

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



We fulfill our social responsibilities for all the people living with Suzuki.



[Editorial Policy]

“Suzuki Environmental and Social Report 2008”, which introduces CSR (Corporate Social Responsibility) activities, is edited under the following concepts.

- “Suzuki Environmental and Social Report 2008” can be seen on our website, containing all information about our corporate activities. Separately, this brochure has been prepared and distributed as a guidebook to show the concept of the website.
- Lay out a clear course so that Suzuki’s CSR activities are understood.
- The main focus of this report is on fiscal 2007 (April 1 2007 through March 31 2008) however, some activities taking place before or after this time period are included.
- Some of the descriptions in this report focus solely on the Suzuki Corporation, while some includes Suzuki Group companies. (Unless “related companies”, “dealers”, or “overseas” is mentioned, all text refers to the Suzuki Corporation.)
- The following guidelines were referred to in creating this report, “Environmental Report Guidelines 2007” by the Ministry of Environment, “Sustainability Report Guidelines 2006” by GRI (Global Reporting Initiative), etc.
- Please note that website addresses listed in this report may change without notice.

Introduction

Since our founding, we have always pursued the development of products that offer superior value and contribute to an affluent lifestyle for our customers. The Suzuki name and our current lineup of products, consisting mostly of motorcycles, automobiles, outboards, electric vehicles, etc., is respected by many not only domestically, but as a global brand in countries throughout the world.

We believe that in order to maintain our business activities and continue to hold the trust and respect, it is important to provide the customer with satisfaction through our valued products, be fair in obeying the rules, and show transparency in free activities as a global corporate citizen.

Corporate Social Responsibility (CSR) has become increasingly prominent and as described previously, we fully acknowledge its meaning and importance. Corporate Social Responsibility to Suzuki is providing our customers with products of value and above all, obeying the laws and rules, and acting fair and in good faith. In a word "Compliance" in its literal sense. We must maintain the trust of our customers, business partners, investors, local communities, employees and other stakeholders, and build solid relationships through compliance.

We hope that this report provides the reader with a good opportunity to understand our CSR activities.



Osamu Suzuki

A stylized, handwritten signature in black ink, consisting of several loops and a long horizontal stroke.

Chairman President , CEO & COO

Corporate Philosophy and CSR

[Corporate Social Responsibility]



Our mission as a corporation is to fully consider the safety of our customer, take environmental conservation into consideration, obey all laws, regulations and social rules and maintain good relationships with our individual stakeholders as members of society. This section describes our basic concept of CSR.

