SUZUKI
ENVIRONMENTAL & SOCIAL REPORT

2004

SUZUKI

Introduction

Since our founding, we have constantly pursued business activities in response to our customer's needs while contributing to social advancement and benefits. And this ideal will never change. In order to maintain our business activities, continue to hold the trust and respect of our customers, clients, stockholders, and the local community, while broadening our contributions to the global society, it is important that each and every one of our executives and employees deeply appreciates that corporations not only exist for the purpose of financial profit, but exist to carry out social responsibilities as corporate citizens.

One of the most important roles in being a corporate citizen is holding a deep commitment to environmental activities. The Japanese government's new "Law Concerning the Promotion of Measures to Cope with Global Warming" requires that drastic improvements be made in automobile fuel efficiency, and energy consumption be further reduced in manufacturing plants using the Top Runner System*. In order to meet these requirements, we at Suzuki are fully committed to achieving these government standards, and will work with utmost effort to expand the use of vehicles that achieve top runner standards at as early a date as possible, develop and promote fuel cell electric vehicles, reduce energy in our manufacturing plants, utilize wind generated power systems, etc. Under the motto "Small Cars — For A Big Future" Suzuki will push forward with manufacturing small cars and environmentally friendly products that meet the needs of our customers, and make aggressive efforts in a broad range of issues concerning environmental conservation.

* The Top Runner System aims at raising the energy efficiency of products to a level greater than that of the most efficient products currently available.

As corporate citizens, we have additionally engaged ourselves in numerous activities in areas such as research and development of welfare related products, educational support, lake cleanups, investment in developing nations to contribute to their economic growth, product safety consideration, etc. Based upon our corporate ethics, we will continue promoting these activities and through robust business activities and social responsibilities as a corporate citizen, we will continue to advance our corporation and contribute to the sustained development of the environment and society.

The role of the environmental report has changed year by year, from one focused mainly on issues pertaining to the environment, to one that includes activities related to corporate citizenship such as those described above. From this issue on, we will include along with our reporting on environmental issue, reporting on social and economic issues, and correspondingly change the name of the report to "Suzuki Environmental and Social Report". It is our hope that you can come to understand our environmental, social, and economic activities through this report.

Osamu Suzuki

Chairman & CEO

Hiroshi Tsuda

President & COO
Environmental Committee Chairman

Contents

On the cover

The photo featured on the front cover is taken of the lawn in the courtyard at our main office. Walking on the grass raises a healthy lawn and provides our employees with a refreshing place to relax, thus the lawn table and chairs. When break time rolls around, groups of employees gather and enjoy their time soaking up the sun's rays on the lawn, smelling the lawn's sweet fragrance, refreshing their spirits.

About the items described in this report

In addition to environment related issues that have been reported in previous environmental reports, the Suzuki Environmental and Social Report also includes social and economic related issues. This is the first report to be issued using a Sustainability Report format.
GRI (Global Reporting Initiative) Guidelines call for well-balanced reporting on a company's environmental, social, and economic performance—also known as the Triple Bottom Line. Our goal in future reports is to fully switch to a sustainability report format with improved quality that corresponds to GRI guidelines, etc., and amendments to the Environmental Report Guidelines established by the Ministry of Environment.

About this report's time frame

This report is an English translation of the original Japanese text of the 2004 Suzuki Environmental and Social Report. It mainly covers domestic business activities by the Suzuki Motor Corporation carried out in fiscal 2003 (April 2003 to March of 2004). (Unless the related company, dealer, overseas company, etc., is mentioned, all text refers to the Suzuki Motor Corporation only.)

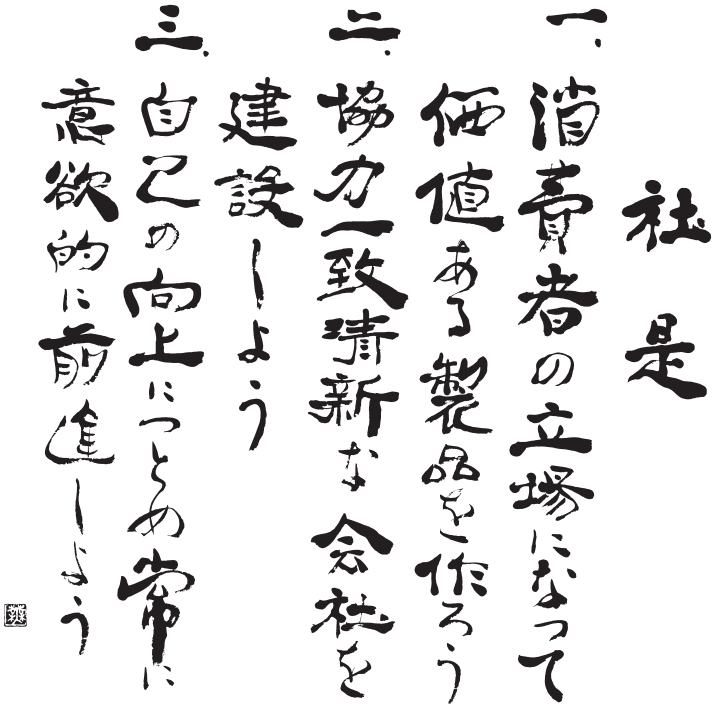
Next Issue

The next report will be published in Fall 2005.

Environmental Management

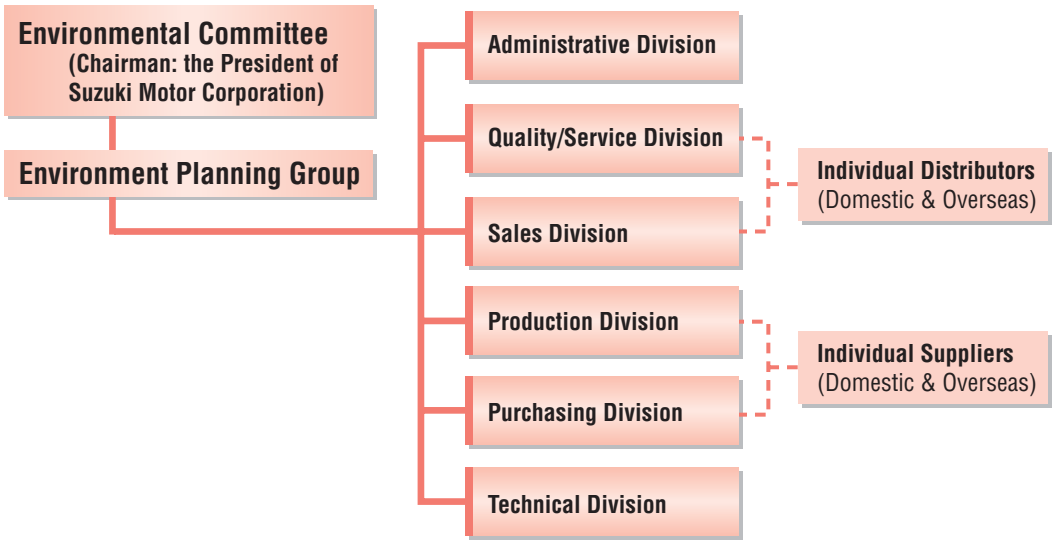
Along with our corporate code of conduct, we strive to maintain harmony between the environment, society, and economy in managing our business. The goals of our activities are reflected in our mission statement, and as Suzuki employees, regardless of rank, we strive to fulfill our duties and responsibilities while going about our daily work.

1 Mission Statement



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

2 Environmental Organization



3 Suzuki Global Environment Charter

The Suzuki Global Environment Charter was established in March 2002 as our standard concept for environmental activities. Our environmental activities systematically advance under the concepts laid out in this charter.

Environmental Concepts

In order to pass on to the next generation a clean environment and bountiful society, we must all realize that the actions of each and every one of us have a great effect on our earth's future, therefore we must make every effort to preserve our environment.

Environmental Policy Standards

As greater priority is being given to global environmental conservation within our management, we have determined that the following environmental policies aimed at a sustainable society, have the greatest potential for allowing our society to develop further and to advance environmental conservation in regard to our business activities and our products.

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

Environmental Action Guidelines

Understanding that all business related activities as well as the products we produce have an impact on our local community and on the global environment, we put forth the following action guidelines that place an emphasis on the environment.

Environmentally Friendly Business Management

1. Continuously improve upon our environmental management system.
2. Promote environmental organization activities.
3. Maintain an emergency system.

Develop Environmentally Friendly Products

1. Improve fuel economy.
2. Reduce exhaust emissions.
3. Develop automobiles that use clean energy.
4. Promote the three Rs (Reduce, Reuse, and Recycle).
5. Manage/reduce those materials that place a burden on the environment.
6. Reduce noise.
7. Develop intelligent transportation systems (ITS).

Environmentally Friendly Manufacturing

1. Consider the environment at all of our corporate sites.
2. Prevent pollution.
3. Promote energy reduction and the use of alternative energy.
4. Manage/reduce those materials that put stress on the environment.
5. Promote the three Rs (Reduce, Reuse, and Recycle).
6. Promote "Green" procurement.

Environmentally Friendly Distribution

1. Use efficient transportation and logistics, and reduce energy consumption.
2. Promote the three Rs (Reduce, Reuse, and Recycle).
3. Promote the use of low emission transport.

Environmentally Friendly Marketing

1. Promote environmental management among our distributors.
2. Promote suitable management of used products.
3. Promote the three Rs (Reduce, Reuse, and Recycle).

Environmentally Friendly Offices

1. Promote energy reduction.
2. Promote purchase and use of "Green" products.
3. Promote the three Rs (Reduce, Reuse, and Recycle).

Environmental Education and Information Disclosure

1. Provide our employees with environmental education to increase their awareness.
2. Promote social contribution activities.
3. Disseminate information regarding the environment.

Environmental Action Plans

The "Suzuki's Environmental Conservation Activity Plan" clearly defines goals to be achieved in the future. Progress on the attainment of these goals and reassessment of these plans will be carried out on a regular basis.

4 Suzuki's Environmental Conservation Activity Plan

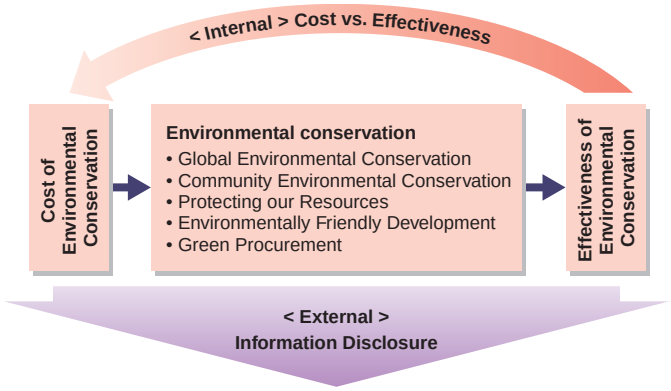
Suzuki's environmental conservation activity plan lays down concrete mid- and long-term environmental goals and promotes cooperation among our group-affiliated companies in realizing these goals.
The "Suzuki Environmental Conservation Activity Plan" was first established in 1993 and later, revised in 1996. The next phase calls for standardization and systemizing of the items in the Suzuki Global Environment charter after which we will again reevaluate and revise around 2010.

Fiscal 1993

Fiscal 1996

5 Environmental Accounting System

Environmental accounting plays an important role in calculating the balance between the cost and effectiveness of our environmental conservation activities. Although it is difficult to judge activities being carried out in some categories at this point, we perform environmental accounting in order to achieve optimum results in cost vs. effectiveness. In preparing our own environmental accounting, we referred to the "Environmental Accounting Guidelines" report (Year 2002 Report) by the Japanese Ministry of the Environment.



< Cost of Environmental Conservation >
(Unit: Fiscal Year) (Unit: ¥100,000,000)

Categories*	Fiscal 2001	Fiscal 2002	Fiscal 2003
Business Costs	22.6	22.8	28.1
(Breakdown) Pollution Prevention	(7.3)	(8.5)	(9.4)
Environmental Conservation	(8.0)	(6.8)	(8.0)
Recycling of Resources	(7.3)	(7.5)	(10.7)
Upstream/Downstream Costs	0.2	0.2	0.3
Managerial Costs	8.9	8.2	7.1
Research and Development Costs	174.5	221.2	275.9
Social Activities Costs	2.2	2.8	4.6
Environmental Damage Costs	0.3	0.3	0.3
Total	208.6	255.5	316.2

< Effectiveness of Environmental Conservation >
(Compared to the previous fiscal year.) (Unit: ¥100,000,000)

Item		Fiscal 2001	Fiscal 2002	Fiscal 2003
Economical Effect	Energy Cost Reduction	2.9	2.1	3.0
	Waste Management Cost Reduction	0.2	0.04	0.2
	Resource Cost Reduction	7.9	0.7	0.6
	Total	11.0	2.9	3.8

* Categories

Business costs:
Costs incurred due to the implementation of measures that reduce environmental impact resulting from our main business activities within our business sector.

Upstream/downstream costs:
Cost incurred due to the implementation of environmental impact controls in the upstream or downstream along with our main business activities.

Managerial costs:
Management activities for environmental conservation. These are indirect costs incurred due to the implementation of measures that control environmental impact resulting from our business activities, or costs resulting from the distribution of environmental information to the public, etc.

Research and development costs:
Cost of research and development activities that are related to environmental conservation.

Social activities costs:
Costs resulting from environmental conservation in social activities that are not directly related to business activities.

Environmental damage costs:
Costs incurred due to environmental damage caused by business activities.

(Note)
- Since some figures were rounded off, they may not agree with the total.
- These are in-house environmental figures.
- For more information regarding the effectiveness in the amount of materials, refer to those individual items described in this report.

6 Obtaining ISO14001 Certification

ISO14001 is an international standard certification for environmental management systems. Through certification, we can obtain tools that allow us to assess the effectiveness of the environmental management system, the results of which can be used to further our efforts in environmental conservation activities.

● Domestic Plants

Implementation of our ISO14001 based environmental management system has progressed. As of March 2003, all of our domestic plants have gained certification including the Kosai plant, which gained certification in July of 1998.
At present, four of our affiliates have already gained certification and three others are scheduled to gain certification in fiscal 2005. We are also promoting the introduction of environmental management systems to our related companies and clients.

< Domestic Plants >

Kosai Plant	July 1998
Osuka Plant	September 1999
Sagara Plant	September 1999
Toyokawa Plant	December 2000
Takatsuka Plant	March 2003
Iwata Plant	March 2003

< Affiliated Companies >

Suzuki Toyama Auto Parts Mfg. Co., Ltd.	March 2001
Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.	June 2001
Suzuki Seimitu Industries Co., Ltd.	October 2001
Suzuki Akita Auto Parts Mfg. Co., Ltd.	March 2002
Snic Co., Ltd.	by March 2005
Hamamatsu Pipe Co., Ltd.	by March 2005
Enshu Seiko Co., Ltd.	by June 2005

● Overseas Plants

All overseas factories, aside from those that have already gained certification, are working toward the goal of achieving ISO 14001 certification.

< Related Companies >
[Affiliated Companies]

Magyar Suzuki Corporation (Hungary)	April 1998
Maruti Udyog Ltd. (India)	December 1999
Suzuki Motor Espana, S.A. (Spain)	February 2000
JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. (China)	December 2003
SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)	December 2003

[Related Companies]

CAMI Automotive Inc. (Canada)	June 2000
Nanjing Jincheng Suzuki Motorcycle Co., Ltd. (China)	February 2002
JINAN QINGQI SUZUKI MOTORCYCLE CO., LTD. (China)	June 2004

< Other Related Companies >

General Motors De Argentina S.A. (Argentina)	December 1999
General Motors Colmotores S.A. (Columbia)	December 2001

< Scheduled Certifications for 2004 >

THAI SUZUKI MOTOR CO., LTD. (Thailand)	November 2004
CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (China)	December 2004
VIETNAM SUZUKI CORP. (Vietnam)	December 2004

7 Environmental Inspection

When gaining ISO14001 certification, independent inspectors inspect environmental management systems. In addition, in-house inspections and environmental patrols are utilized to ensure that these systems are appropriately implemented.

< Inspection Calendar >

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Environmental inspections carried out by independent inspectors.										A		
In-house Inspections												
• Environmental Management System Inspection			B									
• Prevention Inspection								D				
Environmental Patrol	D											

< How in-house inspections lead to improvements >

In-house inspection
↓
Request for improvements of nonconforming items
↓
Carry out and check up on corrective measures
↓
Follow up inspection/confirm that conditions have improved
↓
Final report to conclude inspection

A: Timed yearly to correspond with certification
B: Once a year Purpose: To create an overall plant system that conforms to the environmental manual
C: Once a year Purpose: To create systems that prevent environmental accidents, and adherence to laws and regulations
D: Each factory/More than once a year

Inspections Carried Out by Independent Inspectors

We contract independent inspectors to examine documents and carry out on site inspections in regard to the validity and adequacy of our environmental management system, and determine whether or not measures are being properly carried out.
In fiscal 2003, a renewal inspection was carried out in one plant while 5 other plants received regular inspections. There were no infringements of ISO14001 environmental regulations found.
A total of 19 matters are under observation* within all of our plants, and steps are being taken to improve upon these issues.

* Matters under observation are not issues requiring immediate correction but will require continued improvement in the future.

In-house Inspections

We carry out two types of in-house inspections. When the inspection is carried out, we select inspectors that have no direct association with the section being inspected, and they examine whether environmental management is being properly carried out or not.

Environmental Management System Inspections (Overall Inspection)

The inspection of documents and on site checks are used to determine whether environmental management is being properly carried out or not. These inspections resulted in 26 matters pointed out, and 36 suggestions noted. Improvements are being made on each of them.

Preventive Inspections (Limited Local Inspections)

The environmental management section makes thorough on-site observations and inspections in areas that possess a potential for accidents such as drainage disposal facilities, chemical use/storage, and waste disposal facilities. These observations and inspections resulted in 21 matters pointed out, and 22 suggestions noted. Improvements are being made on each of them.

Environmental Patrol (limited local inspections)

Areas that possess a potential for accidents undergo regular inspection.

Corporate Environment Directors Meeting

The corporate environmental committee holds its bimonthly meeting at different plants on a rotational basis. After inspecting the site, topics such as improvements to issues concerning environmental conservation plans, issues that are related to all plants, and other such matters are discussed at these meetings. The findings from these meetings are put into effect in all plants.

8 Environmental Education

In order to promote a deeper awareness of our environmental conservation activities we provide education for new employees, functional sections, and managers.

Environmental Education

Training for Functional Sections

To enhance performance in the workplace, seminars are held for employees to help them better understand environmental measures in our company, and the purpose, value, and results that come from gaining certification.

Education According to Job Level

As a part of our employee education program, we have carried out environmental education programs for new employees, functional sections within the company, and in-house inspector programs for managerial positions.
Also, our factories have carried out educational programs for employees whose jobs deal with processes that have an impact on the environment. A total of 403 programs were held – 389 programs for new employees, executives, etc., and 14 programs covering the overall factories.

Education to Obtain Special Qualifications

We encourage employees to obtain special qualifications relating to the environment. The number of those gaining such qualifications includes 220 managers for pollution prevention, 57 energy managers, 499 in-house inspectors, etc.

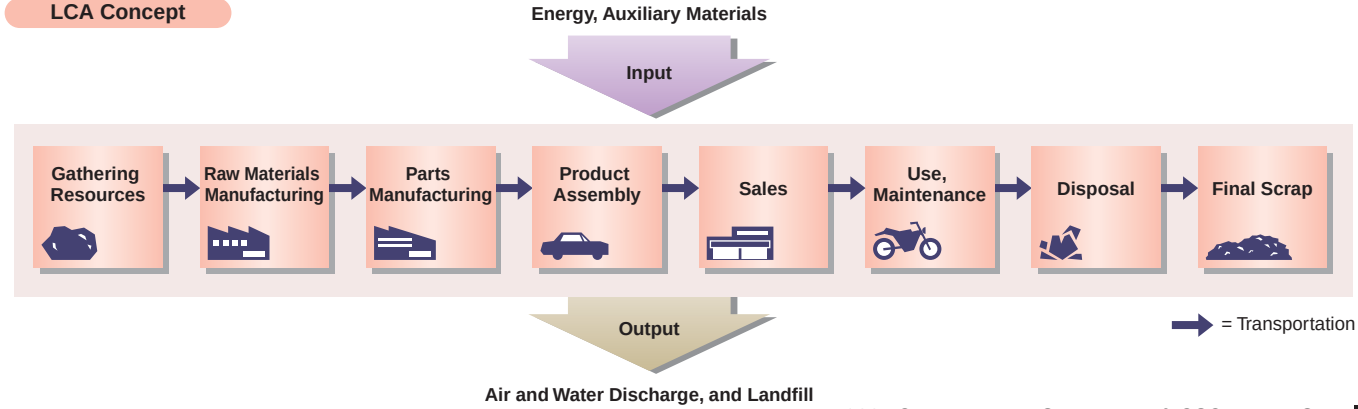
Overseas Trainees

Suzuki hosts a number of trainees from overseas. In their introductory education, they are provided with environmental education on subjects such as “Environmental Concepts in the Factory”, “Separating Wastes for Disposal”, “Dumping Liquid Wastes into Factory Drains is Prohibited”, etc.

9 LCA (Life Cycle Assessment)

Environmental impact occurs not only during the course of product use, but also in the manufacture and disposal of the product. LCA (Life Cycle Assessment) is a tool that allows us to fully analyze and understand the impact that occurs in the life of the product-from manufacture to disposal. The utilization of LCA increases the effectiveness of environmental conservation because it can clearly define the priorities and effectiveness of environmental measures. From a technological point of view, this tool has not yet fully matured but advancements in this field are being made throughout the world. Suzuki takes an active part in developing LCA in our industrial sector.

LCA Concept



10 Environmental Risk Management

Environmental Incidents, etc.

Two environment-related incidents were recorded in fiscal 2003. The main factory received a complaint due to heavy rains from a typhoon, which caused rainwater from a temporary factory wall to run through the boundary wall and onto the neighboring property. The problem was solved by covering the space on the boundary wall and rechecking the situation at all plants. The other incident was reported at the Kosai plant where a conveyor belt used to transport construction sand had exceeded the regulated noise level. The problem was immediately solved with a soundproof sheet, which reduced the noise level to below the regulated level.

In fiscal 2003 there were a total of four complaints received from residents living in the vicinity of plants.

Two of these complaints were related to noise at the Iwata plant. One problem was related to noise resulting from the cleaning of a ventilator on a non-work day. The other incident resulted from the loading of scrap wood into trucks during some demolition work. Strict control of the work procedure, etc., solved both cases.

As for the other two incidents, one was related to odor at the Iwata plant, which was solved through close control of the deodorizing furnace's temperature managements system.

The other incident took place at the main factory where runoff from heavy rainfall resulted in an environmental incident. And as previously described, the problem has been solved.

We regret any inconvenience we may have caused.

Environmental management systems are also being implemented in our overseas plants in order to prevent the occurrence of environmental incidents in these facilities.

Emergency response training

Environment Related Product Recalls

There were two environment-related recalls in fiscal 2003.

In one case, pipe vibration on the turbo type Every caused exhaust pipes to crack allowing emissions to escape. Continued use of the exhaust pipe in this condition could lead to failure of the pipe and increased noise.

The other was due to the insufficient thickness of the turbo charger housing on the turbo type Wagon R. Continued use of the unit in such a condition could cause the housing to crack allowing exhaust to escape.

Customers were contacted through our dealers and these components were replaced at no charge to the customer.

For overall information on recalls, please refer to page 49.

11 Results of Environmental Performance in Fiscal 2003

Design/Development

< Automobiles >

Items	Fiscal 2003		Fiscal 2004 Goals
	Goals	Results	
Fuel economy	Improve fuel economy as planned*, and in addition to introducing vehicles that meet the 2010 standards, improve the average fuel economy.	Introduced vehicles to the market that meet the 2010 standards as planned.	Improve fuel economy as planned aiming to achieve 2010 standards.
Exhaust Gas	Introduce compact vehicles to the market that produce ultra-low exhaust emissions.	Introduced vehicles to the market that produce ultra-low exhaust emissions.	Introduce vehicles to the market that meet new long-term exhaust gas regulations.
Clean Energy Vehicles	Develop affordable natural gas powered vehicles and promote extensively.	Exhibited and promoted the sale of natural gas vehicles at low pollution vehicle fairs held in individual communities. Our Twin Hybrid gained type certification and is being promoted extensively.	Develop natural gas powered vehicles that are more economical and fuel-efficient to further their promotion. Continue extensive promotion of the Twin Hybrid.

* We cannot disclose details at this time, as doing so would reveal business strategies.

Manufacturing, Purchasing

Items		Fiscal 2003		Fiscal 2004 Goals
		Goals	Results	
CO_2 (Carbon Dioxide)	Amount of CO_2 emissions per sales	21.73 tons-CO_2/100,000,000 Yen (16% reduction compared to 1990)	20.37 tons-CO_2/100,000,000 Yen (21% reduction compared to 1990)	22.22 tons-CO_2/100,000,000 Yen (14% reduction compared to 1990)
Waste	Landfill Waste	0t	0t	0t
VOC (Volatile Organic Compounds)	Amount of Emissions per Area	48g/m^2 *1 (44% reduction compared to 1995)	48g/m^2 (44% reduction compared to 1995)	45g/m^2 by fiscal 2010 *2 (48% reduction compared to 1995)

*1 In the original goal, the use of a water-based finish was anticipated however; the goal was revised creating a new level. (The original goal was set at 43g/m^2 in the 2003 Suzuki Environmental Report.)
*2 Our goal is to attain a 45g/m^2 level by fiscal 2010, which is an industry wide goal.

Distribution

Items	Fiscal 2003		Fiscal 2004 Goals
	Goals	Results	
Cardboard	Reduce the amount being used.	Promoted switching to returnable containers (plastic).	Reduce the amount being used.
	Promote recycling.	Recycled waste into cushion materials for products thereby reducing the amount of waste by 20%.	Promote recycling.
Wood	Reduce the amount being used.	Use of a returnable system reduced materials by 13%. Eliminated the use of wood in crate lining.	Reduce the amount being used.

Market

Items	Fiscal 2003		Fiscal 2004 Goals
	Goals	Results	
Collecting and Recycling Used Bumpers	Increase the amount being collected.	Increased by 13% (compared to 2002).	Increase the amount being collected.
Japanese Automobile Recycling Law	Aggressively participate in industry wide activities.	Dispatched two employees to two automobile recycling related groups. Suzuki was in charge of four out of 33 seminars (in fiscal 2003) that covered the proper disposal of air bags, and similar topics. Suzuki was in charge of two out of 8 Automobile Recycling seminars that focused on shredder operators in the automobile recycling industry.	Aggressively participate in industry wide activities.
Voluntary recycling of motorcycles	Aggressively participate in industry wide activities.	Appointed a representative to the Japan Automobile Industry's motorcycle recycling workings.	Aggressively participate in industry wide activities.

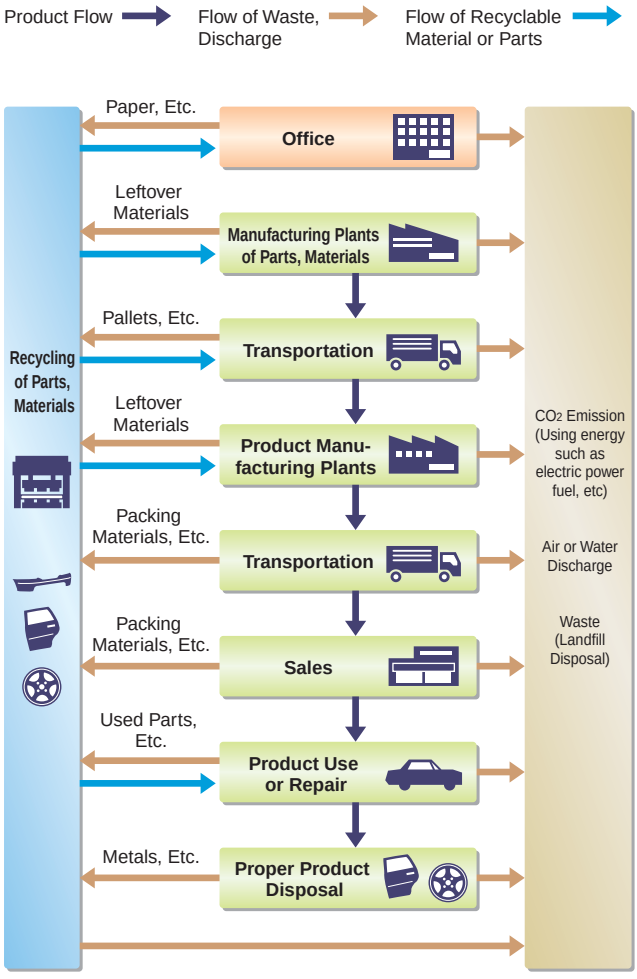
Management, General

Items	Fiscal 2003		Fiscal 2004 Goals
	Goals	Results	
Introducing Low Emission Vehicles	Increase the use of low emission vehicles in our corporate fleet.	Achieved a low emission rate of 50%.	Increase the use of low emission vehicles in our corporate fleet.
Green Purchasing	Increase the purchase of green items.	Green purchases accounted for 317 out of 629 items (approximately 50%).	Increase the purchase of green items.

