation Program” Regional Forest Office of Forestry Agency
① Contribution to water yield	156,140m ³ /year	1,409m ³ /year
② Contribution to prevention of sediment discharge	5,576m ³ /year	51m ³ /year
③ Contribution to absorption/fixation of carbon dioxide	3,397.7CO ₂ t/year	17.3CO ₂ t/year

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

The above equal to the below units:

- ① 78.77 million bottles of 2-L PET bottles
- ② 1,023 truckloads of 10-t dump truck (5.5m³/truck)
- ③ 10,672 persons of annual CO₂ emission from one person (320g/year)

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, 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, 154 employees as pollution prevention managers, 37 as energy managers, and 97 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 focussing on eco-drive at the headquarters and each plant/office on an as needed basis. So far, 5,312 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 in FY2016 has been improved by 0.6km/L compared to FY2015.

Participation in Light Down Campaign

We participated in "CO₂ 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 21 June and 7 July 2016 for enlightenment of prevention of global warming.



Participation in environment-related fairs

● Participation in environment-related fairs

Suzuki participated in the following environment-related fairs in FY2016.

Events / Reports	Period	Location	Major organiser
Japan-China-Korea Meeting of Environment Ministers	26 and 27 April 2016	Nihon-daira	Ministry of the Environment, Shizuoka Prefecture, Shizuoka City
G7 Kita-Kyushu Meeting of Energy Ministers	1 and 2 May 2016	Kokura, Kita-kyushu	Ministry of Economy, Trade and Industry
Eco & Safety Kobe Car Life Festa 2016	14 and 15 May 2016	Kobe Meriken Park	Ministry of the Environment, Kobe City
Automotive Engineering Exposition 2016 (Yokohama)	25-27 May 2016	Pacifico Yokohama	Society of Automotive Engineers of Japan
Automotive Engineering Exposition 2016 (Nagoya)	29 June to 1 July 2016	Port Messe Nagoya	Society of Automotive Engineers of Japan
Hydrogen Energy Promotion Awareness Event	28 and 29 October 2016	Tamarokuto Science Center	Bureau of Environment, Tokyo



Japan-China-Korea Meeting of Environment Ministers



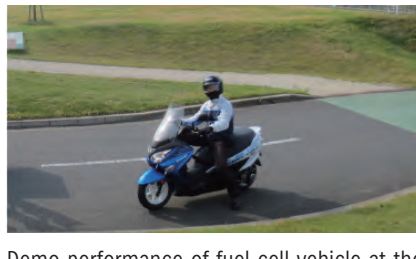
Automotive Engineering Exposition 2016 (Yokohama)



Automotive Engineering Exposition 2016 (Nagoya)



Eco & Safety Kobe Car Life Festa 2016



Demo performance of fuel cell vehicle at the G7 Kita-Kyushu Meeting of Energy Ministers



Hydrogen Energy Promotion Awareness Event

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 FY2016, such meetings and events took place six times at die plants in Japan. Also, 401 plant tours were conducted at domestic plants.



Plant/community exchange meeting

Disclosure of environmental information

In order to disclose our views and initiatives on the environment, we are sending out such information through booklets (in Japanese language only) and websites, etc.



Website



Booklet (Digest in Japanese)
Website (in detail)

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 approximately 120,000 calls of customer inquiries for one year (based on the data of FY2016).

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

Automobile structures are getting more and more complex, such as with environment and safety technologies including hybrid system, ENE-CHARGE and collision-mitigating braking system, and on-board information device linked with network. 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

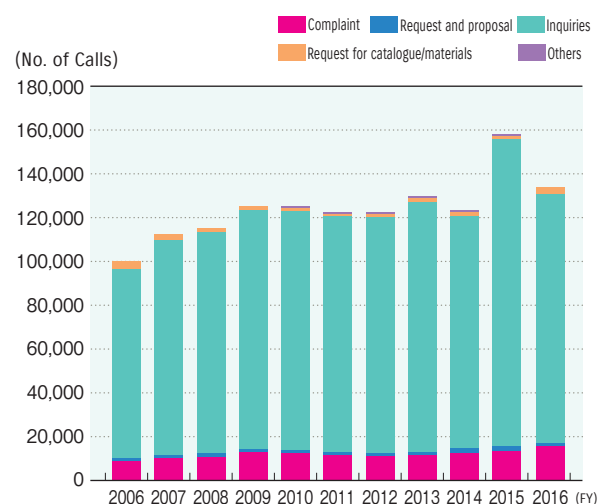
In order to smoothly respond to many customer inquiries and requests, our customer relation service is easily accessible even on nonbusiness days, while organising the environment applicable to wide varieties of media such as cellular or hard line phones at our toll free phone numbers or our website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

Improving products and service quality

We recognise 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. Such important information are 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 collecting users' requests and opinions, but also fully examining the collected information, we often summarise 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



“With” Series Sales



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.



Motorised wheelchairs and electro senior vehicles

Our line of motorised wheelchairs and electro senior vehicles are designed to meet the purpose and needs of seniors and the disabled.

*Motorised 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

The compact type of the senior car, "Town Cart", is capable of moving at adjustable speeds ranging from 1km/h to 6km/h. With the turning radius of 1.1 metres, it can provide small turns.



Town Cart

Motor Chair

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



MC 3000S

● Safe Driving Training Program "For Preventing Accidents"

In order for people to use 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 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. We try to improve the trainee's awareness of traffic safety and prevention of traffic accidents etc. through seminars and practical training.

Furthermore, to enhance safety driving of first-time users of electric wheelchairs, Suzuki is promoting awareness of safety driving by handing out brochure and DVD for the safe usage of those products.

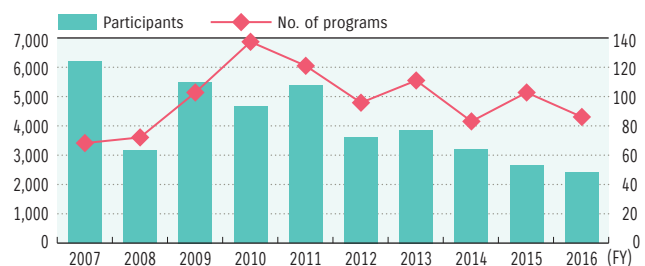


Number of brochure and DVD handed out

	FY2014	FY2015	FY2016	3-year Total
Brochure	12,477	10,000	8,153	30,630
DVD	3,280	5,958	4,772	14,010

Detail of brochure and DVD can be seen at the homepage of Electric Wheelchair Safety Promotion Association (in Japanese language only)
<http://www.den-ankyo.org/>

Trends in Safe Driving Training Programs Conducted



● Activities of Electric Wheelchair Safety Promotion Association

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, Suzuki is promoting activities for using electric wheelchairs with ease.

● 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 recognises 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 organiser 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.

A range of products equipped with collision-mitigation system

“We want to reduce as many unpredictable accidents as possible.” Because small cars are widely used by many people, we are making efforts in technology development and marketing of cars equipped with advanced safety technology in affordable range, hoping to deliver as many of those cars to our customers.

			Dual Sensor Brake Support	Dual Camera Brake Support	Radar Brake Support	Radar Brake Support II
Models			 WagonR/ WagonR Stingray	 Hustler	 Alto/Alto Works/Alto Turbo RS	 Escudo
			 Swift	 Spacia/Spacia Custom	 Lapin	 Baleno
			 Solio/Solio Bandit	 Hustler	 Every/Every Wagon	
			 Ignis			
Collision-Mitigation System	Brake	Automatic Brake Function	●	●	●	●
		Brake Assist Function	●	●		●
	Warning	Warning Function	●	●		●
		Warning Brake Function		●		●
Advanced Safety Technology	False Start Prevention Function		●	●	●	
	Lane Departure Warning Function		●	●		
	Weaving Warning Function		●	●		
	High Beam Assist Function		●			
	Preceding Car Departure Announcing Function		●	●		
	Emergency Stop Signal		●	●	●	●
	ESP		●	●	●	●

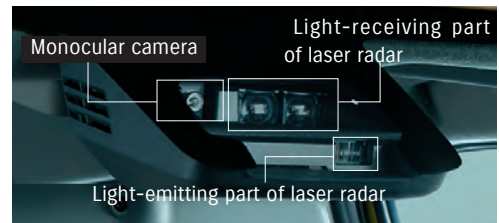
*For specific model and variant equipped with these technologies, please refer to each model's catalogue.



Dual Sensor Brake Support (cameras avoid danger by utilising the strength of monocular camera and laser radar)

Two sensors installed on the front windshield detect pedestrians and cars in front. By combining laser radar which excels in detecting close distance and at night time, to monocular camera which can also recognise pedestrians, compact system has been realised. With six support functions including automatic brake and false start prevention, it prevents unpredictable danger.

Monocular Camera + Laser Radar



Monocular camera and laser radar 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.



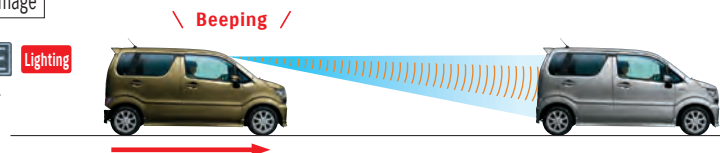
Monocular Camera + Laser Radar

Front Collision Warning Function

When the vehicle is running, monocular camera and laser radar 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 and head-up display.

Operation image

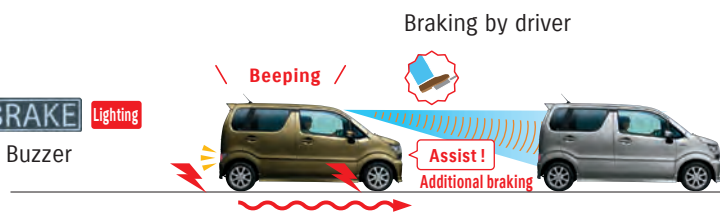
BRAKE Lighting
+ Buzzer



Front Collision-mitigating Brake Assist Function

If the driver determines that there is risk of colliding with vehicles and pedestrians ahead and steps on the brake pedal, the brake assist system will be activated to increase the braking power.

BRAKE Lighting
+ Buzzer



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.

BRAKE Lighting
+ Buzzer



If the vehicle speed is in a range from about 5km/h to less than 50km/h (for pedestrian, 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 in "forward" position and a vehicle is parked or operated slowly at approximately 10km/h or less, it recognises 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 60km/h to 100km/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, 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.



Weaving Warning Function

When the vehicle is running at the speeds ranging from about 60km/h to 100km/h, this function recognises 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 weaving 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 the driver's attention.

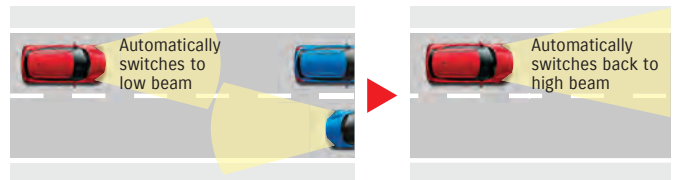


High Beam Assist Function

By assisting switching of high beam and low beam, the system is aimed to increase use of high beam and contribute to early detection of pedestrians, etc. at night time.

■ When the car is in high beam and the system detects the light of preceding or opposing car

■ When preceding or opposing car is gone



Preceding Car Departure Announcing Function

When the vehicle is in a stop state with the foot brake applied and the shift is in "forward" 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 vehicle does not start moving even after the distance from the preceding vehicle becomes about 5m or more, acoustic and visual warnings are issued to the driver with a buzzer and an indicator lamp located in the meter console to notify the user that the preceding car has left.



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.

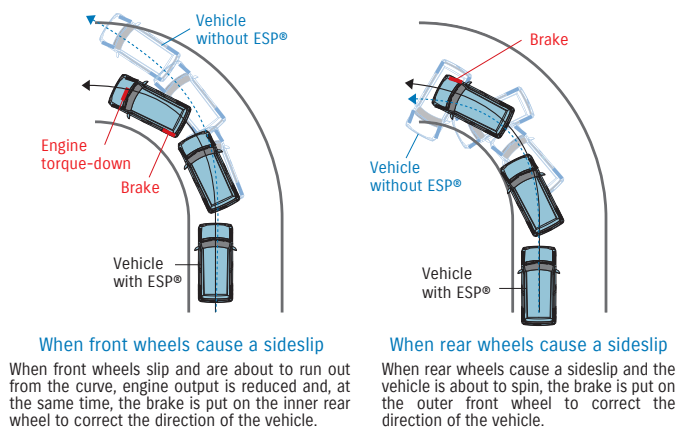




ESP®
[Electronic Stability Program]

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.



*ESP is a registered trademark of Daimler AG.



<About the Dual Sensor Brake Support, False Start Prevention, Lane Departure Warning, Weaving Warning, Preceding Car Departure Announcing, and High Beam Assist 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.

<About the Dual Sensor 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 manoeuvre with steering control or accelerator operation.
- For more details, please contact the distributor.

TOPICS

Suzuki achieves top rating of ASV++ rating in JNCAP preventive safety performance assessment

Suzuki is launching models that achieved top rating of ASV++*1 in FY2016 JNCAP*2 preventive safety performance assessment.

Ignis and Solio compact cars and Spacia and Hustler minicars equipped with Dual Camera Brake Support (DCBS), a stereo camera type collision-mitigating system, as well as Swift compact car and WagonR minicar equipped with Dual Sensor Brake Support (DSBS), a monocular camera and infrared laser radar device, have achieved this top rating as vehicles equipped with excellent preventive safety technologies.

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 for FY2016 involves testing of the following four systems: the frontal Autonomous Emergency Braking System (AEBS) for vehicles, the Lane Departure Warning System (LDWS), the system that provides the driver with information captured by rear-facing cameras, and the frontal AEBS for pedestrians. Assessment points are given based on these tests, with the highest possible score of 71 points. If a vehicle achieves at least twelve points, Advanced Safety Vehicle + (ASV+) rating is approved, and ASV++ is approved if it achieves at least 46 points.

In FY2016 about 60% of passenger cars (minivehicles and standard and small vehicles) sold by Suzuki were fitted with a collision-mitigating brake including one of the above brake supports. Suzuki will continue to enhance our safety technologies going forward as we work on improving the safety of our vehicles.



Suzuki models certified with ASV++

	Collision-Mitigating Brake	Models*3
ASV++	DCBS (stereo camera)	Ignis, Solio/Solio Bandit, Spacia/ Spacia Custom, Hustler
	DSBS (monocular camera + laser radar)	Swift WagonR/WagonR Stingray



*1 Japan New Car Assessment Program

*2 Advanced Safety Vehicle ++

*3 For models equipped with DCBS or DSBS and surrounding view monitor

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 "Centralised Training Workshop for Special Trainers" organised by Japan Traffic Safety Association (JTSA) by sending instructors. In addition, we are also involved in the annual "National Motorcycle Safe Riding Competition" organised by JTSA by sending judges and motorcycles for the competition in order to widely enlighten safety for motorcycles.

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



Suzuki Safety School

Since FY2008, we hold Suzuki Safety School periodically at the motorcycle school area in Ryuyo Proving Ground to teach users of Suzuki motorcycles how to enjoy riding safely.

We accept a broad range of participants including beginners, return riders (who didn't ride their motorcycles for a long time), and experienced riders (who want to learn new traffic rules).

We hold this school as a practical event enabling people to learn, with fun, not only such basic techniques as "how to run, turn and stop", but also "hazard anticipation" and "driving on highways". We held this school seven times in FY2016.



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 2016 was its 14th 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 twice in 2016.

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 eight times in 2016 and 297 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 organisation 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 familiarise 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 focussing 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 recognise 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 establish Suzuki CSR Guidelines for Suppliers and request our business partners to practice efforts for compliance with laws and regulations, respect for human rights and environmental conservation.

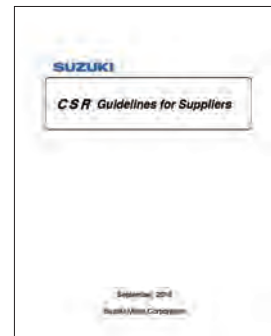
● Suzuki CSR guidelines for our business partners

Stakeholders including business partners of Suzuki are getting multinationalised 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 Suppliers”.

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

http://www.globalsuzuki.com/corporate/environmental/green_policy/pdf/SUZUKICSRGuidelinesforSuppliers.pdf



CSR Guidelines for Suppliers (excerpt)

1. Safety / Quality

- Providing products and services that meet customers' needs
- Sharing appropriate information about products and services
- Ensuring safety of products and services
- Ensuring quality of products and service

3. Environment

- Implementing environmental management
- Reducing greenhouse gas emissions
- Preventing air, water, and soil pollution
- Saving resources and reducing wastes
- Managing chemical substances

2. Human Rights / Labor

- Eliminating discrimination
- Respecting human rights
- Prohibiting child labor
- Prohibiting forced labor
- Not using conflict minerals causing human rights infringement
- Wages
- Working hours
- Dialogue with employees
- Safe and healthy working environment

4. Compliance

- Compliance with laws
- Compliance with competition laws
- Preventing corruption
- Refusing relations with antisocial forces
- Managing and protecting confidential information
- Managing export trading
- Protecting intellectual property

5. Information Disclosure

- Information disclosure to Stakeholders

With Our Employees

Under the mission statement “Develop products of superior value by focussing on the customer”, Suzuki takes actions to accomplish the mission that our every single employee thinks and acts by themselves and provides customers with products that will enrich their life.

We give the first priority to assurance of stable employment. Also, we try to improve work conditions in order to build healthy and a better working environment. Employees mutually help each other and try to be a person who can contribute to the society with the spirit of “Team Suzuki”, and the management and employees band together and build a refreshing and innovative company.

In addition, we strive to create systems and environments, focussing on the following points, in order to cultivate the corporate climate that employees go for a big future with motivation and ambition.

Create a safe and healthy workplace for our employees.

Create a system that fairly evaluates and supports human resources who try the higher goal.

Create good and stable relationships between the employer and employees.

Efforts for safety, health and traffic safety

Safety and Health

Suzuki is promoting the safety and health management activities through our basic safety concept.

Basic Safety Concept

- **Make Safety as first priority. (Safety First)**

The basis of corporate activities is “human”.

The first priority must be always given to safety that protects “human”.

- **All accidents are preventable.**

Managers must lead the workplace, having the strong belief “all labour accidents can be prevented”.

- **Safety is everyone's responsibility.**

While the corporate conducts what they should do, every single person must take responsible actions to protect themselves.

Let's make the climate where everyone follows the rules and mutually warns each other in the workplace.

● Safety and health control system

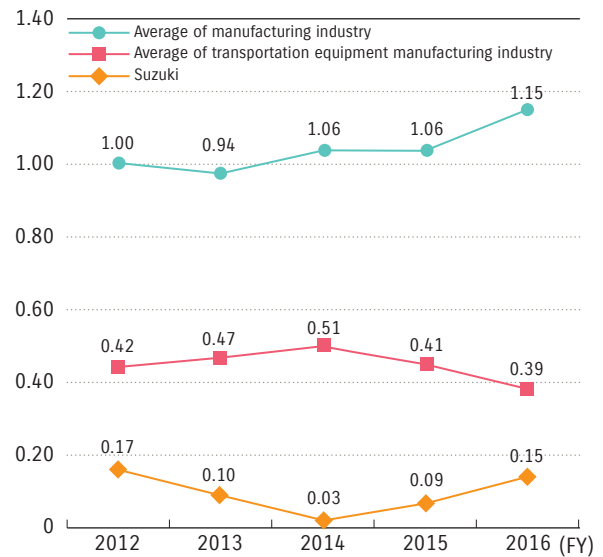
The “Central Safety and Health Committee” to which representatives from offices and labour unions attend is held twice a year to determine basic policies related to corporate “work safety”, “labour health” and “traffic safety”.

In addition, the Central Safety and Health Committee conducts the central safety patrol once a year to raise safety awareness within the company through cross-functional safety activities by inter-department cross-checks. The Departmental Safety and Health Committee is established at each office and constantly conducts activities related to safety and health based on the policy of the Central Safety and Health Committee.

● Risk assessment activities

Suzuki implements “risk assessment” mainly for prevention of risks as safety prefectch activities. Through these activities, we try to improve safety by identifying potential risks in operations and promoting countermeasures to prevent them. We have introduced risk assessment for the close call cases in 2001 and have been working on risk assessment in regular operations since 2013.

Trends in accident frequency rate



Health Management

Starting from April 1995, 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.
- Conduct mental health self-care education for younger generation, based on the year they entered the company.
- In addition to self-care education, conduct line care education for newly-positioned employees.

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 not only on the job, but also off 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
- Ride together or instruct driving by using driving recorders

Efforts for career advancement

Suzuki feels that setting high goals is an excellent way to grow one's self and that such trial itself is the DNA of Suzuki. In order to cope with rapid changes in the market environment, every single employee must set higher goals and strive to acquire higher technical capabilities. Suzuki implements the rich human resource development program that supports such individual challenging spirit.

Goal Challenge System

Suzuki feels that it is an excellent way to improve one's self that not simply waiting for instructions from the supervisor but voluntarily setting and striving for the goal in terms of accomplishment of the work. Our Goal Challenge System is introduced to allow employees to set and achieve higher goals. In this system, employees confer with their supervisors every half period and set specific goals to be achieved over the course of six months. Through this process, employees can clarify their own goals and improve motivation toward them. In addition, their supervisors can appropriately evaluate their goal attainment levels and recognise the training points required to further improve their capabilities.

Suzuki's personnel system places greater emphasis on occupational ability than seniority. Intended to develop professional human resources who will lead Suzuki's further growth, it is based on an objective and fair personnel evaluation system according to types of work, roles, responsibilities and results 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-assessment System

This system is to grant employees opportunities to review their work and capabilities once a year, reconfirm their own strength and weakness, and lead them to further improvement in capabilities. In addition, they can clarify jobs and departments that they want to try as the career plan, and submit it to their supervisors and the Human Resources Department. The submitted contents are effectively utilised as the basic data for development and optimal assignment of human resources.

Rotation system

Suzuki implements systematic rotations of human resources by preparing the companywide personnel change plan in order to improve employees' knowledge and technical skills and activate our organisations. The goal we set in this system is to have all young employees of technical jobs, office jobs and sales jobs experience the transfer to different department(s) within 10 years after entering the company.

International training program

We have implemented "2-year training rotations" and "6-month (short) expatriate" that send young employees to overseas affiliates since 2015 in order to develop global human resources.

Foreign language training program

In order to improve language skills of employees, we have introduced the system to allow young employees up to 7th year at the company to set the target score of TOEIC and to take a TOEIC test for free (examination fees are paid by the company).

In addition, we support improvement in language skills by introducing correspondence courses provided by external educational organisations, as well as opening in-house language seminars of English, Spanish, Chinese, Thai, Indonesian, etc. before and after work hours by inviting external teachers to the company. Suzuki provides employees who have completed such programs with a subsidy for a part of the expenses. 699 employees took the program in FY2016.

Secure and Comfortable Working Environment

We are pursuing a working environment where employees who bear business activities can maximise their motivations and abilities in a mentally and physically fulfilling condition. Various assistant systems are employed to help employees work actively through positively adaptating to diversifying 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. In FY2016, 179 employees used this system. 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. We are enhancing awareness of child-care support in the entire workplace and promoting "employee-friendly working atmosphere" which can support those short-time workers.

Child-care and family-care leave system

We provide a variety of leave of absence programs including child-care leaves and family-care leave to employees who, due to personal reasons such as child-care, nursing care, have difficulty in working even though they have the will and ability to work. This system is used by many employees regardless of gender (74 employees used this system in FY2016).

The child care leave available after the maternity leave till the day before the child becomes 1 year old (the first birthday) can be extended for up to 6 months if there is an avoidable reason such as the child cannot enter any nursery schools.