《 CSR Concept 》	5
《 Stakeholders 》	6
《 CSR Management System 》	7

CSR Concept

01 Suzuki's basic concept of CSR

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

社 是

一、消費者の立場になって
価値ある製品を作ろう

二、協力一致清新な会社を
建設しよう

三、自己の向上にとつとめ常に
意欲的に前進しよう

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

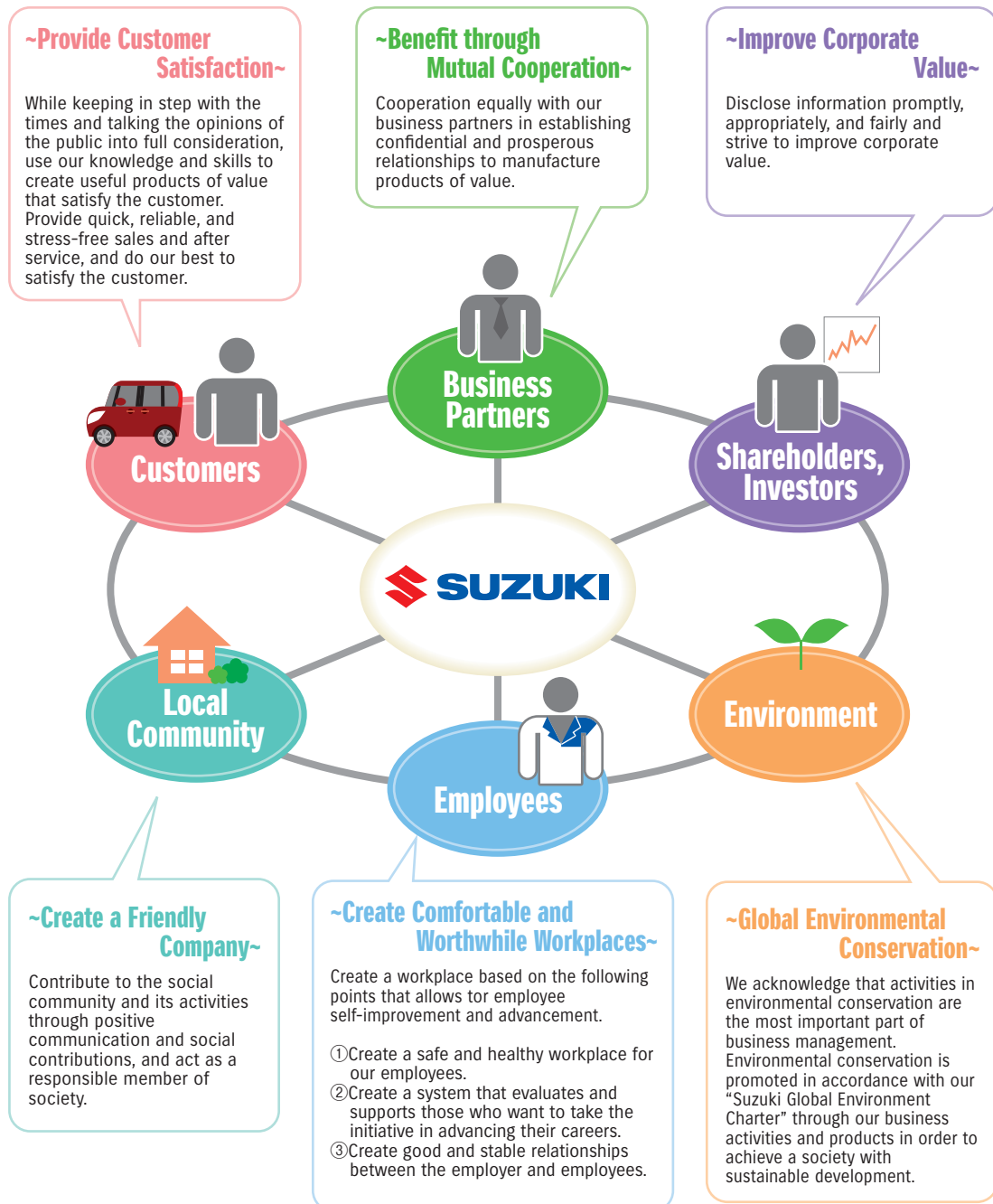
Suzuki Activity Charter

1. Develop and provide useful products and services that take the opinions of our domestic and overseas customers and of society into consideration.
2. Take environmental conservation into full consideration when developing and providing products and services.
3. Obey all laws and rules, never yield to anti-social groups or organizations that are a menace to society.
4. Fully disclose accurate and fair information to the public and build a proper relationship with society.
5. Achieve long and stable growth through fair, clear, and free competition.
6. Make positive social contributions as a corporate citizen.

Stakeholders

01 Philosophy regarding individual stakeholders

This section describes our philosophy regarding individual stakeholders.



CSR Management System

01 Strengthening Corporate Governance

Suzuki always intends to be trusted by our customers, partner companies, shareholders, investors, local communities and employees, and to be a continuously growing company, while making a further contribution to the international community, through fair and efficient corporate activities.

In order to realize that intention, we consider that the enhancement of the corporate governance is one of the most important issues for proper corporate management and are aggressively taking various kinds of measures. Some of the ongoing activities are as follows.

① Directors and Board of Directors Meeting

For the purpose of enabling the agile corporate management and operations and clarifying the individual responsibilities, we are implementing a drastic improvement of the corporate governing structure to take an occasion that Companies Act became effective in April 2006, as follows.

- Since June 2006, the number of Board Members has been halved. Also a new management structure has been employed (Senior Managing Executive Officers and Managing Executive Officers). Each board member excluding the CEO and COO also holds the post of Senior Managing Executive Officer who has major responsibilities for individual business operations.
- Also, our company employs division structure and Senior Managing Executive Officers also work as general managers or deputy general managers of individual divisions. This organizational structure allows for the quick communication of field information to the board members, enabling individual executive officers to make proper and quick decisions.
- In order to avoid problems caused by a vertically divided structure and to check the ongoing businesses of the entire company from a cross-cutting managerial standpoint, each Senior Managing Executive Officer is allowed to give advice to other related business divisions.
- In order to clarify managerial accountability for individual directors and flexibly respond to the changing of business environment, the term of each director is set to one year.