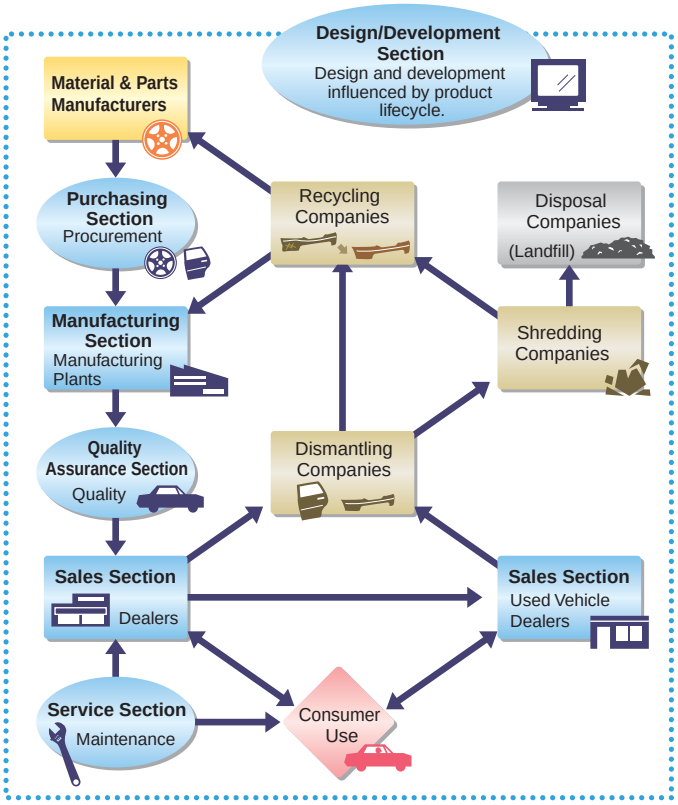
Reducing Pressure on the Environment

Throughout our corporation, we promote a number of activities that reduce environmental impact resulting from business activities and products.

How Product Life Cycle and Business Activities Relate to Environmental Impact



Product Lifecycle and Its Relationship to Each Section Within the Suzuki Corporation



- The flow chart and arrows describe a simplified view of what is actually a more complex system.
- indicates organizations.
- indicates companies.
- (blue) indicates Suzuki and group organizations.
- (brown) indicates related recycling companies.

1 Design/Development

Environmental concerns of products are far ranging and in some cases, quite complex. In response to many of those concerns, we have developed various technologies and/or designs that reduce the environmental impact produced by the product.

Automobiles

Exhaust Emissions

The 2005 exhaust emissions standards represent a 50% reduction in exhaust emissions compared to the current regulations that were enacted in 2000 (excellent-low exhaust emission vehicle ratings). Nearly all of our vehicles are in the low emission vehicle category and have already attained the new long-term regulation.

TOPICS

■ Direct-Injection Turbo Engines

Suzuki Motor Corporation has applied the Direct Injection Turbo Engine to vehicles in the mini car category. This is the first practical application of a direct-injection turbo engine in a gasoline powered mini vehicle. This engine obtained Ultra-Low emissions certification (☆☆☆), which represents a 50% reduction in exhaust gas emissions, compared to the 2005 exhaust regulations. This vehicle has also been awarded tax privileges in the 2004 and 2005 automobile acquisition tax code.

Wagon R RR-DI

Fuel Economy

Automobiles expel carbon dioxide (CO_2) in proportion to the amount of fuel that they burn. Through gradual increase in the number of automobiles that meet the 2010 fuel standards, we are reducing the amount of CO_2, reducing our reliance on resources, and contributing to the prevention of global warming.

Improving the Drive Mechanism

● Automatic Transmission (AT)

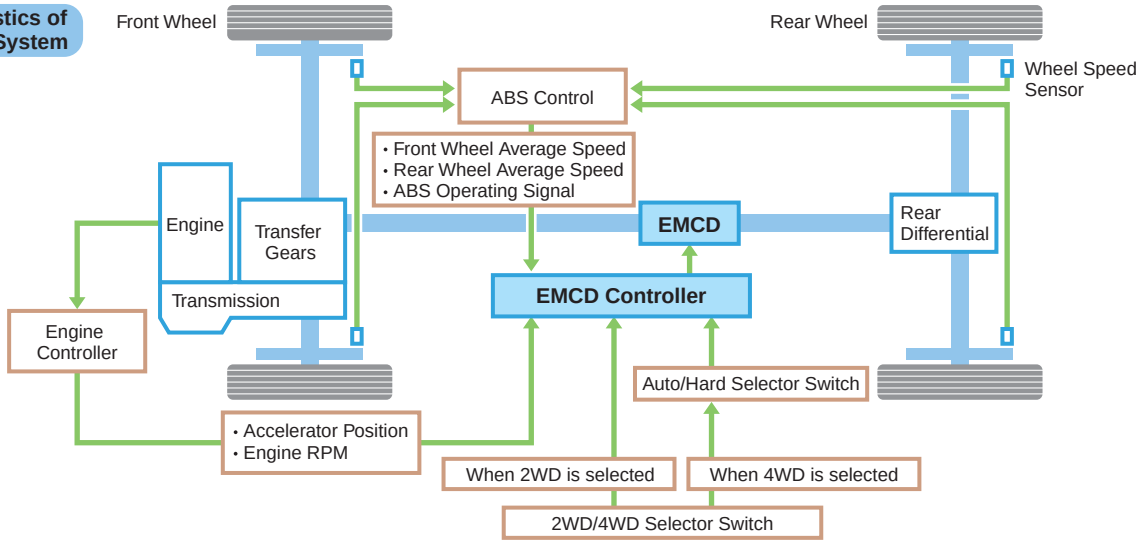
The Escudo, Solio, Swift, Chevrolet Cruze, Aerio, Wagon R, Kei, MR Wagon, and Lapin vehicles all utilize a torque converter with a lockup slip control to enhance transmission efficiency.

* Lockup Slip Control:
  This system provides economy and comfort by controlling the lockup clutch to reduce transmission loss in the torque converter under various driving conditions.

● EMCD (Electro Magnetic Control Device) Equipped 4WD Vehicles

The EMCD 4-wheel drive system utilized in our Chevrolet Cruze vehicles contributes to both the vehicle's stability over a wide range of driving conditions and its fuel economy.
EMCD analyzes road conditions to deliver optimum torque from the transmission. Its electromagnetic clutch delivers excellent response even with its compact size and light weight.

Characteristics of the EMCD System



● 5-Speed Automatic Transmission

The wide gear range of the 5-speed automatic transmission found in our Grand Excudo offers improved drivability, fuel economy, and quiet operation.

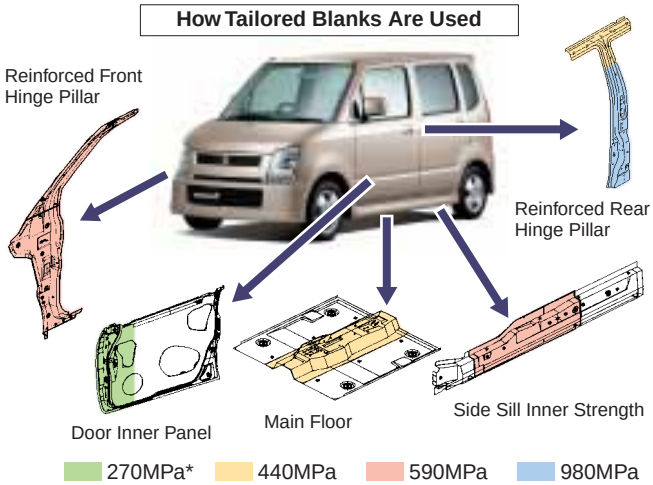
5-Speed Automatic Transmission

Lightweight Bodies

● Utilizing Tailored Blanks (Wagon R)

Tailored blanks is a manufacturing method in which steel parts of different thickness or materials (high tensile steel plate, plated steel plate, etc.) are welded in advance with laser welds, etc., and then pressed together.
Utilized on various parts, this method enables partial reinforcement of parts where strengthening is needed, eliminates the need for additional reinforcement, and keeps weight under control.
Besides strengthening the door inner panel and side sill inner panel this method is also used on the main floor, reinforcement of the front hinge pillars (A pillar reinforcement), reinforcement of the rear hinge pillars (B pillar reinforcement), and side sill inner panels.

How Tailored Blanks Are Used



* MPa is the acronym for Mega Pascal, a unit that is used to define the force applied to an area on high-tensile steel plate.

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

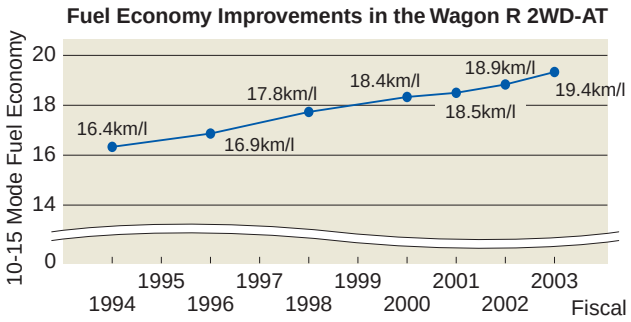
High-tensile steel plate's excellent strength is effectively utilized in reducing the number of reinforcement parts, thus controlling weight while increasing body strength.
Examples of weight reduction through the use of this material can be found in the 980MPa high-tensile steel used in the Wagon R body* and the suspension arm in the Aerio, which was originally a cast iron part. Utilization of this material will be expanded in the future.

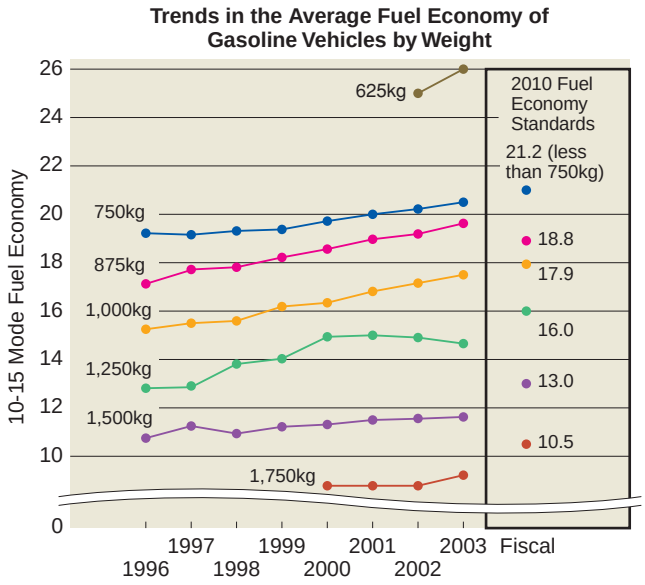
* Utilizing ultra high-tensile steel plate (TS: 980MPa) in the center pillar on the Wagon R resulted in a pillar that is thinner than its predecessor but with the same or greater shock absorption and lighter weight.

Trends in Average Fuel Economy by Body Weight (Gasoline Vehicles)

Working to meet 2010 fuel economy standards, improvements in the average fuel economy of vehicles in most weight categories have been achieved.
Vehicles in the 875kg body weight category have achieved 2010 fuel economy standards.

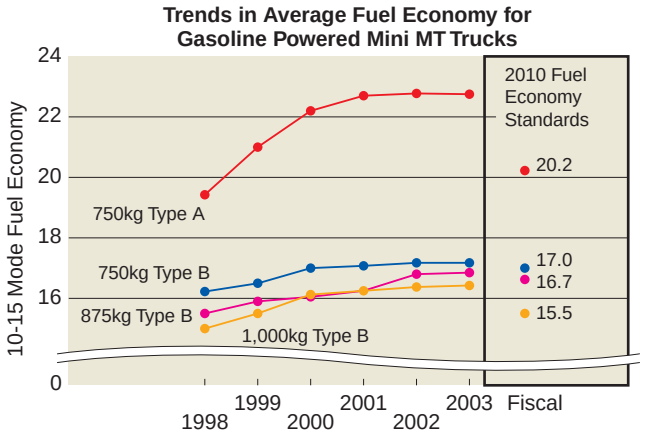
● Trends in Average Fuel Economy of Our Most Popular Vehicle

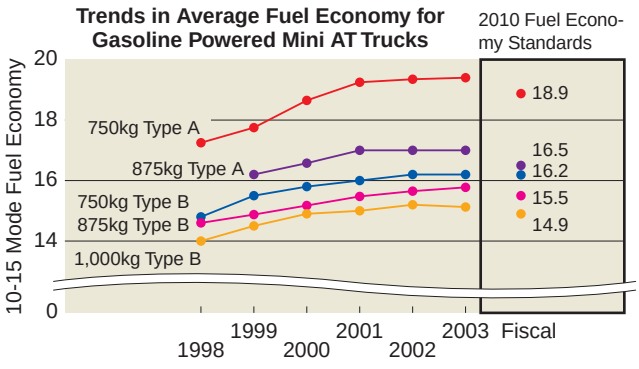




Trends in Average Fuel Economy by Body Weight (Gasoline Mini Trucks)

All gasoline mini truck models equipped with either manual or automatic transmissions have achieved 2010 fuel economy standards in all weight categories.



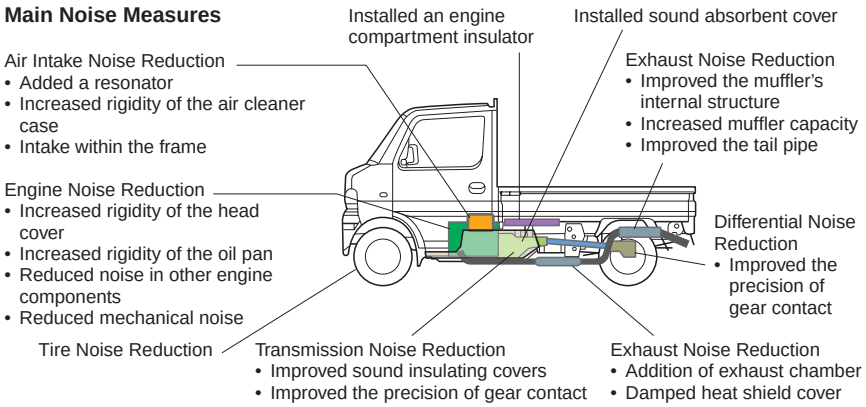


Structure A: Alto (van type)
Structure B: Carry and Every (van type)

Noise

We are working to develop ways to reduce the amount of noise produced by the vehicle's engine, transmission, air intake and exhaust systems, tires, etc.
This development is aimed at all types of vehicles including commercial vehicles. As a result, all vehicles domestically manufactured and distributed by Suzuki are in compliance with domestic regulations in regard to vehicle external noise (1998-2001 Regulations).

Main Noise Measures



Clean-Energy Vehicles

Natural Gas Vehicles

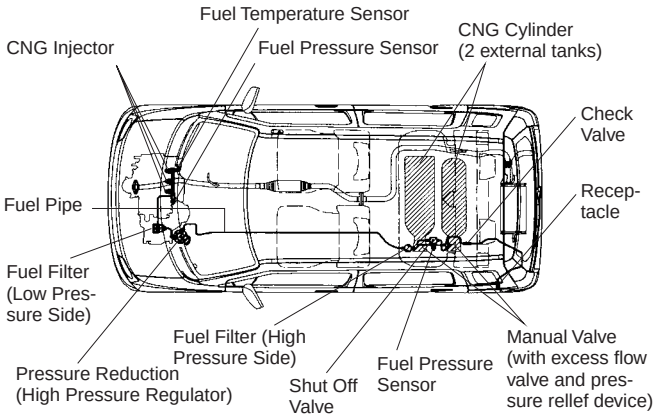
Introduced in 1997, the “Wagon R Natural Gas Vehicles” was the first such vehicle in the mini car class and was followed by the “Every” in 1999. As of March 2004, the “Every Natural Gas Vehicles” is in the top of its class for driving distance on a single fill up. This vehicle also features wide passenger and trunk space as normally found in gasoline vehicles. The CNG (Compressed Natural Gas) powered Wagon R underwent a full model change and came onto the market in May of 2004.

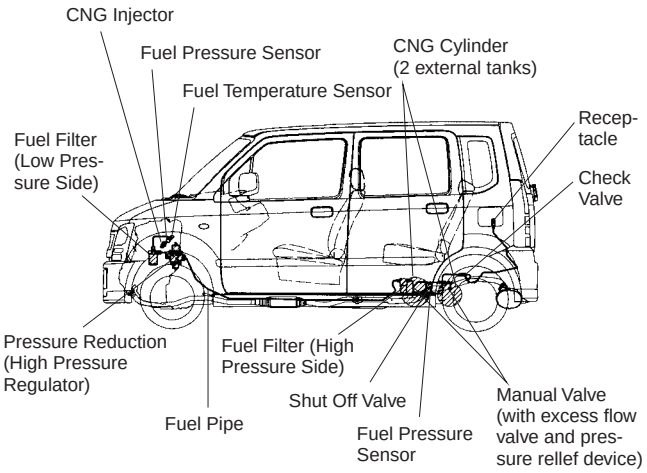
In overseas markets, manufacture of natural gas vehicles began in China and India, and the sale of vehicles in Pakistan that operate on either CNG or gasoline began in 2001. Large-scale promotion began in 2002.

At Suzuki, we take the country’s needs into consideration and promote natural gas vehicles that match the country’s needs like low pollution, gasoline substitute, and economy.

Wagon R Natural Gas Vehicle

Fuel System (Dual Cylinder Type)





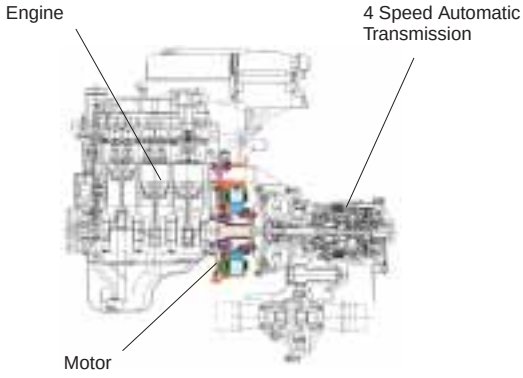
Hybrid Vehicles

In designing our hybrid vehicles we have focused on “lower fuel consumption”, “lower exhaust emissions”, and “quiet operation”. We are working to develop a low cost system in which the motor is directly connected to the engine and relies on lead batteries, and that can be used in a variety of vehicle types.

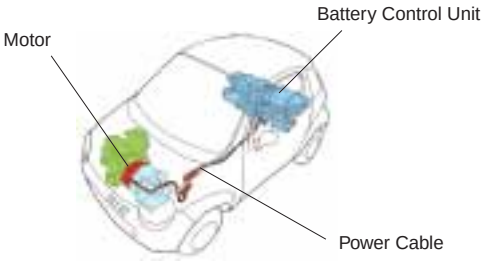
Our first hybrid mini car, the “Twin Hybrid” went on sale in fiscal 2002 and received the first prize award from the Ministry of Land, Infrastructure and Transport for fuel economy excellence in the compact vehicle class in fiscal 2003.

Twin

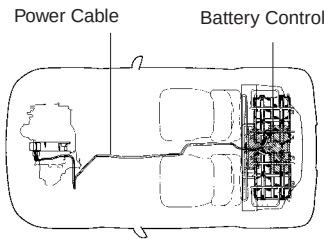
Diagram of Power Unit Assembly



Side View



Top View



Fuel Cell Electric Vehicles

We are pursuing the development of fuel cell electric vehicles because we believe that they are strong candidates for tomorrow's clean energy vehicles.
We are also working together with GM (General Motors Corporation) in the development of fuel cell electric vehicles.
In October 2003, Suzuki gained Ministry certification for compact fuel cell equipped mini vehicles.
At present we have joined the JHFC (Japan Hydrogen Fuel Cell) project to find answers to issues such as size and weight reduction, lower cost, improve durability, etc., through testing on public roads for practical applications.

Wagon R Fuel Cell Electric Vehicles

MR Wagon Fuel Cell Electric Vehicles

Freon (Reducing Air Conditioner Cooling Refrigerant, Cooling Refrigerant Substitutes)

Reducing Air Conditioner Cooling Refrigerant*

Introduced in September of 2003, the new Wagon R is equipped with a new air conditioning system optimally designed with greater compactness and new components (narrower condenser, sub cooling system, narrow evaporator) that deliver performance that still equal that of previous systems. This new design led to a 210g (40%) reduction. (Previous system used in the Wagon R: 530g → New System: 320g)

* The term "refrigerant" refers to Freon (HFC134a).

Cooling Refrigerant Substitutes

We are currently conducting research and develop of a substitute refrigerant using CO_2 for next generation Freon free air conditioner systems.

Development of a Hot Gas Heating System

The hot gas heater system is standard equipment on Wagon Rs sold in cold weather climates. This system diverts some of the compressed high temperature refrigerant from the air conditioning system and uses it as a heat source.
Since vehicles start to warm up just after the engine starts, this method shortens heating time on winter mornings, etc., thereby reducing CO_2 emissions.

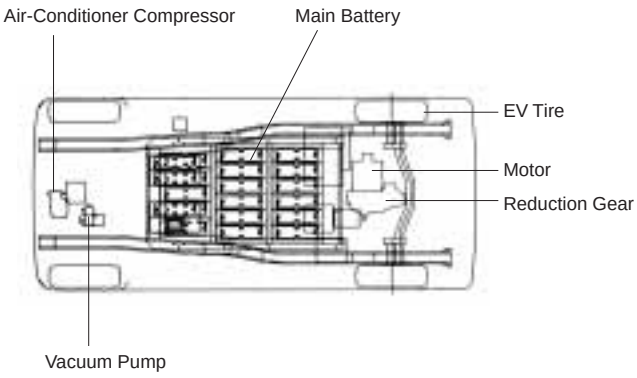
Electric Vehicles

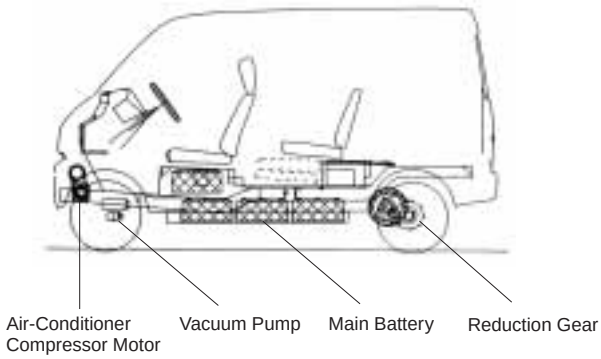
Our first electric vehicles went on the market in 1978. Later in August of 1999, we developed and marketed electric vehicles (EV) based on newly revised mini vehicle standards.
Using a new permanent-magnet type synchronous motor and a single gear transmission, the vehicle offers a driving feel close to a vehicle equipped with an automatic transmission. The vehicle's 20 batteries are stored underneath the floor of the vehicle so that luggage space can be used the same as in the gasoline version. Its maximum speed is 95km/h and it can travel approximately 110km* on a single charge. In August 2001 we also added vehicles that are equipped with an inductive charging system (an electromagnetic charging system that has no direct electrical connection to the vehicle).

* Result from in-house tests (10/15 Mode)

Every Electric Vehicle

System Diagram



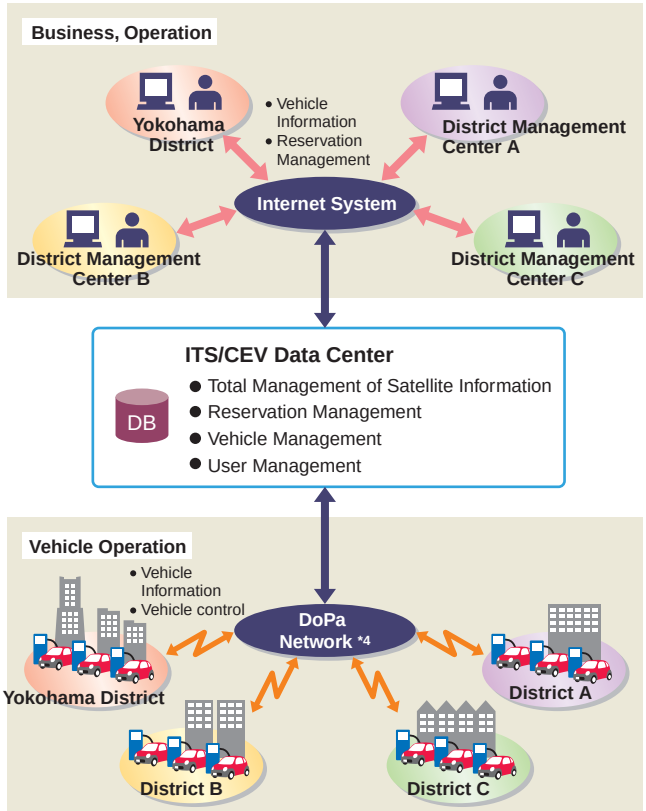


ITS*1/CEV*2 Cooperative Systems

Cooperative systems utilize information technology to allow multiple users to use a single vehicle according to their needs. We have anticipated the creation of highly efficient and convenient city traffic systems that blend vehicles and public transport, and reduce exhaust emissions. Established in March of 2002, the CEV Sharing Corporation was the first to manage a cooperative system in Japan. Suzuki joined and invested in this group.
Only electric vehicles were offered initially, however, requests from users led to the introduction of a new system that offers gasoline-powered vehicles. This service is provided by the CEV Sharing Corporation in the Yokohama area.

A Cooperative System Vehicle (MR Wagon)

Diagram of a Cooperative ASP*3 Service



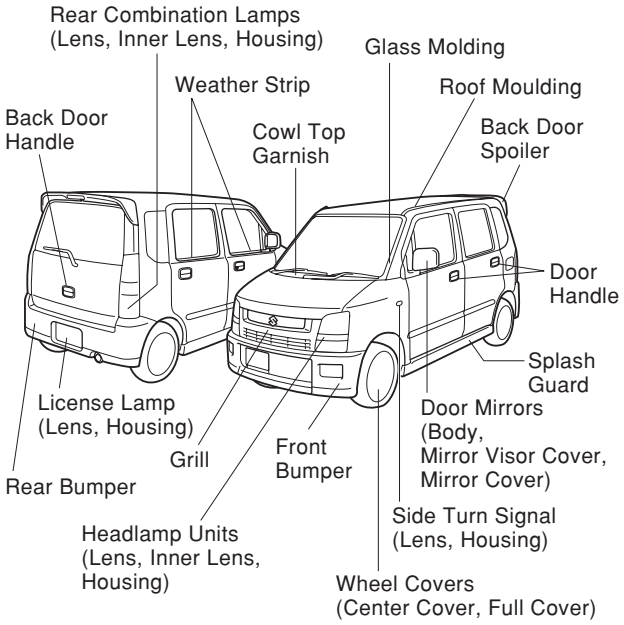
*1 ITS : Intelligent Transport Systems
*2 CEV : Clean Energy Vehicle
*3 ASP : Application Service Provider
*4 DoPa is a trademark of NTT Docomo.

Recycling

Recyclable Designs

● Easy to recycle resin materials are used on the vehicle's exterior and interior.