Employees are allowed to take family care leave for up to 365 days in total per subject family member. Besides paid vacations, we have introduced the family and medical leave system applicable when caring for parents and children since April 2015.

		FY2014	FY2015	FY2016
Number of employees using child-care shortening hours system	Male	1	2	3
	Female	125	160	176
	Total	126	162	179
Number of employees using child-care leave system	Male	1	2	8
	Female	65	72	60
	Total	66	74	68
Reinstatement rate of employees using child-care leave system	Male	100.0%	100.0%	100.0%
	Female	98.5%	100.0%	90.0%
	Total	98.5%	100.0%	91.2%
Number of employees using family-care leave system	Male	1	2	4
	Female	2	0	2
	Total	3	2	6
Reinstatement rate of employees using family-care leave system	Male	100.0%	100.0%	25.0%
	Female	0.0%	-	100.0%
	Total	33.3%	100.0%	50.0%

Re-employment system

Since July 1991, far earlier than the revision of the Law concerning Stabilisation 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 specialises 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.

We also have “Mental Consultation Room” with psychiatrist and psychotherapist.

Countermeasure for falling birthrate

In the society with declining birthrate, Suzuki actively supports employees who strive to balance the demands of work and parenting.

For example, we introduced the child-care shortening hours system for those who engage in child care (described above) and “child support allowance” applicable to children of up to 6 years old in April 2015.

In addition, because sudden actions may be needed during daily child care, Suzuki allows employees to take paid half-day off up to 40 times per year.

Employment of people with disabilities

Suzuki strives to create a working environment where people with disabilities can work for long time at their ease. We allocate the dedicated person in charge of employment of people with disabilities in the Human Resources Department to provide individual consultations periodically and assign a consultant also to each workplace for caring for their problems.

●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 2017, 49 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, as well as farm work at Suzuki’s farm.

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 | 82 (49 employees with disabilities) |



Actions to promote participation by women

Suzuki established the action plan related to promotion of participation by women in order to realise 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 utilisation of and active participation by women, as well as promote improvement in work environment for women.

1. Term of plan

From 1 April 2016 to 31 March 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 local high schools and junior high schools or other lecture meetings.
 - Organise 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 of managerial hierarchy 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.

Diversity (varieties of human resources)

Suzuki assigns a variety of human resources regardless of genders, ages and nationalities to any departments. In order to further promote diversity of human resources, we determine promotions of official positions by considering individual performance, capabilities, etc. regardless of genders. People from other countries are also employed according to the same recruitment standards applicable to Japanese workers.

We will maintain and improve our working environment so that a wide variety of human resources can work actively.

		FY2014	FY2015	FY2016
Employees	Male	13,347	13,467	13,603
	Female	1,404	1,465	1,535
	Total	14,751	14,932	15,138
Of which managers	Male	1,216	1,507	1,280
	Female	5	7	11
	Total	1,221	1,514	1,291
Employment rate of people with disabilities		2.09%	2.08%	2.04%
New employment	Male	496	532	674
	Female	75	103	120
	Total	571	635	794
Of which college graduates	Male	425	412	523
	Female	37	60	62
	Total	462	472	585
Turnover rate		4.3%	4.1%	3.8%

In-house education system

At Suzuki, enterprise education including seminars according to management hierarchy are conducted by the Training Center (Suzuki Juku), a group in charge of education. Training Center also cooperates with engineering and manufacturing departments to conduct (specialised) training for individual occupational abilities needed for execution of operation. In FY2016, 47,000 persons in total attended the trainings.

Also, in conducting in-house education, the Training Center is making efforts in improving employee capabilities and developing talent that can adapt to environmental changes based on the policy of our mission statement. Especially in seminars according to management hierarchy, main focus is emphasising education for “enhancing abilities of young employees”, “developing leaders in each management hierarchy”, and “systematically developing management class”.

① Training for enhancing abilities of young employees

- Trainings according to the year of joining the company are conducted every year for young employees from 2nd to 7th year employees.

② Selected trainings for systematically developing management class

- Training for young assistant managers
 - “Assistant manager leader training”, which lets the participants discuss on management challenge and make presentation to the management top
 - “Global leader training”, which is focussed on English communication
- Selected training for managers
 - “Core management training”, which educates subjects needed for the management such as “leadership” and “organisation management”.



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 Manager/Manager)	New General Managers Seminar	Manager Management Skill Improvement Seminar	Outside Training	Special Training	OJT	Correspondence Courses	Language Seminars	Proposal Activities	QC Circle Activities	
	Management Nurture Seminar									
	Line General Manager Seminar									
	Line Manager Seminar									
	Third-year Manager Seminar									
	New Manager Seminars New Expert/Technical Master Seminar									
Supervisor Assistant Manager	Assistant Manager Leader Seminar	Basic Management Orientation for Assistant Manager	Outside Training	Special Training	OJT	Correspondence Courses	Language Seminars	Proposal Activities	QC Circle Activities	
	Global Leader Seminar									
	Line Assistant Manager Follow-Up Seminar									
	New Line Assistant Manager Seminar									
	Assistant manager third year training course									Supervisor third year training course
	Assistant manager second year training course									
	New assistant manager training course									New supervisor training course
Foremen	Team Leader Follow-Up Seminar	New Foremen Seminar	Outside Training	Special Training	OJT	Correspondence Courses	Language Seminars	Proposal Activities	QC Circle Activities	
	New Team Leader Seminar									Third Year Foremen Seminar
Employee	Seventh Year Employee Seminar	Mid-Career Employee Seminar	Outside Training	Special Training	OJT	Correspondence Courses	Language Seminars	Proposal Activities	QC Circle Activities	
	Sixth Year Employee Seminar									
	Fifth Year Employee Seminar									
	Fourth Year Employee Seminar									
	Third Year Employee Seminar									
	Second Year Employee Seminar									
New Employee	Practical Training (manufacturing/products)							Proposal Activities	QC Circle Activities	
	Basic Orientation for New Employee									

Employee relations

Through mutual confidence, we have developed a good relationship with the Suzuki Labour Union, which represents Suzuki Employees. Among the labour 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, labour hours, etc. as distributions of the results of corporate activities, we do share the same basic vector, which aims to stable development of the company while having discussions from different standpoints: the company and labour union.

The number of the labour union members is 15,987 as of the end of FY2016, and the unionisation rate of full-time employees (excluding managers and non-union members defined in the labour agreement) is 100%.

Employee communication

We arrange frequent labour-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, labour hours, etc.) we hold monthly discussions that regularly cover a wide range of issues such as management policies, production planning, working hours, welfare, safety and health, etc., and earnestly exchange ideas on what Suzuki and the labour union can do to deliver quality products to the customer.

	Frequency
Central labour-management Consultation	Monthly

Building a stable relationship with the labour 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 human resource management personnel of overseas companies to make them understand the importance of cooperative relationship and smooth communication between labour and management, as well as the need for a fair and equal personnel management system, etc. We also work with the labour union to promote global personnel exchanges both domestically and abroad, and we strive to establish a work climate which allows our 63,000 employees in 136 companies to enjoy working with a highly creative and stable labour-management relationship.

● Initiatives by Maruti Suzuki India Limited

For the development of the company through labour-management cooperation, Maruti Suzuki is working to establish healthy labour-management relationship based on discussions with the union. The company is making efforts in continuously strengthening mutual labour-management communication, such as by periodically holding meetings between the union and the president, plant managers, human resource managers, and other managers. Also, the company organises various events jointly with unions such as arrangement of plant tour for family members, sports meet, family day and many other events where all employees take part.

There are independent unions in each plant as per statutory requirements. All major policy changes affecting workers are discussed with union representatives. Such changes are communicated to all the workers directly and through union representatives.

	Frequency
Managing Director Communication with Department Heads	Quarterly
Managing Director Communication with Union	Monthly
Senior Management (Production and Human Resources) Communication with Associates and Supervisors	Ongoing
Human Resources Managers Communication with Workers at Shopfloors (incl. apprentices)	Weekly



Labour-management meeting



Plant tour for family members



Family day



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 stabilise the foundation of management. The Group will tackle as Team Suzuki to globally develop manufacturing base and overhaul working procedure.

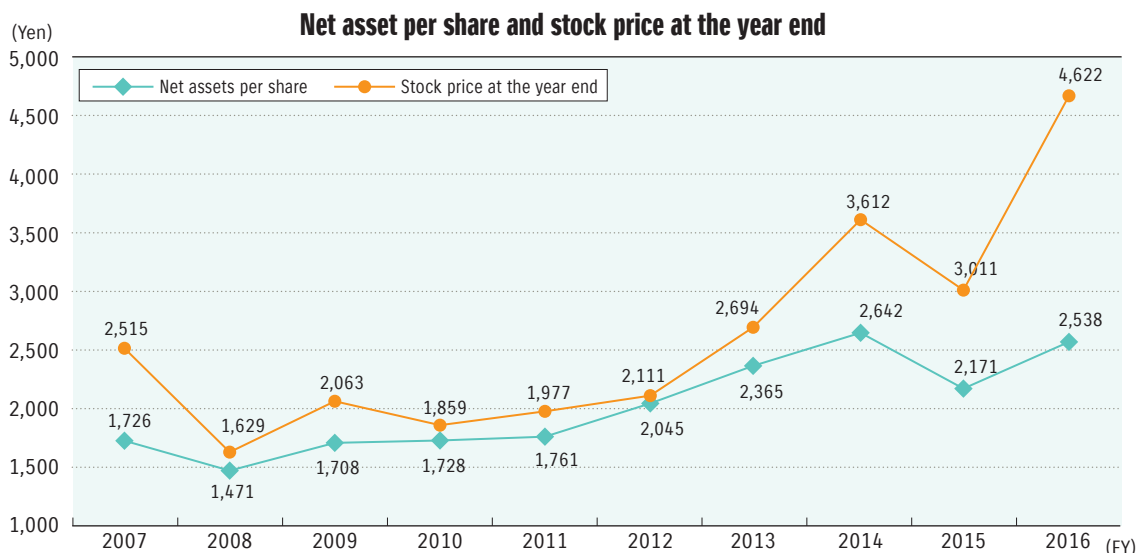
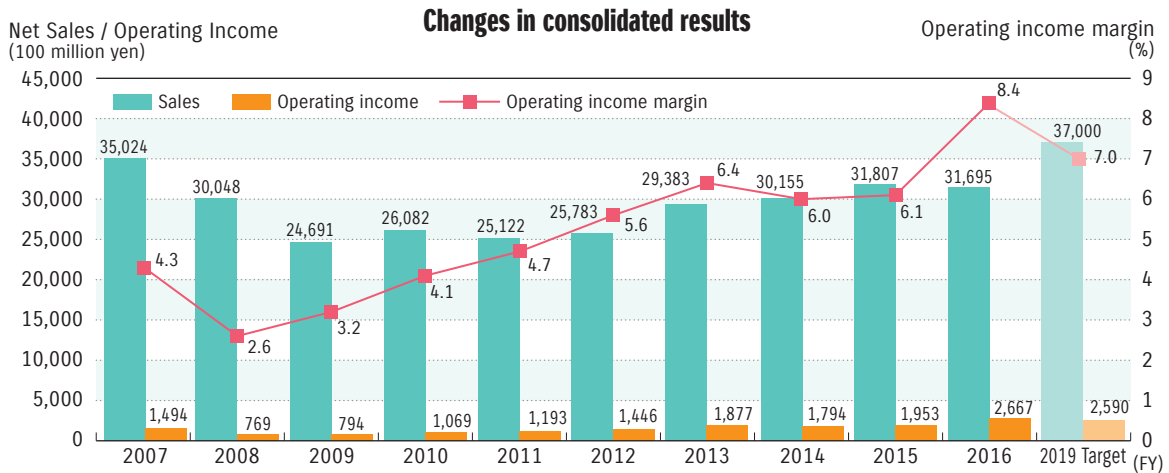
Under the New Mid-Term Management Plan, the Suzuki Group will unite as one to enhance corporate value and aim for sustainable growth.

For Mid-Term Management Target, the Group will aim to promptly exceed its highest-ever consolidated 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

	FY2015 Result	FY2016 Result	FY2019 Target
Consolidated Net Sales	¥3,180.7 billion	¥3,169.5 billion	¥3,700.0 billion
Operating Income Margin	6.1%	8.4%	7.0%
Shareholder Return	ROE	9.6%	15.4%
	Dividend payout ratio	13.6%	12.1%
R&D expenses	¥131.5 billion	¥150.0 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



● Selected as the finalist for the 6th Corporate Value Improvement Award by the Tokyo Stock Exchange

Suzuki has been selected as one of the four finalists for the 6th Corporate Value Improvement Award by the Tokyo Stock Exchange, Inc. (TSE)

TSE has been presenting the Corporate Value Improvement Award since 2012 to listed companies that adopt management practices aimed at increasing corporate value from the vantage point of investor interests. Candidates are chosen from all listed companies (approximately 3,500 companies).

Our selection as the finalist indicates that the Company is realising high improvement of corporate value through Corporate Value-Improving Management that further takes in the view of investors such as by utilising capital cost-conscious ROE.

For our shareholders and investors

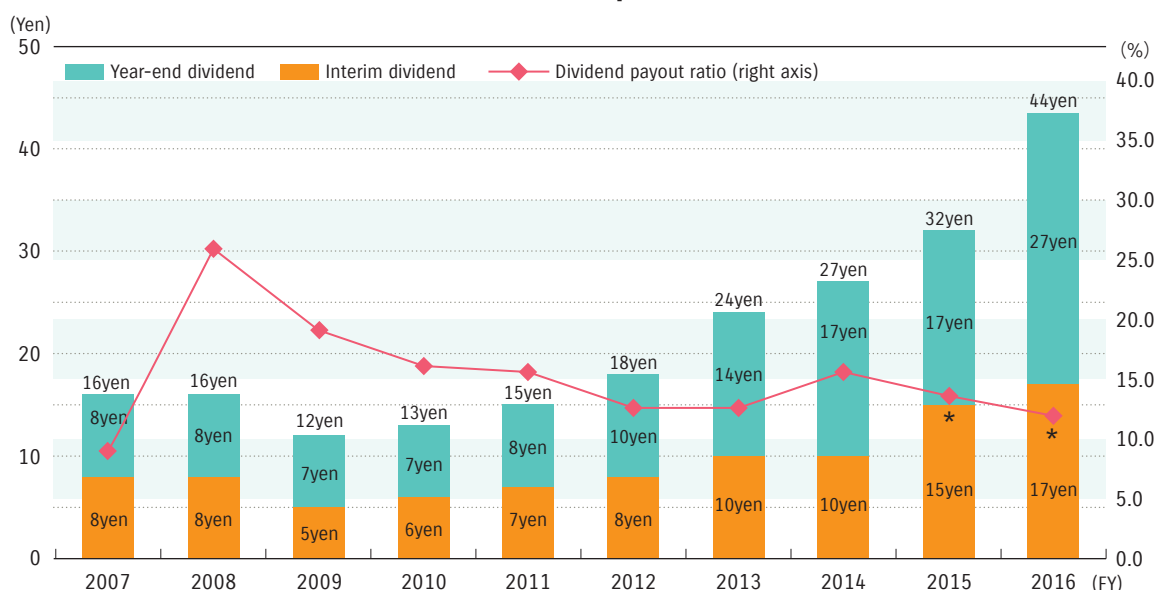
The Group will be celebrating its 100th anniversary of foundation in 2020. The Group will put efforts into strengthening of management base, by placing five years from 2015 as the foundation for the Group to continuous growth for the next 100 years. For the moment, the Group will prioritise growth investment centering on India, while recognising 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 FY2016, the company utilised the gain on sales of investment securities for investment for growth and improvement of shareholder's equity ratio, as done so in the previous year, and set the year-end dividends based on the net income attributable to owners of the parent excluding the gain on sales of investment securities, which was ¥27.00 per share, up by ¥10.00 per share from the previous fiscal year. As a result, the annual dividends including interim dividends was ¥44.00 per share and up by ¥12.00 per share from the previous fiscal year. Dividend payout ratio based on the net income attributable to owners of the parent excluding the gain on sales of investment securities is 15.2%.

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 30 September 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



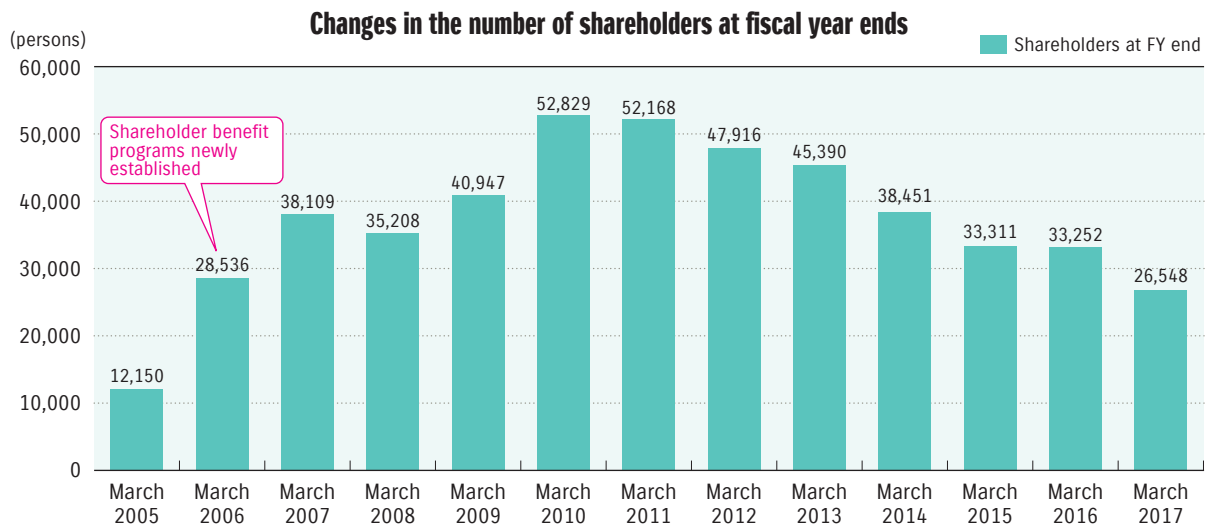
*The dividend payout ratio in FY2015 keeps more than 15%, based on net income after excluding gain on sales of investment securities.

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 shareholders.

The number of shareholders has been changing as shown below.



● Eligible shareholders

Shareholders who hold a minimum unit of shares (100 shares) as of 31 March 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 the 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>) Within the same website, we disclose the Suzuki Disclosure Policy which indicates Suzuki's basic policy on disclosure, internal system for timely disclosure and policy for constructive dialogue with shareholders. (<http://www.globalsuzuki.com/ir/home/pdf/disclosurePolicy.pdf>)

*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 institutional investors

The settlement briefing for analysts is held every quarter of the year. Voice file and the actual major Q&A at the briefing are uploaded on our website for the convenience of shareholders and investors (uploaded only on Japanese website in Japanese language).

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

The Company periodically holds IR presentations for individual investors by officers or IR representative, along with the securities company.

Since the 142nd annual meeting of shareholders held on 27 June 2008, we have been inviting shareholders to the Suzuki Plaza, after the meeting, for better understanding of Suzuki. The Suzuki Plaza is a facility, which has been open to the public since April 2009, for showing the history of Suzuki, introducing its worldwide business activities, and comprehensively explaining the automobile production process under the theme of Suzuki's way of manufacturing.



Suzuki Plaza



Visit to the Suzuki Plaza

With Local Communities

Cleanup activities

Participation in and cooperation with the Lake Hamana Environmental Network

As part of environment education for employees and their family, since establishing the Lake Hamana Environmental Network in 2005, Suzuki is actively participating in and cooperating with the network.

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 2017, 72 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 FY2016, Suzuki's employees and their family members (76 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 recognise the bountiful nature of the brackish water lake, Lake Hamana by participating in and cooperating with environment preservation activities.

● Lake Hamana Eco-Kids Experimental Learning Activity in Murakushi (16 July 2016)

The following activities were held at the Murakushi swimming beach.

- Collecting of eelgrass at the lake shore
- Observation of creatures and eelgrass in shallow water



- Shallow water off the Murakushi shore



● **Lake Hamana Eco-Kids Experimental Learning Activity in Kosai** (30 July 2016)

Following activities were held at the Ochibanosato water park

- Observation of forest and river creatures
- Experience workshop using natural material
- Into the forest



● Upper stream



● Mid-stream



● **Growing vegetables raised with compost made from eelgrass** (25 September 2016)

Field-making and seed-planting of vegetables at NPO Murachanet's field in Murakushi-cho



● **Growing vegetables raised with compost made from eelgrass** (17 December 2016)

Harvesting of radishes at NPO Murachanet's field in Murakushi-cho



Supporting activities to the local society

The Suzuki Group made the following supports to the local society in FY2016.

Japan	Suzuki	Aid for the Kumamoto Earthquake	Donated three million yen through the Japanese Red Cross Society as a support to the affected area.
		Support for earthquake measures by the local governments	Donated a total of four million yen to the local governments (Cities of Kakegawa, Iwata, Makinohara, and Kakegawa in Shizuoka) to their earthquake measures
India	Maruti Suzuki	Maintenance of water supply Public sanitation	Established sewage line for over 10km, fixed road pavement, sent eight janitors, established toilets for 1,100 households, established public drinking water facility, etc.
		Maintenance of infrastructure at governmental schools	Established male/female separated toilets, set up new classrooms, fixed buildings and drinking/eating facilities, established interior and electricity, planted trees, provided fixtures, provided scholarships, etc.
		Support for local region	Established community halls, fixed crematorium, constructed paved roads, etc.
Paksitan	Pak Suzuki	Support for expansion of hospital ward	Donated approximately four million yen as support for expansion of burn ward hospital in Karachi.
		Support for revamping of public elementary school	Made approximately 1.8 million yen of support for revamping school building and facility of local public elementary school.

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 hold "Suzuki Lectures" to inform students on what are happening in the industrial world.

● Suzuki 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 to the Shizuoka University (Faculty of Engineering).

Under the lecture titled "Advanced vehicle energy engineering", the Company is making efforts in research aimed to realise 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 automobile parts while looking at actual parts.

- 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 catalyser
- Lecturer : Two employees are sent from Suzuki as specifically-appointed lecturers.
- Term : 15 years from April 2003 to end of March 2018



● Suzuki Lectures

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

- FY2016 theme : Suzuki's initiatives in realising Team Suzuki and Strengthening of Manufacturing for management based toward the next 100 years
- Lecturer : Employees from each department, depending upon the theme
- Term : One lecture – 90 minutes, 15 times per year

Student Formula Japan

“The 14th Student Formula Japan” sponsored by Society of Automotive Engineers of Japan was held at Shizuoka Prefecture Ogasayama Nature and Sports Park (ECOPA) from 6 to 10 September, 2016.

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.

As a member of the Society, Suzuki cooperates in operation of this competition and supports participating teams. At the tournament held in 2016, 92 teams including 71 domestic and 21 overseas teams participated, and Kyoto Institute of Technology that we supported won the overall first prize in the petrol engine car class (ICV).



Kids Engineer

“Kids Engineer” sponsored by Society of Automotive Engineers of Japan was held on 5 and 6 August, 2016. 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 provided the activity to learn the engine by actually disassembling and assembling the engine of the scooter Choi Nori.

We wish for kids to get to know the fun of manufacturing, as well as the industry to develop.



“Monozukuri” Workshop

We provide “Monozukuri Workshop on Transportation Devices” for universities in Japan and other countries and local corporate through Suzuki Plaza and plant tour. Workshops were held in 2016 as listed on the right.