② Corporate Auditors and Auditors Meeting

We employ the auditing system. The auditors consist of 2 internal and 3 external auditors to enhance our auditing function. Also, in addition to the internal auditing department, a department to audit associated companies has been established. Thus, audits are conducted concerning compliance with laws, internal control and management efficiency from three different angles including the accounting auditors. They always exchange information to strengthen their mutual collaboration.

③ Regarding Compliance (Corporate Ethics) System

In order to make all directors and employees at Suzuki strictly follow the laws, regulations and social rules, corporate internal regulations, as well as to act in good faith and fairness, Suzuki established “Suzuki Rules of Corporate Ethics”, which specify “Standards of Behavior”. Also, we have established a “Corporate Ethics Committee” and hold corporate ethics seminars to check compliance with the Rules of Corporate Ethics. In addition, we determined the basic policy on May 15, 2006 for the establishment of an internal control system according to Companies Act, for which we are now making necessary arrangements.

Standards of Behavior specified in “Suzuki Rules of Corporate Ethics”

- Suzuki’s officers and employees, etc. shall recognize social responsibility of the Company and soundly manage their business in good faith.
- Suzuki’s officers and employees, etc. shall comply with related regulations, guidelines and fair rules in performing their duties.
- Suzuki’s officers and employees, etc. shall, in every aspect, respect human rights, and shall not make any discrimination by race, creed, sex and social status.
- Suzuki’s officers and employees, etc. shall make a clear distinction between business and private matters, and shall not use the Company’s property or business position for private interests.
- Suzuki’s officers and employees, etc. shall strictly protect confidentiality of the Company’s information, unless it has been disclosed outside the Company. Also, they shall take meticulous care for handling personal information.
- Suzuki’s officers and employees, etc. shall take a firm position against antisocial groups, organizations, etc. and shall not have any relation with them.
- Suzuki’s officers and employees, etc. shall be conscious of being a member of the Company, and shall not interfere, even outside working hours, with the Company operation by any conduct against regulations and social norms.
- Suzuki’s officers and employees, etc. shall act cautiously, recognizing that crisis to the Company or the local community such as fraud, illegal activity or natural disaster could arise at any time, and should crisis occur, they shall act swiftly in accordance with rules prescribed in Rules, Procedures and manuals and try to block off the spread of damage.

● Corporate Ethics System Organization



● Employee Consultation Service

As a system established under the Suzuki Rules of Corporate Ethics, we provide the “Employees, etc. Consultation Service” throughout the company. This service allows our employees to address illegal, unjust and unreasonable act in Suzuki and aims to achieve sustainable company development through the creation of a more comfortable workplace for our employees and establish ourselves as a trustworthy company.

Issues that are handled by this service include not only fact or suspected fact of law violation, but also matters

on questions and worries regarding various affairs at work, and business improvement.

Also, in order to ensure fairness, this system allows employees to directly consult with outside lawyers other than the inhouse consultation service section.

02 Crisis Management System

Risk management procedures are laid down within the “Suzuki Rules of Corporate Ethics” as a countermeasure to crisis that may occur from illegalities and injustices inside/outside the company, or natural disasters or terrorism, which are impossible 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 Management Task Force” in

line with the “Crisis Management Procedures” in order to deal with the crisis. This organization swiftly decides on the policies and measures to be taken against the occurred risk and gives instructions to the appropriate sections and post which are then able to communicate with each other to resolve the problem.