Main Application of Resin Parts (Target Vehicle: Wagon R RR-DI)

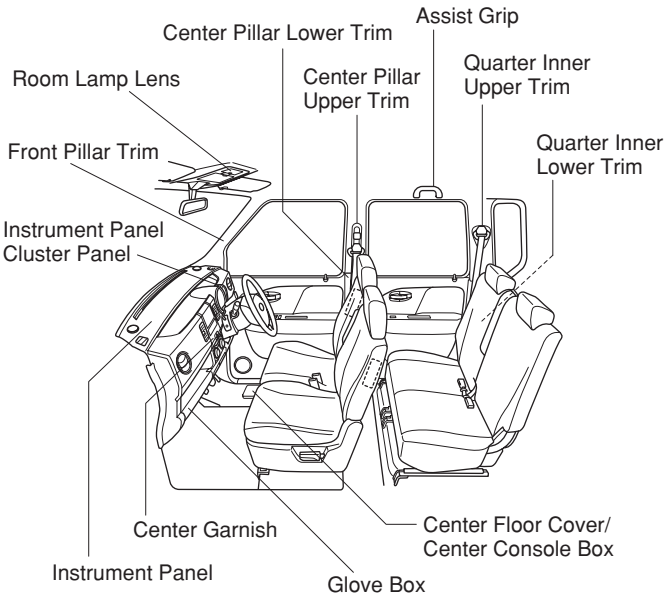


< Name of Recycled Material >

Headlamp Units	
Lens	PC
Inner Lens	PC
Housing	PP
Rear Combination Lamps	
Lens	PMMA
Inner Lens	PC
Housing	ASA
Side Turn Signal	
Lens	PMMA
Housing	PC
License Lamp	
Lens	PC
Housing	PP
Wheel Covers	
Center Cover	PPE+PS
Full Cover	PC+ABS
Bumpers	
Front	PP
Rear	PP
Grill	
ABS	

Cowl Top Garnish	
PP	
Door Mirrors	
Body (Visor/Inner)	ASA/PA
Mirror Visor Cover	ASA
Mirror Cover	ABS
Door Handle	
PC+PBT	
Roof Moulding	
TEO	
Back Door Handle	
PC+PBT	
Glass Moulding	
TEO	
Weather Strip/Clip	
TEO/PP	
Back Door Spoiler	
ABS	
Splash Guard	
PP	

PC : Polycarbonate
PP : Polypropylene
PMMA : Poly (methyl methacrylate)
ASA : Acrylonitrile-stylene-acrylate
PPE : Poly (Phenylene ether)
PS : Polystyrene
ABS : Acrylonitrile-butadiene-styrene
PA : Polyamide
PBT : Poly (butylene terephthalate)
TEO : Themoplastic elastomer, olefinic



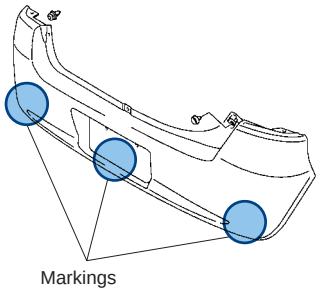
< Name of Recycled Material >

Room Lamp Lens	
PC	
Center Floor Cover	
PP	
Center Console Box	
PP	
Center Pillar Trim	
Upper	PP
Lower	PP
Assist Grip	
PP	
Quarter Inner Upper Trim	
Upper	PP
Lower	PP

Glove Box	
PP	
Instrument Panel Cluster Panel	
PP	
Center Garnish	
1DIN (Center Box)	PC+ABS
2DIN	PP
Instrument Panel	
PP	
Front Pillar Trim	
PP	

- Reevaluation of the manufacturing of sound absorbing materials and switching the manner in which they are affixed, from glue to welding, has improved recycling efficiency. (Target Vehicles: Wagon R)

- To prevent material identification failure peculiar to large parts, and material identification difficulty after the parts are cut into smaller pieces, large parts are being marked in multiple locations. (Target Vehicles: All Suzuki Vehicles)



Using Recycled Materials (From Other Industries)

Polyethylene wastes from discarded movie brochures, company information brochures, etc., are used in the backing fabric for carpets. (Target Vehicles: Wagon R)

Increasing Recylability

Recycling Glass from End-Of-Life Vehicles

Most shredder dust, which includes about 120,000t of glass, ends up being disposed of in landfills. Because of differences between glass and the other materials, problems such as the inability to collect thermal energy from glass during incineration, etc., create obstacles in the disposal of this material.
From April 2003, we started a cooperative effort with three other automobile manufacturers*1 and three glass manufacturers*2 to collect window glass from end-of-life vehicles, and experiment with ways the glass can be used as raw material for glass products. Up to this point we have collected 50t of front windshield glass and 28t of side door glass. Working in conjunction with plate glass manufacturers we have made an effort to develop raw materials for glass products. While improving upon the tools and methods used in collecting the glass we will continue collection and experimentation in order to increase the amount of glass collected, improve quality, and increase recyclability.

*1 Fuji Heavy Industries Ltd.; Isuzu Motors Limited; Nissan Motor Co., Ltd.
*2 ASAHI GLASS CO., Ltd.; Central Glass Co., Ltd.; Nippon Sheet Glass Co., Ltd.

Reducing Materials with Environmental Impact

Domestically, the Japan Automobile Manufacturers Association announced a new voluntary goal to reduce the use of materials with environmental impact (lead, mercury, hexavalent chromium, and cadmium) in November 2002. By order of the European ELV gradual regulation of the use of lead, mercury, hexavalent chromium, and cadmium in automobiles sold in the EU commenced in July 2003. At Suzuki, we are swiftly complying with this regulation while moving forward in reducing materials with environmental impact.

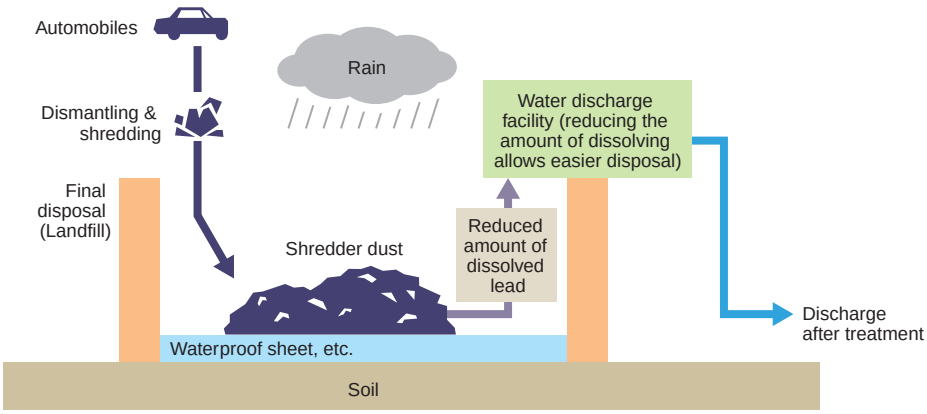
Reducing Lead

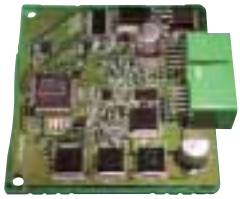
Domestically, we could achieve the 2005 goal to cut lead use to less than 1/3 the amount used in 1996, which was set by the Japan Automobile Manufacturers Association, by the year 2002. At present, we are already moving forward to meet the next goal, set to begin 2006, to cut lead use to less than 1/10 the amount used in 1996.

Developing Lead-Free Solder

Solder containing lead (tin 6: lead 4) is used in the Electric Control Unit (ECU), but research is underway to develop a lead-free solder that will enable us to move away from the current lead-based solder. Until recently, lead-based solder has been considered the best choice while lead-free solders posed difficulties in processing because of its high melting point, etc. Research and development is currently underway that will lead to the development of a lead-free solder that is reliable enough for use in critical components like the ECU. We started using a lead-free solder in the EMCD (Electro Magnetic Control Device) controller in the Chevrolet Cruze introduced in November of 2001. In 2003 a lead-free solder was used in the electric power steering controllers used in some vehicles. Conversion to lead-free solders will continue progressively.

Reducing the Environmental Impact of Lead





EMCD Controller

Electric Power Steering Controller

Other Materials with Environmental Impact

Developing substitute techniques, etc., in cooperation with parts manufacturers has led to progress in the reduction of mercury, hexavalent chromium, and cadmium.

Introducing IMDS * (International Material Data System)

IMDS is a material data base system developed by a European Automobile manufacturer that is used to manage materials with environmental impact and to calculate the amount of ASR (automobile shredder dust), etc. We joined IMDS in July of 2003 and have explained the system to our clients through seminars held in December of 2003.

*IMDS : International Material Data System

Motorcycles

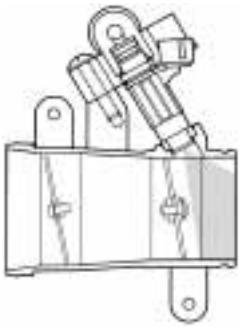
Exhaust Emissions

- The GSX-R600 and GSX-R750 incorporate a fuel-injection system, honeycomb catalyst, and dual air system. They also make use of FI* control technologies that have been developed through years of accumulated knowledge, to deliver high power output and reduced exhaust emissions.

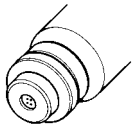
* FI : Fuel Injection

GSX-R750

Fuel Injection System

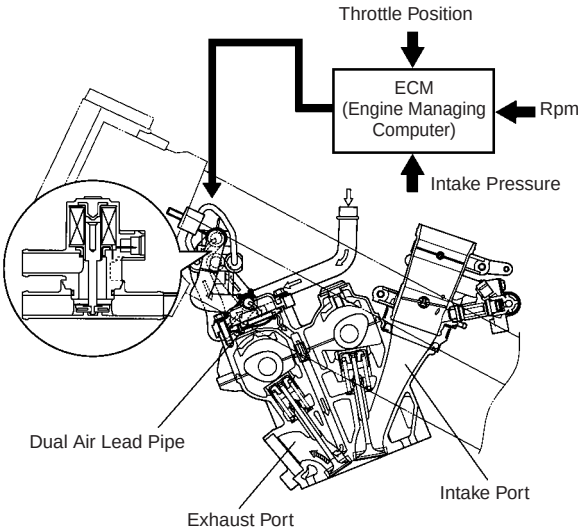


Throttle Body

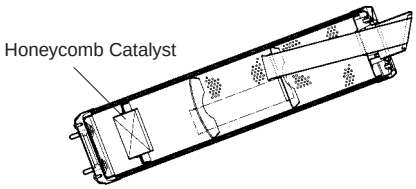


Injector

Second Stage Air System

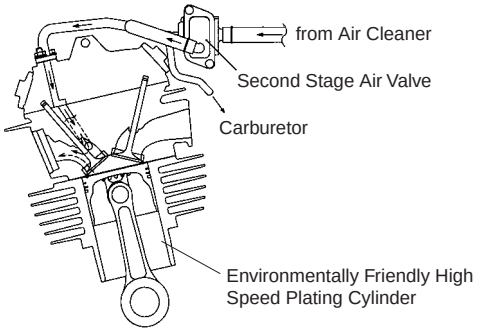


Honeycomb Catalyst



- Exhaust emissions were reduced on the ST250 through optimized carburetor settings and a dual air system. Use of this system resulted in about a 50% reduction in exhaust emissions (level of CO emissions: compared to our previous model).

ST250



Fuel Economy

- The 800cc American Intruder Classic utilizes a fuel injection system that enhances operation in its normal operating range. It also employs a fuel cut system and precision A/F (air/fuel ratio) control that improve actual fuel economy by about 10% (compared to the previous model).

Intruder Classic

- On the ST250, increasing power output in the rpm range most commonly used in urban areas, etc., and optimizing carburetor settings resulted in an improvement in actual fuel economy of approximately 10% (compared to the previous model).

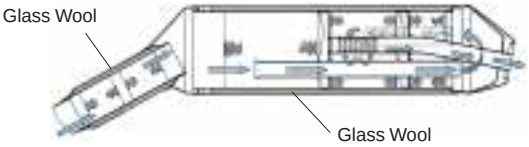
Noise

● The following is an example of noise reducing methods applied to the dual-sport DR-Z400S.

DR-Z400S

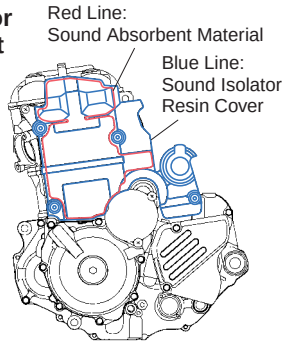
① Increased muffler capacity and utilization of sound absorbent materials.

To reduce exhaust noise, a muffler with a larger capacity is used and glass wool is installed where the exhaust pipe and muffler meet.



② Utilization of a sound isolator cover with sound absorbent materials.

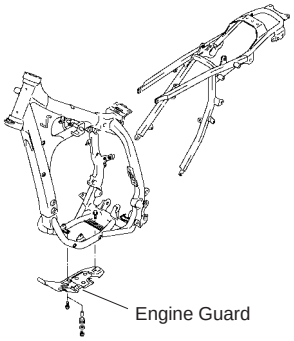
To reduce sound emission, a sound isolator cover with sound absorbent material is positioned next to the engine cylinder.



③ Utilization of a floating engine guard.

To reduce vibrations produced by the engine guard, a floating engine guard* is utilized.

*Floating Engine Guard attachment: To reduce vibration, a rubber absorber is placed between metal parts.



● Changing the muffler's internal design on the ST250 lowered its noise level. Reducing high frequencies in the exhaust noise also produced an exhaust sound that is more comfortable compared to previous models.

ST250

Recycling

Recycle Designs

The following examples are of 3R (Reduce, Reuse, Recycle) designs incorporated on the GSX-R750 and ST250 to improve reduction and recycling efficiency.

GSX-R750

ST250

Reduce <GSX-R750>

① Lightweight, Compact Design (Dry Weight 163kg)

The following methods were used in reducing weight.

- Throttle bodies were changed to double-barrel type eliminating the need for linkages.
- More compact instruments and ECU (Engine Control Unit) were used.
- Utilization of high performance radial mount calipers allowed use of a more compact disc plate.
- Cowling and windscreen use smaller designs, thinner materials.

② Two-tone finish → Monotone finish (reduces the amount of paint)

Resourceful positioning and use of the cowling's divisions enabled use of a monotone paint scheme resulting in reduced paint requirements.

Recycling

① Utilization of Resin Recycled Materials, Recycled Materials <GSX-R750>

Material produced from the recycling of lower bracket covers is used in manufacturing the following parts.

Parts manufactured from recycled materials include:
Lower cowling inner cover
Body cowling inner cover

② Application of colored materials <ST250>

Utilization of AES colored resins in the front and rear fenders, left and right frame covers, and headlamp housing, eliminates the need for paint removal when recycling, and facilitates the recycling of these parts.

Special Products

Exhaust Emissions

Outboard Motors

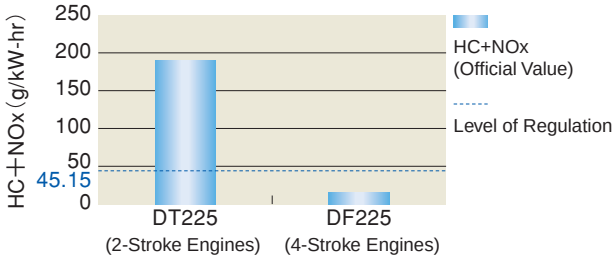
EPA*1 and CARB*2 regulations, which both restrict HC+NOx*3, have been in effect since 1998.
Due to the complexities involved in conforming two-stroke technology to these regulations, four-stroke engines are utilized. Our goal is to switch our entire lineup to four-stroke technology by the year 2006.*4
With the introduction of three new four-stroke models, the DF250, DF225, and DF200, in fiscal 2003, we now offer a total of 17 models ranging from 2.9kW (4ps) to 183.9kW (250ps) in our lineup. (There are a total of 15 models, from 3.7kW (5ps) to 183.9kW (250ps) available domestically.)

< Comparing Exhaust Emissions Regulations >

(HC+NOx: Unit (g/kW-hr)

	DF200	DF225	DF250
2006 EPA (Same as the Japan Boating Industry Association's regulations)	45.31	45.15	45.03
2004 CARB	16.25	16.19	16.15

2006 EPA Exhaust Emissions Standards



*1 The United States Environmental Protection Agency.
*2 California Air Resource Board.
*3 Hydrocarbon + Nitrogen Oxide
*4 Utilizing four-stroke technology reduces exhaust emissions by approximately 90%.

Snowmobiles

Starting with 2006 models, EPA emissions regulations will be phased in, in two steps. Phase one will require a 30% reduction compared to the current average, and phase two will require a 50% reduction. Although we have already developed four-stroke engines that comply with phase two of the EPA emission regulations (2010 regulation values), we are moving forward in the development of new engines. Suzuki supplies snowmobile engines to the Arctic Cat Company in the U.S.A. Models equipped with Suzuki engines gained EPA approval in November of 2003, which was ahead of scheduled compliance.

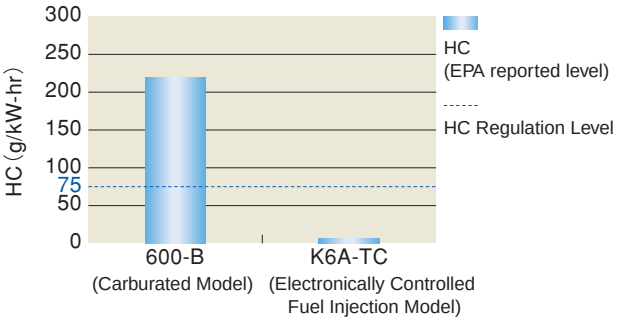
< EPA Emission Regulations >

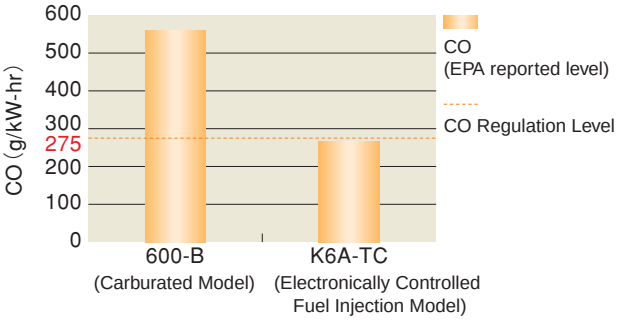
Unit (g/kW-hr)

Phase	Model Year	Number of units manufactured that must meet regulations	Regulation Value		
			HC	HC+Nox	CO
1	2006	50%	100	–	275
1	2007–2009	100%	100	–	275
2	2010–2011	100%	75	–	275
3	After 2012	100%	75	*1	*2

*1 Not to exceed 90g/kw-hr and fulfill the formula.
*2 Not to exceed 275g/kw-hr and fulfill the formula.

EPA Phase 2 Snowmobile Emission Regulations





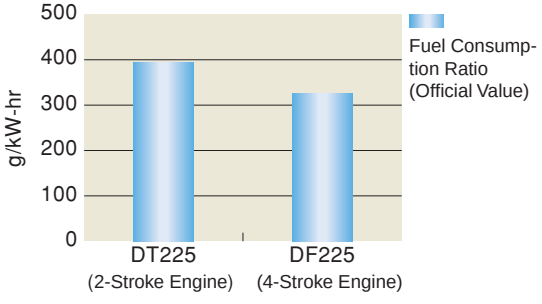
Fuel Economy

Outboard Motors

Compared to their two-stroke counterparts, new model four-stroke outboards deliver about an 18% improvement in fuel economy operating under maximum performance conditions. (Since outboards are usually operated at full throttle, an outboard that operates economically at full throttle produces fewer CO_2 emissions.)

DF250

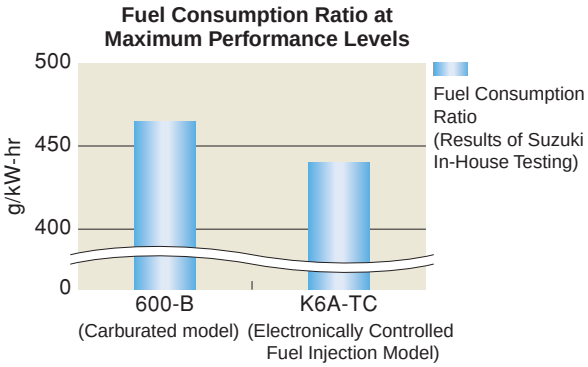
Fuel Consumption Ratio at Maximum Performance Levels



Snowmobiles

Compared to carbureted models, four-stroke models featuring electronically controlled fuel injection deliver about a 6% improvement in fuel economy.

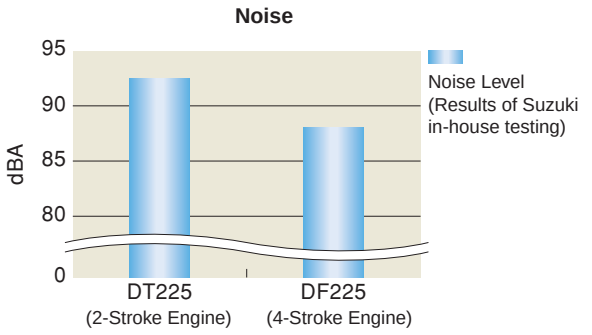
A snowmobile equipped with a Suzuki engine (K6A-TC equipped models)



Noise

Outboard Motors

Along with switching outboards to four-stroke technology, we have taken a close look at the intake and exhaust systems to find ways to reduce noise. Compared to their two-stroke counterparts, four-stroke outboards achieve an approximate 4.5dBA reduction in noise. (Since outboards are usually operated at full throttle, noise reduction when operating at full throttle is significant.



Recycling

In all of our marine and power products, we have reduced use of material with environmental impact and utilized designs derived from our automobile and motorcycle products that offer easier recycling.

Recycle Designs

Methods and technologies accumulated through the design and manufacture of automobiles and motorcycles are applied in the development of designs that offer greater recyclability.

Reducing Materials with Environmental Impact

● Reducing the Amount of Lead

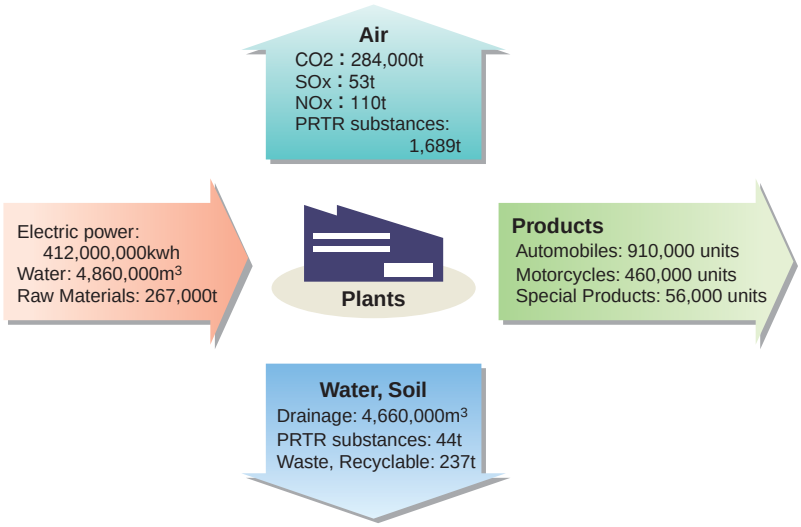
In outboard motors, we have switched to a resin fuel tank from April of 2001. Earlier fuel tanks relied on steel plate with a lead alloy but due to this change, fuel tanks are now lead-free.

● Other Materials with Environmental Impact

Mercury and cadmium are not used in our Marine and Power products. In one activity for hexavalent chromium, unique to outboard motors, we have begun study in the development of a substitute for chromic acid chromate, including hexavalent chromium, that is used in preventing the corrosion of aluminum.

2 Manufacturing and Purchasing

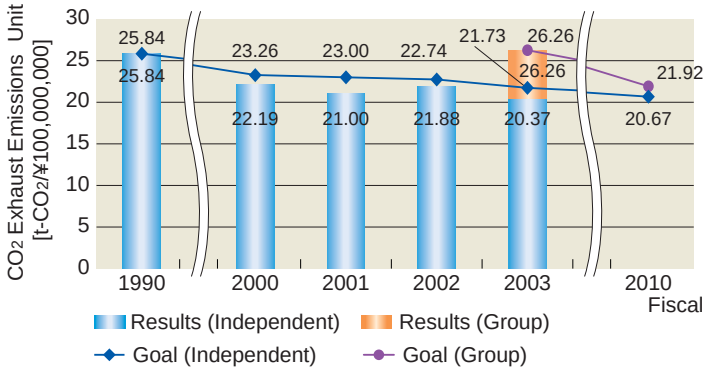
Environmental conservation encompasses a wide range of activities in areas related to manufacturing. We are actively working with activites such as measurements aimed at reducing global warming (reducing energy, reducing CO_2), waste reduction, and reducing reliance on natural resources (recycling), controlling materials with environmental impact, green procurement, public relations, etc.



Prevention of Global Warming

As CO_2 exhaust emissions are responsible for global warming, we are working to reduce these emissions in the manufacturing process. The goal of the Suzuki Group is by the year 2010, to reduce the amount of CO_2 emissions per sales by 20%, as compared to 1990 levels.
We have been aggressive in our efforts to reduce CO_2 emissions, utilizing energy reduction systems such as inverters, etc., that offer high efficiency with low loss, and employing energy management standards to maintain or improve our energy reduction systems. Focusing on reducing CO_2 exhaust emissions, we shall continue to reduce energy.

Trends in and Goals for CO_2 Exhaust Emissions



Using Natural Energy Sources

One of our projects aimed at preventing global warming is the introduction of wind power generators. Our first wind turbine power generator was installed at our training center in fiscal 2002, and the second was installed at the Kosai plant in fiscal 2003. The Kosai installation generates 1,500kw (2 × 750kw) and is the most powerful facility installed at an automobile plant in Japan.
The wind turbine power generator at Kosai supplies the factory with about 2% of its electric power needs.

< Amount of Wind Generated Electricity Produced and CO_2 Reduction >

Location	Term	Amount of Electricity Produced (kwh)	Amount of CO_2 Reduced (kg-co_2)
Training Center	April 2003 – March 2004	11,214	7,322.7
Kosai Plant	December 2003 – March 2004	990,079	646,521.5

Reducing Waste and Reliance on Resources

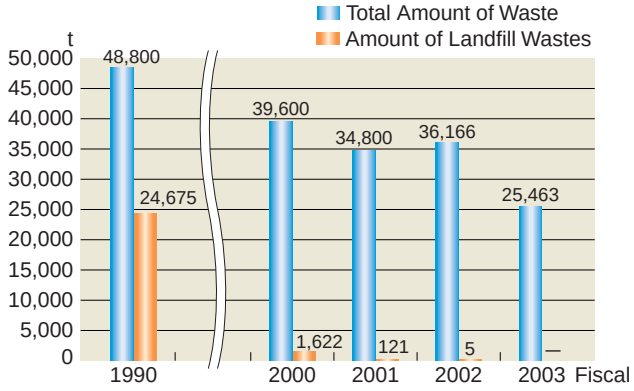
In our domestic plants, we achieved a zero level* of landfill waste in August of 2001. From November of 2003 we have continued to maintain a perfect zero level of landfill waste and are focusing on further waste reduction.

In our domestic affiliated companies we thought that the elimination of incinerators would lead to increased landfill waste however, landfill waste declined due to the promotion of recycling in fiscal 2003.

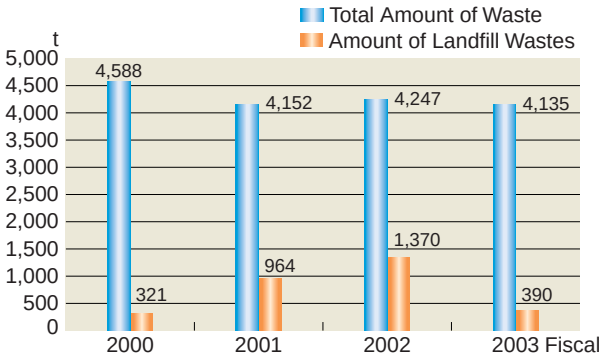
* Zero level: Less than 1% landfill wastes compared to the amount sent in 1990 (24.675t).

Amount of Waste and Landfill Waste

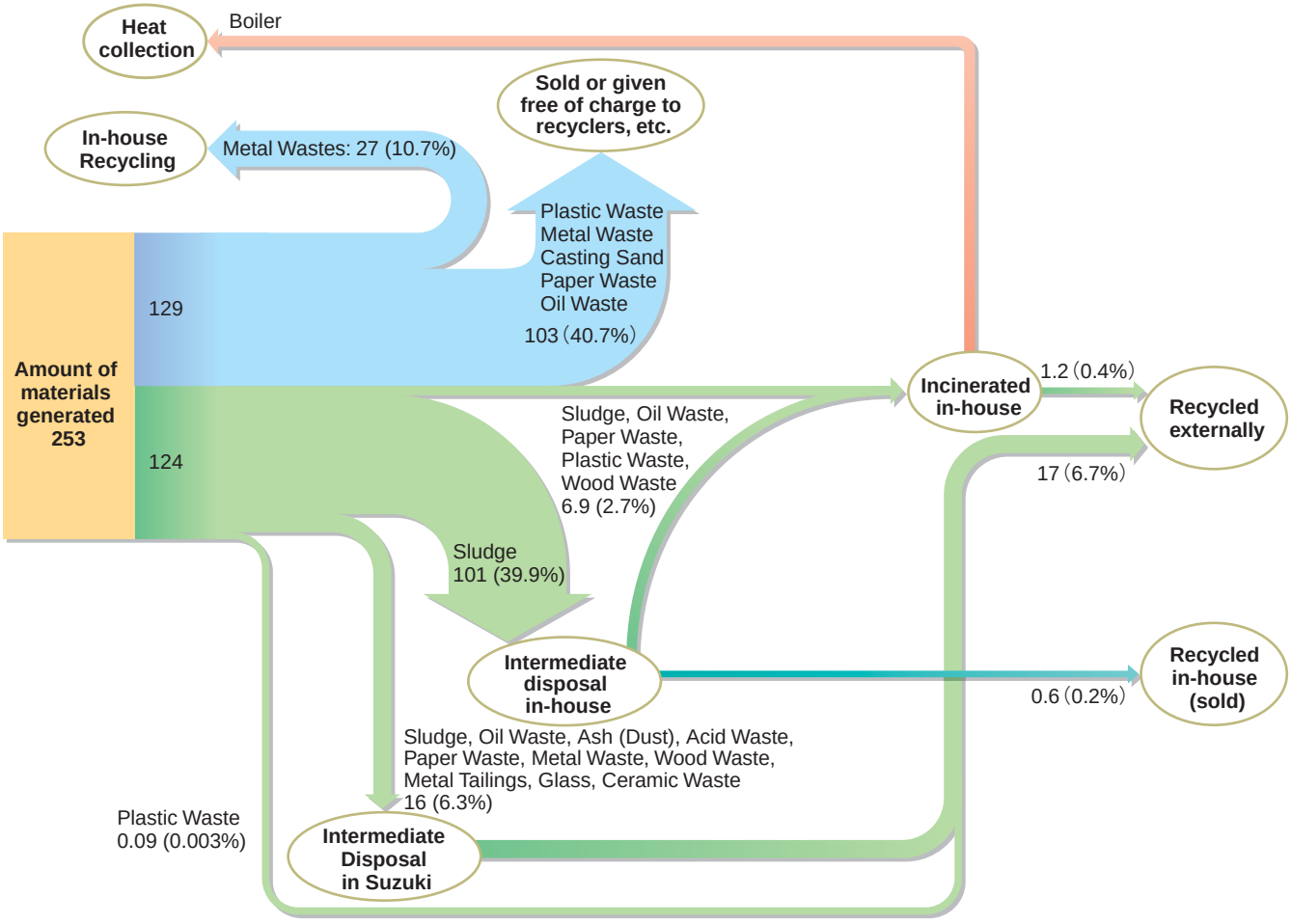
Amount of waste and landfill wastes produced by domestic manufacturing plants



Amount of waste and landfill wastes produced by domestic affiliated companies



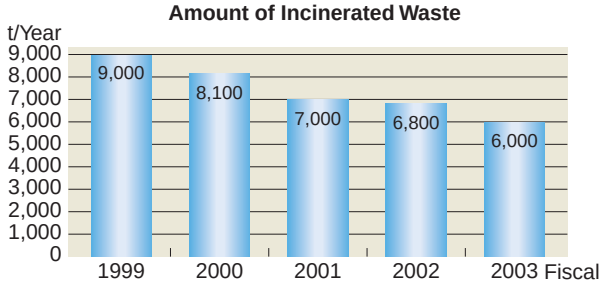
Flow of Waste and Recyclable Materials (Unit: Thousand tons per year)



Amount of Incinerated Waste

Dioxin compliant incinerators at our Kosai plant are used in reducing waste by disposing of burnable waste, and using the heat produced in this process effectively. We are also working to reduce the amount of waste that is burned in our incinerators. Compared to 1999 when 9,000 tons of waste was incinerated, the amount of waste burned in 2003 was reduced to 6,000 tons which is 2/3 the amount incinerated in 1999.