	Date	University, workshop name	No. of participants
2016	7 April	Toyohashi University of Technology (Kosai Plant)	150
	3 June	Hamamatsu Agency for Innovation Core human resource development	29
	7 July	Nagoya University summer program (Study meeting by overseas university)	54
	19 July	Hamamatsu Agency for Innovation Core human resource development (Sagara Plant)	29
	17 September	Shizuoka University Asia Bridge Program (company experience by overseas students)	6
	10 November	Gadjah Mada Uiveristy, Indonesia	15
	17 November	Optional tour of international convention ICPE2016 organised by Japan Society for Precision Engineering	25
	9 December	Yamanashi University	10
2017	24 January	Career forum for Shizuoka University doctors	40
	23 February	University of Ontario Institute of Technology, Canada	13
Total			371

Cooperation in making of Manga Case Examples of Revitalising Local Community through Sports

Suzuki supports the idea of Japan Sports Agency in nurturing human resources that bears the future of local community, and cooperates in making of Manga Case Examples of Revitalising Local Community through Sports. Approximately 20,000 sets (a dozen per set) of these manga case examples were endowed to libraries of junior high schools and high schools all over Japan.

Suzuki continues to support sports activities of local youngsters and cooperate in revitalisation of local community and nurturing of human resources that bear the development of the local community.



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 popularise athletic sports and improve physical strength of children. Based on their own experience, top athletes such as Mr. Yamamoto (prosthetic leg) and other Olympians including Mr. Keisuke Ushiro (decathlon athlete), Ms. Yuki Ebihara (javelin throw), and Mr. Ryohei Arai (javelin throw) present lectures.

The Athlete Club will continue the activities to awaken children's emotions through the athletic sports.



Suzuki Plaza [\(https://www.suzuki-rekishikan.jp/\)](https://www.suzuki-rekishikan.jp/)

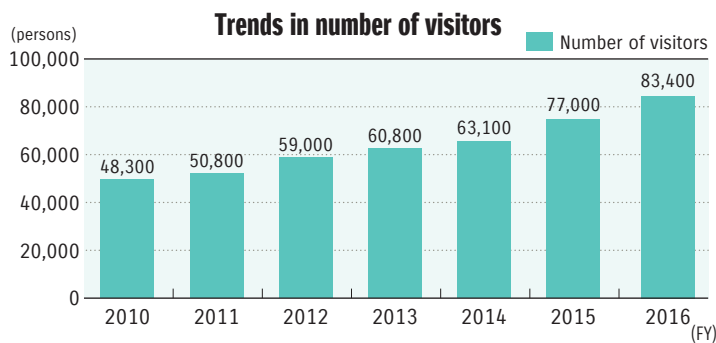
Since Suzuki started its business in 1909 and was organized as a corporate in 1920 as a loom manufacturer, we have been devoted ourselves to customer-oriented “Monozukuri” based on the word “valuable products for customers”. Our enthusiasm for “Monozukuri” does not change even today that we manufacture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

On 23 April, 2017, Suzuki Plaza achieved accumulated 500,000 visitors in eight years since it opened in 2009. We will continue to welcome more visitors by fulfilling exhibits and events.



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 launched in 1952 “Power Free”, the first mass-production minicar in Japan launched in 1955 “Suzulight”, the first Jimny (LJ10) launched in 1970, and the first Alto launched 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 "Factory Adventure". In addition, there is a full-size assembly line and you can experience the simulated manufacturing site of automobiles.

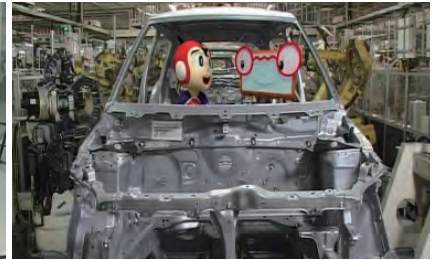
There are various tricks including robots utilised at the plant, movie "World Adventure" that introduces manufacturing by Suzuki in foreign countries, sections that introduce the local Enshu area, etc., and not only car lovers but children who just start to get interested in automobiles can enjoy this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



Design room



Clay model



3D theater Factory Adventure



Assembly line



World Adventure

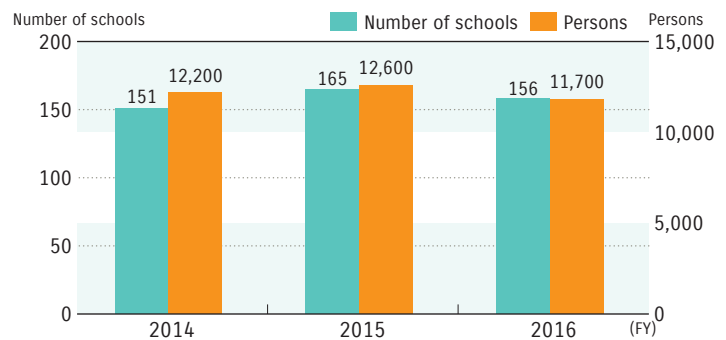


Enshu Corner

Field study

The Suzuki Plaza is utilised 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 Plants and Technical Centers

Efforts by Kosai Plant

● Elementary school children's plant tour

We invited a total of 10,200 fifth-grade students from 134 elementary schools in Shizuoka Prefecture to the Kosai Plant tour as an out-of-classroom social lesson in FY2016.

In this plant tour, we introduced the conveyor systems and environment-friendly production of cars by showing the video about "how Suzuki automobiles are manufactured" and allowing children to see the assembly plant and wind-driven power generating facility.



● Plant autumn festival

We had an autumn festival on 1 October, 2016 for promoting friendship among employees, their families, and local residents. It became a great success with about 3,400 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 FY2016 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 utilisation 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 FY2016, 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 labour union in FY2016.



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.



● Plant tour

We accept students from the local schools, as part of the outdoor studies program, and provide them with a plant tour. In FY2016, 391 students from 16 schools joined the plant tours. Through touring manufacturing sites of welding and assembly processes, as well as presentation of plant overview, it is utilised as practical place to study the job site, improvements in safety and manufacturing point of view, flow of manufacturing, etc.



● Deepening exchanges with local residents

Aiming to "develop with the community", every year, the plant is holding exchanges of opinions for having mutual communication with the local community concerning Suzuki's environmental initiatives, etc.

The plant invites board members of local residents' association and other interested persons for the plant tour, provide them with information on our environmental initiatives 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.



● Traffic manner check & guidance

Traffic safety guidance activities are carried out periodically around the plant by the plant's traffic safety group members to enhance awareness on traffic safety and compliance to traffic rules, and improve traffic manners of employees.



● Plant autumn festival

We had an autumn festival on 15 October, 2016, for promoting friendship among employees, their families, and local residents. We had about 2,100 visitors, and they greatly enjoyed operation of festival float, performance of zenji (coin) drums and kid's kagura (Shinto music and dance) by the local community association. Also, Iwata City's image character Shippei's visit to the festival, snack stands, Mochinage (an event of scattering rice cakes for people who come to a festival), etc. enhanced the excitement.



● 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.



Efforts by Sagara Plant

● Voluntary cleanup 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. 104 employees participated in this activity in FY2016.

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 FY2016, the meeting was held in February 2017 with 12 representatives of local residents and person in charge of Makinohara area attending.



● Plant autumn festival

We had an autumn festival on 29 October, 2016, for promoting friendship among employees, their families and local residents. We had about 3,400 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 6 July, 2016, 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 FY2016.

This activity was a good opportunity to deepen exchanges and increase communication with local residents.



● Noise monitoring activity on the west of the plant

We conducted monitoring activities (patrol early in the morning and at night) on the west side of the plant to check noises from the plant four times in FY2016.

In a time zone from 6:00 to 7:00: actual measured value was 49.0-53.7dB as to the noise regulation value of 65dB or lower

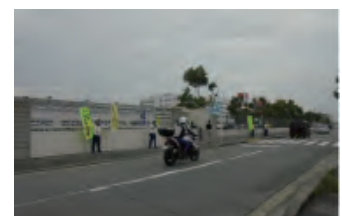
In a time zone from 22:00 to 23:00: actual measured value was 39.1-55.6dB as to the noise regulation value of 60dB or lower

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 FY2016, approximately 30 employees participated in each of the cleanup events by picking up trash around the plant.



● Community information exchange meeting

In June 2016, we invited representatives of two neighbourhood 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 FY2016, we had a job experience for one high school.

● Plant autumn festival

We had an autumn festival in September 2016 in the plant for promoting friendship among employees, their families, and local residents, and had about 1,300 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

We conduct cleaning of roads, rivers, etc. outside the plant twice a year. Together with the residents of local community, we will continuously make efforts in preservation of the environment for FY2017.



● Cleanup activities after local shrine festival

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

Our volunteering employees composed mainly of newly-joined employees performed cleanup activity again in FY2016 around the shrine.

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 FY2016, we had the gathering on 3 November and members of six neighbourhood 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 24 September for deepening friendship with local residents.

Approximately 1,800 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), as well as traditional festival music performance by the Folk Entertainment Club of Yokosuka High School, 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 of 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.



Efforts by 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.

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

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



① Sunrise Iwata in Ryuyo (triathlon competition) held on September 2016



② Shizuoka Prefecture Fujiokuni Cup (bicycle competition) held in March 2017

Efforts by 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 of working days during the period of the spring/fall nation-wide traffic safety campaigns and the summer/year-end prefectural traffic safety campaign. 2016 was the eighth year to hold these events. We hope that both our employees and neighbours 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.

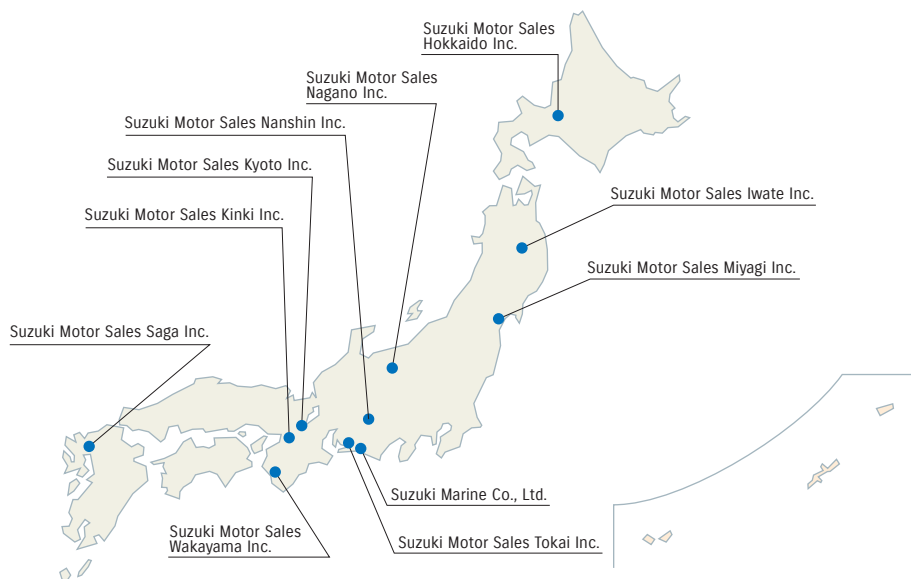


Manner improvement activity

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



*Website addresses shown next to each company name below are linked to websites of each company (in Japanese language only).

Suzuki Motor Sales Hokkaido Inc. <http://sj-hokkaido.jp/>

●Environmental contribution by repair plant

We actively work on regional environmental preservation. Ebetsu Sales Office was awarded the “Prize for Eco-friendly Automobile Repair Shops etc.” by the director of Hokkaido District Transport Bureau as an enterprise office that had contributed to promotion and development of automobile-related business in Hokkaido for many years.



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

●Donation of new WagonR to a vocational school of technology

We donated the new WagonR to Iwate Prefecture Miyako Vocational School of Technology as a vehicle for teaching auto maintenance. We support their development program of automobile mechanics so that their students can learn practical maintenance technologies using a vehicle equipped with the latest functions.



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

● **Working environment for mechanics**

It is indispensable to create working environment where skillful mechanics show their abilities adequately in order to provide customers with high-quality services and maintenance. Because the retention rate of graduates from Miyagi Prefecture Vocational School of Technology (mechanics) is high, we were awarded the letter of appreciation by Vocational Ability Development Association of Miyagi.



Suzuki Motor Sales Tokai Inc. <http://sj-tokai.jp/>

● **Traffic safety campaign**

In the morning of 10th and 20th working days in every month, our employees hold the placards, stand on National Route 1 in front of the company and call out traffic safety to passengers.



Suzuki Motor Sales Nagano Inc. <http://sj-nagano.jp/>

Suzuki Motor Sales Nanshin Inc. <http://sj-nanshin.jp/>

● **Participation in “Environmental Beautification Activities for Clean Shinshu”**

We participated in “Environmental Beautification Activities for Clean Shinshu” where regional residents, citizen groups, companies, etc. in Nagano Prefecture work on environmental beautification activities during the specified period in order to keep the Shinshu region clean. Two automobile sales distributors in Nagano Prefecture participated in these activities in spring (May) and autumn (October) (twice in total), and cleaned the peripheral area of the premises.



Character for recycling in Nagano Prefecture
“Kururun”

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

● **Cleaning the surroundings of the nearest station**

We clean the surroundings of Katsuragawa Station of JR Kyoto Line which is the nearest to the headquarters of Suzuki Motor Sales Kyoto on Thursdays. We will actively work on environmental beautification as a member of the local community.



Suzuki Motor Sales Kinki Inc. <http://sj-kinki.jp/>

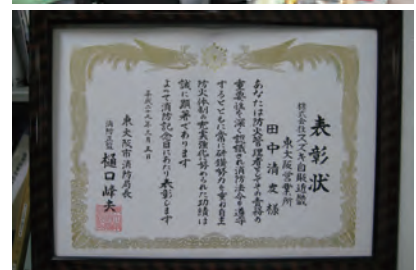
● **Participation in local event for traffic safety campaign**

We participated for cooperation in “2016 Osaka Traffic Safety Family Festival” held by the Osaka Prefecture Traffic Measure Council as a member of the Electric Wheelchair Safety Promotion Association in September 2016. We provided a test ride of an electric wheelchair and the safety driving training program for enlightenment of safety driving.



● **Activities for fire/disaster prevention**

We always actively work on fire prevention activities at our offices. In March 2017, Higashi Osaka Sales Office was awarded the “Excellent Fire Prevention Manager Prize in FY2016” by the Higashi Osaka Fire Bureau.



Suzuki Motor Sales Wakayama Inc. <http://sj-wakayama.jp/>

● **Acceptance of disabled person internship**

In order to support regional employment of people with disabilities, we provide the internship program where they can experience the work at the automobile sales company. Seven persons with disabilities participated in our internship in FY2016, and experienced car wash and delivery operation of components.



Suzuki Motor Sales Saga Inc. <http://sj-saga.jp/>

● **Cleaning on beach**

As a part of regional contribution and environmental beautification activities, we periodically clean "Niji no Matsubara" of Karatsu Bay which is designated as a place with special scenic beauty and as one of the three most scenic pine groves in Japan. We conducted cleaning in June 2016 and February 2017.



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

● **Cooperation in the joint water rescue drill**

The joint water rescue drill was conducted by Hamamatsu City Fire Bureau, Hosoe Police Department, Shizuoka Marina Association, Hamanako Sogo Kankyo Zaidan (Lake Hamana Environment Foundation), etc. on 17 June, 2016. Three boats participated in the drill from the West Branch of Shizuoka Marina Association to which Suzuki Marina Hamanako belongs.

In addition, on 24 June, another joint water rescue drill was held, and four organisations (Kosai City Fire-Defense Headquarters, Kosai Police Department, Hamanako Sogo Kankyo Zaidan and Shizuoka Marina Association) participated in it. We provided rescue boats and also cooperated on the rescue of a person who fell in water.



● **Marine week (test ride of boat)**

We held a test ride event of boats for members of children's group meeting near Lake Hamana on 4 August, 2016. After teaching them basic knowledge for getting on boats and some ropeworks, we let them actually get on the boat so that they had an interest in sea and boats.



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 categorised into three broad areas namely community development, skill development and road safety.

The company set up a CSR Committee of the Board on January 2014, and has a CSR policy duly approved by the Board. The CSR Committee met twice during FY2016 to review implementation of approved projects, approve CSR annexure for the annual report and provide direction on social projects.

In addition to review by the CSR Committee, all CSR projects are centrally reviewed and monitored every month at the corporate level. Further, 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 company registered a not-for-profit entity "Maruti Suzuki Foundation" which began operations in FY2016. Going forward, the company intends to undertake all its CSR activities through Maruti Suzuki Foundation.

Maruti Suzuki's CSR spend has been consistently increasing over the years. In FY2016, the company's CSR spend went up by 14% to 894.5 million rupees (approximately 1,476 million yen). The company spent over 2% of its average net profit of the previous three years on CSR.

Community development

The local community is an important stakeholder group for the company and it is committed to the wellbeing of the local community by implementing social projects in 24 villages around Gurgaon, Manesar and Rohtak facilities in the state of Haryana, and Hansalpur facility in the state of Gujarat.

● Water and sanitation

The company undertakes projects including solid and liquid waste management, construction of individual household toilets and other behavioral change programs, in consultation with the community. The key water and sanitation initiatives undertaken in FY2016 include:

- Laying of 10km sewer line, and repair of paved street.
- Providing 8 sweepers in villages for daily cleaning of streets.
- Construction of 1,100 household toilets
- Installation of 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 25,000 children and helps in better enrollment and retention of children. The key education related initiatives undertaken in FY2016 include:

- Distributing 179 scholarships and giving 728 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 FY2016 include:

- Construction of community halls
- Crematorium repair
- Construction of road

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 trainings.

● 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.



● 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 the 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 141 ITIs spread across 27 states of India to upgrade automobile related trades. This initiative has so far benefitted over 17,500 students in FY2016. In the last two years, over 3,300 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 takes the initiative to upgrade automobile trade at ITIs from basic level to advanced level by setting up of Automobile Skill Enhancement Centres (ASEC) at some 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.



In FY2016, the company also invited a Japanese expert through a Japan-based Human Resources and Industry Development Association (HIDA) to train teachers/students on latest technologies for a period of two weeks at ITI Pusa, Delhi. Students were imparted training on global best practices in vehicle service and repair and latest automobile technologies along with training in soft skills like discipline, punctuality, cleanliness, safety and quality in the field of service.

● Japan India Institute for Manufacturing (JIM)

In FY2016, the Governments of Japan and India signed an agreement to create a pool of skilled manpower for manufacturing in India. To translate the vision of this partnership, the company embarked on setting up the first Japan-India Institute for Manufacturing (JIM) at AS Patel (Pvt.) ITI, in Ganpat University, Mehsana, Gujarat.

In addition to the technical curriculum, the JIM imparted training in some of the best shop floor practices, such as "Kaizen" (meaning continual improvement in Japanese) and Quality Circles, based on curriculum developed in Japan. The JIM has been offering eight technical courses relevant for automobile manufacturing and servicing, and began in August 2017.



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.



● 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. In FY2016, 39 new MDS were added taking the total number to 403. 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. Traffic violators and learner license applicants are given training on road safety and traffic rules at RSKC.

● Train the Trainer Programme

Maruti Suzuki lays stress on training the trainers. The key objective of the programme 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 FY2016, 379 new and 377 existing trainers were trained under "Train the Trainer Programme".

● Road safety for truck drivers

The company works with truck drivers of the transporters for Maruti produced cars throughout the year through driving training facilities specially set up for them, with flexible curricula and customised courses. 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 practice 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.

Pakistan

Pak Suzuki Motor Company Limited

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 55 scholarships to the needy students of NED University of Engineering & Technology on 22 July, 2016 to help them to pursue their Educational and Career goals.



● Awareness Session on Health, Safety & Environment (HSE)

Pak Suzuki organised a full day in-house “Awareness Session on Health, Safety and Environment” on 22 October, 2016 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 9 participants attended the session. In closing ceremony, certificates and gift hampers were distributed to encourage children participation.



● Construction and renovation project in government school

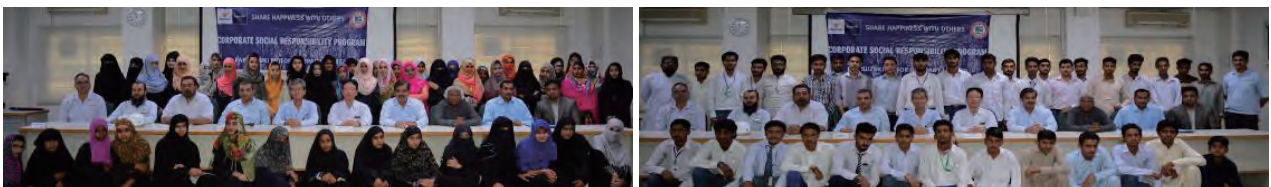
Under “School Improvement Program”, Pak Suzuki successfully completed Construction and Renovation project in “Government Girls Primary Community Model School Razzaqabad”.

The project includes flooring of classrooms and corridor, renovation of school building and toilets, providing furniture for students and staff, fixing of water cooler with filter and stabiliser, sound system, play rides and plantation, etc. The project was inaugurated on 17 February, 2017.



● High school certificate scholarship program

To provide financial support to needy students to continue their education from high school (grade 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. Hirofumi Nagao, Managing Director of Pak Suzuki (title at that time), awarded 98 scholarships among the needy students on 27 February, 2017. 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 19 November, 2016. Total 615 Cono-Carpus trees were planted along western and southern boundary walls of Pak Suzuki.



● Beach Cleaning Campaign

Pollution at beaches is a serious concern as garbage endangers the beautiful marine life. Therefore Pak Suzuki organised Beach Cleaning Campaign 2016 at Russian Beach Port Qasim, Karachi on 29 October, 2016. More than 250 employees of Pak Suzuki and representatives from nearby vendors participated along with their families. Around 300kg of garbage was collected and disposed of properly.



Community health

● Blood Donation Campaign

Pak Suzuki organised Blood Donation Campaign in collaboration with "Indus Hospital" on 27 March, 2017 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 178 donors donated their blood voluntarily from Pak Suzuki and nearby vendor's employees.



VTI trainings

Pak Suzuki conducted training program for VTI's (Vocational Training Institutes) for motorcycle trade students in the month of June, July, September, November, December 2016, and January 2017, in different cities of Pakistan. 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 (e.g. engine, cooling system, lubricant system, power transmission, electrical & tuning procedures, etc.). Total 1,131 students were trained during the period.



Thailand Suzuki Motor (Thailand) Co., Ltd.

● Environmental protection activity

Suzuki Motor (Thailand) Co., Ltd. (SMT) has been working on CSR activity positively.

As a part of environmental protection activity, SMT supported to plant coral reef in Nang Ram Beach, Sattahip, Chonburi Province on 12 February, 2017.

157 SMT employees joined this activity and worked hard with Thai Navy to protect rich and beautiful Thai coral reef.



Philippines Suzuki Philippines Inc.

● Donations for typhoon victims

Suzuki Philippines donated 200,000 pesos (approximately 440,000 yen) to ABS-CBN SAGIP KAPAMILYA, the program of emergency humanitarian aid to recover from the serious damage caused by Typhoon HAIMA in November 2016. This program is implemented by ABS-CBN Lingkod Kapamilya Foundation, Inc, which supports the reconstruction, reducing the risk of disaster, and provides the emergency relief goods to the disaster-affected area.



France Suzuki France S.A.S.

● Support activity for disabled children

Suzuki France has supported an event “Rêves de Gosse (Dreams of children)” which more than 1,000 children including disabled children can experience their first flight in 9 cities every year since 2010. Suzuki France provided vehicles for the staff transportation and held a welcome booth (photographs/ cartoonist/goodies) in each city for children who wait for their flight.