Amount of Incinerated Waste



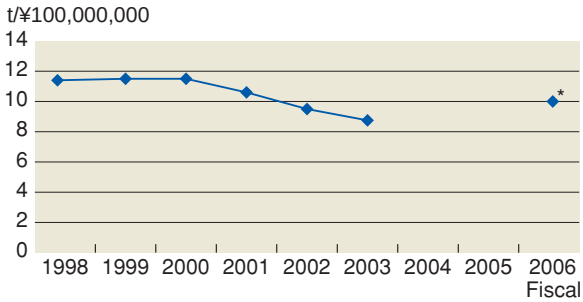
O_2 control in our incinerator management system, etc., has resulted in reduced dioxin emissions. As a result, the dioxin level in fiscal 2003 was 0.016ng-TEQ/Nm^3, which is about 1/300 the regulatory level of 5ng-TEQ/Nm^3 and sufficiently low.

● Promoting the Effective Use of Resources

To control the occurrence of by-products such as metal waste and waste casting sand, as required by the "Promoting the effective use of resources" law which went into effect in April of 2001, we must create a "Controlling the Occurrence of By-products Plan" and report its results.

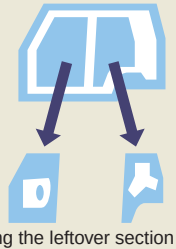
To control and minimize metal wastes that are a by-product of press production, we have redesigned the shape of the blank materials being used and have been using leftover materials from fiscal 2003. These efforts reduced the amount of by-product by 8.8 tons/100,000,000 Yen per shipment value.

Amount of By-products Produced per Shipping Value



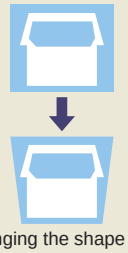
* The value marked for fiscal 2006 is the value set in accordance with the "Promoting the effective use of resources" law.

< Example 1 >
Using leftover materials



* Using the leftover section to produce another part, we could achieve a 1.7kg reduction in steel waste.

< Example 2 >
Using different shaped blank material



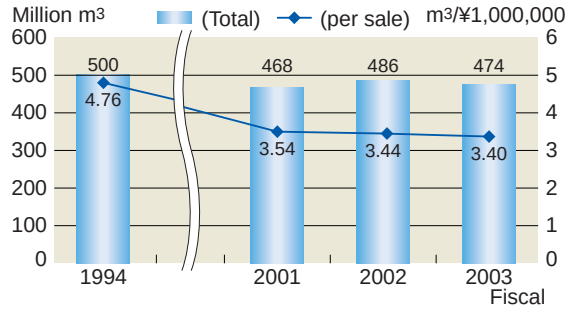
* In changing the shape of the blank, we could achieve a 0.6kg reduction in steel waste.

Amount of Water Used

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

Some methods we are utilizing are airtight cooling towers, air-cooled compact air-conditioners, water conserving faucets, rainwater collection, collection of water from coolers, and reuse of wastewater. As manufacturing increases, so does the consumption of water however, the data per sale remains unchanged.

Amount of Water Used



In our overseas plants, zero wastewater was achieved at the Maruti Udyog plant (India) by collecting and recycling wastewater.

Management and Reduction of Materials with Environmental Impact

PRTR (Pollutant Release and Transfer Register) Targeted Substances

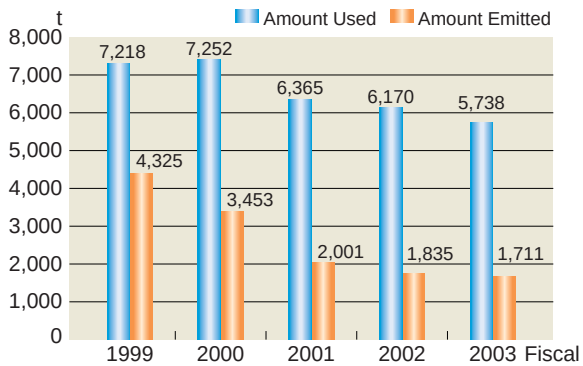
To reduce materials with environmental impact, we are working to reduce PRTR targeted substances.

Efforts were undertaken to reduce the number of PRTR targeted substances used in paints and cleaning thinner at the Kosai plant in fiscal 2003, which followed similar efforts carried out at the Iwata plant in 2002.

Annual emissions came to 1,711 tons, which equals a 50% reduction in emissions compared to fiscal 2000. In November 2003, we represented the prefecture's western region in a risk communications exercise held in cooperation with the Shizuoka prefectural government.

Risk Communication (held in cooperation with the prefectural government)

Amount of PRTR Materials that are Used and Emitted



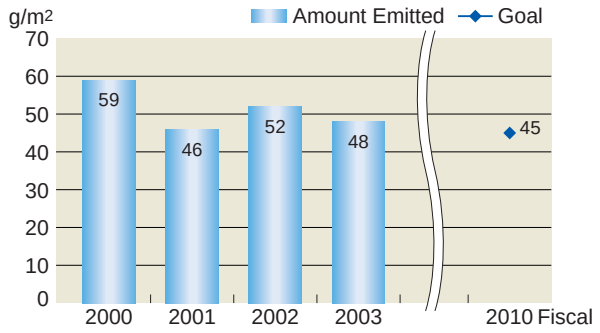
Purchasing New Substances

When the purchase of materials such as paints, oil, detergents, etc. is necessary, our environmental management section discusses the substance's toxicity, how much of it will be used, how it will be used, how it will be stored, etc., then decides whether the substance should be purchased or not. Data gained from these investigations is used and managed as PRTR data, which is then utilized when working to reduce the volume of these materials. Also, the most up-to-date data and information is used to manage MSDS for raw materials.

VOC (Volatile Organic Compounds)

VOC materials are solvents mainly used in the painting process. In fiscal 2003, efforts to reduce the amount of VOC emitted in the automobile body painting process decreased the level to 48g/m2. We will continue in our efforts to achieve a reduced level of 45g/m2 by the year 2010, which is the goal set by the Japan Automobile Industry Association.
In fiscal 2003, we continued working to improve the collection rate of electrostatic paint, unified the coat thickness of the electrostatic paint, and shortened the coating distance in top coating to reduce the amount of VOC emissions.
In our overseas plants, we are working to utilize water-soluble paints to reduce the amount of VOC in Magyar Suzuki (Hungary).

Amount of VOC Emissions



* The use of a water-based finish was anticipated in determining the original goal however; the goal was revised creating a new level.

Specified Freon (CFC-12, CFC-22)

In 1969 we started use of an absorbent type water-heater/cooler that does not use specified Freon. This type of system is now utilized in all of our plants.

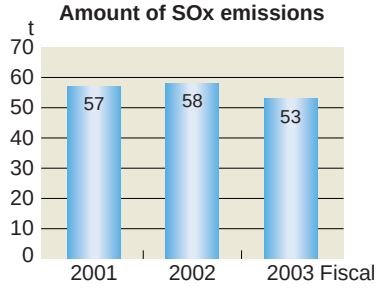
PCB (Polychlorinated Biphenyls)

Concerning transformers and condensers that use PCBs (polychlorinated biphenyls) we have a total of 1,166 such devices in our five plants. 10 of these are being used in two of our plants while the remainder of the devices, 1,156 in all, are properly stored. Also, based on the "Special Measures Law to Promote Proper PCB Waste Disposal", enacted in July of 2001, we have completed proper notification of PCB storage conditions, etc.
We will continue to store these devices properly until a PCB disposal facility is put in place.

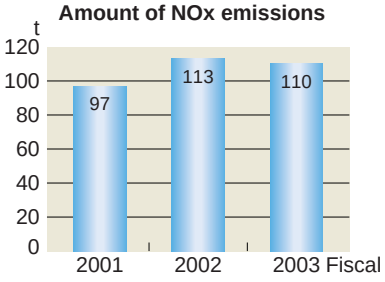
SOx/NOx

As a part of our air pollution prevention, we put into effect voluntary standards that are stricter than regulatory levels to reduce the amount of SOx (Sulfur oxide) and NOx (nitrogen oxide) emissions, which are emitted from boilers, etc.

Amount of SOx emissions



Amount of NOx emissions



Reducing the Usage of Lead

The electrostatic painting process (undercoat) of both motorcycles and automobiles in all of our domestic plants is lead-free. (March 2001)
Nine overseas plants in nine countries have already converted, and three other plants in three countries are scheduled to complete conversion by the end of 2004.

Green Procurement

Our “Green Procurement Guidelines” were established on September 1, 2003. To explain our guidelines to related companies, two explanatory meetings were held in October and November. A total of 403 related companies attended. Through our “Green Procurement Guidelines”, we promote the production of products and materials that are environmentally friendly, and give priority to clients and suppliers that work hard at environmental conservation to promote purchasing products and materials that have less impact on the environment.
In addition to complying with environmentally related regulations, such as the European ELV directive, etc., we are working voluntarily and aggressively to reduce materials with environmental impact even though they may not be regulated law.

Communication

Regular meetings are held with residents of the local communities to ask for their views, which are used in improving our company activities. In 2003, five community meetings were held at four of our plants. Elementary or junior high school students and residents from the local community conducted 398 study observations in 6 plants.

Regular Community Meeting

Reducing Environmental Risk

Installing Emergency Retention Tanks

Emergency retention tanks were installed at the Kosai and Toyokawa plants in order to reduce environmental risks such as abnormal discharge from the factory into rivers, etc.

Kosai Plant: Emergency Retention Tank (Capacity: 4,800 cubic meters)

Removing Landfill Waste

Waste from a former landfill site at the Kosai plant was removed and properly disposed of. Tests conducted on the soil and groundwater revealed no pollutants.

Organic Chlorine Chemical Compound

After organic chlorine chemical compounds (trichloroethylene and cis-1, 2-dichloroethylene) were discovered in the groundwater at the Takatsuka Plant in January of 1999, we initiated a continuous cleanup effort of the underground water and took measurements along the site boundaries. Consequently, pollutants have not been detected at monitored sites along the site’s boundaries after 1999 so we are confident that pollutants have not progressed beyond our boundaries. We are continuing our groundwater cleanup efforts to prevent pollutants from leaking.

Emergency Response Drills

Assuming that an environmental accident has the potential of occurring anywhere in the workplace, we hold emergency procedure drills with our employees, transportation companies, and others. In 2003 we held a total of 99 emergency drills in all of our plants (28 of these drills assumed that an accident had occurred at night).

Environmental Conservation in Developing Countries

At our manufacturing bases located in developing countries, we have implemented voluntary regulations that equal environmental and emissions standards found in Japan. We also provide technical support, information, and education on environmental conservation.

TOPICS

■ Developing an environmentally friendly high-speed plating system with reduced plating drainage.

Plated cylinders have been used in the past for reducing weight, and improving power output and durability on motorcycles and snowmobiles.

But as it required a large volume of solvent discharge and high cost, it was only utilized on high-performance models.

We developed a high-speed plating system, which is both environmentally friendly and cost effective.

Currently utilized on our low-priced “Choinori” 50cc scooter, the high-speed plating system is gradually applied to other models in the future.

With this new technology, a single process accomplishes what was done in the five pre-plating processes of the original plating system. (Diagram 1)

For this reason the volume of discharged solvents used in pre-processing has been reduced to 1/5 and water discharge has been reduced by more than 80%.

In the new process, plating is only applied inside of the cylinder bore. In comparison to the previous method, in which the entire cylinder was immersed into solvent, the amount of plating solvent that remains on the part and is subsequently taken on to the next process was reduced, and the volume of water discharge was drastically lowered. (Diagram 2)

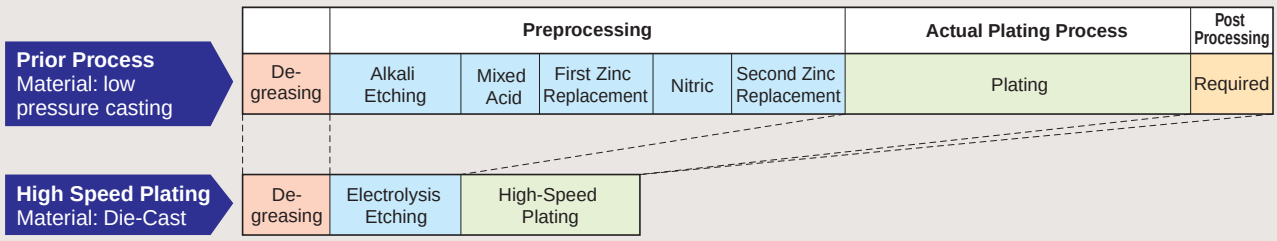
Only applying plating to the inside of the bore also eliminated the need for post processing (immersing the cylinder into an acid solution), which was used to improve the appearance after the plating process. (Diagram 1 and 2)

The use of other specific materials such as nitric, hydrofluoric acid, etc., used in pre- or post-processing, was also eliminated.

The new system also provides our plant employees with an improved work environment.

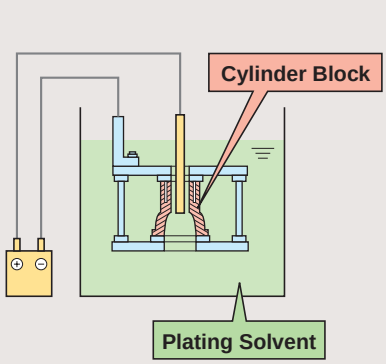
Choinori

Diagram 1: Comparing the prior plating and new high-speed plating processes.

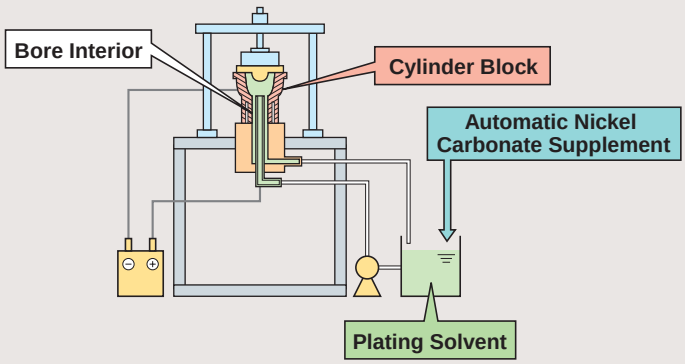


- **Development of Pre-Die Cast Processing:**
  5-processes→1 process..... Discharged water reduced by more than 80%.
- **Development of High-Speed Plating:**
  Shortens processing time by 1/5..... Discharged water reduced by more than 80%.
- **Post processing processes eliminated.**

Diagram 2: Comparing the prior plating and new high-speed plating processes.



Prior System (Immersion)
As the entire cylinder is immersed into the plating solvent, a fair amount of the solvent is taken on to the next process.



High-Speed Plating
As plating is only applied to the bore interior, less solvent is taken on to the next process.

3 Distribution

In the manufacturing sector, transportation is an absolute essential and reducing environmental impact related to distribution is an important issue. Energy consumption, exhaust emissions, discharge of packing materials, etc., are environmental impacts that are associated with distribution and we are working to reduce these impacts through the utilization of various methods.

Distribution Within Plants

This section concerns the distribution within our manufacturing plants.

Automobiles • Transport Within the Plant

A battery powered Automatic Guided Vehicle (AGV) system allows us to move completed vehicles and parts within our plant thereby eliminating the CO_2 that would be produced from driving the completed vehicles.
This same technology was used in transport vehicles (Flora Mover) at the 2004 "Shizuoka Prefecture Hamanako Flower Festival" held in cooperation with Suzuki. These vehicles played an important role moving visitors at the festival.

Automatic Guided Vehicle (AGV)

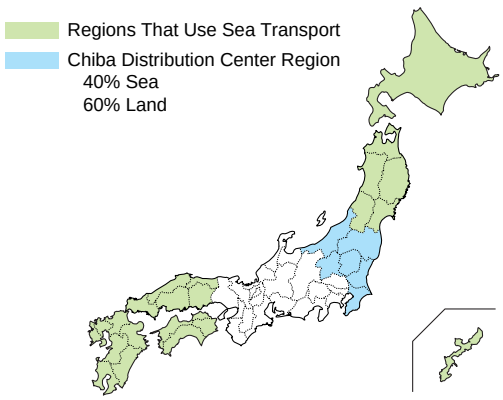
Flora Mover

Product Distribution

This section concerns the distribution of products from our product manufacturing plants to the dealers selling new vehicles.

Automobiles • Transport by Sea

We have encouraged the use of sea transport for automobiles being mainly sent to distant domestic locations. In fiscal 2003, approximately 40% of all automobiles were transported to Hokkaido, Tohoku, Chugoku, Shikoku, and Kyushu regions via ship.
Transportation to the Chiba Distribution Center also utilizes sea transport via Chiba Port.
Compared to land transportation by truck, the utilization of sea transport produces about 25% of the CO_2 per ton. Compared to transporting everything by truck, the utilization of ship reduces the production of CO_2 by approximately 30%.



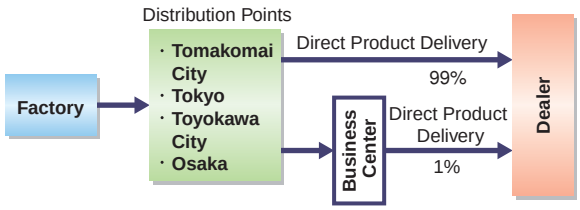
Motorcycles • Direct Delivery System

When products manufactured at our plants are transferred to dealers, they pass through a number of distribution points such as business centers, etc., before reaching the dealer. In order to reduce energy loss and shorten transport time, we are encouraging the merger of distribution points and promoting a direct delivery system that moves products from plant to dealer in a more rational and efficient distribution system.

< Trends in Rate of Dealer Direct Transportation System > (Unit : %)

	1995 Results	2000 Results	2001 Results	2002 Results	2003 Results
Direct to Dealer	–	22	64	98	99
Via Business Centers	100	78	36	2	1

The Motorcycle Distribution System (Merging Distribution and Relay Points)



Distribution of Parts, Accessories

This section describes the distribution of products from suppliers or parts manufacturing factories to parts factories and parts factories to parts/accessory dealers.

Reducing the Amount of Cardboard

Replacement parts were shipped in cardboard boxes (like those shown on the left side of the photo) but we are switching to returnable plastic containers (shown on the right in the photo) to reduce the amount of cardboard used in shipping. The plastic containers are collapsible to increase efficiency in transporting.

Recycling

Packing Materials

For KD (knock down) shipments to overseas factories, we are working to reduce the amount of wood used in crating.

① From Wood Crates to Steel Containers and Returnable Racks

We initiated a plan to reduce the amount of wood used in shipping crates by switching to steel containers, however, the one-way nature of the shipments results in scrapping of the containers. A returnable system for transporting engines and transmission parts is already being utilized to reduce waste. From 2003, the use of this system was expanded to other parts and by the end of 2003, approximately 13% of transport packaging utilized returnable systems.

② Wood Free Crating*

From 2002, we started the use of an open crate design, which does not use wood to hold the parts being shipped. In fiscal 2003, a completely wood free design was achieved.

* Crating is used to hold parts in place to prevent damage from load shifting, etc. during transport.

Using Wood

Changed to Steel

At our SMAC (ATV manufacturing plant), which started production in 2002, the utilization of returnable racks to transport engines from Japan reduced packing materials by approximately 12kg per vehicle. Each company will change its parts delivery system to a returnable box system to reduce the need for packing materials and simplify packing. Packing materials that are used in the delivery of parts are reused to pack completed products or spare parts.

Reusing Cardboard

Waste cardboard material that is produced at the factory is being reused as cushioning material. With this method, we could reduce the amount of waste cardboard by 20%.

Containers and Packaging Recycle Law*

The Containers and Packaging Recycle Law has been in effect from April of 2000. The recycling of containers and packaging materials (paper containers, coverings) used or manufactured by Suzuki is consigned to the Japan Containers and Package Recycling Association.

* Containers and Packaging Recycle Law:
This law was enacted to promote the recycling (resource) of containers and packaging among the manufacturers who use or manufacture such materials. Recycling can be consigned to the Japan Containers and Package Recycling Association.

< Amount of containers and packaging materials reported by Suzuki to the Japan Containers and Package Recycling Association in fiscal 2003 > (Unit : kg)

	Amount used		Amount manufactured	Total
	Paper	PP	PP	
Fiscal 2003	10,288	6,568	1,539	18,395

4 Sales and Service

This section introduces activities carried out by Suzuki Distributors (marketing subsidiaries) to reduce environmental impact occurring in the sale, maintenance, repair, etc., of consumer products.

Recycling, Proper Disposal

Automobiles

● Automobile Recycling Law

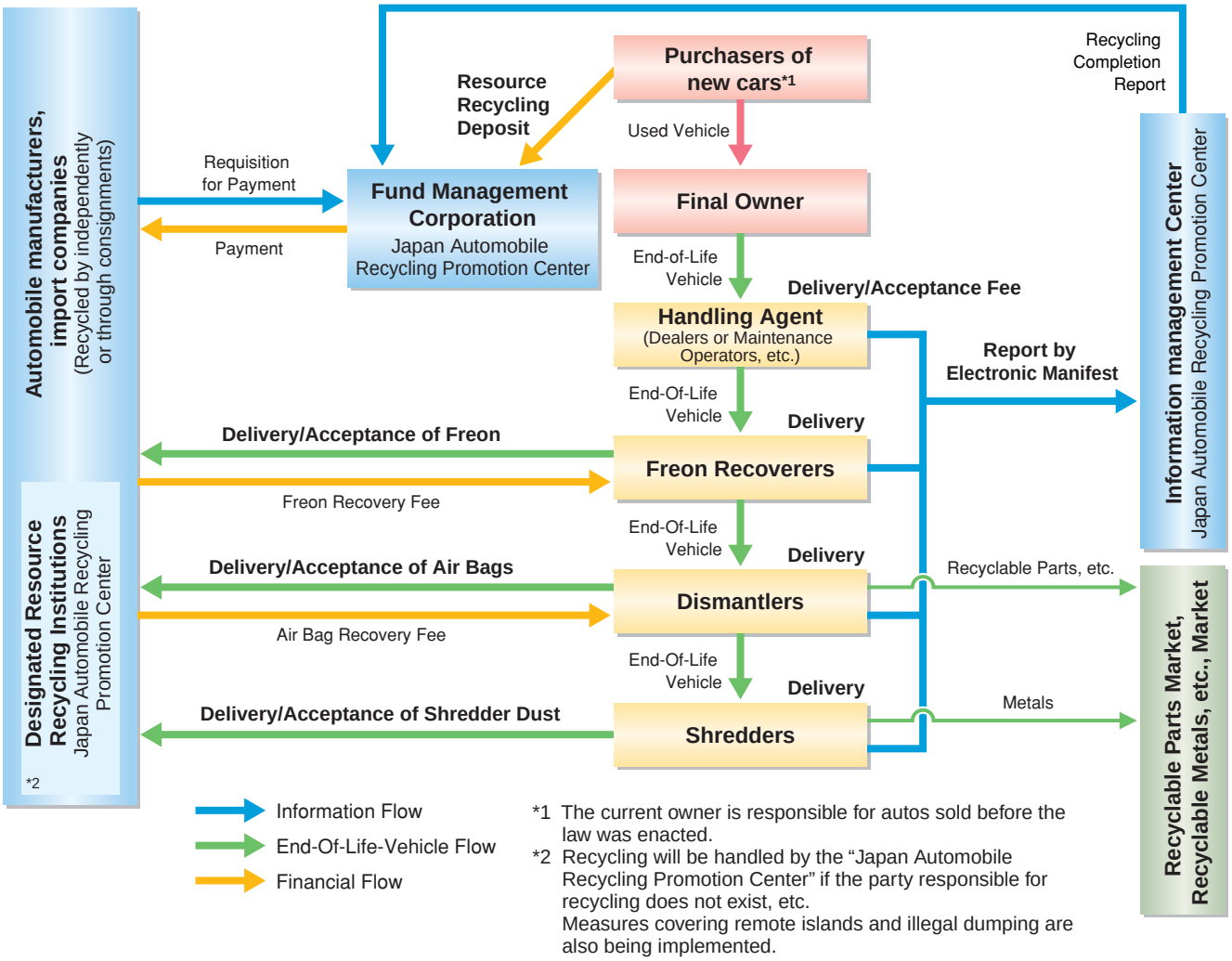
The Automobile Recycling Law, which is aimed at recycling end-of-life vehicles, will be fully implemented in January of 2005*1. Co-operating with domestic automobile manufacturers, Suzuki jointly established two organizations; Japan Auto Recycling Partnership (JARP)*2 and ART (Automobile shredder residue Recycling promotion Team)*3 to smooth and support proper disposal of end-of-life vehicles in accordance with the law. Freon and airbags are disposed of smoothly and properly by JARP while ART disposes of ASR.

*1 Automobile Recycling Law:
What is the Automobile Recycling Law?
This law was enacted to ensure the proper disposal and recycling of ① Freon, which contributes to global warming; ② Airbags, which use gas generating inflators (have the potential to explode) ③ ASR (Automobile Shredder Residue), for which the cost of disposal is drastically increasing due to the lack of any final disposal sites.

*2 Japan Auto Recycling Partnership (JARP):
12 domestic automobile manufacturers established this corporation (Suzuki Motor Corporation; Toyota Motor Corporation; Nissan Motor Co., Ltd.; Honda Motor Co., Ltd.; Daihatsu Motor Co., Ltd.; Hino Motors, Ltd.; Nissan Diesel Motor Co., Ltd.; Mitsubishi Motors Corporation; Isuzu Motors Limited; Mazda Motor Corporation; Fuji Heavy Industries Ltd.; Mitsubishi Fuso Truck and Bus Corporation)

*3 ART:
8 domestic automobile manufacturers established this corporation: (Suzuki Motor Corporation; Nissan Motor Co., Ltd.; Nissan Diesel Motor Co., Ltd.; Mitsubishi Motors Corporation; Isuzu Motors Limited; Mazda Motor Corporation; Fuji Heavy Industries Ltd.; Mitsubishi Fuso Truck and Bus Corporation)

Outline of Law on Recycling End-Of-Life Vehicles

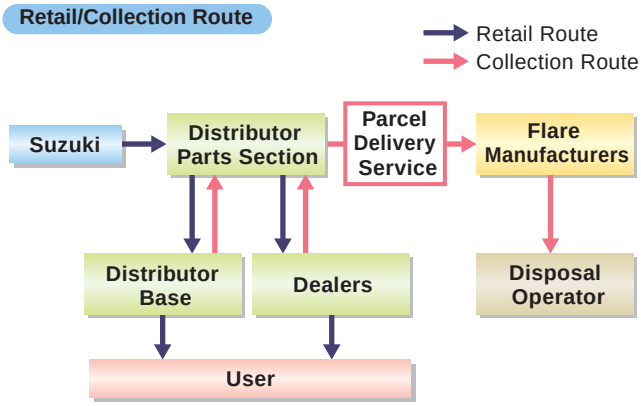


*1 The current owner is responsible for autos sold before the law was enacted.
*2 Recycling will be handled by the "Japan Automobile Recycling Promotion Center" if the party responsible for recycling does not exist, etc.
Measures covering remote islands and illegal dumping are also being implemented.

● Collecting Emergency Flares

Suzuki started collection of expired flares in March of 2002. Boxes designed (with the Suzuki logo) for collecting the flares were distributed to dealer and distributor offices. They are then returned to the manufacturers via parcel delivery (prepaid).

Retail/Collection Route



< Automobile Emergency Flares, High Flare 5, Super High Flare 5 • Number units sold and shipped, and collection of expired flares >

April 2002 – March 2003	April – September	October – March	Total
Number of High Flare 5 Super High Flare 5 units sold and shipped	18,850	17,150	36,000
Number of recovered flares*	5,880	4,830	10,710
Collection rate	31%	28%	30%

April 2003 – March 2004	April – September	October – March	Total
Number of High Flare 5 Super High Flare 5 units sold and shipped	17,200	16,850	34,050
Number of recovered flares*	10,080	7,980	18,060
Collection rate	59%	47%	53%

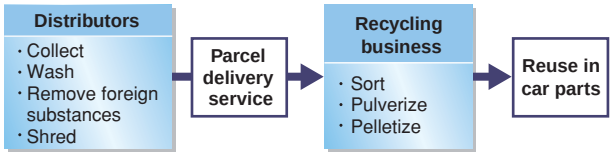
* Number of recovered flares:
One high flare weighs 101g.
Calculating the number of flares recovered was based on one case of flares weighing an average 21kg. One case contains 210 flares.

● Collecting and Recycling Bumpers

In an effort to use resources more effectively and reduce costs, we have been collecting and recycling used bumpers that have been removed from the automobile because of repairs or replacement since 1994. Collected bumpers are recycled into parts such as battery trays, seat under trays, etc. Recycled materials are used for the passenger seat under box in the Wagon R RR-DI, which has been marketed since September 2003.
From 2000, we began shreding collected bumpers in order to reduce transportation costs.

* Used bumpers are shredded with a bumper-shreding machine, which reduces the bumper to approximately 1/6 of its original size.

Collecting and Recycling Used Bumpers



< Bumper collecting Areas and Collection Points >

(as of March 2004)

Hokkaido Region	
Hokkaido	Suzuki Motor Sales Hokkaido Inc.
Tohoku Region	
Aomori Prefecture	Suzuki Motor Sales Aomori Inc.
Iwate Prefecture	Suzuki Motor Sales Iwate Inc.
Miyagi Prefecture	Suzuki Motor Sales Miyagi Inc.
Akita Prefecture	Akita Suzuki, Inc.
Yamagata Prefecture	Suzuki Motor Sales Yamagata Inc.
Fukushima Prefecture	Suzuki Motor Sales Fukushima Inc.
Kanto Region	
Ibaraki Prefecture	Suzuki Motor Sales Ibaraki Inc.
Tochigi Prefecture	Suzuki Motor Sales Tochigi Inc.
Gunma Prefecture	Suzuki Motor Sales Gunma Inc.
Saitama Prefecture	Suzuki Motor Sales Saitama Inc.
	Suzuki Bp Center Saitama, Inc.
Chiba Prefecture	Suzuki Motor Sales Chiba Inc.
The Metropolis of Tokyo	Suzuki Motor Sales Tokyo Inc.
Kanagawa Prefecture	Suzuki Motor Sales Kanagawa Inc.
Chubu Region	
Niigata Prefecture	Suzuki Motor Sales Niigata Inc.
Toyama Prefecture	Suzuki Motor Sales Toyama Inc.
Ishikawa Prefecture	Suzuki Motor Sales Hokuriku Inc.
Fukui Prefecture	Suzuki Motor Sales Hokuriku Inc.
Yamanashi Prefecture	Yamanashi Suzuki Hanbai, Inc.
Nagano Prefecture	Suzuki Motor Sales Nanshin Inc.
Gifu Prefecture	Gifu Suzuki Hanbai, Inc.
Shizuoka Prefecture	Suzuki Motor Sales Shizuoka Inc.
	Suzuki Motor Sales Hamamatsu Inc.
Aichi Prefecture	Suzuki Motor Sales Chubu Inc.

Kinki Region	
Mie Prefecture	Suzuki Motor Sales Mie Inc.
Shiga Prefecture	Suzuki Motor Sales Shiga Inc.
Kyoto Prefecture	Suzuki Motor Sales Kyoto Inc.
	Suzuki Bp Center Kinki, Inc.
Osaka Prefecture	Suzuki Motor Sales Kinki Inc.
Hyogo Prefecture	Suzuki Motor Sales Hyogo Inc.
Nara Prefecture	Suzuki Motor Sales Nara Inc.
Wakayama Prefecture	Suzuki Motor Sales Wakayama Inc.
Chugoku Region	
Tottori Prefecture	Suzuki Motor Sales Tottori Inc.
Shimane Prefecture	Suzuki Motor Sales Shimane Inc.
Okayama Prefecture	Higashi Chugoku Suzuki Motor, Inc.
	Suzuki Okayama Hanbai, Inc.
Hiroshima Prefecture	Suzuki Motor Sales Hiroshima Inc.
Yamaguchi Prefecture	Suzuki Motor Sales Yamaguchi Inc.
Shikoku Region	
Tokushima Prefecture	Suzuki Motor Sales Tokushima Inc.
Kagawa Prefecture	Suzuki Motor Sales Kagawa Inc.
Ehime Prefecture	Suzuki Motor Sales Matsuyama Inc.
Kochi Prefecture	Suzuki Motor Sales Kochi Inc.
Kyushu Region	
Fukuoka Prefecture	Suzuki Motor Sales Fukuoka Inc.
Saga Prefecture	Suzuki Motor Sales Saga Inc.
Nagasaki Prefecture	Suzuki Motor Sales Nagasaki Inc.
Kumamoto Prefecture	Suzuki Motor Sales Kumamoto Inc.
Oita Prefecture	Suzuki Motor Sales Ohita Inc.
Miyazaki Prefecture	Suzuki Motor Sales Miyazagi Inc.
Kagoshima Prefecture	Suzuki Motor Sales Kagoshima Inc.
Okinawa Prefecture	Suzuki Motor Sales Okinawa Inc.

Motorcycles

● Voluntary Activities for Recycling Motorcycles

We implemented a voluntary motorcycle-recycling program that began in October of 2004. Working in cooperation with Kawasaki Heavy Industries, Ltd.; Honda Motor Co., Ltd.; Yamaha Motor Co., Ltd; and 11 importers* we are promoting our voluntary motorcycle recycling system. The participants in this system created the necessary receiver, disposal, and recycling facilities, and acceptance and disposal routes from the agents to these facilities. Also addressed in the system are information management, recycling fees, disposal, etc.

After the system is put into effect, motorcycles with a recycle sticker attached to indicate that the recycling fee was paid when the motorcycle was purchased, will be received for disposal without charge. If the motorcycle is without the appropriate recycle sticker, the user will need to pay the recycling fee through the post office. Seven years after the program's start, in October 2011, motorcycles manufactured by participating manufacturers in Japan will be disposed of without charge.

* 11 importers:
Y. Narikawa & Company, Ltd.; Cagiva Japan Co., Ltd.; Aprilia Japan Corporation; Fukuda Motors Corp.; Kymco Japan; Presto Corporation; Bright Corporation; Ducati Japan; BMW Japan Corp.; Triumph Motorcycles Ltd.; M'z & Company Ltd.

● Collecting and Recycling of Rechargeable Batteries

The "Law for Promotion of Effective Utilization of Resources" came into enforcement on April 1, 2001.

The collecting and recycling of rechargeable batteries used in our products*1 has been consigned to the "Rechargeable Battery Recycling Center"*2

*1 Electric Power Assist Bicycles: equipped with NiCad, Nickel Hydride battery; Kind Chair: equipped with Nickel Hydride battery.

*2 Services carried out by the "Rechargeable Battery Recycling Center" were transferred to JBRC from April 1, 2001.

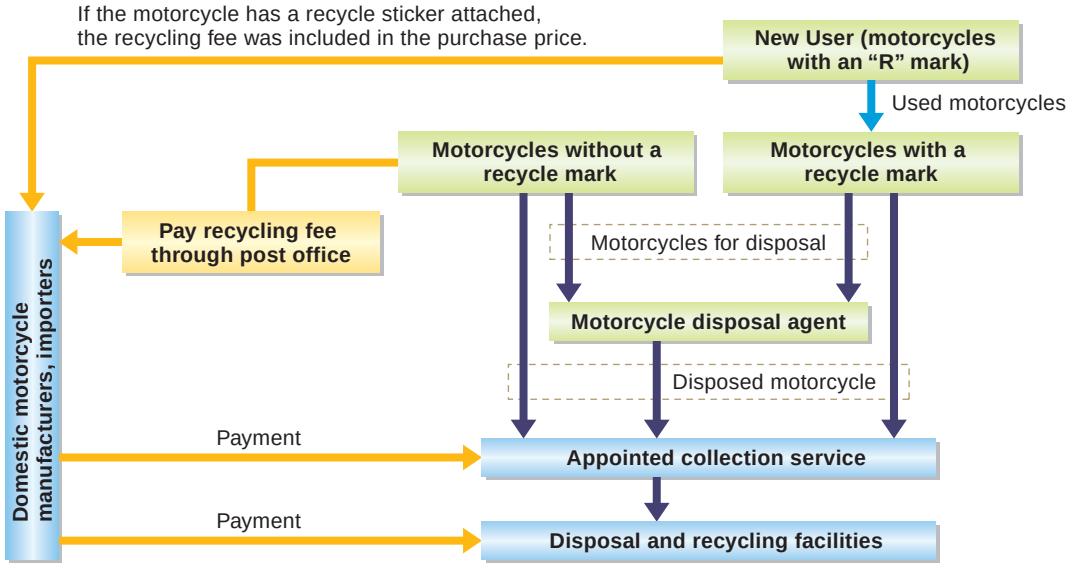
Environmental Management at our Distributors

Environmental Management Systems at our Distributors

As one of our current activities for CS (Customer Satisfaction), we are implementing environmental management systems in our distributors.

Implementation (certification) of environmental management systems (EMS) in a portion of our domestic distributors will start in 2004. This will be followed with full implementation to our nationwide distributor network. In the future we will work toward the implementation of environmental management systems group wide.

Outline of Motorcycle Recycling Program



Sticker for storefront display

Recycling mark for motorcycles

5 Management, General

This section introduces environmental activities related to the offices of Suzuki's employees.

Reducing Use and Recycling Paper (Zero Waste)

At our head office, we sort and collect newspapers, magazines, catalogs, and cardboard for recycling. Other papers are incinerated at our Kosai incinerator and the ashes are recycled.

< Flow of Waste Disposal >

Waste Type	External Consignment	Disposal Within the Company		External Consignment			
	Collection and Transportation	Mid Disposal	After Disposal	Collection and Transportation	Mid Disposal	Final Disposal	Reuse Disposal
Wastepaper	Collecting and Transport Operator →	Incinerate at the Kosai Plant Incinerator →	Soot	Collecting and Transport Operator →	Melting	Shredding	Used as Road Building Materials
Confidential Documents			Cinders		Sorted	Sintering	Used as Raw Material for Cement
Cardboard	→				Compression →	Melting	Recycled as Cardboard
Newspapers, Magazines, Catalogs						Melting →	Recycled as Paper
Paper Waste at the Reimei Dormitory					Incineration	Landfill	Ash disposal in landfill
Weekend Waste From Head Office							

< Amount Disposed > (Unit : kg)

	Newspapers, Magazines, Catalogs	Cardboard
Fiscal 2001	34,140	153,680
Fiscal 2002	30,160	187,600
Fiscal 2003	37,960	194,490

< Cost of Disposal > (Unit : ¥)

	Newspapers, Magazines, Catalogs	Cardboard
Fiscal 2001	337,500	1,158,330
Fiscal 2002	350,000	1,217,075
Fiscal 2003	350,000	865,985

Introducing Low Emission Vehicles

Low emission vehicles are being introduced into our business vehicle fleet (company vehicles used by our employees for business activities).
Our original goal to have a fleet that incorporates 50% low emission type vehicles by the end of March 2005 was achieved in March of 2004, one year ahead of schedule.

We will continue introducing low emission vehicles into our fleet, as our older vehicles need replacing. Our goal is to have a fleet that consists of 70% low emission type vehicles by the end of March 2006, and 80% by the end of March 2008.

* Out of a fleet of 288 vehicles, there were a total of 144 low emission vehicles at the end of March 2004. Included in the total are four hybrid vehicles.

TOPICS

■ Renewal of Suzuki's "Stop Idling Campaign" Poster

Three years have passed since the April 1, 2002 launch of our "Stop Idling Campaign". We ask that drivers discontinue unnecessary idling in cases such as when the driver leaves the car, when delivering or picking up packages, when waiting for passengers, when waiting in line to enter the parking lot, when using the heater or air conditioner, etc. This year, our focus is on reducing energy consumption and CO_2 emissions in our fleet and employee vehicles.

(A total of 1090 posters were distributed within the Suzuki Corporation and our 105 group companies.)

2004 Stop Idling Campaign

Promoting Green Purchasing

Suzuki is a participant in the "Green Purchasing Network" (GPN) to promote green purchasing based on the Green Purchasing Standards established by the GPN.
At present all paper used in our offices is recycled paper. Out of the 629 targeted office supply products we use in our offices, a total of 317 are deemed environmentally friendly. In the future we will make greater efforts to introduce products with less environmental impact.

Environmental Data

This section contains data and values resulting from business activities in Fiscal 2003 (April 2003-March 2004).

1 Vehicles that Meet Law on Promoting Green Purchasing

Suzuki has introduced to consumers, vehicles that conform to the Green Procurement Law.

< Mini Passenger Cars >

As of March 2004

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Low Emission Level (See note)	Regulations Adopted	Comment	Model Name (Specification)
Alto	LA-HA23S	K6A	0.658	2WD	5MT	Excellent	2010 Fuel Economy Standard	3 Door	N-1
	TA-HA23S	K6A	0.658	2WD	5MT	Good	2010 Fuel Economy Standard	5 Door	Epo Lean Burn Engine
	UA-HA23S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	Epo
	LA-HA23S	K6A	0.658	2WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	N-1, Lb Special
	LA-HA23S	K6A	0.658	4WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	N-1, Lb Special
Alto Lapin	UA-HE21S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	G, X, X2, L, Mode, Benetton Version, Canvas Top
Kei	UA-HN22S	K6A	0.658	2WD	5MT	Ultra	2010 Fuel Economy Standard	5 Door	A
	UA-HN22S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	A
	TA-HN22S	K6A	0.658	2WD	5MT	Good	2010 Fuel Economy Standard	5 Door	B Turbo
	TA-HN22S	K6A	0.658	4WD	5MT	Good	2010 Fuel Economy Standard	5 Door	B Turbo
	TA-HN22S	K6A	0.658	2WD	5MT	Good	2010 Fuel Economy Standard	5 Door	Works
	TA-HN22S	K6A	0.658	4WD	5MT	Good	2010 Fuel Economy Standard	5 Door	Works
Wagon R	UA-MH21S	K6A	0.658	2WD	5MT	Ultra	2010 Fuel Economy Standard	5 Door	FA, FX
	UA-MH21S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	FA, FX, RR-DI
	UA-MH21S	K6A	0.658	4WD	5MT	Ultra	2010 Fuel Economy Standard	5 Door	FA, FX
	UA-MH21S	K6A	0.658	4WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	FA, FX, RR-DI
	LA-MH21S	K6A	0.658	2WD	4AT	Excellent	2010 Fuel Economy Standard	5 Door	FT, FS, RR
	LA-MH21S	K6A	0.658	4WD	4AT	Excellent	2010 Fuel Economy Standard	5 Door	FT, FS
MR Wagon	UA-MF21S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	E, N-1, N-1 Special, N-1 Aero, X
Twin	UA-EC22S	K6A	0.658	2WD	5MT	Ultra	2010 Fuel Economy Standard	3 Door	Gasoline A, Gasoline A (With Air Conditioner, Power Steering)
	UA-EC22S	K6A	0.658	2WD	3AT	Ultra	2010 Fuel Economy Standard	3 Door	Gasoline B, Gasoline V

< Mini Commercial Vehicles >

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Low Emission Level (See note)	Regulations Adopted	Comment	Model Name (Specification)
Alto	LE-HA23V	K6A	0.658	2WD	5MT	Excellent	2010 Fuel Economy Standard	3 Door	Vs
	LE-HA23V	K6A	0.658	2WD	3AT	Excellent	2010 Fuel Economy Standard	3 Door	Vs
	LE-HA23V	K6A	0.658	4WD	5MT	Excellent	2010 Fuel Economy Standard	3 Door	Vs
	UE-HA23V	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	3 Door	VI
Every	LE-DA62V	K6A	0.658	2WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	GA, PA, PC, JOIN
	LE-DA62V	K6A	0.658	2WD	3AT	Excellent	2010 Fuel Economy Standard	5 Door	GA, PA, PC, JOIN
	UE-DA62V	K6A	0.658	2WD	5MT	Ultra	2010 Fuel Economy Standard	5 Door	PU
	UE-DA62V	K6A	0.658	2WD	3AT	Ultra	2010 Fuel Economy Standard	5 Door	PU
	LE-DA62V	K6A	0.658	4WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	GA, PA, PC, JOIN
	LE-DA62V	K6A	0.658	4WD	3AT	Excellent	2010 Fuel Economy Standard	5 Door	PA, PC, JOIN
	UE-DA62V	K6A	0.658	4WD	5MT	Ultra	2010 Fuel Economy Standard	5 Door	PU
	UE-DA62V	K6A	0.658	4WD	3AT	Ultra	2010 Fuel Economy Standard	5 Door	PU
	TE-DA62V	K6A	0.658	2WD	5MT	Good	2010 Fuel Economy Standard	5 Door	JOIN Turbo DX-II
	TE-DA62V	K6A	0.658	2WD	4AT	Good	2010 Fuel Economy Standard	5 Door	JOIN Turbo DX-II
	TE-DA62V	K6A	0.658	4WD	5MT	Good	2010 Fuel Economy Standard	5 Door	JOIN Turbo DX-II
	TE-DA62V	K6A	0.658	4WD	4AT	Good	2010 Fuel Economy Standard	5 Door	JOIN Turbo DX-II
Carry	LE-DA63T	K6A	0.658	2WD	5MT	Excellent	2010 Fuel Economy Standard	2 Door	KU, KC
	LE-DA63T	K6A	0.658	2WD	3AT	Excellent	2010 Fuel Economy Standard	2 Door	KU, KC
	LE-DA63T	K6A	0.658	4WD	5MT	Excellent	2010 Fuel Economy Standard	2 Door	KC
	LE-DA63T	K6A	0.658	4WD	3AT	Excellent	2010 Fuel Economy Standard	2 Door	KC

< Passenger Cars >

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Low Emission Level (See note)	Regulations Adopted	Comment	Model Name (Specification)
Aerio	UA-RB21S	M15A	1.49	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	1.5
Aerio Sedan	UA-RA21S	M15A	1.49	2WD	4AT	Ultra	2010 Fuel Economy Standard	4 Door	1.5
Swift	UA-HT51S	M13A	1.328	2WD	5MT	Ultra	2010 Fuel Economy Standard	5 Door	SE-Z, SE-Z (with ABS), SG-X, SF
	UA-HT51S	M13A	1.328	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	SE-Z, SE-Z (with ABS), SG-X, SF
	UA-HT51S	M13A	1.328	4WD	5MT	Ultra	2010 Fuel Economy Standard	5 Door	SE-Z, SE-Z (with ABS), SG-X, SF
Chevrolet Cruze	UA-HR52S	M13A	1.328	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	1.3LS E Edition, 1.3LS, 1.3LT
Wagon R Solio	UA-MA34S	M13A	1.328	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	1.3E, 1.3WELL, 1.3WELL S
	LA-MA34S	M13A	1.328	4WD	4AT	Excellent	2010 Fuel Economy Standard	5 Door	1.3E, 1.3WELL, 1.3WELL S

< Low Pollution Vehicles >

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Standards Judged By	Comment	Model Name (Specification)
Wagon R	LA-MC22S (improved)	K6A (improved)	0.658	2WD	AT	Low Pollution Vehicles	Natural Gas Vehicle	
Every	LE-DA62V (improved)	K6A (improved)	0.658	2WD	MT, AT	Low Pollution Vehicles	Natural Gas Vehicle	
				4WD	MT			
Twin	UA-EC22S (improved)	K6A, MS05PA	0.658	2WD	AT	Low Pollution Vehicles	Hybrid Vehicle	Engine + Motor

(Note) Exhaust Emission Levels
Good : A 25% reduction compared to 2000 standards.
Excellent : A 50% reduction compared to 2000 standards.
Ultra : A 75% reduction compared to 2000 standards.

◎Standards
Ministry of the Environment: Green Acquisition Law Standard

2 The Number of Low Pollution Vehicles Shipped

Suzuki's low pollution vehicles are developed utilizing advanced environmental technologies. In fiscal 2003, we contributed to environmental conservation by shipping about 480,000* low pollution vehicles.

* OEM (sales of goods manufactured for other brands) not included.

< Shipping Results from 2003 >

* OEM (sales of goods manufactured for other brands) not included.
— denotes that there are no equivalent models.

		Automobiles		Truck		Total
		Standard/ Small	Mini Vehicles	Standard/ Small	Mini Vehicles	
Low Pollution Vehicles	Electric Vehicles	—	—	—	12	12
	Hybrid Vehicle	—	13	—	—	13
	Natural Gas Vehicle	—	11	—	56	67
Low Fuel Economy and Low Exhaust Emission Certified Vehicles*	A 75% reduction compared to 2005 standards ☆☆☆☆	0	0	0	0	0
	A 50% reduction compared to 2005 standards ☆☆☆	0	0	0	0	0
	A 75% reduction compared to 2000 standards ☆☆☆	31,380	255,069	0	920	287,369
	A 50% reduction compared to 2000 standards ☆☆	4,945	31,798	0	143,449	180,192
	A 25% reduction compared to 2000 standards ☆	0	6,362	0	4,382	10,744
Total		36,325	293,253	0	148,819	478,397

* These vehicles have achieved early conformity to fuel economy standards based on the law concerning the rational use of energy, and are certified as low exhaust emission gas vehicles based on the implementation of certification for low exhaust emission gas vehicles.

3 A List of Low Exhaust Emission Vehicles that were Delivered to the Market

We contribute to improving air quality by developing consumer vehicles with reduced exhaust emissions. The following vehicles have gained certification with new long-term regulations that come into effect in 2005.

Vehicles That Comply	New Long-Term Regulation Level	A 50% reduction compared to new long-term regulations
Alto	1 Type	1 Type
MR Wagon	1 Type	1 Type
Wagon R	1 Type	1 Type
Alto Lapin	1 Type	1 Type
Kei		1 Type
Twin		2 Types
Swift	1 Type	1 Type
Wagon R Solio	1 Type	1 Type

Vehicles That Comply	New Long-Term Regulation Level	A 50% reduction compared to new long-term regulations
Chevrolet Cruze	2 Types	2 Types
Aerio	2 Types	1 Type
Aerio Sedan	2 Types	1 Type
Carry (Truck)		1 Type
Alto (Truck)		1 Type
Escudo	1 Type	
Grand Escudo		1 Type
Every	1 Type	
Total	14 Types	16 Types

4 Environmental Data for New Products

The following pages contain data for new products that came onto the market in fiscal 2003.

Automobiles

< Mini Passenger Cars – 1 >

Vehicle Name				Twin	Alto Lapin	Wagon R		
Date Sales Began				Beginning of May 2003	2003.9.3	2003.9.30		
Specifications	Vehicle Type			UA-EC22S	UA-HE21S	UA-MH21S		LA-MH21S
	Engine	Model		K6A	K6A	K6A		
		Displacement (L)		0.658	0.658	0.658		
		Type		In-Line 3-Cylinder DOHC12-Valve	In-Line 3-Cylinder DOHC12-Valve VVT	In-Line 3-Cylinder DOHC12-Valve VVT	In-Line 3-Cylinder DOHC12-Valve Direct Injection IC Turbo	In-Line 3-Cylinder DOHC12-Valve IC Turbo
		Fuel Type		Unleaded Regular Gasoline				
		Fuel System		Electronic Fuel Injection Equipment				
Drive Train	Drive System			2WD	2WD	2WD/4WD	2WD/4WD	2WD/4WD
	Transmission		MT	5MT	—	5MT	—	—
			AT	—	4AT	4AT	4AT	4AT
Weight (kg)			MT	580	—	800-860	—	—
			AT	—	780-810	810-870	860-910	840-900
Maximum Load Capacity (kg)				—	—	—	—	—
Environmental Information	Fuel Consumption Rate	*10 • 15 Mode Fuel Economy (km/l)	MT	25.0	—	19.8-23.5	—	—
			AT	—	19.8	18.4-20.0	18.4-19.0	17.4-18.6
		CO_2 Emissions (g/km)		95	120	101-129	101-125	127-136
		2010 Fuel Economy Standard Achieved		Achieved	Achieved	Achieved	Achieved	Achieved
	Exhaust Emissions	Regulations Adopted		2000	2000	2000		2000
		Certification Level of Low Emission Vehicles	Good-Low Exhaust Emission					
			Excellent-Low Exhaust Emission					◎
			Ultra-Low Exhaust Emission	◇	◇	◇		
		10 • 15 Mode Regulation Figures (g/km)	CO	0.67	0.67	0.67		0.67
			HC	0.02	0.02	0.02		0.04
			Nox	0.02	0.02	0.02		0.04
	Noise	Regulations Adopted		1998	1998	1998		
		Acceleration Noise Regulation Figures (dB(A))		76	76	76		
	Amount of Refrigerant Used (g)			530	500	500		
	Recycle Related			Dash Silencer	Battery Tray Tank Lower Cover Dash Silencer	Battery Tray Under Seat Tray Dash Silencer		
	Amount of Lead Used (Achieved 1/3 compared to 1996)			Achieved	Achieved	Achieved		

< Mini Passenger Cars – 2 >

Vehicle Name					Twin Hybrid	MR Wagon
Date Sales Began					2004.1.9	2004.2.10
Specifications	Vehicle Type				ZA-EC22S	UA-MF21S
	Engine	Model			K6A	K6A
		Displacement (L)			0.658	0.658
		Type			In-Line 3-Cylinder DOHC12-Valve	In-Line 3-Cylinder DOHC12-Valve VVT
		Fuel Type			Unleaded Regular Gasoline	
		Fuel System			Electronic Fuel Injection Equipment	
Drive Train		Drive System			2WD	2WD
		Transmission		MT	—	—
				AT	4AT	4AT
Weight (kg)				MT	—	—
				AT	700-730	840
Maximum Load Capacity (kg)					—	—
Environmental Information	Fuel Consumption Rate	*10 • 15 Mode Fuel Economy (km/l)		MT	—	—
				AT	32.0-34.0	18.8
		CO_2 Emissions (g/km)			70-74	126
		2010 Fuel Economy Standard Achieved			Achieved	Achieved
	Exhaust Emissions	Regulations Adopted			2000	2000
		Certification Level of Low Emission Vehicles	Good-Low Exhaust Emission			
			Excellent-Low Exhaust Emission			
			Ultra-Low Exhaust Emission		◇	◇
		10 • 15 Mode Regulation Figures (g/km)	CO		0.67	0.67
			HC		0.02	0.02
			Nox		0.02	0.02
	Noise	Regulations Adopted			1998	1998
		Acceleration Noise Regulation Figures (dB(A))			76	76
	Amount of Refrigerant Used (g)				530	350
	Recycle Related				Dash Silencer	Battery Tray / Under Seat Box
	Amount of Lead Used (Achieved 1/3 compared to 1996)				Achieved	Achieved

< Passenger Cars – 1 >

Vehicle Name					Swift			Grand Escudo	Wagon R Solio
Date Sales Began					2003.6.12			2003.6.18	2003.8
Specifications	Vehicle Type				UA-HT51S			UA-TX92W	UA-MA34S
	Engine	Model			M13A			H27A	M13A
		Displacement (L)			1.328			2.736	1.328
		Type			In-Line 4-Cylinder DOHC 16-Vale VVT			V6 DOHC24V	In-Line 4-Cylinder DOHC 16-Vale VVT
		Fuel Type			Unleaded Regular Gasoline				
		Fuel System			Electronic Fuel Injection Equipment				
Drive Train		Drive System			2WD		4WD	4WD	2WD
		Transmission		MT	5MT	—	5MT	—	—
				AT	—	4AT	—	5AT	4AT
Weight (kg)				MT	880-890	—	920-930	—	—
				AT	—	910-920	—	1,680	970
Maximum Load Capacity (kg)					—	—	—	—	—
Environmental Information	Fuel Consumption Rate	*10 • 15 Mode Fuel Economy (km/l)		MT	18.6	—	—	—	—
				AT	—	17.4	18.0	9.4	18.0
		CO_2 Emissions (10 • 15 Mode) (g/km)			127	136	131	251	131
		2010 Fuel Economy Standard Achieved			Achieved	Not Yet Achieved	Achieved	Not Yet Achieved	Achieved
	Exhaust Emissions	Regulations Adopted			2000			2000	2000
		Certification Level of Low Emission Vehicles	Good-Low Exhaust Emission						
			Excellent-Low Exhaust Emission						
			Ultra-Low Exhaust Emission		◇			◇	◇
		10 • 15 Mode Regulation Figures (g/km)	CO		0.67			0.67	0.67
			HC		0.02			0.02	0.02
			Nox		0.02			0.02	0.02
	Noise	Regulations Adopted			1998			1998	1998
		Acceleration Noise Regulation Figures (dB(A))			76			76	76
	Amount of Refrigerant Used (g)				360			750	480
	Recycle Related				Battery Tray / Under Seat Tray / Dash Silencer			Battery Tray	Battery Tray / Under Seat Tray / Dash Silencer
	Amount of Lead Used (Achieved 1/3 compared to 1996)				Achieved			Achieved	Achieved