Austria

Suzuki Austria Automobil Handels GmbH

● Support for sports activities

Suzuki Austria is sponsoring several sports associations such as the soccer school "Spaß mit dem Ball (Fun with the ball)", the ice hockey club "EC Red Bull Salzburg", the disabled athlete "Günther Matzinger", and the Austrian water-polo club "Paris Lodron Salzburg".



● Support for cultural activities

Suzuki Austria supports the cultural association called "MUS-EN: the Musical Ensemble". They just generated big success with their new project, the Broadway musical "Zum Sterben schön", based on the Hollywood movie "Plots with a View".



● Support for social institution

Suzuki Austria supports the social institution called "Salzburger Krebshilfe" – an organisation which helps children who are confronted with cancer in their family. The company donated SX4 S-CROSS to this organisation and its mobile team visits the affected families with SX4 S-CROSS to look after the children psychologically.



Supporting the development of human resources in overseas manufacturing companies

Suzuki participates in the trainee acceptance program led by the Association for Overseas Technical Cooperation and Sustainable Partnerships (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.

Companies accepting overseas trainees (FY2016)

Country	Company Name
India	Maruti Suzuki India Limited
	Suzuki Motor Gujarat Private Limited
	Suzuki Motorcycle India Private Limited
Pakistan	Pak Suzuki Motor Co., Ltd.
Colombia	Suzuki Motor De Colombia S.A.

- Number of overseas trainees accepted in FY2016: 140 persons
- Accumulated total number of overseas trainees: 22,704 persons (from FY1983 to FY2016)

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 organisations 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 1 April 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 totalling 1,295,300,000 yen to 969 researchers (as of 1 April 2017) 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 23 projects including the "Development of Smart Pseudoelastic Material with Organosuperelasticity" which amount to 219,310,000 yen to date (as of 1 April 2017).

● 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 1 April 2017), it has provided grants totalling 153,050,000 yen for 509 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 15 researchers who came from Budapest University of Technology and Economics.



● Grants to overseas automotive training centre

Grants of equipment and facility started from FY2017 for automobile designing, manufacturing, and service trainings held at the International Automotive Centre of Excellence (i-ACE), which is established in the state of Gujarat in India.

● 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.

● Total assets and number and amount of grants

- Total assets: 10,330,790,000 yen (as of 31 March 2017)
- Number of grants in FY2016: 75 (Accumulated total: 1,516 as of 1 April 2017)
- Total amount of grants in FY2016: 97,710,000 yen (Accumulated total: 1,716,600,000 yen as of 1 April 2017)

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

Since 2000, Suzuki has been conducting granting activities through the Suzuki Education and Culture Foundation for making contributions to nurturing of healthy youths in the Shizuoka prefecture. The foundation was established through funds received from the Suzuki Group as a commemorative business for the 80th anniversary of Suzuki's founding.

Foundation activities

● Scholarships to high school and university students

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 have strong desire to learn but are unable to concentrate on their studies due to economic reasons. In FY2016, the foundation offered scholarships totalling 19,980,000 yen to 52 high school and 13 university students.

● Grants to Shizuoka University of Art and Culture for scholarship

Partial grants are made to Suzuki Scholarship Fund for Shizuoka University of Art and Culture, which is aimed to nurture human resources who can contribute to the society and to contribute to development of the Hamamatsu community.

In FY2016, the foundation made grants of 1,500,000 yen. Through their scholarship, Suzuki is making supports to university students in the Shizuoka Prefecture who have strong desire to learn.

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

As assistance for foreign school, the foundation is supporting education of foreign children by making financial assistance to Mundo de Alegria School, a Japanese-South American school approved by the Shizuoka Prefecture (located in Yuto-cho, Nishi-ku, Hamamatsu, with 275 students from kindergarten to high school, of which 229 from Brazil, and 46 from Peru).

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

Mundo de Alegria School is a school for the children of those workers. The school was established by individual funds in 2003, and 60 local companies including Suzuki have been assisting its management.

In FY2016, the foundation made 6,500,000 yen of financial assistance. The foundation is supporting the school's aim to "nurture human resources who can live together in the Japanese society by building up education in their mother-tongue, mastering Japanese, and learning Japanese culture and habits".

● Total number and amount of grants (accumulated total as of 31 March 2017)

- Scholarships: 318 persons (252,480,000 yen)
- Grants to Shizuoka University of Art and Culture for scholarship: 6 (9,300,000 yen)
- Grants to schools for foreigners: 7 (89,500,000 yen)



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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 realise 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 aggressively disclose information that we concluded is beneficial to understand the Company. We will further enhance the transparency of the Company.

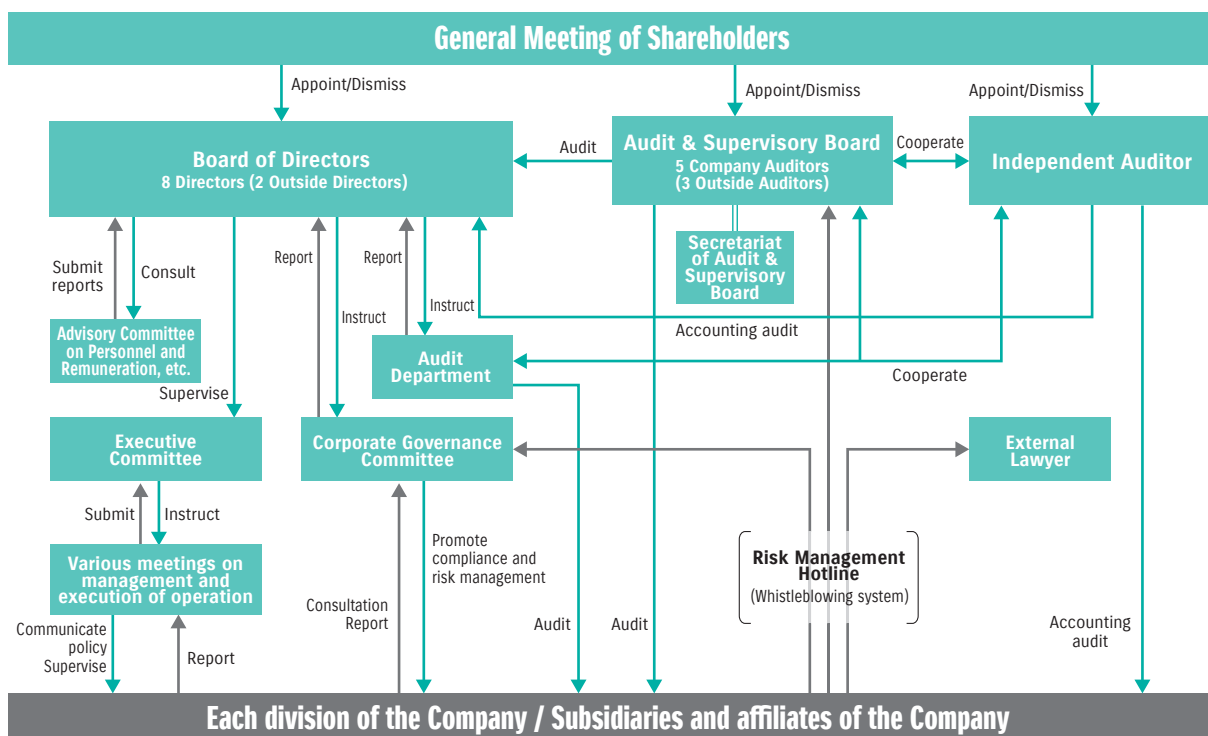
Corporate Governance System

The Company has elected to be a company with Audit & Supervisory Board.

In addition to the supervisory function of execution of business by the Board of Directors and the auditing function by the Audit & Supervisory Board, establishment of Advisory Committee on Personnel and Remuneration, etc. of which highly independent Outside Directors and Outside Auditors as the advisory body of the Board of Directors enables enhancement of governance.

Corporate Governance System

(As of 31 October 2017)



[Board of Directors]

The Board of Directors is composed of 8 Directors and its meetings are held once in a month and whenever necessary. The Board of Directors discusses important managerial matters besides the matters set forth in the Articles of Incorporation and the laws and regulations, and makes decisions through sufficient discussion including legal compliance and corporate ethics view points, and is strengthening oversight of business execution. In addition, the Company has elected 2 Outside Directors who maintains high degree of independence and have no possibility of causing conflict of interest between them and shareholders to further enhance supervision to management and receiving beneficial advice and indication to the management of the Company based on rich experience and professional knowledge.

Also, the Company has introduced Executive Officers system for the purpose of enabling the agile execution of operation and clarifying individual responsibilities.

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.

[Executive Committee and other various meetings on management and execution of operation]

The Company holds meetings attended by Representative Directors and other Directors and Managing Officers concerned to quickly deliberate and decide important managerial issues and measures to be taken. In addition, the Company holds meetings attended by Directors, Company Auditors, Executive Officers and Executive General Managers, etc. to report and exchange information related to management. Both meetings are regarded as Executive Committee meetings and are held periodically and whenever necessary.

Also, various meetings are held periodically and whenever necessary to deliberate business plans etc. and to receive reporting on operation of the company, enabling the Company to appropriately plan, identify administrative issues and grasp the situation on execution of operation.

In such way, the Company is enhancing efficiency of decision making at the Board of Directors meetings and supervision on execution of operation.

[Advisory Committee on Personnel and Remuneration, etc.]

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

The Committee is composed of 5 persons including 3 Outside Company Directors (2 Outside Directors and 1 Outside Company Auditor).

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 Managing Officers are also based on results of the Committee's discussion.

[Corporate Governance Committee]

For sustainable growth and enhancing the mid- and long-term corporate value in the Group, the Corporate Governance Committee has been in place to advance compliance with laws and relations and examine matters including risk management as well as promote the implementation of measures and policies thereof.

[Company Auditor's Audit]

The Audit & Supervisory Board of the Company is composed of five Company Auditors including three 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 Board of Directors meetings 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 organisation that is independent from the chain of command of Directors, etc. in order to reinforce a supportive system for duties of Company Auditors.

[Internal Auditing]

The Audit Department is the internal auditing organisation independent from the chain of command and directly reporting to President. It is staffed by experts in wide range of fields and audits the Company, subsidiaries and affiliated companies at home and abroad.

Audit Department shall report on a regular basis on the results of internal audits together with proposals for improving the problems to the Board of Directors meetings and Audit & Supervisory Board in order to take corrective measures at an early stage.

In addition, the Audit Department holds internal audit result briefing session at workplace and at the Company to share information on the results of internal audits with people concerned and continue instruction until completion of improvement.

[Cooperation among Company Auditors, Independent Auditor and Audit Department]

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

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

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

The Audit Department and Company Auditors exchange information with organisation specialised in internal audit, which consists of corporate planning, legal, finance and IT system departments.

[Mutual cooperation of Supervision or Auditing by Outside Director or Outside Auditor for Internal Auditing, Auditor's Audit and Financial Audit, and relationship with departments of internal control]

The Outside Director and Outside Company Auditor receive the results of the Internal Auditing, Company Auditor's Audit and Financial Audit, the results of evaluation on internal control in terms of financial report, the report on performance of whistleblowing system, exchange opinions or information, and make suggestions or indication based on individual knowledge at the Board of Directors, Audit & Supervisory Board and other meetings.

As for independency when Suzuki elects the Outside Director and Outside Company Auditor, we follow "Standard for Independence of Outside Directors and Outside Company Auditors" established based on the criteria related to independency determined by Tokyo Stock Exchange. Suzuki reports all the elected Outside Directors and Outside Auditors to the Tokyo Stock Exchange as independent officers.

<The Standard for Independence of Outside Directors and Outside Company Auditors>

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

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

(Note 1) A person executing business : A director executing business, a managing officer, an executive officer or an employee

(Note 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

(Note 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

(Note 4) A person who receives a large amount of remuneration : A consultant or legal or accounting expert who receives annual compensation 10 million yen or more (for the organisation, 2% or more of its annual total revenues) in any of the business year in past three years

(Note 5) A person who receives a large amount of donation : A person who receives annual donation 10 million yen or more (for the organisation, a person directly involved in activities which is the purpose of the donation) in any of the business year in past three years

Policy on Determining the Amounts of Remuneration

[Remuneration of Directors]

Remuneration of Directors (excluding Outside Directors) shall consist of basic remuneration for each position (fixed sum), bonus linked to the Company's performance of each fiscal year and Restricted Stock linked to the Company's mid- and long-term performance or stock price. Remuneration of Outside Directors shall be solely basic remuneration (at the fixed amount).

The basic remuneration and bonus shall be within the range of remuneration limit (maximum yearly amount of 750 million yen including maximum yearly amount of 36 million yen for Outside Directors) approved at the General Meeting of Shareholders, the amount of basic remuneration for each Director shall be determined and paid in consideration of the duties and responsibilities of each Director. Bonuses will be paid based on the calculation method linked with indexes such as consolidated performance set by the Company.

Restricted Stock shall be granted within the Remuneration limit (maximum amount of 300 million yen) and maximum number of shares (not more than 100,000 shares a year) approved at the General Meeting of Shareholders and should function as an incentive to realise sustainable enhancement of corporate value and has the purpose of directors to further share the value with the shareholders.

The remuneration of Directors shall be decided by the Board of Directors based on the deliberation results of "Advisory Committee on Personnel and Remuneration, etc.", of which Outside Directors/Auditors make up a majority of the membership, on the policy regarding the decision of Director's remuneration, standards, remuneration system and adequacy of the remuneration level.

The basic remuneration shall be within the range of the amount of remuneration limit (monthly amount) approved at a General Meeting of Shareholders, and the amount of remuneration for each Director shall be determined and paid in consideration of the duties and responsibilities of each Director.

[Remuneration of Company Auditors]

Remuneration of Company Auditors shall be solely basic remuneration (at fixed amount), and the amount shall be decided and paid in the discussion among Company Auditors within the range of the amount of remuneration limit (maximum yearly amount of 120 million yen) approved at a General Meeting of Shareholders.

<(Reference) Revision of reward amount for directors and auditors, etc.>

"Revision of the amount of remuneration for Directors/Audit & Supervisory Board Members" and "Determination of remuneration due to granting of restricted stock to Directors" were resolved at the 151st Ordinary General Meeting of Shareholders held on 29 June, 2017. The outline is as below.

[Remuneration of Directors]

	<Before revision>	<After revision>
Remuneration as the form of share acquisition (excluding Outside Directors)	Up to 80 million yen/month	-
Base remuneration (fixed)		
Bonus (excluding Outside Directors)	Total amount is resolved at the shareholders meeting.	Annual: Within 750 million yen (Within 36 million yen for Outside Directors)
Remuneration in the form of restricted shares (excluding Outside Directors)	-	Annual: Within 300 million yen

[Remuneration of Audit & Supervisory Board Members]

	<Before revision>	<After revision>
Base remuneration (fixed)	Monthly: Within 8 million yen	Annual: Within 120 million yen

Corporate Governance System and Risk Management System

The following is the basic policies regarding the systems to ensure the appropriateness of execution of duties (internal control systems), which were resolved at the Board of Directors Meeting 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 its consolidated subsidiaries (hereinafter "the Suzuki Group") execute their duties in a healthy manner as well as shall oversee the state in which the Code is fully known to the Group.
- ② A corporate governance committee, chaired by the Director or 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 Personnel section 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, Legal, Engineering and other related sections.
- ⑤ To prevent violations of laws and regulation and take corrective measures at an early stage, a whistleblowing system (The Suzuki Group Risk Management Hotline) shall be established inside and outside the Company to allow Directors, Managing Officers and employees to report on violations of laws and regulations or their possibility without receiving disadvantageous treatment for doing so.

The Corporate Planning section 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

Meeting minutes 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 Board of Directors meetings, 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 Executive 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 Board of Directors' meetings, 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 Department General Managers make in order to achieve the mid-term plan.
- ⑤ The Internal Auditing section, 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 Executive Officers and Executive General Managers attend Board of Directors meetings, 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 sections 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 consolidate subsidiaries, to the presidents of subsidiaries as well as give them necessary assistance in coordination with the relevant sections.
The Internal Auditing section, directly reporting to President, shall audit subsidiaries to make “the Suzuki Group Code of Conduct” fully known, and regularly audit the state of 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 Board of Directors meetings, 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 make the Suzuki Group Risk Management Hotline fully known 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 assistants anytime, and Directors shall not refuse the requests without right reason.
- ③ Transfers, treatments, disciplinary punishments, etc. of the staff in the Secretariat of the 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 Board of Directors meetings to ask questions and express their opinions.
- ② In addition to delivering circular resolutions and other important documents to Company Auditors, the Board of Directors, sections 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 Internal Auditing section, directly reporting to President, shall report on the results of 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 must not treat those who reported to Company Auditors to their disadvantage and shall ask 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

Regarding expenses that the Company bears, Company Auditors may seek advice, etc. from lawyers and other external experts, if necessary.

Overview of significant actions based on the above Basic Policy in FY2016 is as follows.

[Action related to Compliance]

- The Company newly formulated the “Suzuki Group Code of Conduct” to stipulate the actions required by various stakeholders including regulatory compliance, which the code is fully disseminated throughout Directors/Managing Officers and all the employees of the Group including domestic and overseas subsidiaries (translated into languages in each country by each subsidiaries).
- Together with this code of conduct, the Group’s whistleblowing system, the “Suzuki Group Risk Management Hotline”, is fully disseminated through various education and seminars and the Company is making effort to be alarmed of compliance problems as early as possible and take appropriate measures. Company Auditors and external lawyers who are independent from the chain of command of the management are also the whistleblowing contact points.
- Corporate Governance Committee shall enlighten employees’ compliance consciousness and call all the employees attention to individual regulatory compliance. In occurrence of compliance matters, it shall take necessary action after deliberation, and the outline shall be reported to the Board of Directors meeting whenever necessary.
- Also, as to improper activities that were inconsistent with national regulation in exhaust emission and fuel consumption testing process of the Company’s automobiles, the company reported to the Ministry of Land, Infrastructure, Transport and Tourism on May 2016, and worked to ensure implementation of the following 7 preventative measures.
 - ①Enhancement of engineers’ education and seminars
 - ②Define responsibilities on determining Rolling Resistance application value
 - ③Enhancement of internal verification system on Rolling Resistance application value
 - ④Upgrade testing facilities for measuring coasting method and improvement of measurement technique
 - ⑤Resolution of self-enclosed habitus of the Automobile Engineering
 - ⑥Enhancement of audit system on engineering
 - ⑦Utilisation promotion of whistleblowing system

These preventative measures have all been implemented in FY2016 without delay, however the Company shall continue these measures by improvement based on the verification of the effectiveness.

[Action related to risk management]

- For risks such as quality and work safety, the Company is taking action to create global system or structure to prevent occurrence of serious problems, using problems occurred in the past as a precept.
- For risks related to violations of laws and regulations, the Company is sorting out laws and regulations related to each and every business of the Company as well as all the domestic and overseas subsidiaries, to verify the compliance status and taking corrective measures when necessary.
- The Company is continuously upgrading the internal regulations on duties of each department, making effort to strengthen the system for efficient and appropriate business operation in line with laws and regulations.
- The Company formulated the “Suzuki CSR Guidelines for our Business Partners” to fulfil the social responsibility including safety, quality, human rights, labour, environment and regulatory compliance together with the suppliers.
- As a part of measures for natural disasters, the Company presumes occurrence of the Great Nankai Trough Earthquake and conduct Tsunami evacuation trainings twice, as well as updated Business Continuity Plan.

[Action related to efficient execution of duties by the Directors]

- Board of Directors meetings is taking sufficient time to deliberate important matters regarding corporate management.
- The Company is enabling efficient and timely decision making at the Board of Directors meetings by entrusting decision making of each individual matter to the Directors and Executive Officers with the circular resolutions and other systems, by receiving reports on the progress of the execution of operation and business plan of each department every month and by prior deliberation of important matters at the weekly Executive Committee.

[Systems to ensure proper business operation of the Group]

- Following the “Policy for management of business operation of subsidiaries and affiliates”, the departments that are responsible for administering subsidiaries in the Company clarified by such internal regulations, receive reporting from subsidiaries on the situation of their business on a regular basis and on matters set forth in the regulations. As for Important matters, the Company is managing and supervising the subsidiaries to obtain prior approval by the Company.
- The Company is alerted of the problem and taking corrective measures at an early stage on problems occurred at the subsidiaries through the “Suzuki Group Risk Management Hotline”.
- Based on the audit plan, the Audit Department confirms adequacy and efficiency of duties of each department of the Company as well as domestic and overseas subsidiaries, verify the status of compliance with laws, regulations and internal rules and the status of establishment and operation of internal controls such as status of asset management, by auditing the workplace or survey document on a regular basis. Based on that result, the Audit Department gives advice and guidance until completion of improvement. Furthermore, experts in engineering, quality assurance, manufacturing, purchasing and global marketing are assigned to the Audit Department since FY2016 to establish a system which enables audit in broad fields globally as a part of improvement of business in general.

[Action related to Company Auditors' audit]

- The Company Auditors are able to confirm the decision making process and at the same time receive necessary reports by attending the Board of Directors meetings, Executive Committee, Corporate Governance Committee, and other management and execution of operation related to various meetings.
- To assist Company Auditors grasp information, document related to execution of operation of the Company and the subsidiaries are made available for inspection.
- To enable information related to various internal problems delivered to the Company Auditors, the Company established a system to share all the whistleblowing received at contact points of the “Suzuki Group Risk Management Hotline” other than Company Auditors without delay.
- Audit Department reports the result of the audit to the Company Auditors whenever necessary so that the Company Auditors are able to carry out efficient audit with a mutual cooperation of the Audit Department.
- 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 the supportive system for duties of Company Auditors. Evaluation of the Staff in the Secretariat of Audit & Supervisory Board shall be done by the Company Auditors whom the Audit & Supervisory Board appoints and transfers of the Staff in the Secretariat of Audit & Supervisory Board shall be subject to approval from Company Auditors whom the Audit & Supervisory Board appoints.

<Reference>

● Implementation Status of Compliance Training by Managerial Hierarchy, etc.

- Compliance training by managerial hierarchy
FY2016 results
Number of trainings: 28 in total
Number of trainees: 2,424 in total

•Compliance E-learning

	Step 1	Step 2	Step 3
Period	From 13 September to 30 November 2016	From 23 January to 28 February 2017	From 1 to 31 March 2017
Number of trainees	10,367	9,906	9,799

Confirmed its effect by collecting surveys after the training.

● Trainings concerning technological standards related to safety and environment

- Set up 25 lectures related to technological standards including vehicle regulations and certification, and implemented for engineers of automobile, motorcycle, and outboard motor.
- All trainees who took the compulsory lectures relating to their operations finished their lectures by June 2017.
- After the lectures, tests to confirm their understanding were implemented through E-learning, requesting all trainees to pass the tests.

● 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. Portable booklets which contain the below information along with the Suzuki Group Code of Conduct are handed out.

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. Recognising 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.

● Consultation & Reporting Desk

In addition to preventing violations of laws and regulation and take corrective measures at an early stage by establishing a whistleblowing system that enables Directors, Managing Officers and employees of the Suzuki Group to report on violations of laws and regulations or their possibility inside and outside the Company, portable booklets which contain the below information along with the Suzuki Group Code of Conduct are handed out to each Director, Managing Officer and employee to make them fully known and promote their use.

·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].
- d) Report to Suzuki's Internal Contact Point of [Suzuki Group Risk Management Hotline]

·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.

Protecting Personal Information

We fully recognise 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 establish the “Basic policy on protection of personal information” and work hard for protection of personal information. Details of handling of personal information are released on our public website: http://www.suzuki.co.jp/privacy_statement/index.html (in Japanese language only)

We establish the in-house rules and revise them as required according to revision of related laws etc. in order to handle personal information appropriately. To familiarise our employees with these rules, Suzuki provides education through employee seminars or enlightenment from the in-house homepage so that all employees thoroughly become aware of protection and appropriate handling of personal information. In addition, the “Basic policy on protection of personal information” is followed also at member companies of the Suzuki Group to thoroughly ensure protection of personal information. We will continuously review and improve the personal information protection system.