< Passenger Cars – 2 >

Vehicle Name				Aerio	Aerio Sedan	Chevrolet Cruze	
Date Sales Began				2003.11.7	2003.11.7	2003.11.13	
Specifications	Vehicle Type			UA-RB21S	UA-RA21S	UA-HR52S	UA-HR82S
	Engine	Model		M15A	M15A	M13A	M15A
		Displacement (L)		1.490	1.490	1.328	1.490
		Type		In-Line 4-Cylinder DOHC 16-Vale VVT	In-Line 4-Cylinder DOHC 16-Vale VVT	In-Line 4-Cylinder DOHC 16-Vale VVT	In-Line 4-Cylinder DOHC 16-Vale
		Fuel Type		Unleaded Regular Gasoline			
		Fuel System		Electronic Fuel Injection Equipment			
Drive Train	Drive System			2WD	2WD	2WD	2WD
	Transmission		MT	—	—	—	—
			AT	4AT	4AT	4AT	4AT
Weight (kg)			MT	—	—	—	—
			AT	1,170	1,150	940	940
Maximum Load Capacity (kg)				—	—	—	—
Environmental Information	Fuel Consumption Rate	*10 • 15 Mode Fuel Economy (km/l)	MT	—	—	—	—
			AT	16.2	16.2	18.0	17.0
		CO_2 Emissions (10 • 15 Mode) (g/km)		146	146	131	139
		2010 Fuel Economy Standard Achieved		Achieved	Achieved	Achieved	Not Yet Achieved
	Exhaust Emissions	Regulations Adopted		2000	2000	2000	2000
		Certification Level of Low Emission Vehicles	Good-Low Exhaust Emission				
			Excellent-Low Exhaust Emission				
			Ultra-Low Exhaust Emission	◇	◇	◇	◇
		10 • 15 Mode Regulation Figures (g/km)	CO	0.67	0.67	0.67	0.67
			HC	0.02	0.02	0.02	0.02
			Nox	0.02	0.02	0.02	0.02
	Noise	Regulations Adopted		1998	1998	1998	1998
		Acceleration Noise Regulation Figures (dB(A))		76	76	76	76
	Amount of Refrigerant Used (g)			500	500	380	380
	Recycle Related			Foot Rest Pedal Battery Tray Dash Silencer Under Seat Tray	Foot Rest Pedal Battery Tray Dash Silencer Under Seat Tray	Battery Tray Under Seat Tray Dash Silencer	Battery Tray Under Seat Tray Dash Silencer
	Amount of Lead Used (Achieved 1/3 compared to 1996)			Achieved	Achieved	Achieved	Achieved

< Mini Truck >

Vehicle Name				Every
Date Sales Began				2003.9.3
Specifications	Vehicle Type			UE-DA62V
	Engine	Model		K6A
		Displacement (L)		0.658
		Type		In-Line 3-Cylinder DOHC12-Valve
		Fuel Type		Unleaded Regular Gasoline
		Fuel System		Electronic Fuel Injection Equipment
Drive Train	Drive System			2WD
	Transmission		MT	5MT
			AT	3AT
Weight (kg)			MT	1,290 (1,300)
			AT	1,300 (1,310)
Maximum Load Capacity (kg)				350 (250)

Vehicle Name				Every
Environmental Information	Fuel Consumption Rate	*10 • 15 Mode Fuel Economy (km/l)	MT	16.6
			AT	15.4
		CO_2 Emissions (g/km)		142-154
		2010 Fuel Economy Standard Achieved		Achieved
	Exhaust Emissions	Regulations Adopted		2002
		Certification Level of Low Emission Vehicles	Good-Low Exhaust Emission	
			Excellent-Low Exhaust Emission	
			Ultra-Low Exhaust Emission	◇
		10 • 15 Mode Regulation Figures (g/km)	CO	3.30
			HC	0.03
			Nox	0.03
	Noise	Regulations Adopted		2000
		Acceleration Noise Regulation Figures (dB(A))		76
	Amount of Refrigerant Used (g)			530
	Recycle Related			Battery Tray Engine Under Cover Radiator Under Cover
	Amount of Lead Used (Achieved 1/3 compared to 1996)			Achieved

Motorcycles

Vehicle Name			Choinori (With Battery)	SV1000	Choinori SS	ST250	Sky Wave 650LX
Date Sales Began			2003.7	2003.8	2003.12	2003.12	2004.1
Specifications	Vehicle Type		BA-CZ41A	BC-VT54A	BA-CZ41A	BA-NJ4AA	BC-CP51A
	Engine Model		Z401	T508	Z401	J438	P506
	Type		Air Cooled 4-Stroke	Water-Cooled 4-Stroke	Air Cooled 4-Stroke	Air Cooled 4-Stroke	Water-Cooled 4-Stroke
	Displacement (cm³)		49	995	49	249	638
	Transmission		Variable Ratio V-Belt	6-Speed Return	Variable Ratio V-Belt	5-Speed Return	Variable Ratio V-Belt
	Weight (kg)		48	214	43	141	270
Fuel Consumption Rate	60km Constant Speed Test Value (km/l)		—	29.0	—	55.0	27.0
	30km Constant Speed Test Value (km/l)		76.0	—	76.0	—	—
Exhaust Emissions	Regulations Adopted		1998	1999	1998	1998	1999
	Motorcycle Mode Regulation Figures (g/km)	CO	13.0	13.0	13.0	13.0	13.0
		HC	2.00	2.00	2.00	2.00	2.00
		NOx	0.30	0.30	0.30	0.30	0.30
Noise	Regulations Adopted		1998	2001	1998	1998	2001
	Acceleration Noise Regulation Figures (dB(A))		71	73	71	73	73

Vehicle Name			ST250E	Djebel 250XC	Address V100	Let's IIG	VanVan 200Z
Date Sales Began			2004.1	2004.2	2004.2	2004.3	2004.3
Specifications	Vehicle Type		BA-NJ4AA	BA-SJ45A	BD-CE13	BB-CA1PA	BA-NH41A
	Engine Model		J438	J425	E134	A196	H403
	Type		Air Cooled 4-Stroke	Oil Cooled 4-Stroke	Forced Air Cooled 2-Stroke	Forced Air Cooled 2-Stroke	Air Cooled 4-Stroke
	Displacement (cm³)		249	249	99	49	199
	Transmission		5-Speed Return	6-Speed Return	Variable Ratio V-Belt	Variable Ratio V-Belt	5-Speed Return
	Weight (kg)		143	139	90	73	126
Fuel Consumption Rate	60km Constant Speed Test Value (km/l)		55.0	47.0	43.0	—	49.0
	30km Constant Speed Test Value (km/l)		—	—	—	59.0	—
Exhaust Emissions	Regulations Adopted		1998	1998	1999	1998	1998
	Motorcycle Mode Regulation Figures (g/km)	CO	13.0	13.0	8.00	8.00	13.0
		HC	2.00	2.00	3.00	3.00	2.00
		NOx	0.30	0.30	0.10	0.10	0.30
Noise	Regulations Adopted		1998	1998	2001	1998	1998
	Acceleration Noise Regulation Figures (dB(A))		73	73	71	71	73

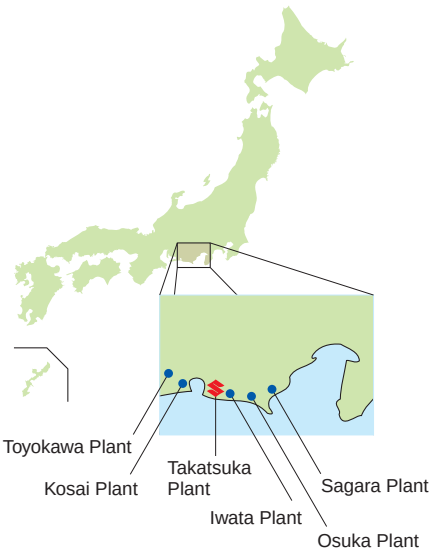
Marine and Power Products

Category		Outboard Motor			Snowmobile (Engines)
Model Name		DF200	DF225	DF250	K6A-TC
Date Sales Began		November, 2003	December, 2003	November, 2003	December, 2003
Specifications	Type	20001F	22501F	25001F	—
	Engine Type	4-Stroke V-Type Cylinder			4 Stroke 3-Cylinder DOHC Intercooler Turbo
	Displacement (cm³)	3,614			658
	Fuel System	Electronic Fuel Injection Equipment			Electronic Fuel Injection Equipment
Weight (kg)		273 (Transom UL)		273 (Transom UL) 282 (Transom XX)	—
Exhaust Emission	Compliance with 2006 EPA Marine Engine Exhaust Emissions Regulations	○	○	○	Not Applicable
	Compliance with 2006 Japan Boat Manufacturer's Association Voluntary Engine Exhaust Emissions Regulations	○	○	○	Not Applicable
	Compliance with 2008 CARB Marine Engine Exhaust Emissions Regulations	○	○	○	Not Applicable
	Compliance with 2010 EPA Snowmobile Exhaust Emissions Regulations Phase 2	Not Applicable	Not Applicable	Not Applicable	○
	CO (g/kW-hr)	—	—	—	270 *1
	HC (g/kW-hr)	—	—	—	6 *1
	NOx (g/kW-hr)	—	—	—	—
	HC + NOx (g/kW-hr)	16.1 *1			—
Fuel Economy	Fuel Consumption Rate at Maximum Output (g/kw-hr)	339 *1	326 *1	333 *1	440 *2
Noise	Operator Noise (dBA)	—	88 *2	—	—

*1 Data provided to the EPA, CARB, and Japan Boating Industry Association
*2 In-House Test Data

5 Plant Site Environmental Data

This section lists environmental data for each of our six domestic plants and seven affiliate companies. While each plant complies with environmental regulations in accordance with laws, ordinances, and agreements, our corporate policy is to lower the ceiling to 70% on the strictest values and use these stricter settings as the company standard to reduce environmental impact even further and prevent the occurrence of environmental incidents.



< Notations >

① Water Quality (Notations and Proper Names (Units))
pH: Hydrogen-ion concentration (none), BOD: Biochemical oxygen demand (mg/l), SS: Concentration of suspended solids in water (mg/l). All other items are referred to as mg/l.

② Air Quality (Notations and Proper Names (Units))
NOx: Nitrogen Oxide (ppm), SOx: Sulfur Oxide (K value), Particulate (g/Nm^3), Chlorine/Hydrogen chloride/Fluoride/Hydrogen Fluoride (mg/Nm^3), Dioxin: ng-TEQ/Nm^3

③ The strictest regulations out of the Water Pollution Control Law, Air Pollution Control Law, Prefectural Ordinances, and Pollution Control Agreement are used.
(— indicates no regulation value)

④ There is no SOx measurement for the facilities that utilize sulferless LPG for fuel.

Suzuki's Domestic Plants

● Takatsuka Plant

Plant Manager:
Takehiko Yokota

[Location] 300, Takatsuka-cho, Hamamatsu-shi, Shizuoka
[Site Area (Building Area)] 208,000m^2 (122,000m^2)
[Main Products] Motorcycle Engine Assembly, Machine Processing
[Number of Employees] 628

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	6.5 – 8.0	7.3
BOD	20	1.9 or less	1.05
SS	30	1.0 – 10.8	4.6
Oil Content	5	0.5 – 2.0	0.67
Lead	0.1	0 – 0.005	0
Hexavalent Chromium	0.1	under 0.005	under 0.005
Nitrogen	60	10.1 – 74.9*	37.5
Phosphorus	8	0.07 – 0.33	0.16
Zinc	1	0.02 – 0.19	0.08
Nickel	2	0 – 1.9	0.18

* The value of 60mg/l that is found in the Regulated Values column is the daily average value. The value of 74.9mg/l that is found in the Results column is a one-instance peak value.

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Small Boiler	140	83 – 110	94
SOx (K value)	Small Boiler	K value=7	1.53 – 4.00	3.12
Particulates	Small Boiler	180	under 10 – 40	22

< PRTR Specified Substances (accumulated values based on the PRTR Law) >

Unit: kg/Year

Substance Number	Substance Name	Amount Handled*	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
40	Ethyl Benzene	15,000	28	0	0	0	0	0	0	15,000	0.80
63	Xylene	66,000	120	0	0	0	0	0	0	65,000	3.3
227	Toluene	110,000	650	0	0	0	0	0.3	0	110,000	5.0
231	Nickel	15,000	0	0	0	0	0	0	10,000	0	4,300
232	Nickel Compounds	2,400	0	0	0	0	0	0	1,700	0	690
283	Hydrogen Fluoride and its water-soluble salts	6,500	0	910	0	0	0	5,600	0	0	0
299	Benzene	5,300	9.7	0	0	0	0	0	0	5,300	0.3

* Since the total given in the Amount Handled column is rounded off to the nearest 100, this value may not agree with the values of the items listed to the right (Discharge, Transfer, Recycling, Disposal by Incineration, Products)

● Iwata Plant

Plant Manager:
Kunio Iwata

[Location] 2500, Iwai, Iwata-shi, Shizuoka
[Site Area (Building Area)] 289,000m² (169,000m²)
[Main Products] Complete Assembly of Every, Carry, Jimny, Escudo
[Number of Employees] 1,430

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.0 – 8.3	7.8
BOD	15	0.3 – 8.2	5.0
SS	30	0.5 – 9.5	5.0
Oil Content	3	0.1 – 3.4	0.8
Lead	0.1	0	0
Nitrogen	60	5.6 – 12.9	9.3
Phosphorus	8	0.3 – 2.5	1.4
Zinc	1	0.06 – 0.34	0.26
Nickel	2	0 – 0.2	0.18

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Boiler 1	130	99 – 112	105.5
	Boiler 3	150	99 – 100	99.5
	Small Boiler	—	90 – 140	125
	Hot Water Boiler	150	97 – 120	109
	Water Heater/ Cooler	150	63 – 100	94
SOx (K value)	Boiler 3	17.5	3.26 – 4.06	3.66
	Small Boiler	17.5	0.47 – 0.85	0.81
Particulates	Boiler 1	0.1	under 0.01	under 0.01
	Boiler 3	0.25	under 0.01	under 0.01
	Small Boiler	—	under 0.01	under 0.01
	Hot Water Boiler	0.1	under 0.01	under 0.01
	Water Heater/ Cooler	0.1	under 0.01	under 0.01

< PRTR Specified Substances (accumulated values based on the PRTR Law) >

Unit: kg/Year

Substance Number	Substance Name	Amount Handled*	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
30	polymer of 4,4'-isopropylidene-diphenol and 1-chloro-2,3-epoxypropane (liquid); bisphenol A type epoxy resin (liquid)	4,200						860			3,400
40	Ethyl Benzene	77,000	37,000	0	0	0	0	0	19,000	5,700	15,000
43	Ethylene Glycol	800,000	0	0	0	0	0	0	0	0	800,000
63	Xylene	250,000	130,000	0	0	0	0	0	60,000	9,600	62,000
176	Dibutyltin Oxide	3,000	0	0	0	0	0	150	0	0	2,900
224	1, 3, 5 Trimethyl Benzene	26,000	18,000	0	0	0	0	0	8,400	510	0
227	Toluene	260,000	100,000	0	0	0	0	31	49,000	8,800	99,000
232	Nickel Compounds	5,500	0	38	0	0	0	3,800	0	0	1,640
272	Bis (2-Ethylhexyl) Phthalate	81,000	0	0	0	0	0	2,400	0	0	78,000
299	Benzene	5,700	28	0	0	0	0	0	0	220	5,400
310	Formaldehyde	5,400	49	0	0	0	0	0	0	5,400	0
311	Manganese and its compounds	9,500	0	19	0	0	0	3,800	0	0	5,700
312	Phthalic Anhydride	1,200	0	0	0	0	0	37	0	0	1,200

* Since the total given in the Amount Handled column is rounded off to the nearest 100, this value may not agree with the values of the items listed to the right (Discharge, Transfer, Recycling, Disposal by Incineration, Products)

● Kosai Plant

Plant Manager:
Director **Kazuo Suzuki**

[Location] 4520, Shirasuka, Kosai-shi, Shizuoka
[Site Area (Building Area)] 1,104,000m² (416,000m²)
[Main Products] Complete Assembly of Alto, Alto Lapin, Wagon R, Kei, MR Wagon, Chevrolet Cruze, Swift, Wagon R Solio
[Number of Employees] 2,190

< Water Pollution Data (Discharge) >

[First Discharge (Plant #1, Plant #2)]

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.2 – 8.3	7.4
BOD	15	1.0 – 7.0	3.4
SS	15	0.8 – 5.0	3.6
Oil Content	2	0.1 – 1.2	0.6
Lead	0.1	under 0.005 – 0.01	0.007
Chromium	0.4	under 0.05 – 0.2	0.18
Nitrogen	12	0.72 – 4.21	2.08
Phosphorus	2	0.059 – 1.352	0.37
Zinc	1	0.06 – 0.26	0.12

[Second Discharge (KD Plant)]

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.3 – 8.0	7.6
BOD	15	0.1 – 3.0	0.88
SS	15	0 – 5.0	1.0
Oil Content	2	0 – 1.0	0.2
Lead	0.1	under 0.005 – 0.01	0.006
Chromium	0.4	under 0.051 – 0.2	0.18
Nitrogen	12	0.91 – 10.59	2.99
Phosphorus	2	0.051 – 0.245	0.147
Zinc	1	0.05 – 0.50	0.13

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Small Boiler	150*	73 – 100	87
	Incinerator	150	110 – 120	115
	Gas Turbine 1	70	29 – 40	32
	Gas Turbine 2	70	31 – 37	33
	Drying Oven	230	67 – 76	72
	Water Heater/ Cooler 1	150	57 – 58	58
	Water Heater/ Cooler 2	150	57 – 62	60
	Water Heater/ Cooler 3	150	85 – 100	93
	Water Tube Boiler	150	95 – 95	95
SOx (K value)	Small Boiler	7	0.09 – 0.29	0.19
	Incinerator	7	0.31 – 0.51	0.4
	Gas Turbine 1	7	0.09 – 0.17	0.13
	Gas Turbine 2	7	0.18 – 0.18	0.18
	Drying Oven	7	0.15 – 0.15	0.15
Particulates	Small Boiler	0.1*	under 0.01 – under 0.01	under 0.01
	Incinerator	0.15	under 0.01 – under 0.01	under 0.01
	Gas Turbine 1	0.05	under 0.01 – under 0.01	under 0.01
	Gas Turbine 2	0.05	under 0.01 – under 0.01	under 0.01
	Drying Oven	0.2	under 0.02 – under 0.02	under 0.02
	Water Heater/ Cooler 1	0.1	under 0.01 – under 0.01	under 0.01
	Water Heater/ Cooler 2	0.1	under 0.01 – under 0.01	under 0.01
	Water Heater/ Cooler 3	0.1	under 0.01 – under 0.01	under 0.01
	Water Tube Boiler	0.1	under 0.01 – under 0.01	under 0.01
Hydrogen Chloride	Incinerator	150	6 – 32	18
Dioxin	Incinerator	5	0.016 – 0.016	0.016
CO	Incinerator	100	7 – 7	7

* Agreement Value

< PRTR Specified Substances (accumulated values based on the PRTR Law) >

Unit: kg/Year (Dioxins: mg-TEQNm³)

Substance Number	Substance Name	Amount Handled*	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
30	polymer of 4,4'-isopropylidene-diphenol and 1-chloro-2,3-epoxypropane (liquid); bisphenol A type epoxy resin (liquid)	17,000	0	0	0	0	0	0	4,100	0	12,000
40	Ethyl Benzene	440,000	270,000	0	0	0	0	0	130,000	15,000	24,000
43	Ethylene Glycol	870,000	0	0	0	0	0	0	0	0	870,000
63	Xylene	1,200,000	710,000	0	0	0	0	0	340,000	24,000	100,000
179	Dioxins	—	3.3	0.062	0	0	0	390	0	0	0
224	1, 3, 5 Trimethyl Benzene	48,000	30,000	0	0	0	0	0	15,000	2,500	0
227	Toluene	540,000	231,000	0	0	0	0	0	119,000	31,000	160,000
232	Nickel Compounds	6,600	0	72	0	0	0	0	4,500	0	2,000
272	Bis (2-Ethylhexyl) Phthalate	9,100	0	0	0	0	0	0	270	0	8,810
283	Hydrogen Fluoride and its water-soluble salts	20,000	0	2,800	0	0	0	0	17,000	0	0
299	Benzene	9,100	270	0	0	0	0	0	0	220	8,600
310	Formaldehyde	16,000	1,100	0	0	0	0	0	76	15,000	0
311	Manganese and its compounds	16,000	0	950	0	0	0	0	5,400	0	9,500

* Since the total given in the Amount Handled column is rounded off to the nearest 100, this value may not agree with the values of the items listed to the right (Discharge, Transfer, Recycling, Disposal by Incineration, Products)

● Toyokawa Plant

Plant Manager:
Tomoyuki Kume

[Location] 1-2, Utari, Shiratori-cho, Toyokawa-shi, Aichi
[Site Area (Building Area)] 185,000m² (71,000m²)
[Main Products] Motorcycle Assembly, Outboard Motor Assembly, Knock Down Components
[Number of Employees] 660

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	6.6 – 7.3	7
BOD	25	1.8 – 3.1	2.5
SS	30	5	5
Oil Content	5	0.5 – 1.0	0.8
Hexavalent Chromium	0.5	0.05	0.05
Nitrogen (Total Amount)	19.45	0.38 – 5.52	3.12
Phosphorus (Total Amount)	2.57	0.02 – 1.69	0.91

< Air Pollution Data (Discharge) >

Sub-stance	Facilities	Regulated Values	Results	Average
NOx	Boiler	—	88 – 98	93
	Absorption Type Water Cooler and Heater	150	71 – 90	81
	Oven	—	5	5
Particu-lates	Boiler	—	under 0.01	under 0.01
	Absorption Type Water Cooler and Heater	0.1	under 0.01	under 0.01
	Oven	0.4	under 0.01	under 0.01

< PRTR Specified Substances (accumulated values based on the PRTR Law) >

Unit: kg/Year

Substance Number	Substance Name	Amount Handled*	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
40	Ethyl Benzene	21,000	11,000	0	0	0	0	0	5,700	1,900	2,100
43	Ethylene Glycol	230,000	0	0	0	0	0	0	0	0	230,000
63	Xylene	36,000	15,000	0	0	0	0	0.20	7,700	4,500	9,000
227	Toluene	200,000	120,000	0	0	0	0	0.3	57,000	6,700	13,000
299	Benzene	1,000	15	0	0	0	0	0	0	210	740
346	Molybdenum and Its Compound	1,000	0	0	0	0	0	0	0	0	1,000

* Since the total given in the Amount Handled column is rounded off to the nearest 100, this value may not agree with the values of the items listed to the right (Discharge, Transfer, Recycling, Disposal by Incineration, Products)

● Osuka Plant

Plant Manager:
Shousei Yamamoto

[Location] 6333, Nishiobuchi, Osuka-cho, Ogasa-gun, Shizuoka
[Site Area (Building Area)] 149,000m² (47,000m²)
[Main Products] Cast Parts Manufacturing
[Number of Employees] 360

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	6.8 – 7.2	7.1
BOD	10	1.6 – 7.2	4.2
SS	10	0.6 – 4.8	2.1
Oil Content	2	0.1 – 1.6	0.9
Cadmium	0.07	under 0.001	under 0.001
Lead	0.7	under 0.01	under 0.01
Hexavalent Chromium	0.35	under 0.005	under 0.005
Nitrogen	60	2.14 – 7.69	4.11
Phosphorus	8	0.24 – 1.07	0.42
Zinc	0.8	0.01 – 0.27	0.00

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Gas Turbine	70	5 – 10	7.3
Particu-lates	Casting Furnace	0.1	under 0.01	under 0.01
	Gas Turbine	0.05	under 0.01	under 0.01
	Aluminum Melting Furnace	0.2	under 0.01	under 0.01
	Aluminum Heating Furnace	0.2	under 0.01	under 0.01
Chlorine	Aluminum Melting Furnace	10	under 1	under 1
	Aluminum Heating Furnace	10	under 1	under 1
Hydrogen Chloride	Aluminum Melting Furnace	20	under 5	under 5
	Aluminum Heating Furnace	20	under 5	under 5
Fluoride/ Hydrogen Fluoride	Aluminum Melting Furnace	1	under 0.2	under 0.2
	Aluminum Heating Furnace	1	under 0.2	under 0.2

< PRTR Specified Substances (accumulated values based on the PRTR Law) >

Unit: kg/Year

Substance Number	Substance Name	Amount Handled*	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
40	Ethyl Benzene	1,000	360	0	0	0	0	170	0	480	0
63	Xylene	5,600	2,400	0	0	0	0	1,100	0	2,100	0
227	Toluene	4,900	1,200	0	0	0	0	570	0	3,100	0
311	Manganese and its compounds	150,000	0	0	0	0	0	3,000	0	0	150,000
346	Molybdenum and Its Compound	3,500	0	0	0	0	0	49	0	0	2,400

* Since the total given in the Amount Handled column is rounded off to the nearest 100, this value may not agree with the values of the items listed to the right (Discharge, Transfer, Recycling, Disposal by Incineration, Products)

● Sagara Plant

Plant Manager:
Tamao Momose

[Location] 1111, Shirai, Sagara-cho, Haibara-gun, Shizuoka
[Site Area (Building Area)] 1,936,000m² (51,000m²)
[Main Products] Automobile Engine Assembly, Casting and Machine Processing of Main Components for Engine
[Number of Employees] 750

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	6.9 – 8.0	7.6
BOD	15	0.7 – 5.9	2.5
SS	30	1.0 – 9.7	3.4
Oil Content	3	1.0 – 1.6	1.2
Lead	0.1	0.01	0.01
Chromium	2	0.02	0.02
Nitrogen	60	2.58 – 10.6	6.7
Phosphorus	8	0.07 – 0.20	0.12
Zinc	3	0.04 – 0.20	0.12

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Gas Turbine	70	15 – 29	22.5
	Heat Treatment	180	33 – 40	37.5
Particulates	Gas Turbine	0.05	0.01	0.01
	Heat Treatment	0.2	0.01	0.01
	Aluminum Melting Furnace	0.2	0.01	0.01
Chlorine	Aluminum Melting Furnace	10	1	1
Hydrogen Chloride	Aluminum Melting Furnace	20	5	5
Fluoride/Hydrogen Fluoride	Aluminum Melting Furnace	1	0.2	0.2

< PRTR Specified Substances (accumulated values based on the PRTR Law) >

[Sagara Plant]

Unit: kg/Year

Substance Number	Substance Name	Amount Handled*	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
40	Ethyl Benzene	5,500	7	0	0	0	0	0	0	5,500	0
63	Xylene	24,000	73	0	0	0	0	0	0	24,000	0
227	Toluene	39,000	210	0	0	0	0	0	0	39,000	0
299	Benzene	3,200	7	0	0	0	0	0	0	3,200	0

[Ryuyo Proving Grounds]

Unit: kg/Year

Substance Number	Substance Name	Amount Handled*	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
40	Ethyl Benzene	3,300	10	0	0	0	0	0	0	3,300	0
63	Xylene	15,000	120	0	0	0	0	0	0	14,000	0
227	Toluene	28,000	170	0	0	0	0	0	0	28,000	0
299	Benzene	3,400	37	0	0	0	0	0	0	3,400	0

* Since the total given in the Amount Handled column is rounded off to the nearest 100, this value may not agree with the values of the items listed to the right (Discharge, Transfer, Recycling, Disposal by Incineration, Products)

Domestic affiliates

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

[Location] 7-3 Minamihiramatsu, Ryuyo-cho, Iwata-gun, Shizuoka
[Site Area] 64,525m²
[Main Products] Casting motorcycle and automobile parts, machine processing
[Number of Employees] 313

President:
Yoh Nobuta

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	6.7 – 7.3	7.05
BOD	20	0.5 – 14.0	4.8
SS	40	2.0 – 12.0	2.8
Oil Content	5	0.5 – 1.5	0.8
Nitrogen	60	3.7 – 11.0	7.9
Zinc	3	0.05 – 0.2	0.07

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Aluminum Melting Furnace	—	under 1	under 1
	Heating Furnace	—	7.0	7.0
Particulates	Aluminum Melting Furnace	—	under 0.02	under 0.02
	Heating Furnace	—	under 0.02	under 0.02
Chlorine	Aluminum Melting Furnace	30	0.9	under 0.9
Hydrogen Chloride	Aluminum Melting Furnace	80	under 2.8	under 2.8
Fluoride/ Hydrogen Fluoride	Aluminum Melting Furnace	3	under 0.8	under 0.8
Dioxins	Chip Melting Furnace	5	0.0044	0.0044

● Suzuki Seimitu Industries Co., Ltd.

[Location] 500 Iinoya, Inasa-cho, Inasa-gun, Shizuoka
[Site Area] 80,000m²
[Main Products] Processing and assembly of gears, etc., for motorcycles, automobiles, and outboards.
[Number of Employees] 555

President:
Yusuke Sugiura

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.0 – 7.8	7.4
BOD	15	1.0 – 11.0	3.2
SS	20	2.0 – 2.6	2.04
Oil Content	5	0.5 – 2.0	0.8
Nitrogen	120	3.3 – 27.0	14.9
Zinc	1	0.1 – 0.63	0.24

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Continuous Carburizing Furnace	180	47 – 50	49.5
	Annealer	180	40 – 50	48.5
	Hot and Chilld Water Generator	150	42 – 57	47.8
SOx (K value)	Continuous Carburizing Furnace	17.5	0.08 – 0.09	0.086
	Annealer	17.5	0.08	0.08
	Hot and Chilld Water Generator	17.5	0.07 – 0.16	0.115
Particulates	Continuous Carburizing Furnace	0.2	0.01	0.01
	Annealer	0.2	0.01	0.01
	Hot and Chilld Water Generator	0.1	0.01	0.01

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

[Location] 192-1 Ienohigashi, Hamaikawa, Ikawa-cho, Minamiakita-gun, Akita
[Site Area] 1,995,000m2
[Main Products] Parts for motorcycles and automobiles
[Number of Employees] 458 (Includes Temporary Staff)

President: **Kunihiko Murata**

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	6.0 – 8.5	7.0 – 7.4	7.2
BOD	20	1.1 – 13.0	6.4
SS	30	10 – 18	14
Oil Content	4	0.5 – 1.2	0.8
Nitrogen	60	4.5 – 5.5	5
Phosphorus	8	0.14 – 0.2	0.17

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Small Boiler	180	37 – 63	47.5
SOx (K value)		8.76	under 0.01	under 0.01
Particulates		0.3	under 0.01	under 0.01

● Enshu Seiko Co., Ltd.

[Location] 1246-1 Yamahigashi, Tenryu-shi, Shizuoka
[Site Area] 23,071m2
[Main Products] Manufacturing aluminum parts for motorcycles, automobiles, and outboards
[Number of Employees] 243 (Includes Transferred Employees, Excludes Part-Time and Outsourced Personnel)

President: **Seiji Shibata**

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	6.5 – 8.2	7.4 – 7.8	7.6
BOD	10	1.0 – 4.2	2.2
COD	35	1.5 – 4.7	2.7
SS	15	2.0 – 4.1	2.2
Oil Content	3	0.5 – 0.6	0.5
Hexavalent Chromium	0.5	0.05	0.05

● Snic Co., Ltd.

[Location] 1403 Higashihiramatsu, Ryuyo-cho, Iwata-gun,Shizuoka
[Site Area] 20,873m2
[Main Products] Manufacturing of seats
[Number of Employees] 406

President: **Muneyuki Omoto**

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.0 – 7.9	7.36
BOD	20	1 – 13	4.39
SS	40	2 – 16	7.75
Oil Content	5	0.2 – 1.5	0.77

● Hamamatsu Pipe Co., Ltd.

[Location] 6-2 Minamihiramatsu,Ryuyo-cho, Iwata-gun,Shizuoka
[Site Area] 36,287m2
[Main Products] Muffler Manufacturing
[Number of Employees] 229

President: **Shigetoshi Torii**

< Water Pollution Data (Discharge) >
Water discharge is sent to Suzuki Parts Hamamatsu and disposed of.

< Air Pollution Data (Discharge) >
No Target Facilities

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

[Location] 3200 Mizushima,Oyabe-shi, Toyama
[Site Area] 75,000m2
[Main Products] Manufacturing of parts and accessories for motorcycles and automobiles, assembling car audio and manufacturing aluminum die-cast
[Number of Employees] 445

President: **Toyohiko Aoshima**

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	6 – 8	6.59 – 7.53	6.9
BOD	15	0.11 – 10.0	4.36
SS	15	0.70 – 7.60	2.86
Oil Content	5	0.5 – 1.0	0.66
Cadmium	0.02	under 0.005	under 0.005
Lead	0.08	0.005 – 0.014	under 0.005
Hexavalent Chromium	0.1	under 0.02	under 0.02
Nitrogen	120	1.0 – 9.9	4.04
Phosphorus	16	0.13 – 1.60	0.96
Zinc	5	0.08 – 0.22	0.13

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Small Boiler 1	150	74 – 85	79.5
	Small Boiler 2	150	74 – 87	80.5
	Small Boiler 3	150	79 – 92	85.5
	Aluminum Melting Furnace	180	35 – 53	70.5
SOx (K value)	Small Boiler 1	17.5	0.1 – 1.35	0.73
	Small Boiler 2	17.5	0.09 – 1.51	0.8
	Small Boiler 3	17.5	0.15 – 1.23	0.69
	Aluminum Melting Furnace	17.5	0.04 – 0.24	0.14
Particulates	Small Boiler 1	0.3	0.009	0.009
	Small Boiler 2	0.3	0.009	0.009
	Small Boiler 3	0.3	0.009	0.009
	Aluminum Melting Furnace	0.3	0.009 – 0.01	0.0095

6 A History of Suzuki's Environmental Activities

Suzuki's environmental activities and major events are given in the chronological table below.

Suzuki's Environmental Chronology

1970	March	Ten CARRY Van electric vehicles are used at the Osaka World's Fair Exhibition.
1971	July	The Environmental Protection Section is established within the Facilities Group of the Production Engineering Department as a section dedicated to environmental measures regarding production processes.
1977	April	Suzuki Group Safety, Hygiene and Pollution Issues Council is established.
1978	December	CARRY Van electric vehicle is developed.
1981	December	Symposium on Energy Conservation is held, sponsored by the Machinery Industry Fostering and Promoting Foundation (the current Suzuki Foundation).
1989	August	The Environmental Protection Council is established to strengthen the corporate-wide commitment to environmental issues, including products.
1990	March	Freon collectors are installed at distributors nationwide. Collection and recycling of specified Freon used for car air conditioners begins.
1991	December	Use of specified Freon for foaming (urethane form for seats, etc.) is abolished.
1992	January	The marking of resinous parts with their material name is begun.
		The SCVT, continuously variable transmission is developed. (Mounted on a Cultus Convertible.)
	October	A natural gas powered scooter is developed.
	November	The Waste Countermeasure Group is established within the Production Engineering Department in order to reduce the volume of waste and to promote recycling.
	December	The Alto electric vehicle and Every electric vehicle are introduced.
1993	March	The "Environmental Protection Activities Plan" is established.
	May	The Environmental Protection Section and the Waste Countermeasure Group are unified to form the Environmental Industrial Waste Group.
	December	The replacement of car air conditioner refrigerant with a Freon substitute is completed.
1994	June	The collection and recycling of waste bumpers from dealers is begun.
	August	A facility is installed to recycle sludge contained in water discharge from the painting process, for reuse as asphalt sheet.
		Recycling of waste sand at a casting plant as cement material is begun.
1995	January	Waste incinerators are renewed and reduction in the volume of waste and use of discharged heat (steam) are expanded.
	August	Co-generation facilities are introduced at the Kosai Plant to promote the reduction of energy.
1996	April	The electric power-assist bicycle "LOVE" is introduced.
	May	The "Environmental Protection Action Plan (Follow Up Version)" is established.
	December	Co-generation facilities are introduced at the Sagara Plant.
1997	March	A Wagon R mini vehicle which uses natural gas as fuel is developed.
	May	Greatly improved Alto electric vehicles and Every electric vehicles are introduced.
	October	Four-stroke outboard motor receives the "Technical Innovation Award" at the Chicago Boat Show.
	December	Manual for the Disassembly of Vehicles is prepared and distributed to distributors.
1998	February	Co-generation facilities are introduced at the Osuka Plant.
		An Initiative Voluntary Action Plan for the Recycling of Used Automobiles is established.
	April	Magyar Suzuki, a plant in Hungary, gains ISO14001 certification.
	July	The Kosai Plant gains ISO14001 certification.
	October	A mini vehicle equipped with a lean burn engine, the "LEV" is introduced.
		For the second time in two years, a four-stroke outboard motor receives the "Technical Innovation Award" at the Chicago Boat Show.
	December	An environmentally friendly pipe bending process is developed.

1999	March	A new catalyst for motorcycles is developed. (Mounted on the "LET's II" scooter)
	May	A highly fuel efficient Alto, utilizing an "Sc Lean Burn" and CVT is introduced.
	June	A Wagon R vehicle powered by natural gas (CNG) is introduced.
	August	A new model Every electric vehicle is introduced.
	September	The Osuka Plant and Sagara Plant gain ISO14001 certification.
	October	An Alto equipped with the idling stop system is introduced.
		"Suzuki Pu-3 Commuter" receives special award for "The Best Concept Car" at the Tokyo Motor Show.
		Electric power-assist bicycle "LOVE" series undergoes full model change.
	November	Maruti Udyog Ltd. in India gains ISO14001 certification.
		Environmentally friendly table top industrial washers, the "SUC-300H, 600H" are introduced that cleanse using ultra sonic waves in place of organic solvents.
	December	The "Every natural gas (CNG) powered bicycle" is introduced.
		Four-stroke outboard motors that deliver quiet operation and low vibration, the "DF25" and "DF30" are introduced.
2000	January	Compact bumper crushing machine is developed.
	February	Suzuki Motor Espana, S.A. in Spain gains ISO14001 certification.
	June	Cami Automotive Inc. in Canada gains ISO14001 certification.
	July	Packaging for transport of Suzuki's three and four wheel, electric "Senior Car" receives the "Logistics Prize" at the 2000 Japan Packing Contest.
	October	Electric Assist bicycle "LOVE" series undergoes full model change.
	November	Packaging for transport of Suzuki's three and four wheel, electric "Senior Car" receives the "World Star" prize at the World Packaging Contest.
	December	Big four-stroke outboard motors that deliver quiet operation and low vibration, the "DF90" and "DF115" are introduced.
		The Toyokawa Plant gains ISO14001 certification.
2001	January	Lead is eliminated from the painting process in domestic motor cycle and automobile plants.
	March	The installation of bumper crushing machines in Japan is expanded.
	April	The Environment Planning Group is established to take responsibility for environmental problems related to technology, products, manufacturing, distribution, etc.
		Replacing the Environmental Issues Council, the Environmental Committee is established to strengthen environmental efforts.
	August	The amount of reclaimed waste is greatly reduced and our Zero Level goal is achieved.
	October	Collaboration is begun with GM in fuel cell technology.
2002	January	Concept car "Covie" is awarded the "Environmental Award for the Concept Car of the Year" from Automotive News at the Detroit Motor Show.
	March	Start "Idling Stop Campaign"
	July	First practical utilization of a direct-injection turbo engine in a mini car.
2003	January	The mini car category's first hybrid vehicle (Twin) is introduced.
		The new concept "Choinori" scooter, which is designed to reduce its reliance on resources, is introduced.
	March	The Iwata Plant gains ISO14001 certification.
		The Takatsuka Plant gains ISO14001 certification.
		Wind turbine power generator is erected at the Inasa Training Center.
	July	Joined IMDS (International Material Data System)
	September	Established our Green Procurement Guidelines
		Introduced the Every which gained "Ultra-Low Emission Vehicle" certification.
2004	January	Established the Japan Auto Recycling Partnership and ART in cooperation with other manufacturers.
	February	Installed two wind turbine power generation facilities at the Kosai Plant.
	July	Introduced recycling fees for motorcycles.
		Introduced recycling fees for end-of-life vehicles (automobiles).
	August	First in Japan to gain certification for 700-bar hydrogen storage system.

Society

This section introduces the relationship between our employees and society in activities we perform as corporate citizens.

■ Basic Concept

In the past, Suzuki has always implemented measures aimed at ensuring that our corporate activities are carried out in a fair and efficient manner, and we are confident our business organization has the desire to always retain the faith of its shareholders, customers, business partners, and members of our regional communities.

■ Evolving in Phases

Our basic concepts and efficient corporate activities have evolved in phases through our business activities. For example, assessing the importance of corporate ethics led to the establishment of the “Suzuki Corporate Ethics Code” which sets guidelines for all executives and employees so that they act in a fair and faithful manner in conformity to the laws, the norms of the society, and company regulations. In addition to laying out the “Rules of Conduct” in the ethics code, we established a “Corporate Ethics Committee” as a system to promote overall corporate ethics. We have also established a “Corporate Ethics Promotion Headquarters” as a subordinate organization to promote corporate ethics in each division.

In addition, the “Suzuki Corporate Ethics Code” is accessible on the corporate intranet so that our executives and employees can refer to it at anytime, and lecture sessions are held to ensure that the employees realize the importance and necessity of the corporate ethics.

As for board members, their responsibilities are defined and they have a term of one year so as to provide flexibility to changes in the business environment. Also, three out of the five auditors are from outside the corporation so as to strengthen their auditing function.

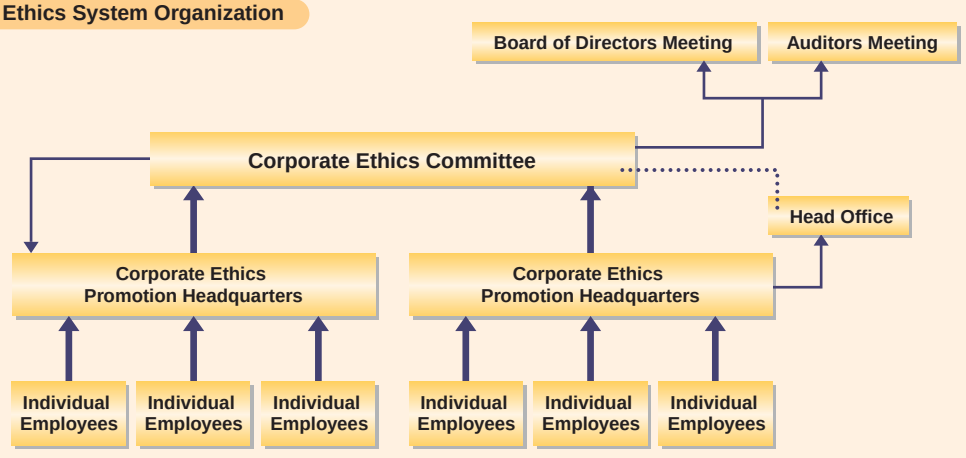
In addition to the internal auditing section, the corporation has established audit sections in our affiliated companies, both domestic and overseas, to monitor and check auditors and execute audits from three perspectives; from the standpoint of compliance with the law, internal control, and management efficiency.

■ Risk Control System

In consideration of the importance of emergency management, Suzuki established “Risk Control Procedures” as a part of the “Suzuki Corporate Ethics Code”. Conduct standards are defined in the code in order to stop preventable risks due to malpractice or illegal acts by employees. Also, established is a “Risk Control System” to respond to natural disasters, terrorism, etc., for which the corporation is powerless to prevent.

When the Corporate Ethics Committee finds risks that may cause urgent and serious damages to the corporate management and business operations, the committee immediately sets up a “Risk Control Headquarters” in line with the “Risk Control System” in order to deal with the crisis. This organization swiftly decides on the policies and measures to be taken against the occurred risk and gives instructions to the appropriate divisions and departments who are then able to communicate with each other to resolve the problem.

Corporate Ethics System Organization



1 Our Role in Society

Funding scientific research and supporting the healthy upbringing of our youth

The Suzuki Foundation

Commemorating Suzuki's 60th anniversary the Suzuki Foundation was established on March 26, 1980 through deposits received from Suzuki and affiliate companies. In April of 1997, the name was changed to SUZUKI FOUNDATION. Its function is to contribute to the overall development of mechanical industries both domestically and internationally, and improve the welfare of our nation. Thirty "Science and Technology Grants" were awarded in fiscal 2003 (total funding: 36,900,000 Yen). The number of projects in each category is given below.

- ◆ Technologies related to manufacturing: 6 Projects
- ◆ Technologies related to the environment and energy reduction: 6 Projects
- ◆ Technologies related to measurements and controls: 6 Projects
- ◆ Technologies related to materials: 5 Projects
- ◆ Technologies related to electrons and electronics: 2 Projects
- ◆ Technologies related to medical care and human engineering: 3 Projects
- ◆ Technologies related to robotics: 2 Projects

In addition to this, we subsidized one project (6,500,000 Yen) in 2004 in response to the proposed theme "Environmental Problems etc., Requiring Urgent Solutions". Funding to date totals 905,760,000 Yen.

Suzuki Education and Culture Foundation

Commemorating the 80th anniversary of Suzuki's founding the Suzuki Foundation was established on October 12, 2000 through deposits received from the Suzuki Group. The Suzuki Education and Cultural Foundation was established to support the healthy upbringing of our youth and mainly carries out the following three programs.

① Scholarships for youths who, due to economic hardship, are unable to continue their studies. The program focuses on high school students living in Shizuoka Prefecture, or university students who are graduates of high schools in Shizuoka Prefecture.

② The Suzuki Foundation offers to rent gymnasiums or athletic fields from the Suzuki Corporation and provide access to these facilities free of charge, to volunteer groups that provide sports education supporting children and student sports.

③ Supporting educational activities.

In fiscal 2004, we provided support to 32 high school students (7,680,000 Yen) and 3 university students (1,800,000 Yen) in the form of scholarships. To date, we have supported 46 students with scholarships totaling 24,120,000 Yen.
In supporting sports programs, we rented gymnasium space and athletic fields a total of 163 times in fiscal 2003.
In supporting learning activities, we donated 2,000,000 Yen and personal computers, etc. to support foreign students.

Approach to Product Recalls

Activities for Recalls, etc.

Business is built upon customer trust. As we value the trust of our customers, quick and proper response to defects is required in order to ensure that our customers can use Suzuki products in a safe manner. In response, Suzuki has organized a system that collects information on irregularities in the early stages, makes a proper assessment, and acts accordingly.
Enhanced quality awareness at domestic and foreign dealers provides a source for gathering information, and electronic communications are used in collecting information on irregularities in the early stages. Data gathered is checked and analyzed based on three definite principles; location, product, and reality. The findings are evaluated at meetings in which representatives from each division participate. When irregularities related to safety or pollution are found we put a recall, etc., into effect and quickly notify the proper authorities both domestically and overseas. After receiving authorization from the authorities, we contact the owners of vehicles affected through direct mail, or our website, in order to bring about a quick and efficient solution to the problem.

Please refer to page 8 for more information on product recalls related to the environment.

Promoting Barrier-Free

Barrier-Free Vehicles

Our line of welfare vehicles (“With series”, “Electric wheelchairs”*1) is designed to meet the purpose and needs of seniors and the disabled.
We are actively developing new vehicles that take into consideration physical positioning, applications, etc., and accommodate our ever-increasing elderly population.

In 1996, we started selling the “With series” welfare vehicles, which are designed to make getting in and out of the vehicle much easier for persons in need of special assistance. The first such vehicle introduced was a single wheelchair model however, we now offer a lifting seat type and a rotating seat type (the seat rotates and slides). At present, we offer 5 different models and three different types.

Wheelchair courtesy cars make it easy for persons requiring special care to get into and out of the rear of the vehicle while seated in the wheelchair. The vehicle’s floor is 195mm low so assistants have an easy time supporting passengers that require special care in and out of the vehicle. This vehicle can accommodate either a manual or electric wheelchair, or with the use of an optional attachment, a senior car. If necessary, it can be used as a four-passenger vehicle with the rear seat in an upright position.

In lifting seat type vehicles, the passenger seat can be rotated as well as raised and lowered by remote control to aid those requiring special care. Since the seat can be brought into a position that makes it easy to get in and out of, it places less strain on those assisting. The MR Wagon and Wagon R can be fitted with the lifting passenger seat while the Every offers entry from the rear.

In rotating seat type (the seat rotates and slide) vehicles the passenger seat can rotate about 90 degrees. The difference between this and the lifting seat type is that seat rotation is operated by hand (pulling the rotation lever under the left-side of the seat). An assistant grip (handle) fitted at the bottom of the left front pillar and a footrest under the seat facilitates getting in and out of the seat when it is rotated to the side. This seat type is available in four vehicles.

With Series

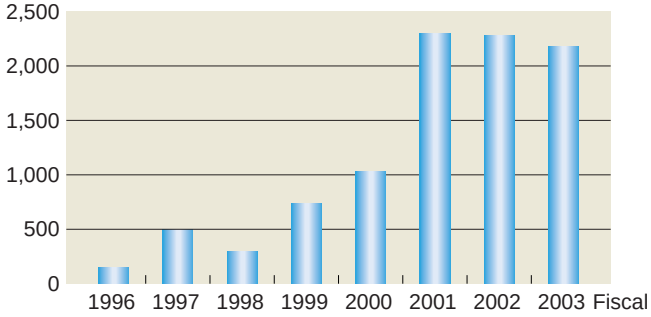
Wagon R Lifting Seat Type Vehicle

Every Wagon Lifting Seat Type Vehicle

MR Wagon Lifting Seat Type Vehicle

Elio Rotating Seat Type Vehicle

Welfare Vehicle Sales



TOPICS

■ **Introducing new welfare vehicles — “The Wagon R Wheelchair Courtesy Car”** (Announced February 4, 2004)

From February 4th, Suzuki will introduce its “Wagon R Wheelchair Courtesy Car” nationwide.

This new type “Wagon R Wheelchair Courtesy Car” is a welfare vehicle based on the Wagon R, which underwent a full model change in September of 2003. The new design allows a person remaining seated in a wheelchair, rear door entry into the rear of the vehicle via a ramp that slides out of its storage space in the rear bumper (driver and passenger seats are normal type seats). Compared to the previous model, the vehicle’s retail price was also reduced by up to 191,000 Yen.

Wagon R Wheelchair Courtesy Car

We have been producing electric wheelchairs since 1974 to provide disabled persons with greater mobility. The three types currently available are the “Senior Car”, “Motor Chair”, and the “Kind Chair”.

Sale of the steering tiller equipped self-controlled electric “Senior Car” started in 1985 (three-wheel and four-wheel electric). This vehicle is designed to provide senior citizens with greater mobility and travels at a speed of from 2km/h to 6km/h.

Sale of the standard type self-controlled electric wheelchair “Motor Chair” started in 1974. Specially designed as a self-propelled motor chair, this vehicle is controlled by means of a joy-stick and is propelled by the two rear wheels which allows the vehicle to rotate 360° while remaining in the same position. Since it can be used indoors as well as outdoors it offers greater versatility.

Senior Car

Motor Chair

Kind Chair
Electric Drive Retrofit Kit

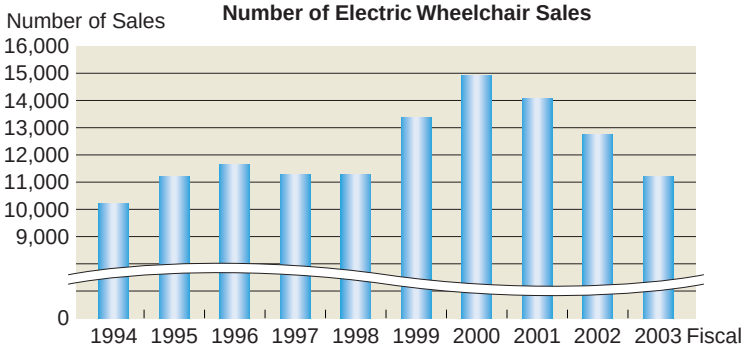
Sale of the basic type self-controlled electric wheelchair “Kind Chair” started in 2001. Its electric powered units can be fitted onto a standard manual wheelchair adding 29kg to its weight. Its light weight and foldable design lets the whole wheelchair fit into a compact car*2. And since the Kind Chair’s electric powered units are optionally available, they make it possible to transform a manual wheelchair into an electric wheelchair by attaching the unit*3.

*1 Electric Wheelchairs (Suzuki Senior Car, Motor Chair, and Kind Chair) are regarded as pedestrian traffic. A driver’s license is not needed.

*2 It may not fit in some compact vehicles due to type and specifications.

*3 Due to the wheelchair’s design, it may not be possible to attach the electric drive units.

Number of Electric Wheelchair Sales



Exhibition, etc.

We feel that exhibitions are important as they give the customer a chance to directly experience these vehicles. Highly valued customer feedback obtained at these exhibitions is incorporated into product improvements.

Low Pollution Vehicle Exhibitions, etc.

We have exhibited these vehicles at local low pollution events.

< Vehicles Exhibited at 2003 Low Pollution Events >

Event Name	Description	Sponsor	Location	Date
2003 Technology Exhibition for Mankind and Vehicles	Exhibit hybrid vehicles	Society of Automotive Engineers of Japan, Inc.	Pacifico Yokohama Exhibition Hall	2003, 5/21 – 5/23
Eco Car World 2003	Exhibit low pollution vehicles (CNG, Hybrid)	Tokyo Metropolitan Government and the Environmental Agency	Tokyo Yoyogi Park	2003, 5/31 – 6/1
World Gas Convention	Exhibit low pollution vehicles (CNG)	World Gas Convention Organization Committee	Tokyo Big Site	2003, 6/2 – 6/5
Katsushika Environment • Green Fair	Exhibit low pollution vehicles (Hybrid)	Katsushika District	Techno Plaza Katsushika	2003, 6/7
Shizuoka Environmental Forest Fair	Exhibit low pollution vehicles (CNG)	Shizuoka Prefecture Environmental Resources Association	Twin Messe Shizuoka	2003, 9/12 – 9/14
Osaka Low Pollution Vehicle Fair 2003	Exhibit low pollution vehicles (CNG)	Osaka-fu	Osaka Business Park	2003, 9/19 – 9/20
Low Pollution Vehicle Fair in Osaka	Exhibit low pollution vehicles (CNG)	Osaka city	Asia Pacific Tread Center	2003, 11/21 – 11/23

* Suzuki acted as the main organizer in these events. Events joined by distributors (exhibitions), are not included.

2003 Technology Exhibition for Mankind and Vehicles

Shizuoka Environmental Forest Fair

TOPICS

■ **The 37th Tokyo Motor Show** (Announced October 14, 2003)

< Mobile Terrace >

Optimizing the General Motors' fuel cell platform "Hy-Wire" to suit small cars, which are Suzuki's field of expertise, the Mobile Terrace offers an attractive interior, spacious three-row seating, and extensive utility within its 4-meter long body. Its "open terrace like" cabin has sliding doors on either side, roof to take in the blue skies, and sliding floor and seat functions that offer a relaxed setting that travels with you to your destination.

Mobile Terrace

Welfare Vehicle Exhibitions

Suzuki exhibited the Wagon R Wheelchair Courtesy Cars, Senior Cars, Electric Wheelchairs, etc., at exhibitions held by the Social Welfare Council.

< 2003 Welfare Vehicle Exhibits >

Event Name	Description	Sponsor	Location	Date
Barrier Free 2003	Exhibited "With series" welfare vehicles, Exhibited "Senior Cars", electric wheelchairs	Osaka-fu Social Welfare Council, TV Osaka	Intecs Osaka	2003, 4/24 – 4/26
The 6th International Welfare Industry Exhibition 2003	Exhibited "With series" welfare vehicles, Exhibited "Senior Cars", electric wheelchairs	Nagoya International Trade Show Committee	Port Messe Nagoya	2003, 5/23 – 5/25
The 4th Welfare and Care Equipment Fair Hamamatsu	Exhibited "With series" welfare vehicles, Exhibited "Senior Cars", electric wheelchairs	Hamamatsu Chamber of Commerce and Industry	Hamamatsu City Integrate Industry Exhibition	2003, 6/5 – 6/7
The 30th International Welfare Equipment Exhibition H.C.R. 2003	Exhibited "With series" welfare vehicles, Exhibited "Senior Cars", electric wheelchairs	National Social Welfare Council Insurance Welfare Publicity Association	Tokyo Big Site	2003, 10/15 – 10/17

* Suzuki acted as the main organizer in these events. Events joined by distributors (exhibitions), are not included.

Traffic Safety Programs

Motorcycles

We hold traffic safety programs for motor-driven cycles to large motorcycles in accordance with the participants' level and skills. We also train and further develop traffic safety instructors.

- ◆ Drive safely with confidence and ease
- ◆ Traffic safety basics start with following traffic rules and manners
- ◆ Suzuki is always thinking, providing, and fostering traffic safety

< Training Programs >

	Name	Number of Programs per Year	Total number of participants
Large Motorcycle Programs	Suzuki Safety Riding School	15 – 17 times	550 – 580
Motor-Driven Cycle Programs	Regular Driver Program	Young drivers 10 – 12 times	100 – 150
		Senior drivers 1 time	15 – 20
Off-Road Programs	Sunday SRF	10 – 12 times	360

Senior Cars

The "Suzuki Senior Car Safety Drive Training Program" provides seniors who are currently using, or those who are considering the purchase of a Senior Car with training that helps them gain greater safety and enjoyment from the vehicle.

We try to improve the trainee's awareness of traffic safety and accident prevention through seminars and practical training. In fiscal 2003, we carried out 110 training programs, which drew a total of 4,671 participants.

We are also working to foster more Suzuki Senior Car Safety Drive Instructors*.

Ehime Prefecture "Suzuki Senior Car Safety Drive Training Program" (Matsuyama distributor)

* Suzuki Senior Car Safety Drive Instructors graduate from an instructor-training program designed by Suzuki. There are 1,563 instructors registered nationwide (as of the end of March, 2004).

Social Contributions

Environmental Cleanup Activities

Participating in community cleanups and re-forestation activities our employees contribute to the local community and increase their environmental awareness.
Every year we contribute to the environmental cleanup of local communities by participating in cleanups and re-forestation activities sponsored by RENGO (Japanese Trade Union Confederation), and cleanup activities sponsored by the Small Kindness Movement Shizuoka.