Activities on Information Security

As described in the section “Protecting Personal Information”, Suzuki prepares codes related to protection of personal information and those related to information control in order to manage information useful for the company including those provided by other companies.

In addition, we thoroughly ensure appropriate handling of confidential information by prescribing proper handling and leakage prevention of confidential information in the Suzuki Group Code of Conduct for employees.

As for information security, we promote improvement in work by introducing the information system and network, and determine the concept and rules to build, manage and operate such information system and network in order to prevent information leakage and unauthorised access, while improving availability of information.

Servers which may cause severe influence if it stops and those that save data important for security such as personal information are installed in the lockable server room with seismic countermeasure taken by seismic isolators etc.

Suzuki organises the confidential information control promotion committee and reinforces the information control system of the entire Suzuki Group.

Disaster measures by Suzuki

Suzuki takes various measures for natural disasters including Great Earthquake along the Nankai Trough to minimise 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 organisation, 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

Aimed to protect the lives of our employees, Earthquake Early Warning Systems are installed at the headquarters and each plant. Earthquake and tsunami evacuation drills are repetitively conducted with all employees participating. In this drill, when the Earthquake Early Warning System alerts, the employees secure their safety and the employees at offices with risk of tsunami evacuate to safe places where the water of tsunami cannot 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 are conducted by retired fire fighters in all offices, and repetitive trainings are continuously carried out regularly twice a week. This enables our employees to arrest bleeding or treat injuries and convey in stretcher on their own 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 fire disasters

At the headquarters and each plant, all unpredictable fires are treated as fire disaster. Regardless of how small the size of the fire, we conduct an initiative to find out the real cause of fire and thoroughly carry out effective measures. All cases of fire are shared throughout the Company in an effort to cross-functionally take measures in preventing familiar disasters. A fire drill using fire extinguishers and fire hydrant is conducted at plants so that everyone in a worksite can perform first-aid firefighting to minimise damage caused by fire.

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.



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 organised by Suzuki's associated companies also decided to contribute 39.06 million yen in total for five years.

The Company also contributed 270 million yen in total to neighbouring eight cities and towns for disaster measures such as earthquakes and tsunami by FY2016.

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.

Data

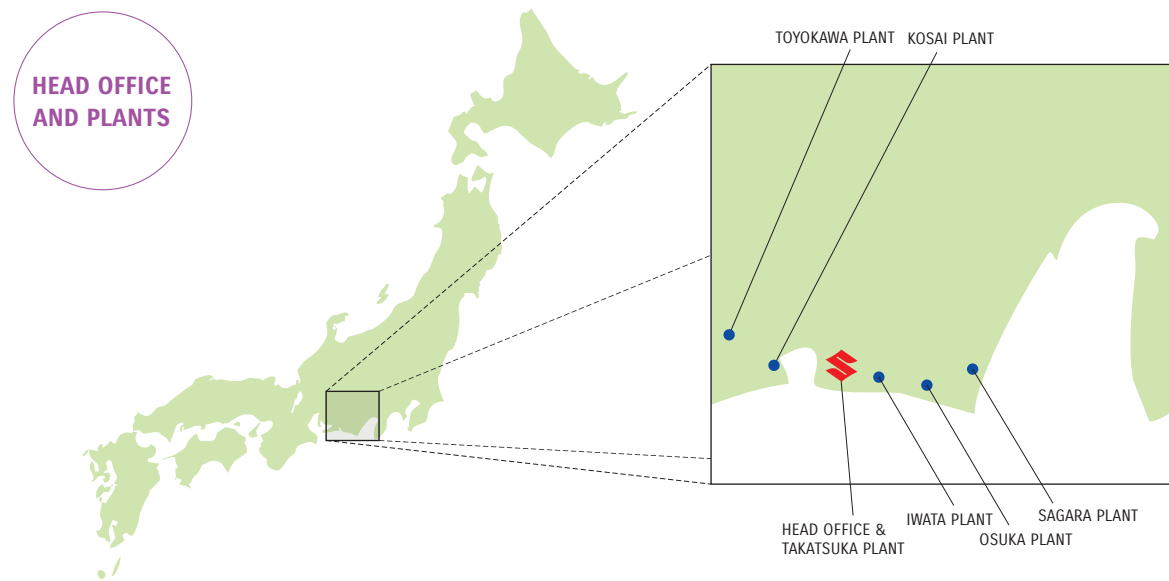
Company Profile	135
Environmental Data of Main Products in FY2016	137
Environmental Data of Domestic Plants and Group Manufacturing Companies	147
History of Environmental Initiatives	159
Company Data	161

SUZUKI OUTLINE (as of 31 March 2017)

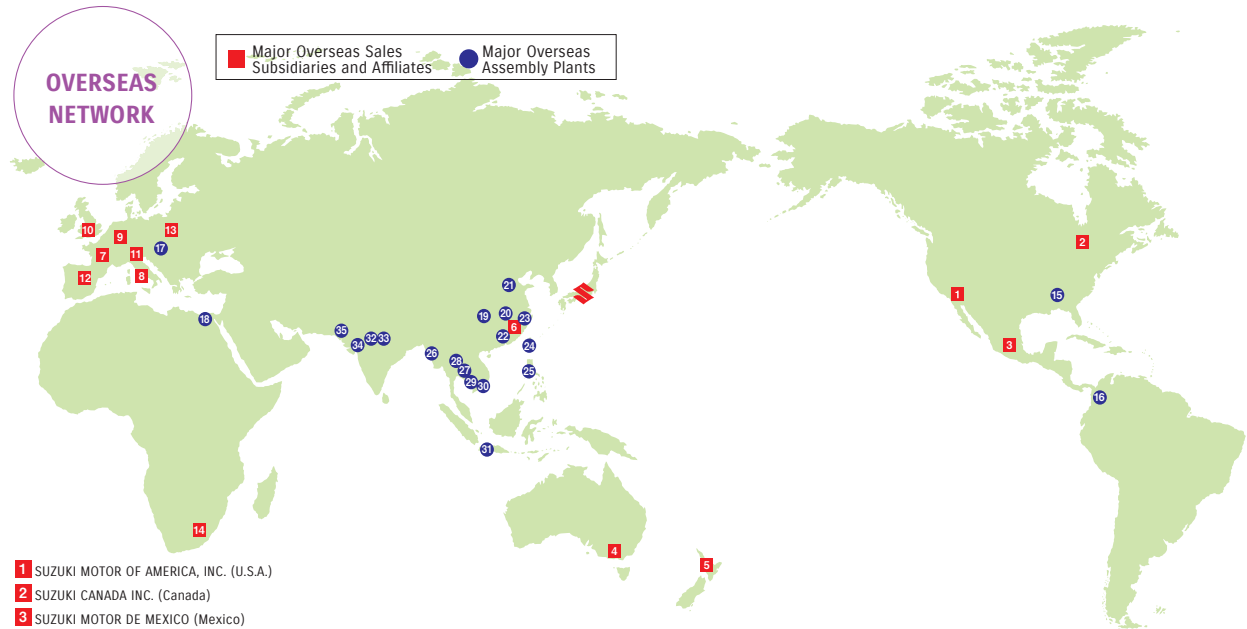
- **Company name:** SUZUKI MOTOR CORPORATION
- **Date of Incorporation:** March 1920
- **Address of headquarters:**
300 Takatsuka-cho, Minami-ku, Hamamatsu City,
Shizuoka Prefecture 432-8611, JAPAN
- **Representative Director and President:**
Toshihiro Suzuki

- **Main product Line:**
Automobiles, Motorcycles, Outboard Motors, Motorised
Wheelchairs, Electro Senior Vehicles, Industrial
Equipment.
- **Capital:** 138,014 million yen
- **Employees:** 15,138
(consolidated 62,992)

HEAD OFFICE AND PLANTS



OVERSEAS NETWORK

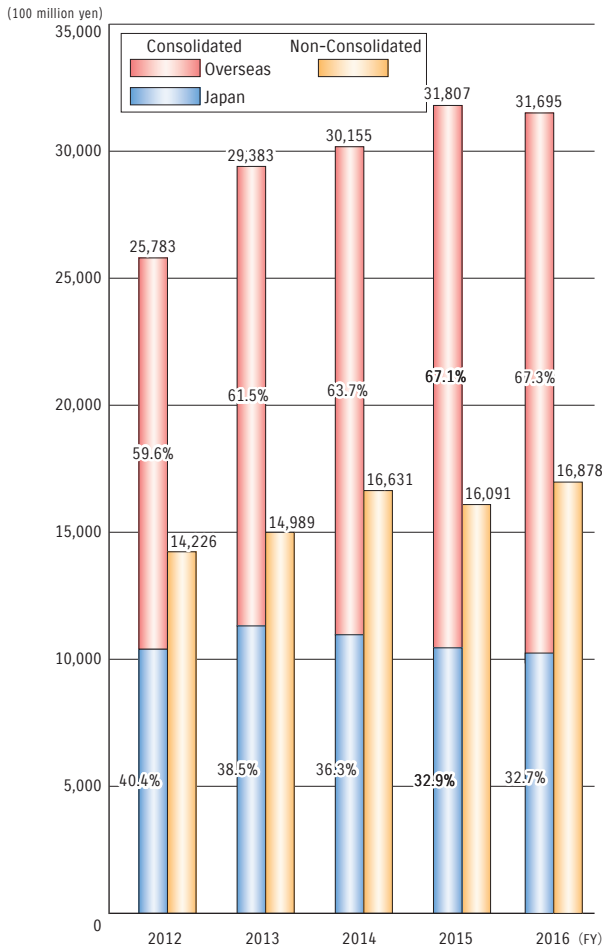


- 1 SUZUKI MOTOR OF AMERICA, INC. (U.S.A.)
- 2 SUZUKI CANADA INC. (Canada)
- 3 SUZUKI MOTOR DE MEXICO (Mexico)
- 4 SUZUKI AUSTRALIA PTY. LTD. (Australia)
- 5 SUZUKI NEW ZEALAND LTD. (New Zealand)
- 6 SUZUKI MOTOR (CHINA) INVESTMENT CO., LTD.
- 7 SUZUKI FRANCE S.A.S. (France)
- 8 SUZUKI ITALIA S.P.A. (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)

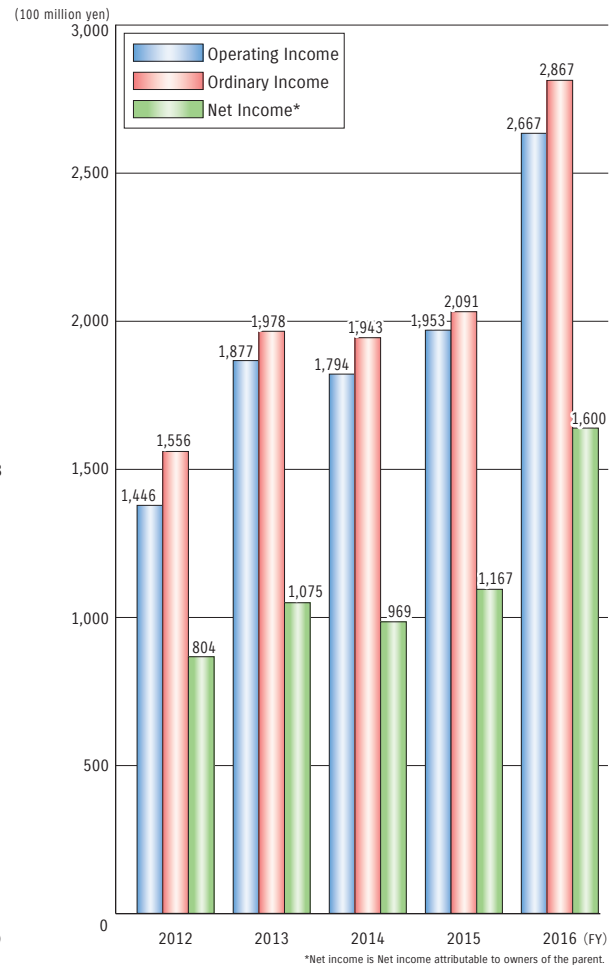
- 15 SUZUKI MANUFACTURING OF AMERICA CORP. (U.S.A.)
- 16 SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)
- 17 MAGYAR SUZUKI CORPORATION LTD. (Hungary)
- 18 SUZUKI EGYPT S.A.E. (Egypt)
- 19 CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (China)
- 20 JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. (China)
- 21 JINAN 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 (MYANMAR) 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 SUZUKI MOTOR GUJARAT PVT. LTD. (India)
- 35 PAK SUZUKI MOTOR CO., LTD. (Pakistan)

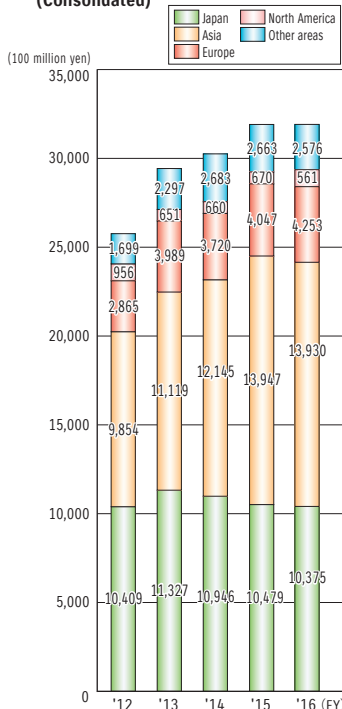
◆ Net sales



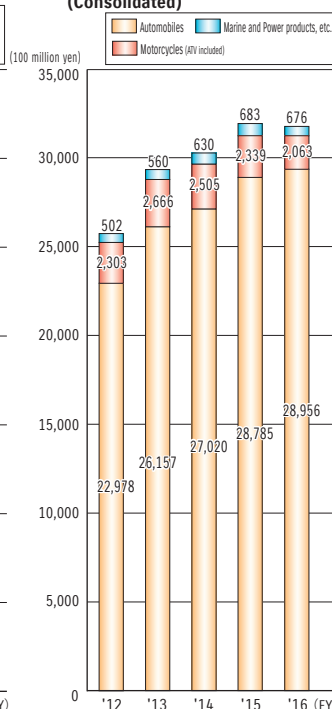
◆ Income (Consolidated)



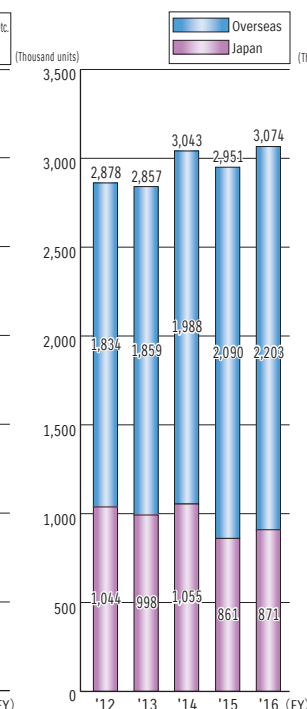
◆ Net sales by market (Consolidated)



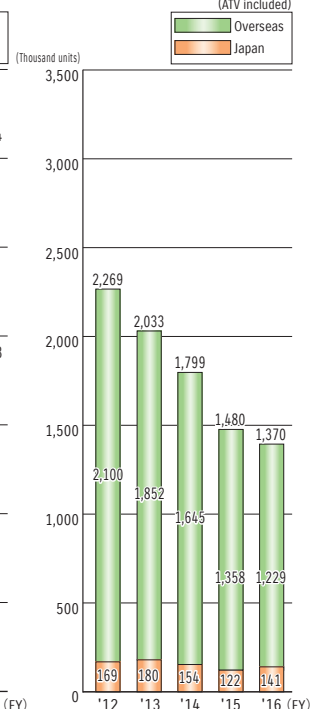
◆ Net sales by business (Consolidated)



◆ Automobile Production



◆ Motorcycle Production



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

Environment-Related Data of Key New Products in FY2016



The environment-related data on major new products launched in FY2016 are as follows.

The recent environment-related data of Suzuki automobiles and motorcycles are available on the Suzuki website below.

<Vehicle type-specific environmental information> http://www.suzuki.co.jp/about/csr/environmental_info/index.html (in Japanese language only)

<Vehicles that conform to the Act on Promoting Green Procurement> <http://www.suzuki.co.jp/about/csr/green/> (in Japanese language only)

Automobiles

Car Name		SOLIO						
		 HYBRID SZ						
Basic Information	Model name	HYBRID SZ / SX	HYBRID MZ / MX (Note 1)		G (Note 1)			
	Vehicle Type	DAA-MA46S	DAA-MA36S		DBA-MA26S			
	Engine	Model	K12C-PB05A	K12C-WA05A		K12C		
		Total Piston Displacement (L)	1.242					
	Drive Train	Transmission	Instrument panel shift 5AGS	Instrument panel shift CVT				
		Drive System	2WD		Full-time 4WD	2WD	Full-time 4WD	
	Vehicle Weight (kg)	990	950	990	930	970		
Remarks	Hybrid system					-		
Environmental Performance Information	Fuel Consumption Rate	Verified by the Ministry of Land, Infrastructure, Transport and Tourism	Fuel efficiency (km/L) (Note 2)	32.0	27.8	23.8	24.8	22.0
			CO ₂ Emission (g/km)	72.6	83.5	97.5	93.6	105.5
			Reference	Achieved 2020 efficiency target+30%	Achieved 2020 efficiency target+10%	Achieved 2020 efficiency target		Achieved 2015 efficiency target+5%
	Applicable standard / certification level		SU-LEV (75% emission reduction from 2005 standards)					
	Exhaust Gas	Test mode		JC08H + JC08C mode				
		Regulation / Certification Values, etc. (g/km)	CO	1.15				
			NMHC	0.013				
			NO _x	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 the tax system to promote the use of eco-friendly vehicle (Note 3)		○	○	○	○	—	
	Vehicles Subject to Green Car Tax (Note 4)		○	○	—	—	—	
	Vehicles that Conform to Act on Promoting Green Procurement		○	○	○	○	○	
	Noise	Applicable standard level		Conform to 1998 Standard Acceleration Noise Regulation Value: 76dB(A)				
		Air conditioner refrigerant consumption (GWP value (Note 5)/used volume (g))		HFC134a (1,430 (Note 6))/390				
Interior VOC		Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labour, and Welfare)						
Reduce environmental impact substances.	Lead *1		Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996).					
	Mercury *2		Meet the JAMA's Target (Prohibition of use in and after Jan. 2005).					
	Hexavalent chromium		Meet the JAMA's Target (Prohibition of use in and after Jan. 2008).					
	Cadmium		Meet the JAMA's Target (Prohibition of use in and after Jan. 2007).					
	Parts Not Subject to JAMA's Target		*1 Lead acid battery (excluded because the collection route for recycling is established) *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 easy-to-recycle thermoplastic resin for instrument panel, door trim, inner trim, front/rear 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		Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc.					
Others		ISO14001 certificate was acquired at 6 domestic plants and Suzuki Group's 7 manufacturing plants.						

(Note 1) HYBRID MZ/MX and G were launched before FY2016.


(Note 2) 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 3) The automobile acquisition tax and automobile weight tax can be reduced upon purchase of a car. (Applicable to new car registrations till 31 March 2019 for the automobile acquisition tax, and new car registrations till 30 April 2019 for the automobile weight tax. This tax reduction measure may not apply depending on the timing of new car registration).

(Note 4) With the Green Exception, automobile tax for the following fiscal year after purchase of a car can be reduced (applicable to new car registrations till 31 March 2019).

(Note 5) GWP: Global Warming Potential

(Note 6) 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).

Car Name		SOLIO BANDIT				
		HYBRID SV 				
Basic Information	Model name	HYBRID SV	HYBRID MV (Note 1)			
	Vehicle Type	DAA-MA46S	DAA-MA36S			
	Engine	Model	K12C-PB05A	K12C-WA05A		
		Total Piston Displacement (L)	1.242			
	Drive Train	Transmission	Instrument panel shift 5AGS	Instrument panel shift CVT		
		Drive System	2WD		Full-time 4WD	
	Vehicle Weight (kg)	990	950	990		
	Remarks	Hybrid system				
	Environmental Performance Information	Fuel Consumption Rate	Fuel efficiency (km/L) (Note 2)	32.0	27.8	23.8
			CO ₂ Emission (g/km)	72.6	83.5	97.5
Reference			Achieved 2020 efficiency target+30%	Achieved 2020 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 the tax system to promote the use of eco-friendly vehicle (Note 3)		○	○	○		
Vehicles Subject to Green Car Tax (Note 4)		○	○	-		
Vehicles that Conform to Act on Promoting Green Procurement		○	○	○		
Noise		Applicable standard level	Conform to 1998 Standard Acceleration Noise Regulation Value: 76dB(A)			
		Air conditioner refrigerant consumption (GWP value (Note 5)/used volume (g))	HFC134a (1,430 (Note 6))/390			
Interior VOC		Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labour, and Welfare)				
Reduce environmental impact substances:	Lead *1	Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996).				
	Mercury *2	Meet the JAMA's Target (Prohibition of use in and after Jan. 2005).				
	Hexavalent chromium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2008).				
	Cadmium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2007).				
	Parts Not Subject to JAMA's Target	*1 Lead acid battery (excluded because the collection route for recycling is established) *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 easy-to-recycle thermoplastic resin for instrument panel, door trim, bumper, radiator grill, cowl top garnish, etc.			
		Parts made of recycled materials	Noise absorbing material for dash silencer, under side of floor carpet, etc.			
		Indication of material names on resin parts	Indicate materials.			
		Usage of Substances of Concern Lead	Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc.			
	Others	ISO14001 certificate was acquired at 6 domestic plants and Suzuki Group's 7 manufacturing plants.				

(Note 1) HYBRID MV was launched before FY2016.


(Note 2) 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 3) The automobile acquisition tax and automobile weight tax can be reduced upon purchase of a car. (Applicable to new car registrations till 31 March 2019 for the automobile acquisition tax, and new car registrations till 30 April 2019 for the automobile weight tax. This tax reduction measure may not apply depending on the timing of new car registration).

(Note 4) With the Green Exception, automobile tax for the following fiscal year after purchase of a car can be reduced (applicable to new car registrations till 31 March 2019).

(Note 5) GWP: Global Warming Potential

(Note 6) 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).

Car Name		SWIFT					
							
				HYBRID RS			
Basic Information	Model name (Note 1)	HYBRID RS		HYBRID ML			
	Vehicle Type	DAA-ZC53S	DAA-ZD53S	DAA-ZC53S	DAA-ZD53S		
	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)	910	970	900	960		
	Remarks	Hybrid system					
	Environmental Performance Information	Fuel Consumption Rate	Fuel efficiency (km/L) (Note 2)	27.4	25.4	27.4	25.4
			Verified by the Ministry of Land, Infrastructure, Transport and Tourism				
CO ₂ Emission (g/km)			84.7	91.4	84.7	91.4	
Exhaust Gas		Reference	Achieved 2020 efficiency target+10%	Achieved 2020 efficiency target	Achieved 2020 efficiency target+10%	Achieved 2020 efficiency target	
		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 the tax system to promote the use of eco-friendly vehicle (Note 3)		○	○	○	○		
Vehicles Subject to Green Car Tax (Note 4)		○	—	○	—		
Vehicles that Conform to Act on Promoting Green Procurement		○	○	○	○		
Noise		Applicable standard level	Conform to 2016 Standard Acceleration Noise Regulation Value: 72dB (M1A1A)				
		Air conditioner refrigerant consumption (GWP value (Note 5)/used volume (g))	HFC134a (1,430 (Note 6))/390				
Interior VOC	Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labour, and Welfare)						
Reduce environmental impact substances.	Lead *1	Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996).					
	Mercury *2	Meet the JAMA's Target (Prohibition of use in and after Jan. 2005).					
	Hexavalent chromium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2008).					
	Cadmium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2007).					
	Parts Not Subject to JAMA's Target	*1 Lead acid battery (excluded because the collection route for recycling is established) *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 easy-to-recycle 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	Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc.				
	Others	ISO14001 certificate was acquired at 6 domestic plants and Suzuki Group's 7 manufacturing plants.					