Event Name	Description	Sponsor	Location	Date	Number of Participants	
					Total	Employees
Island Clean Campaign	Roadside Cleanup	RENGO SHIZUOKA, Chuuen Regional Council	Iwata-gun Asaba-cho Route 41 (Wakafuji National Athletic Course)	10/18	163	6
	Beach Cleanup	RENGO SHIZUOKA, Shimada/ Haibara Regional Council	Yoshida Town Sumiyoshi Beach	10/19	270	12
	Riverside Cleanup	RENGO SHIZUOKA, Hamamatsu Regional Council	Tenryu River	9/27	400	58
Forest Experience (Green Pal)	Reforestation	RENGO SHIZUOKA, Seibu Regional Council	Inasa-gun Kannon Mountain	2/28	300	16
Archipelago Cleanup Operation	Beach Cleanup	"Small Kindness" Movement, Shizuoka Prefecture Main Office	Nakatajima Kite Festival Park & Beach	5/11	891	25
	Riverside Cleanup		Tenryu River Green Park	9/6	462	30
	Beach Cleanup		Nakatajima Kite Festival Park & Beach	10/18	1,000	30
	Park Cleanup		Hamamatsu Castle Park	2/28	381	31

Forest Experience (Green Pal)

Archipelago Cleanup Operation

Lake Hamana and Lake Sanaru Joint Cleanup Campaign

Suzuki Joins in the Cleanup of Lake Hamana and Lake Sanaru.

We offered to cooperate with the "Hamanako Environmental Network"*1 in Lake Hamana cleanup activities, and joined in preliminary meetings as the network was preparing to get established. In July of 2004, we cooperated in removing a large quantity of seaweed that had multiplied in Lake Hamana. To assist in removing the vegetation, we provided manpower and boats from the Suzuki Marina Hamanako.
We also cooperated with the "Amenity Sanaruko Project"*2 in Lake Sanaru cleanup activities. In March of 2004, we provided boats and analyzing data to Shizuoka University to assist in water depth measurements of Lake Sanaru and the channels that flow out of the lake, analyzing mud, etc., from the lake and river bottom. The data gathered from this was used to determine the contamination mechanism in Lake Sanaru.
We are planning future collaborations in these activites.

*1 Hamanako Environmental Network: Established in March of 2003, this organization initiates environmental activities around the Lake Hamana area at the request of Shizuoka Prefecture.

*2 Amenity Sanaruko Project: In the 2001 results on water quality measured in public waters announced by the Ministry of the Environment in December of 2002, Lake Sanaru was listed as the Worst One. In response, this project was established and its purpose is to propose effective cleanup technologies developed by Shizuoka University.

Hamanako Environmental Network

Amenity Sanaruko Project

TOPICS

■ Maruti Udyog Children's Park

After accepting the offer from the New Delhi City Council in August 2000, Maruti Udyog Ltd. started managing the children's park. Under the instruction of architect Ravindra Bhan, Maruti Udyog Ltd. constructed roads and improved facilities such as restrooms, library, etc., to raise the quality of the park for children's play or study. A scented Garden and Herbal Garden were also created in the park in hope that the children develop a friendly relationship with nature and recognize its medicinal value.

2 Relationship with Employees

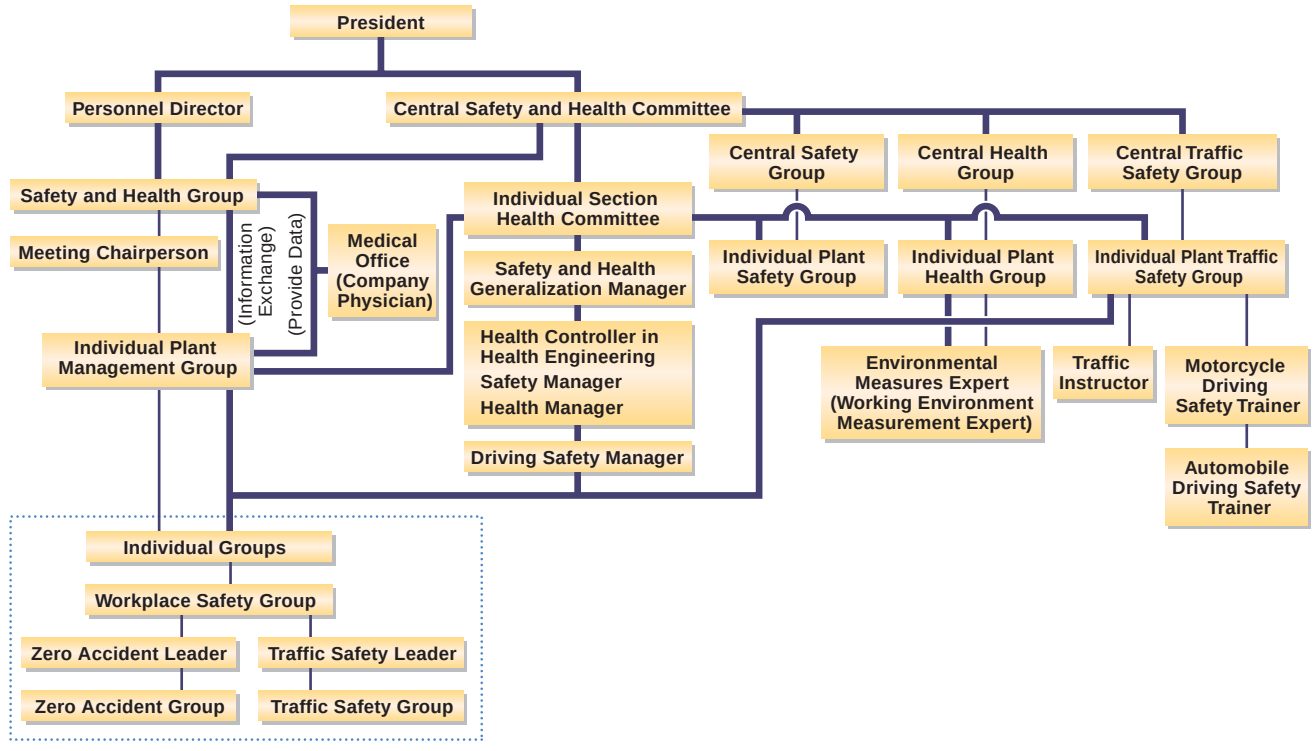
Safety, Health, and Traffic Safety Activities

Based on our basic concept of "Safety, Health, and Traffic Safety", we encourage the growth and development of a healthy work environment.

Basic Concept

Holding respect for human life, and dignity as a trait, our goal is zero occupational accidents, zero occupational diseases, and zero traffic accidents, while promoting a cheerful work environment so that our employees can work safely and healthily.

Management Organization for Safety, Health, and Traffic Safety



Safety and Health

We promote safety and health management following our basic concept for safety.

Hovering slightly lower than the automobile industry average, the number of occupational accidents is on a downward trend. As the saying goes, "Behind every serious accident, there are 29 minor accidents, behind which there are 300 careless mistakes*1".*2 In order to achieve zero accidents and eliminate lost work time, Suzuki has implemented activities to counter and eliminate careless mistakes. Since 2001, we have relied on risk assessment, which looks at case examples of careless mistakes in order to counter and improve on careless mistakes.

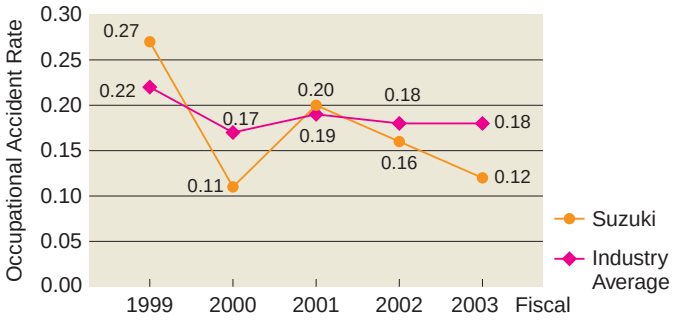
*1 A careless mistake is a failing in which an on-the-job error in judgment that can lead to injury. This could mean something that causes the worker sudden alarm.

*2 Heinrich's Law

Basic Safety Concept

- Make safety a priority
- All accidents are preventable
- Safety is our responsibility

Occupational Accident Rate (Lost Work Time Comparison)



$$\text{Occupation Accident Rate} = \frac{\text{Number of injuries and casualties}}{\text{Total Work Hours}} \times 1{,}000{,}000$$

Health Management

Starting 10 years ago, we require that all employees 40 years and older have medical and dental checkups for early detection and rapid cure of illness. As a follow up to health checks, we regularly carry out health education, nutrition instruction, etc.
We also provide the following programs as measurements for stress and mental health problems, which have been on the rise in recent years.

- Provide health information on the corporate intranet for such problems as mental health, etc., so employees can perform effective self-care.
- Offer mental health education to supervising managers in order to promote line care.
  In April, we held a mental health care seminar for our executives that drew 238 participants.
- To make consultations easier, we opened a mental counseling corner in our company medical clinic.

Traffic Safety

Suzuki has implemented a number of programs that are aimed at preventing traffic accidents that could occur on the job, while commuting, or private time. We encourage all employees set an example in their driving that befits an automobile manufacture.

< Activity Examples >

We create commuting route accident maps, carry out small group activities that detect traffic accidents hotspots, training in risk prediction, etc., provide instruction on and strict control of traffic rules within the plants, traffic safety education, driving simulators, individual training through proper driving checks (K2) at the jurisdictional police stations, and distribute traffic safety leaflets, etc., before long company holidays.

There were six on the job traffic accidents in 2003. Through the activities described above we could reduce on the job traffic accidents by 57% compared to the previous year. (There were 14 cases in fiscal 2002.)

Activities for Nurturing Human Resources

Nurturing Human Resources

Suzuki's corporate education system, working under our basic education concept, provides vocational training to improve the individual's capabilities and nurture human resources.

Basic Concept of Education

1. We help employees improve their job performance and abilities, and personal character, and contribute to unending corporate development based on the concept described in our Mission Statement.
2. Nurture human resources so as to cope with changes in the working environment.

Group Training (Off the Job Training (Off- JT))

Group Training, also known as "Off the Job Training" consists of seminars given in our in-house school, training center, etc. and out of company training seminars, etc. Seminars are generally given according to management hierarchy* and cover basic and common subjects.

* Management hierarchy:
Seminars that are carried out according to corporate rank such as General Manager/Assistant General Manager Seminars, Section Chief Seminars, Chief Seminars, Foreman Seminars, Section Leader Seminars, etc.
Seminars cover the knowledge, technology, and skills required of those in the target group, and attendance by all in the target group is, by a rule, mandatory.

< Number of Seminar Participants (Overall Suzuki Group) >

	Attendees
Fiscal 2001	13,430
Fiscal 2002	13,932
Fiscal 2003	17,699

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

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

Voluntary Skill Development

● Self-Development

We have established correspondence courses, language seminars, and scholarships for gaining official certification to support employees who actively work to improve their vocational abilities on their own.

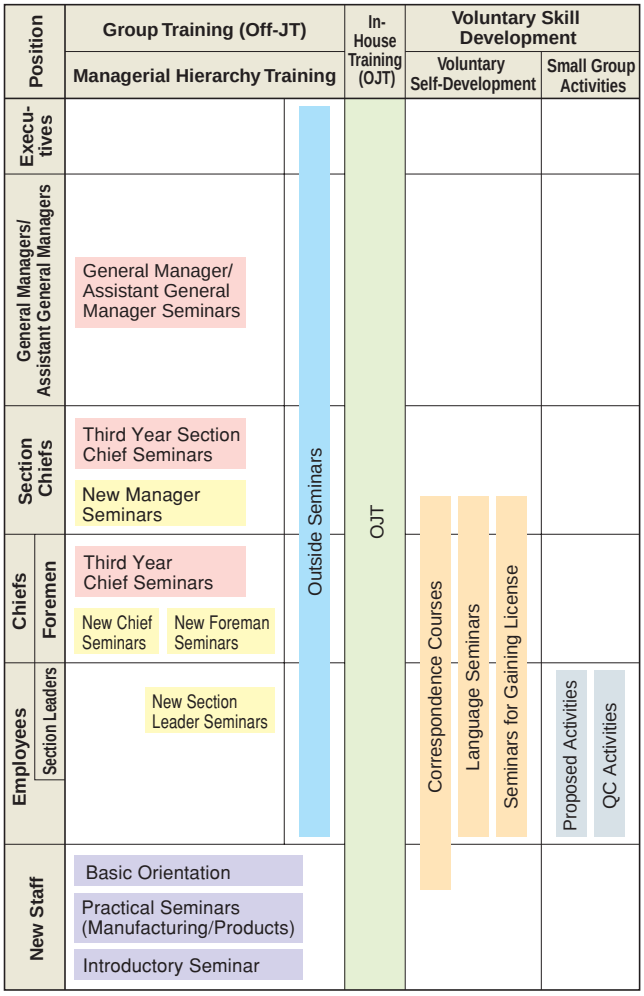
< Number of Employees Using the Self-Development System >

	Attendees
Fiscal 2001	1,267
Fiscal 2002	696
Fiscal 2003	1,129

● Small Group Activities

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

Suzuki In-House Training System



Economy

This section introduces our corporate overview, management concepts, etc.

1 Company Overview

General Outline of the Suzuki Group

The Suzuki Group consists of 152 consolidated subsidiaries and 27 affiliated companies. Our focus is on the manufacture and marketing of motorcycles, automobiles, outboard motors, electric vehicles, etc., as well as transportation and other such services that are related to each of our businesses (as of the end of March 2004).

- ◆ **Company Name** SUZUKI MOTOR CORPORATION
- ◆ **Date of Incorporation** March 1920 Incorporated as Suzuki Loom Manufacturing Co.
  June 1954 Name changed to Suzuki Motor Co., Ltd.
  October 1990 Name changed to Suzuki Motor Corporation
- ◆ **Capital** Yen 120,210 million (as of March 31, 2004)
- ◆ **Chairman & CEO** Osamu Suzuki
- ◆ **President & COO** Hiroshi Tsuda
- ◆ **Total Number of Employees** 13,700 (as of April 1st, 2004)
- ◆ **Sales** Consolidated: Yen 2,198,986 millions
  Non-consolidated: Yen 1,392,688 millions (Fiscal 2003)
- ◆ **Main Products** Motorcycles, automobiles, outboard motors, boats, motorized wheelchairs, electro-scooters, industrial eqipment

◆ **Head Office, Plants and Facilities**

Name	Address	Operations
Head Office	300, Takatsuka-cho, Hamamatsu-shi, Shizuoka	Head office affairs
Takatsuka Plant		Motorcycle engines assembling and machining
Toyokawa Plant	1-2, Utari, Shiratori-cho, Toyokawa-shi, Aichi	Motorcycles and outboard motor assembling
Kosai Plant	4520, Shirasuka, Kosai-shi, Shizuoka	Mini and compact vehicle assembly and finishing (Wagon R, MR Wagon, Alto, Alto Lapin, Kei, Twin, Aerio, Wagon R Solio, Swift, Chevrolet Cruze, etc.)
Iwata Plant	2500, Iwai, Iwata-shi, Shizuoka	Mini and compact vehicles, and commercial vehicle assembly and finishing (Carry, Every, Jimny, Escudo, Grand Escudo, Every Landy, etc.)
Osuka Plant	6333, Nishiobuchi, Osuka-cho, Ogasa-gun, Shizuoka	Foundry, etc.
Sagara Plant	1111, Shirai, Sagara-cho, Haibara-gun, Shizuoka	Automobile engines assembling, etc.
Parts Plant	3985-1300, Shirasuka, Kosai-shi, Shizuoka	Spare parts administration
Training Center	20-40, Kawana, Inasa-cho, Inasa-gun, Shizuoka	Education and training
Tokyo Branch Office	Suzuki Bldg. Higashishinbashi 2-2-8, Higashishinbashi, Minato-ku, Tokyo	Public relations
Yokohama R & D Center	2-1, Sakuranamiki, Tsuzuki-ku, Yokohama-shi, Kanagawa	Research and development
Miyakoda R & D Center	1-1-2, Shinmiyakoda, Hamamatsu-shi, Shizuoka	Research and development
Ryuyo Proving Grounds	4935, Komaba, Ryuyo-cho, Iwata-gun, Shizuoka	Testing and development of motorcycles
Shimokawa Proving Grounds	34, Sannohashi, Shimokawa-cho, Kamikawa-gun, Hokkaido	Testing and development of motorcycles and automobiles
Sagara Proving Grounds	1111, Shirai, Sagara-cho, Haibara-gun, Shizuoka	Inspecting of automobiles

◆ **Land, buildings, and number of personnel at the Head Office and individual plants** (as of April 1st, 2004)

Name	Land (m^2)	Buildings (m^2)	Number of personnel
Head Office	208,000	122,000	8,310
Takatsuka Plant			
Toyokawa Plant	185,000	71,000	660
Kosai Plant	1,104,000	416,000	2,190
Iwata Plant	289,000	169,000	1,430
Osuka Plant	149,000	47,000	360
Sagara Plant	1,936,000	51,000	750

◆ **The Suzuki Group Principal subsidiaries of the Suzuki group in Japan** (as of July 1st, 2004)

Manufacturing companies	Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd. Suzuki Seimitu Industries Co., Ltd. Hamamatsu Pipe Co., Ltd. Suzuki Akita Auto Parts Mfg. Co., Ltd. Enshu Seiko Co., Ltd. S. Tech Co., Ltd. Snic Co., Ltd. Suzuki Toyama Auto Parts Mfg. Co., Ltd. Suzuki Kasei Co., Ltd.
Non-manufacturing companies	Suzuki Transportation & Packing Co., Ltd. Suzuki Business Co., Ltd. Bell Art Co., Ltd. Suzuki Nousei Center Co., Ltd. Suzuki Works Techno Ltd.
Sales companies	Suzuki Marine Co., Ltd. 60 directly managed domestic distribution companies, 34 directly managed overseas distribution companies

2 Main Points in our Concept of Management

Basic Concepts of Management

The first item in the Suzuki Group's mission statement is "Develop products of superior value by focusing on the customer". "Products of superior value" has always been our basis for manufacturing ever since the founding of our company. Under our motto "Small Cars — For a Big Future", we strive to manufacture compact vehicles and environmentally friendly products that our customers demand, while working to ensure that our operations are managed in an efficient and healthy manner.

Medium-Term Management Strategy

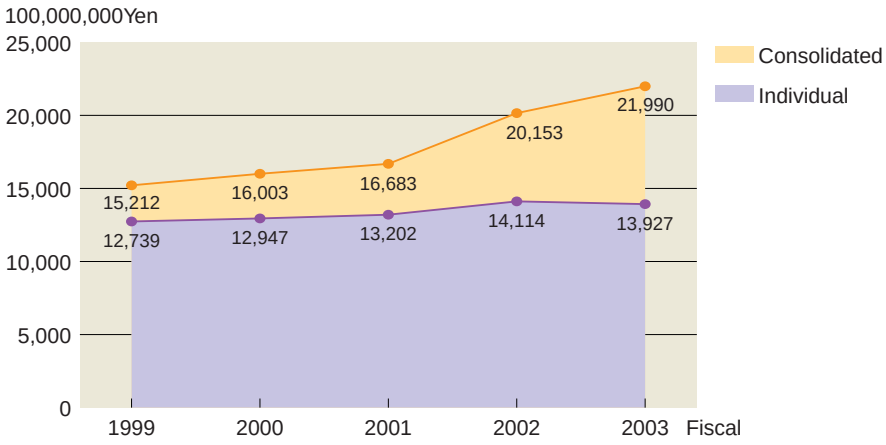
In order to survive in a drastically changing and tough business environment, we put the "Suzuki Medium-Term 3 Year Plan" into place in May of 2002. Individual conditions within the plan are subject to change however, each member of our corporation is working as a team to achieve its goals.

Business Improvement (Finding Our Own Way)

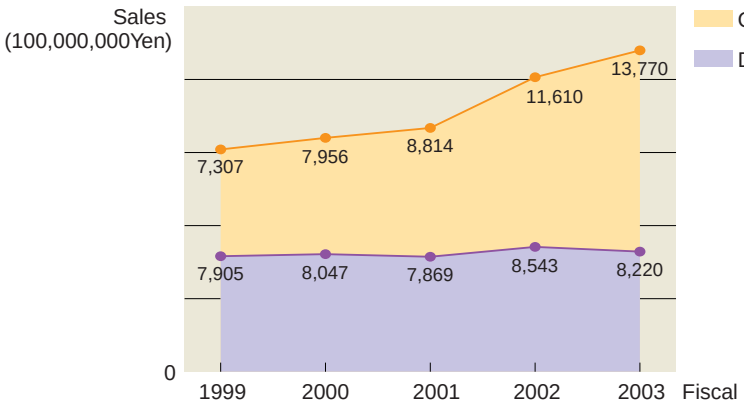
Our basic policy is summed up in the following motto: "In order to survive, let's stop acting in a self-styled manner and get back to basics".
Through this, we are re-thinking our methods in every area of our business, questioning whether the method, rules, and systems that we have employed for years are our own or not. To get back to basics, we have organized our "Finding Our Own Way" campaign in which all members of our corporation are working as a team to promote improvement.

3 Business Trends

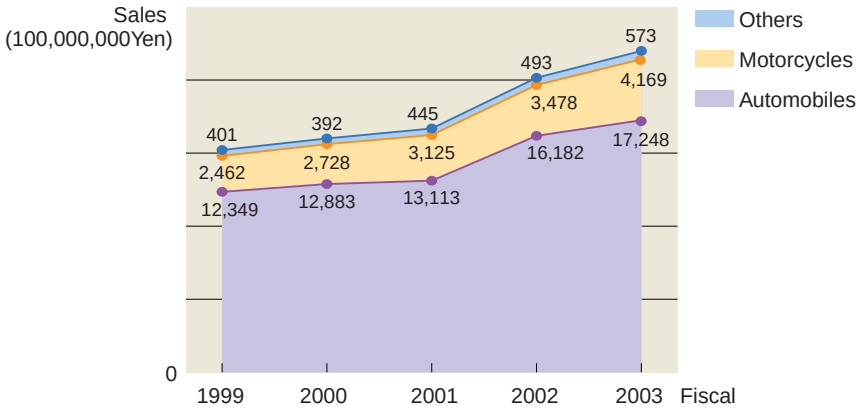
Trends in Sales (Consolidated)



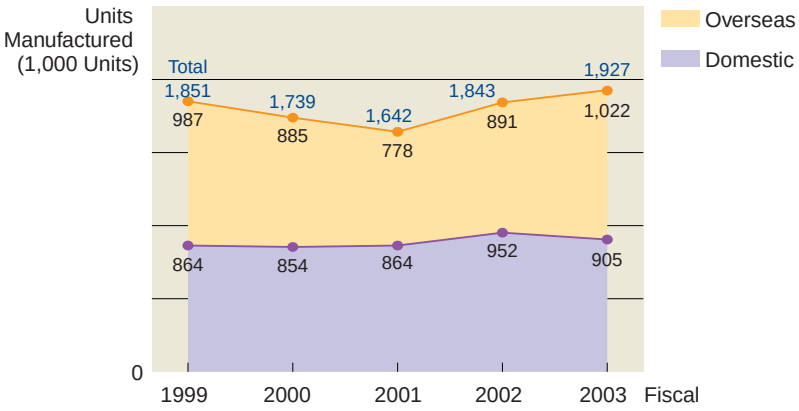
Domestic/Export Sales (Consolidated)



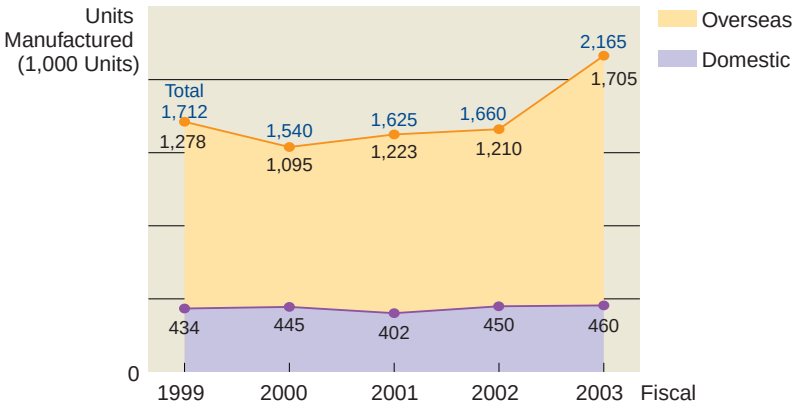
Sales Classified by Product (Consolidated)



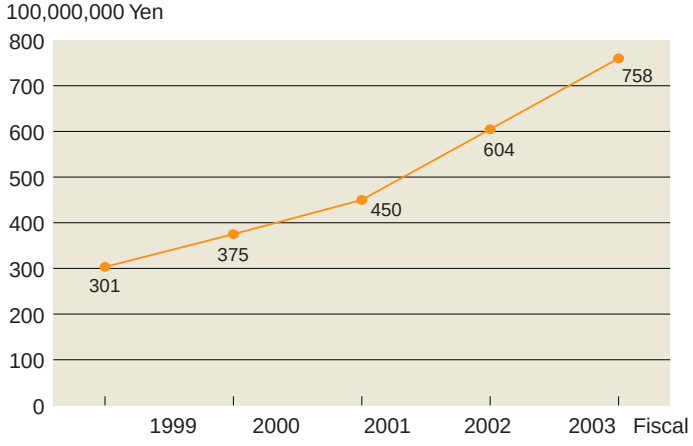
Number of Automobiles Manufactured (Individual)



Number of Motorcycles Manufactured (Individual)



Research and Development Costs (Consolidated)



Glossary

Term	Definition
2010 Fuel Economy Standard Achieved Vehicles	Vehicles that have achieved fuel economy standards based on the energy reduction law.
3R (① Reduce, ② Reuse, ③ Recycle)	① Control the occurrence of waste., ② Reuse waste as parts, etc., ③ Recycle waste as raw materials.
AES Colored Material Resin	A paint on resinous material that can be used without finish. AES is the abbreviation for Acrylonitrile Ethylene propylene diene Styrene.
Carburetor System	Utilizes the pressure produced when air is drawn into the engine to blow fuel out.
Direct Injection Turbo Engine	Injects fuel directly into the cylinder.
Double Barrel Throttle Body	Throttle body that has two intakes.
Dual Air System	A system that injects air into the exhaust pipe to promote complete combustion.
Electronically Controlled Fuel Injection System	Computer controlled fuel system that pressurizes the fuel then injects it into the engine.
European ELV Directive	This directive is aimed at the proper disposal of and reduction of waste, etc., from end-of-life vehicles.
Evaporator	A cooling unit utilized in the vehicle (a component that is used to cool air).
Four-Stroke	An engine type. Its full name is Four-Stroke Cycle Engine. In general, it is big and heavy but it has the advantage of excellent exhaust emissions and fuel economy.
Fuel Cut System	Stops the injection of fuel into the engine during deceleration to improve fuel economy.
Green Procurement	When purchasing products, consider the environment and necessity of the product, and then choose products or services that produce as little environmental impact as possible.
Green Procurement Law	In order to create a society that is sustainable, public institutions, etc., take the initiative in purchasing environmentally friendly products, etc., and provide environmentally related information.
Honey Comb Catalyst	A catalyst with numerous passageways shaped like the honeycomb in a bee's nest. The catalyst is a system that is used to remove certain elements from the exhaust gases.
Inductive Charging System (Non-Contact Electromagnetic Induction)	This system utilizes electromagnetic induction to supply charging power. (Direct connection to an AC outlet, etc., is not required when charging.)
Law for Promotion of Effective Utilization of Resources	This law promotes the 3R among manufacturers in order to create a cyclical society.
Lead Free	Without lead.
PCB	PCB is the abbreviation for Polychlorinated Biphenyl. A toxic compound, its use is no longer allowed.
Plated Cylinder	The cylinder, which is part of the engine, to which the inner surface is plated.
Rechargeable Battery	Rechargeable compact battery.
Risk Communication	In addition to sharing accurate information related to the environmental risks associated with chemical substances with the public, industries, and administrations, etc., working to mutually understand each other.
Special Measures to Promote Proper PCB Waste Disposal	Enacted in June 2001, this law aims to ensure the proper disposal of PCB waste by manufacturers.
Stakeholder	Concerned persons. (Shareholders, customers, employees, governments, local residents, etc.) Those who have direct interests in the corporation and whose support is necessary in order for the business to continue.
Throttle Body	Opens and closes the throttle valve which is connected to the throttle (system that controls the amount of air flowing into the engine). Supplies the appropriate amount of air to the engine and controls the output.
Torque Converter	A power transfer mechanism that utilizes fluid to transfer power. Used with automatic transmissions.
Two-Stroke	An engine type. Its full name is Two-Stroke Cycle Engine. In general, it is compact and light but it has the disadvantage of poor exhaust emissions and fuel economy.

Editor's Note

With this issue, the name of this report has been changed to the "Suzuki Environmental and Social Report".

The format of this report has switched from one that specializes in environmental issues, to a sustainability report (advocated by GRI) in which social and economic factors are also addressed.

Items that should be addressed in the social section are not yet clearly defined, so we cannot deny that we are still searching for the proper approach. Following current society-based trends we have added Social and Economic sections, and published this issue as an Environmental and Social Report.

Although we have tried to make this report as easy to understand as possible, we recognize that there is room for improvement. Our goal is to create a report that takes the reader's point of view into consideration and make further improvements.

We are still considering third-party certification, and examining and discussing its cost and results.

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http://www.globalsuzuki.com/

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