(Note 1) Two mild hybrid models (HYBRID RS/ML) of SWIFT launched in FY2016 are listed here. Environmental information of all models is available on our website.


(Note 2) 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 3) The automobile acquisition tax and automobile weight tax can be reduced upon purchase of a car. (Applicable to new car registrations till 31 March 2019 for the automobile acquisition tax, and new car registrations till 30 April 2019 for the automobile weight tax. This tax reduction measure may not apply depending on the timing of new car registration).

(Note 4) With the Green Exception, automobile tax for the following fiscal year after purchase of a car can be reduced (applicable to new car registrations till 31 March 2019).

(Note 5) GWP: Global Warming Potential

(Note 6) 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).

Car Name		WAGON R					
							
Basic Information	Model name (Note 1)	HYBRID FZ		HYBRID FX			
	Vehicle Type	DAA-MH55S					
	Engine	Model	R06A-WA05A				
		Total Piston Displacement (L)	0.658				
	Drive Train	Transmission	Instrument panel shift CVT				
		Drive System	2WD	Full-time 4WD	2WD	Full-time 4WD	
	Vehicle Weight (kg)	790	840	770	820		
	Remarks	Hybrid system					
	Environmental Performance Information	Fuel Consumption Rate	Fuel efficiency (km/L) (Note 2)	33.4	30.4	33.4	30.4
			Verified by the Ministry of Land, Infrastructure, Transport and Tourism				
CO ₂ Emission (g/km)			69.5	76.4	69.5	76.4	
JC08 mode		Reference	Achieved 2020 efficiency target+30%	Achieved 2020 efficiency target+20%	Achieved 2020 efficiency target+30%	Achieved 2020 efficiency target+20%	
		Applicable standard / certification level	SU-LEV (75% emission reduction from 2005 standards)				
Exhaust Gas		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 the tax system to promote the use of eco-friendly vehicle (Note 3)		○	○	○	○		
Vehicles Subject to Green Car Tax (Note 4)		○	○	○	○		
Vehicles that Conform to Act on Promoting Green Procurement		○	○	○	○		
Noise		Applicable standard level	Conform to 2016 Standard Acceleration Noise Regulation Value: 72dB (M1A1A)				
		Air conditioner refrigerant consumption (GWP value (Note 5)/used volume (g))	HFC134a (1,430(Note 6))/300				
Interior VOC		Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labour, and Welfare)					
Reduce environmental impact substances.	Lead *1	Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996).					
	Mercury *2	Meet the JAMA's Target (Prohibition of use in and after Jan. 2005).					
	Hexavalent chromium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2008).					
	Cadmium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2007).					
	Parts Not Subject to JAMA's Target	*1 Lead acid battery (excluded because the collection route for recycling is established) *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 easy-to-recycle thermoplastic resin for instrument panel, door trim, inner trim, 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	Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc.				
	Others	ISO14001 certificate was acquired at 6 domestic plants and Suzuki Group's 7 manufacturing plants.					

(Note 1) The environmental information of 2 models equipped with the hybrid system (HYBRID FZ/FX) among other models of WAGON R launched in FY2016 is listed here. Environmental information of all models is available on our website.



(Note 2) 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 3) The automobile acquisition tax and automobile weight tax can be reduced upon purchase of a car. (Applicable to new car registrations till 31 March 2019 for the automobile acquisition tax, and new car registrations till 30 April 2019 for the automobile weight tax. This tax reduction measure may not apply depending on the timing of new car registration).

(Note 4) With the Green Exception, automobile tax for the following fiscal year after purchase of a car can be reduced (applicable to new car registrations till 31 March 2019).

(Note 5) GWP: Global Warming Potential

(Note 6) 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).

Car Name		WAGON R STINGRAY				
						
		HYBRID T		HYBRID X		
Model name (Note 1)		HYBRID T		HYBRID X		
Vehicle Type		DAA-MH55S				
Engine	Model	R06A-WA05A (turbo)		R06A-WA05A		
	Total Piston Displacement (L)	0.658				
Drive Train	Transmission	Instrument panel shift CVT				
	Drive System	2WD	Full-time 4WD	2WD	Full-time 4WD	
Vehicle Weight (kg)		800	850	790	840	
Remarks		Hybrid system				
Fuel Consumption Rate	Fuel efficiency (km/L) (Note 2)	28.4	27.0	33.4	30.4	
	Verified by the Ministry of Land, Infrastructure, Transport and Tourism	CO ₂ Emission (g/km)	81.7	86.0	69.5	76.4
	 Reference	Achieved 2020 efficiency target+10%		Achieved 2020 efficiency target+30%		Achieved 2020 efficiency target+20%
Applicable standard / certification level		SU-LEV (75% emission reduction from 2005 standards)				
Exhaust Gas	Test mode	JC08H + JC08C mode				
	Regulation / Certification Values, etc. (g/km)	CO	1.150			
		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 the tax system to promote the use of eco-friendly vehicle (Note 3)		○	○	○	○	
Vehicles Subject to Green Car Tax (Note 4)		○	○	○	○	
Vehicles that Conform to Act on Promoting Green Procurement		○	○	○	○	
Noise	Applicable standard level	Conform to 2016 Standard Acceleration Noise Regulation Value: 72dB (M1A1A)				
	Air conditioner refrigerant consumption (GWP value (Note 5)/used volume (g))	HFC134a (1,430(Note 6))/300				
Interior VOC		Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labour, and Welfare)				
Reduce environmental impact substances:	Lead *1	Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996).				
	Mercury *2	Meet the JAMA's Target (Prohibition of use in and after Jan. 2005).				
	Hexavalent chromium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2008).				
	Cadmium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2007).				
	Parts Not Subject to JAMA's Target	*1 Lead acid battery (excluded because the collection route for recycling is established) *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 easy-to-recycle thermoplastic resin for instrument panel, door trim, inner trim, 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 Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc.				
Others		ISO14001 certificate was acquired at 6 domestic plants and Suzuki Group's 7 manufacturing plants.				

(Note 1) The environmental information of 2 models equipped with the hybrid system (HYBRID T/X) among other models of WAGON R STINGRAY launched in FY2016 is listed here. Environmental information of all models is available on our website.


(Note 2) 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 3) The automobile acquisition tax and automobile weight tax can be reduced upon purchase of a car. (Applicable to new car registrations till 31 March 2019 for the automobile acquisition tax, and new car registrations till 30 April 2019 for the automobile weight tax. This tax reduction measure may not apply depending on the timing of new car registration).

(Note 4) With the Green Exception, automobile tax for the following fiscal year after purchase of a car can be reduced (applicable to new car registrations till 31 March 2019).

(Note 5) GWP: Global Warming Potential

(Note 6) 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).

Car Name		SPACIA Custom Z					
		 Custom Z turbo					
Basic Information	Model name	Custom Z turbo		Custom Z			
	Vehicle Type	DAA-MK42S					
	Engine	Model	R06A-WA04A (turbo)		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	
	Vehicle Weight (kg)	900/890	950/940	880/870	930/920		
	Remarks	Hybrid system					
	Environmental Performance Information	Fuel Consumption Rate	Fuel efficiency (km/L) (Note 1)	26.8	25.6	30.6	29.0
			CO ₂ Emission (g/km)	86.8	90.7	75.9	80.1
Reference			Achieved 2020 efficiency target+10%	Achieved 2020 efficiency 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.							
Vehicles subject to the tax system to promote the use of eco-friendly vehicle (Note 2)		○	○	○	○		
Vehicles Subject to Green Car Tax (Note 3)		○	—	○	○		
Vehicles that Conform to Act on Promoting Green Procurement		○	○	○	○		
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 (Note 5))/320				
Interior VOC		Meet the JAMA's Target (Lower interior VOC levels than the target set by the Ministry of Health, Labour, and Welfare)					
Reduce environmental impact substances.		Lead *1	Meet the JAMA's 2006 Target (Within 1/10 of the usage in 1996).				
	Mercury *2	Meet the JAMA's Target (Prohibition of use in and after Jan. 2005).					
	Hexavalent chromium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2008).					
	Cadmium	Meet the JAMA's Target (Prohibition of use in and after Jan. 2007).					
	Parts Not Subject to JAMA's Target	*1 Lead acid battery (excluded because the collection route for recycling is established) *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	Parts made of easily recyclable materials	Use easy-to-recycle thermoplastic resin for instrument panel, door trim, inner trim, 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	Lead: Used in solder for electronic boards and electrical parts, piezoelectric element (PZT sensor), etc.					
Others	ISO14001 certificate was acquired at 6 domestic plants 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) The automobile acquisition tax and automobile weight tax can be reduced upon purchase of a car. (Applicable to new car registrations till 31 March 2019 for the automobile acquisition tax, and new car registrations till 30 April 2019 for the automobile weight tax. This tax reduction measure may not apply depending on the timing of new car registration).

(Note 3) With the Green Exception, automobile tax for the following fiscal year after purchase of a car can be reduced (applicable to new car registrations till 31 March 2019).

(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).

Motorcycles

Model Name		GSX-S750 ABS		
				
Basic Information	Passenger Capacity (Persons)	2		
	Vehicle Type	2BL-C533F		
	Engine	Model	R749	
		Total piston displacement (cm ³)	749	
		Description	Water-cooled, 4-cycle, 4-cylinder, DOHC 4-valve	
		Applicable Fuel	Unleaded premium gasoline	
		Max. output (net) [kW (PS) / rpm]	83 (112)/10,500	
	Max. Torque [N·m (kgf·m) / rpm]	80 (8.2)/9,000		
	Transmission	6-step return type		
	Vehicle Weight (kg)	212		
Environmental Performance Information	Fuel Consumption Rate (Note 1)	Steady state fuel efficiency reported to the Ministry of Land, Infrastructure, Transport and Tourism (Note 2) (km/L)	29.3 (60km/h, with 2 persons riding)	
		WMTC mode fuel efficiency (Note 3) (km/L)	20.1 (Class 3-2, with one person riding)	
	Exhaust Gas	Applicable standard level	Conform to 2016 standard	
		WMTC mode regulation value (g/km)	CO	1.14
			HC	0.17
	NOx		0.09	
	Noise	Applicable standard level	Conform to 2016 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, bearing, piezoelectric element (PZT sensor), etc.		
	Others	ISO14001 certificate was acquired at 6 domestic plants and Suzuki 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 categorised according to displacement and maximum speed.

Model Name		GSX250R		
Basic Information	Passenger Capacity (Persons)	2		
	Vehicle Type	2BK-DN11A		
	Engine	Model	J517	
		Total piston displacement (cm ³)	248	
		Description	Water-cooled, 4-cycle, 2-cylinder, SOHC 2-valve	
		Applicable Fuel	Unleaded gasoline	
		Max. output (net) [kW (PS) / rpm]	18 (24)/8,000	
		Max. Torque [N·m (kgf·m) / rpm]	22 (2.2)/6,500	
	Transmission	6-step return type		
	Vehicle Weight (kg)	178		
Environmental Performance Information	Fuel Consumption Rate (Note 1)	Steady state fuel efficiency reported to the Ministry of Land, Infrastructure, Transport and Tourism (Note 2) (km/L)	41.0 (60km/h, with 2 persons riding)	
		WMTC mode fuel efficiency (Note 3) (km/L)	32.5 (Class 2-2, with 1 person riding)	
	Exhaust Gas	Applicable standard level	Conform to 2016 emission regulations.	
		WMTC mode regulation value (g/km)	CO	1.14
			HC	0.20
	NOx		0.07	
	Noise	Applicable standard level	Conform to 2016 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.) Use easy-to-recycle materials for inner cowling, rear fender, electric parts holder and a part of air cleaner.		
	Usage of Substances of Concern	Lead: used in solder for electronic boards and electrical parts, bearing, piezoelectric element (PZT sensor), etc.		

(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 categorised according to displacement and maximum speed.



Model Name		GIXXER		
Basic Information	Passenger Capacity (Persons)	2		
	Vehicle Type	2BK-NG4BG		
	Engine	Model	NG4BG	
		Total piston displacement (cm ³)	154	
		Description	Water-cooled, 4-cycle, single-cylinder, 4-valve	
		Applicable Fuel	Unleaded gasoline	
		Max. output (net) [kW (PS) / rpm]	10 (14)/8,000	
		Max. Torque [N·m (kgf·m) / rpm]	14 (1.4)/6,000	
	Transmission	5-step return type		
	Vehicle Weight (kg)	135		
Environmental Performance Information	Fuel Consumption Rate (Note 1)	Steady state fuel efficiency reported to the Ministry of Land, Infrastructure, Transport and Tourism (Note 2) (km/L)	58.8 (60km/h, with 2 persons riding)	
		WMTC mode fuel efficiency (Note 3) (km/L)	51.0 (Class 2-1, with 1 person riding)	
	Exhaust Gas	Applicable standard level	Conform to 2016 emission regulations	
		WMTC mode regulation value (g/km)	CO	1.14
			HC	0.20
	NOx		0.07	
	Noise	Applicable standard level	Conform to 2016 noise regulations	
		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.) Use easy-to-recycle materials for battery holder, bottom plate of seat, chain case, frame cover and rear fender.		
	Usage of Substances of Concern	Lead: used in solder for electronic boards and electrical parts, bearing, piezoelectric element (PZT sensor), etc.		

(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 categorised according to displacement and maximum speed.

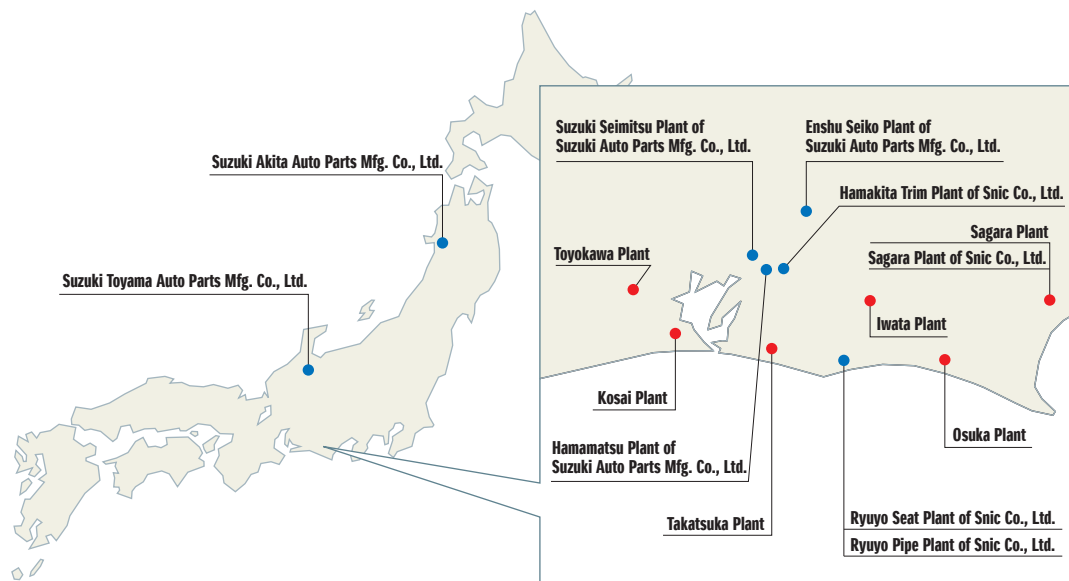
Outboard Motors

Model name		DF175AP 	DF150AP 	
Basic Information	Timing of launch	October 2016	October 2016	
	Model	17503P	15003P	
	Engine	Total piston displacement (cm ³)	2,867	
		Description	4-cycle, four-cylinder engine, DOHC 16-valve	
		Applicable fuel	Lead-free regular gasoline	
		Fuel supply system	E.F.I. (electronic fuel injection)	
		Max. output (kW (PS)/rpm)	128.7(175)/5,800	110.3(150)/5,500
		Full-throttle allowable rotation range (rpm)	5,500-6,100	5,000-6,000
	Installation	Generation capacity	12V-44A	
		Transom height (mm)	629	
	Operation	Operation method	Remote control	
		Tilt & trim type	P.T.T	
	Deceleration rate		2.50	
	Weight (with propeller) (kg)		245	
Environmental Design	Emission regulation conforming level	Conform to the marine engine emission voluntary regulation values (secondary regulation) of the Japan Marine Industry Association		
	Issue No. of environment-preservation type outboard gasoline engine certificate	26 Marine No. 0002	26 Marine No. 0001	
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.)		
	Other			

Environment-Related Data on Suzuki domestic plants and domestic group manufacturing companies

To be an environmentally-friendly company, Suzuki domestic plants and manufacturing group companies are actively participating in environmental preservation activities. This section shows our environment related data in FY2016.

Suzuki domestic plants and manufacturing group companies



<Environment-Related Data>

Suzuki domestic plants and manufacturing group companies follow 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 manufacturing group 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.

[How to see the environmental data chart]

•Among Water Pollution Control Law, Air Pollution Control Law, ordinances by local government and agreements on environmental pollution control, the strictest values are adopted as regulation values.

•Names and units of each item are as per below.

<Water quality>

Item	Name	Unit
pH	Hydrogen-ion concentration	none
BOD	Biochemical oxygen demand	mg/L
COD	Chemical oxygen demand	mg/L
SS	Suspended solids	mg/L
-	Oil content	mg/L
-	Lead	mg/L
-	Chrome	mg/L
-	Total nitrogen	mg/L
-	Total phosphorous	mg/L
-	Zinc	mg/L
-	Iron	mg/L

<Air pollution>

Item	Name	Unit
NOx	Nitrogen oxide	ppm
SOx	Sulfur oxide	K value
-	Particulate	g/Nm ³
-	Chlorine	mg/Nm ³
-	Hydrogen chloride	mg/Nm ³
-	Flourine and hydrogen flouride	mg/Nm ³
-	Dioxins	ng-TEQ/Nm ³
CO	Carbon monoxide	ppm
VOC	Volatile organic compounds	ppmC

<PRTR>

Item	Name	Unit
PRTR target substances	PRTR Law (Specified) Class I Designated Chemical Substance	kg/year

Suzuki's domestic plants

Kosai plant



【Operations】 Final assembling of mini passenger cars and assembling of automobile engines, etc.
 【Plant site area】 1,190,000m²
 【Building area】 472,000m²
 【Number of employees】 2,198
 【Location】 4520 Shirasuka, Kosai City, Shizuoka Prefecture

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Ground water and Toyo River Drain outlet: Kasago River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8~8.6	7.2~8.0	7.8
BOD	15	0.6~4.0	1.6
COD	30	3.4~11	6.9
SS	15	0.0~3.6	0.82
Oil content	2	0.0~0.6	0.26
Lead	0.1	0.005~0.01	0.007
Chrome	0.4	0.02~0.02	0.02
Total nitrogen	12	0.53~5.38	2.3

Item	Regulation values	Results	Averages
Total phosphorous	2	0.00~0.49	0.23
Zinc	1	0.06~0.13	0.10
Iron	10	0.1~1.0	0.40

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small once-through boiler	150	11~32	22
	Small once-through boiler	150	17~40	26
	Once-through boiler	150	41~74	59
	Cooling and heating machine	150	39~61	50
	Cooling and heating machine	150	24~44	33
	Incinerator	200	99~107	102
	Electrodeposition drying furnace	230	43~55	49
	Electrodeposition drying furnace	230	28~36	32
	Final coating drying furnace	230	37~56	47
	Second coating drying furnace	230	25~39	32
	Second coating drying furnace	230	22	22
	Final coating drying furnace	230	15~28	22
	Secon/final coating drying furnace	230	17~18	18
	Electrodeposition drying furnace	230	68~108	88
SOx (K value)	Gas engine generator	600	300~330	315
Particulates	Incinerator	7	0.71~1.07	0.89
	Small once-through boiler	0.10	Under 0.005~under 0.006	Under 0.005
	Small once-through boiler	0.10	Under 0.005~under 0.006	Under 0.005
	Once-through boiler	0.10	Under 0.005~under 0.009	Under 0.006
	Cooling and heating machine	0.10	Under 0.005~under 0.006	Under 0.005
	Cooling and heating machine	0.10	Under 0.006~under 0.006	Under 0.006
	Incinerator	0.15	Under 0.006~under 0.007	Under 0.007
	Electrodeposition drying furnace	0.2	Under 0.008~under 0.009	Under 0.009
	Electrodeposition drying furnace	0.2	Under 0.009~under 0.010	Under 0.010
	Final coating drying furnace	0.2	Under 0.010~under 0.010	Under 0.010
	Second coating drying furnace	0.2	Under 0.009~under 0.009	Under 0.009
	Second coating drying furnace	0.2	Under 0.011~under 0.011	Under 0.011
	Final coating drying furnace	0.2	Under 0.007~under 0.012	Under 0.010
	Second/final coating drying furnace	0.2	Under 0.011~under 0.012	Under 0.012
	Electrodeposition drying furnace	0.2	Under 0.008~under 0.009	Under 0.009
	Gas engine generator	0.05	Under 0.012~under 0.012	Under 0.012

Substances	Facilities	Regulation values	Results	Averages
Fluoride and hydrogen fluoride	Aluminum melting furnace (low pressure casting ①)	3	Under 0.3~0.9	0.6
	Aluminum melting furnace (low pressure casting ②)	3	Under 0.3~0.8	0.6
	Aluminum melting furnace (die cast ①)	3	Under 0.3~0.6	0.5
Chlorine	Aluminum melting furnace (die cast ②)	3	0.5	0.5
	Aluminum melting furnace (die cast ③)	3	0.4~0.9	0.7
	Aluminum melting furnace (low pressure casting ①)	30	Under 1	Under 1
Hydrogen chloride	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 ③)	30	Under 1	Under 1
Dioxins	Aluminum melting furnace (low pressure casting ①)	80	Under 5	Under 5
	Aluminum melting furnace (low pressure casting ②)	80	Under 5	Under 5
	Aluminum melting furnace (die cast ①)	80	Under 5	Under 5
CO	Aluminum melting furnace (die cast ②)	80	Under 5~15	10
	Aluminum melting furnace (die cast ③)	80	Under 5~6	6
	Incinerator	150	Under 6~20	11
VOC	Incinerator	5	0.23	0.23
	Coating Section	700	182	-
	Coating Section	700	107	-
VOC	Coating Section	700	313	-
	Coating Section	700	107	-
	Coating Section	700	313	-

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
1	Zinc compound (water-soluble)	12,000	0	73	0	0	0	0	0	3,600	8,500
53	Ethyl benzene	200,000	110,000	0	0	0	0	950	37,000	44,000	18,000
80	Xylene	260,000	120,000	0	0	0	0	1,000	29,000	46,000	73,000
83	Cumene	2,600	1,100	0	0	0	0	0	1,400	0	0
239	Organic tin compound	9,300	0	0	0	0	0	0	470	0	8,800
296	1, 2, 4 - trimethyl benzene	190,000	90,000	0	0	0	0	0	34,000	25,000	46,000
297	1,3,5- trimethyl benzene	58,000	34,000	0	0	0	0	640	9,700	14,000	5.6
300	Toluene	350,000	130,000	0	0	0	0	26	20,000	61,000	150,000
302	Naphthalene	7,900	4,400	0	0	0	0	0	7.4	3,500	0
309	Nickel compounds	1,900	0	4.6	0	0	0	120	1,100	0	570
355	Bis phthalate (2-ethylhexyl)	70,000	0	0	0	0	0	0	0	1,300	69,000
374	Hydrogen fluoride and its watersoluble salt	1,300	0	0	0	0	0	0	0	1,300	0
392	Normal-hexane	57,000	410	0	0	0	0	0.1	1,000	2,800	53,000
400	Benzene	9,900	110	0	0	0	0	0	0	480	9,300
407	Poly(oxyethylene) alkyl ether (alkyl group: C12 - C15)	2,900	0	220	0	0	0	0	0	2,700	0
411	Formaldehyde	4,700	2,400	0	0	0	0	520	520	5,300	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】 298,000m²

【Building area】 147,000m²

【Number of employees】 1,314

【Location】 2500 Iwai, Iwata City, Shizuoka Prefecture

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Ground water and Tenryu River Drain outlet: Akuro River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8~8.6	6.2~7.9	7.3
BOD	20(15)*	0.4~6.1	2.9
SS	40(30)*	0.3~9.8	2.2
Oil content	3	0.1~1.3	0.4
Lead	0.1	Under 0.005	Under 0.005
Chrome	2	Under 0.1	Under 0.1
Total nitrogen	100	4.3~15.0	10.9
Zinc	1	Under 0.1~0.5	0.2

*Values in the bracket () suggest daily average.

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	130	59	59
	Boiler 3	130	100~110	105
	Cooling and heating machine 1	150	95~100	98
	Cooling and heating machine 2	150	77~82	80
	Cooling and heating machine 3	150	98~120	109
	Electrodeposition drying furnace in line 1	230	54~56	55
	Final coating drying furnace in line 1	230	18~27	23
	Electrodeposition drying furnace in line 2	230	25~26	26
	Final coating drying furnace in line 2	230	27~34	31
	Particulates	Boiler 1	0.1	—
Boiler 3		0.25	Under 0.006~under 0.007	Under 0.0065
Cooling and heating machine 1		0.1	—	—
Cooling and heating machine 2		0.1	—	—
Cooling and heating machine 3		0.1	Under 0.006	Under 0.006
Electrodeposition drying furnace in line 1		0.2	Under 0.005	Under 0.005
Final coating drying furnace in line 1		0.2	Under 0.005	Under 0.005
Electrodeposition drying furnace in line 2		0.2	Under 0.005	Under 0.005
Final coating drying furnace in line 2		0.2	Under 0.005	Under 0.005
VOC		Second coating booth in line 1	700	48~310
	Final coating booth in line 1	700	81~420	153.1
	Second coating booth in line 2	700	20~91	61.4
	Final coating booth in line 2	700	17~260	159.1
	Bumper coating booth	700	290~310	300.0

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
1	Zinc compound (water-soluble)	18,000	0	140	0	0	0	0	0	5,200	12,000
53	Ethyl benzene	120,000	65,000	0	0	0	0	40	8,000	30,000	15,000
80	Xylene	170,000	69,000	0	0	0	0	84	6,400	28,000	63,000
239	Organic tin compound	4,700	0	0	0	0	0	230	0	0	4,400
296	1, 2, 4 - trimethyl benzene	120,000	51,000	0	0	0	0	8.1	8,000	18,000	39,000
297	1, 3, 5 - trimethyl benzene	27,000	15,000	0	0	0	0	0	2,300	9,800	0
300	Toluene	290,000	100,000	0	0	0	0	31	1,200	61,000	130,000
302	Naphthalene	3,900	2,200	0	0	0	0	1	1	1,800	0
309	Nickel compounds	1,900	0	250	0	0	0	1,100	0	0	580
392	Normal-hexane	47,000	180	0	0	0	0	0	0	790	46,000
400	Benzene	8,200	17	0	0	0	0	0	0	160	8,000
411	Formaldehyde	3,200	1,600	0	0	0	0	380	380	3,800	0
412	Manganese and its compounds	4,500	0	210	0	0	0	1,200	0	0	3,100

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge 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] 1,754

[Location] 1111 Shirai, Makinohara City, Shizuoka Prefecture

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Oi River Drain outlet: Hirugaya River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8~8.6	7.5~7.9	7.7
BOD	20(15)*	1.7~3.4	2.6
SS	40(30)*	1~2	1.3
Oil content	2.5	0.5~0.9	0.7
Lead	0.1	0.01	0.01
Chrome	1	0.02~0.04	0.03
Total nitrogen	120(60)*	4.7~9.3	6.7
Total phosphorous	16(8)*	2.7~8	4.8
Zinc	1	0.05~0.13	0.1

*Values in the bracket () suggest daily average.

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Cooling and heating machine 1	150	91~120	105.5
	Cooling and heating machine 2	150	83~94	88.5
	Cooling and heating machine 3	150	73~100	86.5
	Cooling and heating machine 4	150	69~87	78
	Heat-treating furnace	180	38~47	42.5
	Melting furnace 1	180	24~29	26.5
	Melting furnace 2	180	26~47	36.5
	Melting furnace 3	180	-	-
	Electrodeposition drying furnace	230	23~25	24
	Second/final coating drying furnace	230	36~72	54
Particulates	Cooling and heating machine 1	0.1	Under 0.006	0.006
	Cooling and heating machine 2	0.1	Under 0.007	0.007
	Cooling and heating machine 3	0.1	Under 0.006~under 0.007	0.0065
	Cooling and heating machine 4	0.1	Under 0.006~under 0.007	0.0065
	Heat-treating furnace	0.2	Under 0.005	0.005
	Melting furnace 1	0.2	Under 0.005~0.010	0.0075
	Melting furnace 2	0.2	0.005~0.006	0.0055
	Melting furnace 3	0.2	-	-
	Electrodeposition drying furnace	0.2	Under 0.018~under 0.0020	0.019
	Second/final coating drying furnace	0.2	Under 0.013~under 0.015	0.014
Dioxins	Melting furnace 1	1	0.04	0.04
	Melting furnace 3	1	0.0024	0.0024
	Aluminum machining dust drying furnace	1	0.0027	0.0027
VOC	Coating section 1	400	49	49
	Coating section 2	400	70	70
	Coating section 3	400	18	18
	Coating section 4	700	210	210

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
1	Zinc compound (water-soluble)	12,000	0	120	0	0	0	0	0	3,300	8,100
53	Ethyl benzene	50,000	25,000	0	0	0	0	0	4,200	8,900	12,000
80	Xylene	120,000	28,000	0	0	0	0	730	4,400	41,000	50,000
83	Cumene	2,500	2,500	0	0	0	0	0	24	0.7	0
239	Organic tin compound	2,100	0	0	0	0	0	110	0	0	2,000
296	1, 2, 4 - trimethyl benzene	31,000	35,000	0	0	0	0	0	3,900	15,000	27,000
297	1, 3, 5 - trimethyl benzene	16,000	11,000	0	0	0	0	110	1,800	2,400	1,100
300	Toluene	190,000	22,000	0	0	0	0	16	1,400	68,000	97,000
302	Naphthalene	1,800	1,100	0	0	0	0	0	7	720	5
309	Nickel compounds	1,300	0.5	160	0	0	0	730	0.3	0.3	390
355	Bis phthalate (2-ethylhexyl)	4,300	0	0	0	0	0	0	0	0	4,300
392	Normal-hexane	46,000	370	0	0	0	0	0	680	14,000	31,000
400	Benzene	8,500	86	0	0	0	0	0	0	2,700	5,700
411	Formaldehyde	940	490	0	0	0	0	89	89	960	0
412	Manganese and its compounds	2,300	0	140	0	0	0	790	0	0	1,400

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge 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] 183,000m²

[Building area] 163,000m²

[Number of employees] 9,020 (including 239 in Takatsuka Plant)

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

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Tenryu River Drain outlet: Shin River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8~8.6	7.2~7.6	7.4
BOD	30(20)*	1.0~2.2	1.1
SS	40(30)*	1.6~12.4	5.2
Oil content	5	0.5~0.9	0.54
Total nitrogen	120(60)*	0.8~16	6.8
Total phosphorous	16(8)*	0.06~1.3	0.5
Zinc	1	0.1~0.13	0.1

*Values in the bracket () suggest daily average.

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	NOx LPG-fueled air conditioner	150	74~100	87
Particulates	NOx LPG-fueled air conditioner	0.1	—	—

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
53	Ethyl benzene	21,000	57	0	0	0	0	0	3.9	20,000	300
80	Xylene	94,000	260	0	0	0	0	0	2.7	92,000	650
296	1, 2, 4 - trimethyl benzene	34,000	8	0	0	0	0	0.2	4.6	34,000	290
297	1, 3, 5 - trimethyl benzene	6,900	1.7	0	0	0	0	0	1.4	6,800	31
300	Toluene	170,000	10,000	0	0	0	0	11	22	170,000	1,700
308	Nickel	3,900	0	0	0	0	0	0	2,800	0	1,100
309	Nickel compounds	4,500	0	0	0	0	0	0	3,200	0	1,300
374	Hydrogen fluoride and its watersoluble salt	7,700	0	700	0	0	0	0	0	7,000	0
392	Normal-hexane	35,000	190	0	0	0	0	0	0.3	34,000	920
400	Benzene	7,900	1.2	0	0	0	0	0	0	7,700	200
438	Methylnaphthalene	12,000	53	0	0	0	0	0	0	11,000	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

Toyokawa Plant



【Operations】 Assembling of motorcycles and outboard motors
 【Plant site area】 139,000m²
 【Building area】 75,000m²
 【Number of employees】 448
 【Location】 1-2 Utari, Shirotori-cho, Toyokawa City, Aichi Prefecture

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Ground water Drain outlet: Shira River and public ground water

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8~8.6	7.1	7.1
BOD	25(20)*	0.8	0.8
SS	70(50)*	2	2
Oil content	5	0.5	0.5
Chrome	2	0.02	0.02
COD (total amount)	20.63	1.44~9.58	5.51
Total nitrogen (total amount)	15.58	0.98~5.28	3.13
Total phosphorous (total amount)	2.06	0.16~1.07	0.61
Zinc	2	0.09	0.09

*Values in the bracket () suggest daily average.

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Absorption type cooling and heating machine 1	150	62~85	73.5
	Drying furnace 1	0.4	0.005	0.005
Particulates	Drying furnace 2	0.4	0.005	0.005
	Coating booth 1	700	330	330
VOC	Coating booth 2	700	300	300
	Coating booth 3	700	500	500

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
53	Ethyl benzene	18,000	12,000	0	0	0	0	800	8	4,800	360
80	Xylene	26,000	15,000	0	0	0	0	1,100	9	8,400	1,500
296	1, 2, 4 - trimethyl benzene	8,700	4,000	0	0	0	0	140	2.3	3,700	910
297	1, 3, 5 - trimethyl benzene	1,800	1,100	0	0	0	0	23	0.8	650	4
300	Toluene	93,000	46,000	0	0	0	0	2,300	7,600	34,000	3,000
392	Normal-hexane	3,500	21	0	0	0	0	0	0	2,400	1,100
400	Benzene	650	2	0	0	0	0	0	0	460	190

* 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] 151,000m²

[Building area] 55,000m²

[Number of employees] 404

[Location] 6333 Nishi Obuchi, Kakegawa City, Shizuoka Prefecture

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Ground water Drain outlet: Nishi-Otani River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8~8.6	6.7~7.3	7.0
BOD	10	0.2~4.3	1.1
SS	10	0.0~2.1	0.6
Oil content	2	0.0~0.8	0.3
Lead	0.1	Under 0.0005	Under 0.0005
Chrome	2	Under 0.1	Under 0.1
Total nitrogen	60	1.0~6.1	3.6
Total phosphorous	8	0.18~0.32	0.24
Zinc	1	Under 0.1~0.30	0.05

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
Particulates	Cast iron melting furnace	0.1	Under 0.01	Under 0.01
	Aluminum melting furnace	0.2	Under 0.01	Under 0.01
	Aluminum melting & holding furnace	0.2	Under 0.01	Under 0.01
Chlorine	Aluminum melting furnace	30	Under 1.0	Under 1.0
	Aluminum melting & holding furnace	30	Under 1.0	Under 1.0
Hydrogen chloride	Aluminum melting furnace	80	Under 5.0	Under 5.0
	Aluminum melting & holding furnace	80	Under 5.0	Under 5.0
Fluorine and hydrogen fluoride	Aluminum melting furnace	3	Under 0.3~0.4	0.16
	Aluminum melting & holding furnace	3	Under 0.3~0.4	0.24

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
80	Xylene	3,300	1,800	0	0	0	0	38	29	1,500	0
87	Chromium, trivalent chromium and their compounds	3,000	0	0	0	0	0	60	450	0	2,500
300	Toluene	6,000	2,600	0	0	0	0	0	1,100	2,200	0
312	Vanadium compounds	1,000	0	0	0	0	0	20	0	0	980
412	Manganese and its compounds	110,000	0	0	0	0	0	2,300	0	0	110,000
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

Hamamatsu Plant of Suzuki Auto Parts Mfg. Co., Ltd.

[Operations] Machining of automobile parts, Die-casting and machining

[Location] 9670 Miyakoda-cho, Kita-ku, Hamamatsu City, Shizuoka Prefecture

*Below data are of Suzuki Auto Parts Hamamatsu Plant (7-3 Minami Hiramatsu, Iwata City, Shizuoka Prefecture).

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Tenryu River Drain outlet: Public ground water

<Water Quality Data (at drain outlets)>

Wastewater is transferred to Hamatsu Plant of Suzuki Motor Corporation for treatment

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

There is no PRTR target substance subject to performance reporting.

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Melting furnace with aluminum machining dust melting furnace	180	53~56	54.5
Particulates	Melting furnace with aluminum machining dust melting furnace	0.2	0.017~0.02	0.019
Chlorine	Melting furnace with aluminum machining dust melting furnace	30	0.63~0.71	0.67
Hydrogen chloride	Melting furnace with aluminum machining dust melting furnace	80	1.07~34.2	17.64
Fluorine and hydrogen fluoride	Melting furnace with aluminum machining dust melting furnace	3	0.70~0.79	0.75
Dioxins	Melting furnace with aluminum machining dust melting furnace	1	0	0

Suzuki Seimitsu Plant of Suzuki Auto Parts Mfg. Co., Ltd.

[Operations] Casting, heat treatment and gear-cutting of automobile parts

[Location] 500 Iinoya, Inasa-cho, Kita-ku, Hamamatsu City, Shizuoka Prefecture

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Ground water Drain outlet: Iinoya River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8~8.6	7.0~7.9	7.4
BOD	15	1.0~6.1	3.5
SS	20	0.7~2.0	1.9
Oil content	5	0.5~0.9	0.61
Total nitrogen	60	9~22	14.13
Total phosphorous	8	0.06~0.07	0.06
Zinc	1	0.07~0.22	0.1

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Continuous carburising furnace	180	10~16	11.1
	Annealing furnace	180	10~11	10.25
	Water cooling and heating machine	150	56~58	57
SOx (K VALUE)	Continuous carburising furnace	17.5	0.09~0.17	0.1
	Annealing furnace	17.5	0.09	0.09
	Water cooling and heating machine	17.5	0.07~0.16	0.12
Particulates	Continuous carburising 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.

[Operations] Machining of automobile parts

[Location] 1246-1 Yamahigashi, Tenryu-ku, Hamamatsu City, Shizuoka Prefecture

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Ground water Drain outlet: Futamata River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	6.5~8.2	7.1~7.5	7.3
BOD	10	0.5~1.8	2.7
COD	35	2.4~2.6	5.9
SS	15	0~2	0.8
Oil content	3	0.5~0.9	0.8
Chrome	2	0~0.1	0.1
Total nitrogen	100	0.95~2.97	1.8
Zinc	2	0.01~0.1	0.01

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
Hydrogen chloride	Aluminum central melting furnace	80	Under 0.5~0.7	Under 0.6
	Casting of pistons	80	0.6~1	0.8
Chlorine	Aluminum central melting furnace	30	Under 1	Under 1
	Casting of pistons	30	Under 1	Under 1
Fluorine and hydrogen fluoride	Aluminum central melting furnace	3	Under 0.6	Under 0.6
	Casting of pistons	3	Under 0.6	Under 0.6
NOx	Gas fueled absorption type cooling and heating machine	150	22~44	33

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
80	Xylene	1,100	770	0	0	0	0	290	0	0	
71	Ferric chloride	5,100	0	0	0	0	0	5,100	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 Akita Auto Parts Mfg. Co., Ltd.

[Operations] Casting and machining of automobile parts

[Location] 192-1 Ienohigashi, Hamaikawa, Ikawa Town, Minamiakita County, Akita Prefecture

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Ground water Drain outlet: I River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8~8.6	7.5~7.9	7.7
BOD	20	1.0~4.0	2.5
SS	30	2.6~7.6	5.1
Oil content	4	0.5~0.8	0.7
Total nitrogen	18	1.4~4.8	3.1
Total phosphorous	1.9	0.10~0.13	0.12
Zinc	2	0.02~0.64	0.33

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler	180	57~77	67
SOx (KVALUE)	Boiler	0.49	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)>

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
1	Zinc compound (water-soluble)	2,700	0	0	0	0	0	0	2,700	0	
71	Ferric chloride	2,200	0	0	0	0	0	0	2,200	0	
80	Xylene	2,100	110	0	0	0	0	0	0	2,000	
296	1, 2, 4 - trimethyl benzene	2,800	42	0	0	0	0	0	0	2,800	

* 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).

Suzuki Toyama Auto Parts Mfg. Co., Ltd.

[Operations] Processing of automobile parts

[Location] 3200 Mizushima, Oyabe City, Toyama Prefecture

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Ground water Drain outlet: Oyabe River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	6~8	6.9~7.4	7.4
BOD	15	1.2~9.6	4.1
SS	15	1.4~9.4	4.6
Oil content	5	Under 0.5~1.2	0.6
Lead	0.08	Under 0.001~0.02	0.0015
Chrome	2	Under 0.02~0.07	0.02
Total nitrogen	120	0.97~3.7	1.9
Total phosphorous	16	Under 0.06~0.19	0.09
Zinc	2	Under 0.05~0.43	0.09

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler	150	73~91	82
	Melting furnace	180	28~29	28.5
SOx (K VALUE)	Boiler	17.5	0.034~0.17	0.102
	Melting furnace	17.5	0.00038~0.0038	0.002
Particulates	Boiler	0.3	0.0017~0.0063	0.003
	Melting furnace	0.2	0.0023~0.021	0.012

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
309	Nickel compounds	6,000	0	160	0	0	0	180	62	0	5,600

* 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).

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)>

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
297	1, 3, 5 - trimethyl benzene	1,200	1,200	0	0	0	0	0	0	0	
298	Tolylene diisocyanate	500,000	0	0	0	0	0	1,600	0	500,000	
448	Methylenebis (4, 1-phenylene) diisocyanate	88,000	0	0	0	0	0	120	0	88,000	

* 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

<Environment-Related Data>

<Major water source and drain outlet>

Water source: Tenryu River Drain outlet: Tenryu River

<Water Quality Data (at drain outlets)>

Item	Regulation values	Results	Averages
pH	5.8~8.6	7.2~7.3	7.3
BOD	25(20)*	Under 1~4.9	3.5
SS	50(40)*	1.1~3.2	2.2
Oil content	5	0.8~2.8	1.8
Total nitrogen	120(60)*	3.2~7.2	5.2
Zinc	2	0.01~0.11	0.06

*Values in the bracket () suggest daily average.

<Air Pollution Data (at exhaust outlets)>

No applicable facilities

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
87	Chromium, trivalent chromium and their compounds	16,000	160	0	0	0	0	0	410	0	16,000
308	Nickel	5,400	54	0	0	0	0	0	140	0	5,200
412	Manganese and its compounds	2,300	23	0	0	0	0	0	57	0	2,200

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

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】 Manufacture of automobile internal parts

【Location】 1111 Shirai, Makinohara City, Shizuoka Prefecture

<Water Quality Data (at drain outlets)>

Sent to Suzuki Motor Corporation Sagara Plant and treated

<Air Pollution Data (at exhaust outlets)>

No applicable facilities

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

Substance No.	Substance name	Amount*	Discharge amount				Transfer distance		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste			
298	Tolylene diisocyanate	310,000	0	0	0	0	0	Incl. in Ryuyo Seat Plant	0	0	310,000
448	Methylenebis (4, 1-phenylene) diisocyanate	74,000	0	0	0	0	0	Incl. in Ryuyo Seat Plant	0	0	74,000

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge amount, Transfer distance, Recycled amount, De-composition disposal, and Product inclusion).

A History of Suzuki's Environmental Protection Efforts

1970	Mar.	Demonstrated 10 units of Carry Van electric vehicles at the Osaka Expo.
1971	Jul.	Established an Environmental Protection Section in Facilities Group of Production Engineering Dept. to take environmental measures in our production processes.
1977	Apr.	Built the Suzuki Group Safety & Hygiene and Pollution Issues Council.
1981	Dec.	Held "Energy Saving Symposium" with Machinery Industry Promotion Foundation (now Suzuki Foundation).
1989	Aug.	Established an Environmental Issue Council to promote company-wide environmental conservation activities.
1990	Mar.	Installed Freon collectors at domestic distributors to collect Freon contained in car air conditioner refrigerant for reuse.
1991	Dec.	Totally abolished the use of specific CFC (contained in polyurethane foamed components, such as seats).
1992	Jan.	Started displaying material names on resin parts. Developed a continuously variable transmission (SCVT) which was installed on Cultus Convertible.
	Oct.	Developed a natural gas-fueled scooter.
	Nov.	Established a Waste Countermeasure Group in Production Engineering Development to promote reduction and reuse of wastes.
	Dec.	Launched electric vehicles Alto and Every.
1993	Mar.	Prepared an "Environmental Protective Activities Plan".
	May	Reorganised 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 motor 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 (Hungary) 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 motor 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.
	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.
2002	Oct.	Started mutual cooperation with GM in the fuel cell technology field.
	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.
2003	Jul.	Put the direct-injection turbo engine which realised both excellent fuel efficiency and high output power to practical use for the first time in mini cars.
	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.
Jul.	Installed a wind-driven power generating facility at the Inasa Training Center.	
2004	Jul.	Became a member of IMDS (International Material Data System).
	Sept.	Issued a "Green Procurement Guideline".
		Launched certified ultralow-emission vehicle.
	Jan.	Jointly established Japan Auto Recycling Partnership and ART with other manufacturers.
2005	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.
2006	Jul.	Developed "Hyper Alumite" that has improved corrosion resistance and durability, with the anodised aluminum film smoothed on the aluminum material surface.
		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.
2007	Sept.	Developed MIO, an electric wheelchair equipped with a fuel cell, and exhibited it at the International Home Care & Rehabilitation Exhibition.
2008	Oct.	Developed the fuel cell motorcycle Crosscage and exhibited it at the Tokyo Motor Show.
	Nov.	Established Suzuki Environment Control Regulations.
2009	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.
		Apr.
2010	Apr.	Received Local Industry Contribution Award (Ichimura Award) for development and practical application of high-speed system realising low cost and low environmental impact.
		Maruti Suzuki India Limited greatly reduced CO ₂ emission by shifting the transport method from the trailer to the double-deck merchandise train and received the Golden-Peacock Eco Innovations Award.
	Oct.	Developed the plug-in hybrid automobile Swift Range Extender and the fuel cell scooter BURGMAN Fuel Cell Scooter and exhibited them at the Tokyo Motor Show as reference exhibits.
2011	May	Plug-in hybrid Swift (Swift Range Extender) acquired the type approval of the Ministry of Land, Infrastructure, Transport and Tourism.
	Sept.	Electric scooter e-Let's was developed and the research for driving on public roads started for productisation.
2012	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 realised weight reduction by low costs.
	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 colouring for automobiles.
2013	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.
	Mar.	Established "Suzuki Environmental Plan" and "Suzuki Biodiversity Guidelines".
2014	Jul.	Developed DUALJET engine that realises both excellent fuel efficiency and strong driving.
	Nov.	Decided to install the mega-solar system in the Nakazato Industrial Park in Makinohara City.
	Jan.	Developed new transmission Auto Gear Shift with excellent fuel efficiency.
2015	Aug.	Developed S-ENE CHARGE which has further evolved the ENE-CHARGE.
	Jun.	Developed and launched 2-cylinder 0.8L diesel engine in India.
2016	Jan.	Suzuki Sagara Plant Received the FY2015 Energy Conservation Grand Prize <Energy Conservation Case Example Category>.
	Apr.	Suzuki Makinohara Solar Power Plant completed.
	Nov.	Developed Suzuki's unique parallel hybrid system which is matched with Auto Gear Shift.
2017	Mar.	Began public road driving of Burgman Fuel Cell scooter by earning license plate in Japan.

Company Data

1. Production and Sales Volume

			Unit	FY2014	FY2015	FY2016	
Automobile	Production unit		Thousand units	3,043	2,951	3,074	
		Domestic production		1,055	861	871	
		Overseas production		1,988	2,090	2,203	
		India		1,308	1,424	1,585	
	Sales unit		Thousand units	2,867	2,861	2,918	
		Domestic sales		756	630	639	
		Overseas sales		2,111	2,231	2,279	
		India		1,171	1,305	1,445	
	Sales unit of hybrid models*			Thousand units	55	249	389
	Sales unit of welfare vehicle "With" series			Units	2,519	2,351	2,168
Motorcycle	Production unit		Thousand units	1,799	1,480	1,370	
		Domestic production		154	122	141	
		Overseas production		1,645	1,358	1,229	
	Sales unit		Thousand units	1,766	1,501	1,367	
		Domestic sales		67	61	62	
		Overseas sales		1,699	1,440	1,305	

*Hybrid models include mild hybrid, S-ENE CHARGE, and SHVS.

2. Financial Information (Consolidated)

Net sales			100 million yen	30,155	31,807	31,695
	Automobile			27,020	28,785	28,956
	Motorcycle			2,505	2,339	2,063
	Outboard motor			630	683	676
	Domestic sales			10,946	10,479	10,375
	Overseas sales			19,208	21,328	21,320
	Europe			3,720	4,047	4,253
	North America			660	670	561
	Asia			12,145	13,947	13,930
Others		2,683	2,663	2,576		
Operating income			100 million yen	1,794	1,953	2,667
Ordinary income			100 million yen	1,943	2,091	2,867
Net income			100 million yen	969	1,167	1,600
Capital expenditures			100 million yen	1,945	1,715	1,988
Depreciation expenses			100 million yen	1,344	1,683	1,634
R&D expenses			100 million yen	1,259	1,306	1,315
Interest-bearing debt			100 million yen	5,547	5,293	6,399
Total assets			100 million yen	32,528	27,020	31,160
Net assets			100 million yen	17,014	11,877	13,870
Shareholders' equity ratio			%	45.6	35.4	35.9
Net income per share, Basic			Yen	172.67	234.98	362.54
Cash dividends per share (annual)			Yen	27.00	32.00	44.00
ROE			%	6.9	9.6	15.4

3. Employee Information

			Unit	FY2014	FY2015	FY2016
Number of employees	Managers		Person	14,751	14,932	15,138
		Male		13,347	13,467	13,603
		Female		1,404	1,465	1,535
			Person	1,221	1,514	1,291
		Male		1,216	1,507	1,280
		Female		5	7	11
New employment	College graduates		Person	571	635	794
		Male		496	532	674
		Female		75	103	120
			Person	462	472	585
		Male		425	412	523
		Female		37	60	62
Employment rate of people with disabilities			%	2.09	2.08	2.04
Turnover rate			%	4.3	4.1	3.8
Number of employees (consolidated)			Person	57,409	61,601	62,992
Number of employees using child-care shortening hours system			Person	126	162	179
		Male		1	2	3
		Female		125	160	176
Number of employees using child-care leave system			Person	66	74	68
		Male		1	2	8
		Female		65	72	60
Reinstatement rate of employees using child-care leave system			%	98.5	100.0	91.2
		Male		100.0	100.0	100.0
		Female		98.5	100.0	90.0
Number of employees using family-care leave system			Person	3	2	6
		Male		1	2	4
		Female		2	0	2
Reinstatement rate of employees using family-care leave system			%	33.3	100.0	50.0
		Male		100.0	100.0	25.0
		Female		0.0	-	100.0
Accident frequency rate			%	0.03	0.09	0.15

4. Others

Others	Number of outside directors	Person	2	2	2
	Number of consolidated subsidiaries	Company	133	136	136
	Number of affiliates		35	33	32

5. Major outside associations the company participates

Japan Automobile Manufacturers Association, Inc., Society of Automotive Engineers of Japan, Japan Business Federation

Guidelines Reference Table

GRI Guidelines Version 4.0 (G4) Reference Table	164
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GRI Guidelines Version 4.0 (G4) Reference Table

Standard Disclosures		Relevant Pages in Report
Strategy and Analysis		
1	Provide a statement from the most senior decision-maker of the organization (such as CEO, chair, or equivalent senior position) about the relevance of sustainability to the organization and the organization's strategy for addressing sustainability.	3,4
2	Provide a description of key impacts, risks, and opportunities.	Annual Report
Organizational Profile		
3	Report the name of the organization.	135
4	Report the primary brands, products, and services.	135
5	Report the location of the organization's headquarters.	135
6	Report the number of countries where the organization operates, and names of countries where either the organization has significant operations or that are specifically relevant to the sustainability topics covered in the report.	135
7	Report the nature of ownership and legal form.	135
8	Report the markets served (including geographic breakdown, sectors served, and types of customers and beneficiaries).	135,136,161
9	Report the scale of the organization, including: <ul style="list-style-type: none"> •Total number of employees •Total number of operations •Net sales (for private sector organizations) or net revenues (for public sector organizations) •Total capitalization broken down in terms of debt and equity (for private sector organizations) •Quantity of products or services provided 	135,136,161
10	<ul style="list-style-type: none"> •Report the total number of employees by employment contract and gender. •Report the total number of permanent employees by employment type and gender. •Report the total workforce by employees and supervised workers and by gender. •Report the total workforce by region and gender. •Report whether a substantial portion of the organization's work is performed by workers who are legally recognized as self-employed, or by individuals other than employees or supervised workers, including employees and supervised employees of contractors. •Report any significant variations in employment numbers (such as seasonal variations in employment in the tourism or agricultural industries). 	84,162
11	Report the percentage of total employees covered by collective bargaining agreements.	86
12	Describe the organization's supply chain.	77,78
13	Report any significant changes during the reporting period regarding the organization's size, structure, ownership, or its supply chain, including: <ul style="list-style-type: none"> •Changes in the location of, or changes in, operations, including facility openings, closings, and expansions •Changes in the share capital structure and other capital formation, maintenance, and alteration operations (for private sector organizations) •Changes in the location of suppliers, the structure of the supply chain, or in relationships with suppliers, including selection and termination 	N/A
14	Report whether and how the precautionary approach or principle is addressed by the organization.	126~131
15	List externally developed economic, environmental and social charters, principles, or other initiatives to which the organization subscribes or which it endorses.	-
16	List memberships of associations (such as industry associations) and national or international advocacy organizations in which the organization: <ul style="list-style-type: none"> •Holds a position on the governance body •Participates in projects or committees •Provides substantive funding beyond routine membership dues •Views membership as strategic 	162

Standard Disclosures		Relevant Pages in Report
Identified Material Aspects and Boundaries		
17	<ul style="list-style-type: none"> List all entities included in the organization's consolidated financial statements or equivalent documents. Report whether any entity included in the organization's consolidated financial statements or equivalent documents is not covered by the report. 	Annual Report
18	<ul style="list-style-type: none"> Explain the process for defining the report content and the Aspect Boundaries. Explain how the organization has implemented the Reporting Principles for Defining Report Content. 	5
19	List all the material Aspects identified in the process for defining report content.	5,10
20	<p>For each material Aspect, report the Aspect Boundary within the organization, as follows:</p> <ul style="list-style-type: none"> Report whether the Aspect is material within the organization If the Aspect is not material for all entities within the organization (as described in G4-17), select one of the following two approaches and report either: <ul style="list-style-type: none"> The list of entities or groups of entities included in G4-17 for which the Aspect is not material or The list of entities or groups of entities included in G4-17 for which the Aspects is material Report any specific limitation regarding the Aspect Boundary within the organization 	-
21	<p>For each material Aspect, report the Aspect Boundary outside the organization, as follows:</p> <ul style="list-style-type: none"> Report whether the Aspect is material outside of the organization If the Aspect is material outside of the organization, identify the entities, groups of entities or elements for which the Aspect is material. In addition, describe the geographical location where the Aspect is material for the entities identified Report any specific limitation regarding the Aspect Boundary outside the organization 	-
22	Report the effect of any restatements of information provided in previous reports, and the reasons for such restatements.	N/A
23	Report significant changes from previous reporting periods in the Scope and Aspect Boundaries.	N/A

Stakeholder Engagement		
24	Provide a list of stakeholder groups engaged by the organization.	6
25	Report the basis for identification and selection of stakeholders with whom to engage.	6
26	Report the organization's approach to stakeholder engagement, including frequency of engagement by type and by stakeholder group, and an indication of whether any of the engagement was undertaken specifically as part of the report preparation process.	6
27	Report key topics and concerns that have been raised through stakeholder engagement, and how the organization has responded to those key topics and concerns, including through its reporting. Report the stakeholder groups that raised each of the key topics and concerns.	6

Report Profile		
28	Reporting period (such as fiscal or calendar year) for information provided.	2
29	Date of most recent previous report (if any).	2
30	Reporting cycle (such as annual, biennial).	2
31	Provide the contact point for questions regarding the report or its contents.	2
32	<ul style="list-style-type: none"> Report the 'in accordance' option the organization has chosen. Report the GRI Content Index for the chosen option. Report the reference to the External Assurance Report, if the report has been externally assured. GRI recommends the use of external assurance but it is not a requirement to be 'in accordance' with the Guidelines. 	2
33	<ul style="list-style-type: none"> Report the organization's policy and current practice with regard to seeking external assurance for the report. If not included in the assurance report accompanying the sustainability report, report the scope and basis of any external assurance provided. Report the relationship between the organization and the assurance providers. Report whether the highest governance body or senior executives are involved in seeking assurance for the organization's sustainability report. 	-

Standard Disclosures		Relevant Pages in Report
Governance		
34	Report the governance structure of the organization, including committees of the highest governance body. Identify any committees responsible for decision-making on economic, environmental and social impacts.	122~124
35	Report the process for delegating authority for economic, environmental and social topics from the highest governance body to senior executives and other employees.	122~124
36	Report whether the organization has appointed an executive-level position or positions with responsibility for economic, environmental and social topics, and whether post holders report directly to the highest governance body.	122~124
37	Report processes for consultation between stakeholders and the highest governance body on economic, environmental and social topics. If consultation is delegated, describe to whom and any feedback processes to the highest governance body.	122~124
38	Report the composition of the highest governance body and its committees by: -Executive or non-executive -Independence -Tenure on the governance body -Number of each individual's other significant positions and commitments, and the nature of the commitments -Gender -Membership of under-represented social groups -Competences relating to economic, environmental and social impacts -Stakeholder representation	122~124
39	Report whether the Chair of the highest governance body is also an executive officer (and, if so, his or her function within the organization's management and the reasons for this arrangement).	Corporate Governance Report
40	Report the nomination and selection processes for the highest governance body and its committees, and the criteria used for nominating and selecting highest governance body members, including: -Whether and how diversity is considered -Whether and how independence is considered -Whether and how expertise and experience relating to economic, environmental and social topics are considered -Whether and how stakeholders (including shareholders) are involved	122~124
41	Report processes for the highest governance body to ensure conflicts of interest are avoided and managed. Report whether conflicts of interest are disclosed to stakeholders, including, as a minimum: -Cross-board membership -Cross-shareholding with suppliers and other stakeholders -Existence of controlling shareholder -Related party disclosures	122~124
42	Report the highest governance body's and senior executives' roles in the development, approval, and updating of the organization's purpose, value or mission statements, strategies, policies, and goals related to economic, environmental and social impacts.	122~124
43	Report the measures taken to develop and enhance the highest governance body's collective knowledge of economic, environmental and social topics.	122~124
44	-Report the processes for evaluation of the highest governance body's performance with respect to governance of economic, environmental and social topics. Report whether such evaluation is independent or not, and its frequency. Report whether such evaluation is a self-assessment. -Report actions taken in response to evaluation of the highest governance body's performance with respect to governance of economic, environmental and social topics, including, as a minimum, changes in membership and organizational practice.	122~124
45	-Report the highest governance body's role in the identification and management of economic, environmental and social impacts, risks, and opportunities. Include the highest governance body's role in the implementation of due diligence processes. -Report whether stakeholder consultation is used to support the highest governance body's identification and management of economic, environmental and social impacts, risks, and opportunities.	122~124, 126,127
46	Report the highest governance body's role in reviewing the effectiveness of the organization's risk management processes for economic, environmental and social topics.	122~124, 126,127
47	Report the frequency of the highest governance body's review of economic, environmental and social impacts, risks, and opportunities.	122~124
48	Report the highest committee or position that formally reviews and approves the organization's sustainability report and ensures that all material Aspects are covered.	5,122~124
49	Report the process for communicating critical concerns to the highest governance body.	122~124
50	Report the nature and total number of critical concerns that were communicated to the highest governance body and the mechanism(s) used to address and resolve them.	-
51	-Report the remuneration policies for the highest governance body and senior executives for the below types of remuneration: - Fixed pay and variable pay: >Performance-based pay >Equity-based pay >Bonuses >Deferred or vested shares - Sign-on bonuses or recruitment incentive payments - Termination payments - Clawbacks - Retirement benefits, including the difference between benefit schemes and contribution rates for the highest governance body, senior executives, and all other employees -Report how performance criteria in the remuneration policy relate to the highest governance body's and senior executives' economic, environmental and social objectives.	125, Corporate Governance Report

Standard Disclosures		Relevant Pages in Report
Governance		
52	Report the process for determining remuneration. Report whether remuneration consultants are involved in determining remuneration and whether they are independent of management. Report any other relationships which the remuneration consultants have with the organization.	125, Corporate Governance Report
53	Report how stakeholders' views are sought and taken into account regarding remuneration, including the results of votes on remuneration policies and proposals, if applicable.	Notice of Convocation, Notice of Resolution
54	Report the ratio of the annual total compensation for the organization's highest-paid individual in each country of significant operations to the median annual total compensation for all employees (excluding the highest-paid individual) in the same country.	Securities Report*
55	Report the ratio of percentage increase in annual total compensation for the organization's highest-paid individual in each country of significant operations to the median percentage increase in annual total compensation for all employees (excluding the highest-paid individual) in the same country.	-

Ethics and Integrity		
56	Describe the organization's values, principles, standards and norms of behavior such as codes of conduct and codes of ethics.	5,7,126~130
57	Report the internal and external mechanisms for seeking advice on ethical and lawful behavior, and matters related to organizational integrity, such as helplines or advice lines.	126~130
58	Report the internal and external mechanisms for reporting concerns about unethical or unlawful behavior, and matters related to organizational integrity, such as escalation through line management, whistleblowing mechanisms or hotlines.	126~130

Economic		
EC1	Direct economic value generated and distributed	87,88,161
EC2	Financial implications and other risks and opportunities for the organization's activities due to climate change	Annual Report
EC3	Coverage of the organization's defined benefit plan obligations	Annual Report
EC4	Financial assistance received from government	-
EC5	Ratios of standard entry level wage by gender compared to local minimum wage at significant locations of operation	-
EC6	Proportion of senior management hired from the local community at significant locations of operation	-
EC7	Development and impact of infrastructure investments and services supported	94,133
EC8	Significant indirect economic impacts, including the extent of impacts	92-120
EC9	Proportion of spending on local suppliers at significant locations of operation	-

Environmental		
EN1	Materials used by weight or volume	18
EN2	Percentage of materials used that are recycled input materials	58
EN3	Energy consumption within the organization	18
EN4	Energy consumption outside of the organization	18
EN5	Energy intensity	-
EN6	Reduction of energy consumption	18
EN7	Reductions in energy requirements of products and services	22,30,32
EN8	Total water withdrawal by source	18,57
EN9	Water sources significantly affected by withdrawal of water	-
EN10	Percentage and total volume of water recycled and reused	57
EN11	Operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	62~64
EN12	Description of significant impacts of activities, products, and services on biodiversity in protected areas and areas of high biodiversity value outside protected areas	-
EN13	Habitats protected or restored	62~64
EN14	Total number of IUCN Red List species and national conservation list species with habitats in areas affected by operations, by level of extinction risk	-
EN15	Direct greenhouse gas (GHG) emissions (Scope 1)	21,34
EN16	Energy indirect greenhouse gas (GHG) emissions (Scope 2)	21,34

*In Japanese language only.

Standard Disclosures		Relevant Pages in Report
Environmental		
EN17	Other indirect greenhouse gas (GHG) emissions (Scope 3)	21
EN18	Greenhouse gas (GHG) emissions intensity	35
EN19	Reduction of greenhouse gas (GHG) emissions	18,35,36
EN20	Emissions of ozone-depleting substances (ODS)	18
EN21	NOx, SOx, and other significant air emissions	18,42
EN22	Total water discharge by quality and destination	18,43, 148~158
EN23	Total weight of waste by type and disposal method	18,54~56
EN24	Total number and volume of significant spills	17,44
EN25	Weight of transported, imported, exported, or treated waste deemed hazardous under the terms of the Basel Convention Annex I, II, III, and VIII, and percentage of transported waste shipped internationally	55
EN26	Identity, size, protected status, and biodiversity value of water bodies and related habitats significantly affected by the organization's discharges of water and runoff	-
EN27	Extent of impact mitigation of environmental impacts of products and services	60
EN28	Percentage of products sold and their packaging materials that are reclaimed by category	18,50,52,54
EN29	Monetary value of significant fines and total number of non-monetary sanctions for non-compliance with environmental laws and regulations	17
EN30	Significant environmental impacts of transporting products and other goods and materials for the organization's operations, and transporting members of the workforce	18,39
EN31	Total environmental protection expenditures and investments by type	17
EN32	Percentage of new suppliers that were screened using environmental criteria	61
EN33	Significant actual and potential negative environmental impacts in the supply chain and actions taken	61
EN34	Number of grievances about environmental impacts filed, addressed, and resolved through formal grievance mechanisms	17

Social (Labor Practices and Decent Work)		
LA1	Total number and rates of new employee hires and employee turnover by age group, gender and region	82~84,162
LA2	Benefits provided to full-time employees that are not provided to temporary or part-time employees, by significant locations of operation	82~84
LA3	Return to work and retention rates after parental leave, by gender	82~84,162
LA4	Minimum notice periods regarding operational changes, including whether these are specified in collective agreements	86
LA5	Percentage of total workforce represented in formal joint management-worker health and safety committees that help monitor and advise on occupational health and safety programs	86
LA6	Type of injury and rates of injury, occupational diseases, lost days, and absenteeism, and total number of work-related fatalities, by region and by gender	79,80
LA7	Workers with high incidence or high risk of diseases related to their occupation	-
LA8	Health and safety topics covered in formal agreements with trade unions	86
LA9	Average hours of training per year per employee by gender, and by employee category	-
LA10	Programs for skills management and lifelong learning that support the continued employability of employees and assist them in managing career endings	82~84
LA11	Percentage of employees receiving regular performance and career development reviews, by gender and by employee category	81,162
LA12	Composition of governance bodies and breakdown of employees per employee category according to gender, age group, minority group membership, and other indicators of diversity	82~84,162
LA13	Ratio of basic salary and remuneration of women to men by employee category, by significant locations of operation	-
LA14	Percentage of new suppliers that were screened using labor practices criteria	-
LA15	Significant actual and potential negative impacts for labor practices in the supply chain and actions taken	77,78
LA16	Number of grievances about labor practices filed, addressed, and resolved through formal grievance mechanisms	126~130

Standard Disclosures		Relevant Pages in Report
Social (Human Rights)		
HR1	Total number and percentage of significant investment agreements and contracts that include human rights clauses or that underwent human rights screening	-
HR2	Total hours of employee training on human rights policies or procedures concerning aspects of human rights that are relevant to operations, including the percentage of employees trained	126~130
HR3	Total number of incidents of discrimination and corrective actions taken	-
HR4	Operations and suppliers identified in which the right to exercise freedom of association and collective bargaining may be violated or at significant risk, and measures taken to support these rights	86
HR5	Operations and suppliers identified as having significant risk for incidents of child labor, and measures taken to contribute to the effective abolition of child labor	77,78
HR6	Operations and suppliers identified as having significant risk for incidents of forced or compulsory labor, and measures to contribute to the elimination of all forms of forced or compulsory labor	77,78
HR7	Percentage of security personnel trained in the organization's human rights policies or procedures that are relevant to operations	-
HR8	Total number of incidents of violations involving rights of indigenous peoples and actions taken	-
HR9	Total number and percentage of operations that have been subject to human rights reviews or impact assessments	-
HR10	Percentage of new suppliers that were screened using human rights criteria	-
HR11	Significant actual and potential negative human rights impacts in the supply chain and actions taken	77,78
HR12	Number of grievances about human rights impacts filed, addressed, and resolved through formal grievance mechanisms	126~130

Social (Society)		
S01	Percentage of operations with implemented local community engagement, impact assessments, and development programs	-
S02	Operations with significant actual and potential negative impacts on local communities	-
S03	Total number and percentage of operations assessed for risks related to corruption and the significant risks identified	126~130
S04	Communication and training on anti-corruption policies and procedures	126~130
S05	Confirmed incidents of corruption and actions taken	-
S06	Total value of political contributions by country and recipient/beneficiary	-
S07	Total number of legal actions for anti-competitive behavior, anti-trust, and monopoly practices and their outcomes	-
S08	Monetary value of significant fines and total number of non-monetary sanctions for non-compliance with laws and regulations	-
S09	Percentage of new suppliers that were screened using criteria for impacts on society	-
S10	Significant actual and potential negative impacts on society in the supply chain and actions taken	77,78
S11	Number of grievances about impacts on society filed, addressed, and resolved through formal grievance mechanisms	126~130

Social (Product Responsibility)		
PR1	Percentage of significant product and service categories for which health and safety impacts are assessed for improvement	68~76
PR2	Total number of incidents of non-compliance with regulations and voluntary codes concerning the health and safety impacts of products and services during their life cycle, by type of outcomes	Recalls, etc.*
PR3	Type of product and service information required by the organization's procedures for product and service information and labeling, and percentage of significant product and service categories subject to such information requirements	-
PR4	Total number of incidents of non-compliance with regulations and voluntary codes concerning product and service information and labeling, by type of outcomes	126~130
PR5	Results of surveys measuring customer satisfaction	-
PR6	Sale of banned or disputed products	-
PR7	Total number of incidents of non-compliance with regulations and voluntary codes concerning marketing communications, including advertising, promotion, and sponsorship, by type of outcomes	-
PR8	Total number of substantiated complaints regarding breaches of customer privacy and losses of customer data	131
PR9	Monetary value of significant fines for non-compliance with laws and regulations concerning the provision and use of products and services	-

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