● Crisis Management Procedures Chart



03 Protecting Personal Information

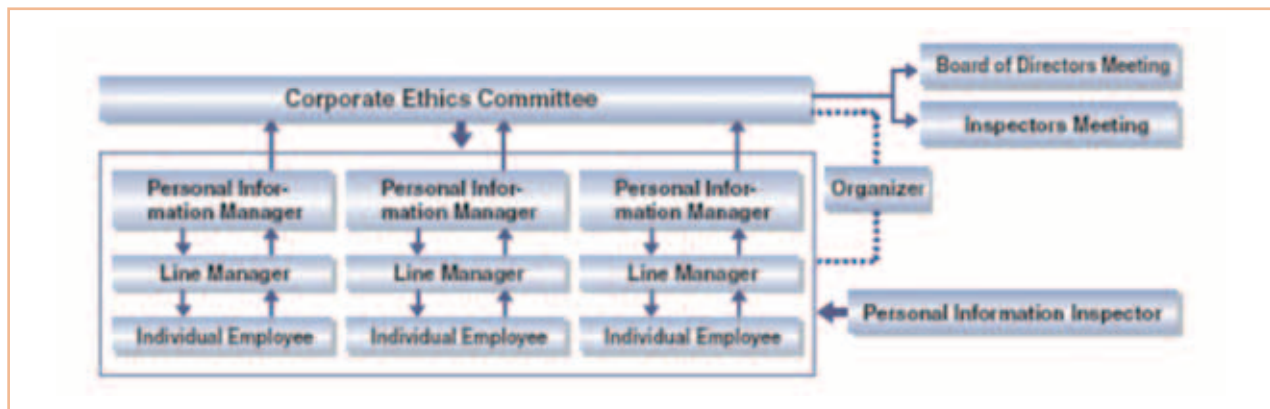
We fully recognize that personal information (information regarding our customers, business partners, shareholders, employees, etc.) is a valued asset that we receive from individuals, and it is our obligation under the law and our accountability to society, to handle this information properly and with care. In response to this, we established the “Suzuki Personal Information Protection Code” in April 2005, which sets the basic rules governing the proper handling of personal information.

To familiarize our employees with this code, the “Manual for Handling Personal Information” (a handling book is included) was established for use in employee seminars and individual divisions. In addition we provide points to keep in mind when handling personal information through our in-house homepage, and the organizing office provides a reference service to respond

to more detailed questions from individual sections. All employees come to fully understand the proper way to handle personal information through these activities.

Our sales distributors receive guidance along with the rules, manuals, and the “Manual for Handling Personal Information” for all employees, and are provided with reference services, etc., through the related sections in regard to detailed questions from individual companies. We also offer occasional employee seminars, etc., to familiarize everyone in regard to the protection of personal information. In the future, the Suzuki Group will continue to reexamine the system and make improvements.

● Personal Information Protection System



Further details on the handling of personal information can be found at the following (http://www.suzuki.co.jp/privacy_statement/index.html)

Economic Responsibility

[Promoting a Robust Business]



Under our basic corporate policy with the slogan - "In order to survive, let us stop acting in a self-styled manner and get back to basics"- Suzuki's goal is to maintain sustainable improvement and efficient management for healthy business activity. This section introduces our business conditions, environmental accounting, etc.

《 Financial Statistics for the Period Ending in March 2008 》	11
《 Suzuki's Three Year Medium-Term Plan 》	12
《 Environmental Accounting 》	13

Financial Statistics for the Period Ending in March 2008

01 Financial Statistics for the Period Ending in March 2008

The business results for the fiscal year ending in March 2008 - consolidated net sales stood at 3,502,419 million yen (up 10.7% from the previous year). For consolidated income, the increases in depreciation expenses, R&D cost and overhead costs were absorbed by the reduced manufacturing cost, increased sales, and foreign exchange gain, resulting in 149,405 million yen of operating income (up 12.4% from the previous year), 156,904 million yen of ordinary income (up 12.7%), and 80,254 million yen of current net income (up 7.0%).

Detailed Financial Statistics for the Period Ending in March 2008

● Consolidated Balance Sheet

(Unit: ¥100,000,000)

		Fiscal 2008	Fiscal 2007	Gains	
Assets	Current Assets	14,831	14,354	+477	
	Fixed Assets	Physical Fixed Assets	6,011	5,880	+131
		Others	3,250	2,980	+270
		Total	9,261	8,860	+401
Total Assets		24,092	23,214	+878	
		Fiscal 2008	Fiscal 2007	Gains	
Liabilities	Current Liabilities	11,668	11,334	+334	
	Fixed Liabilities	3,395	3,321	+74	
	Total	15,063	14,655	+408	
Net worth equity	Capital	1,202	1,202		
	Others	6,584	6,213	+371	
	Minority Interests	1,243	1,144	+99	
	Total	9,029	8,559	+470	
Total		24,092	23,214	+878	

● Consolidated Income and Expenditures

(Unit: ¥100,000,000)

		Fiscal 2008	Fiscal 2007	Gains
Sales		35,024	31,637	+3,387
Sales Costs		26,319	23,788	+2,531
Net profit on sales		8,705	7,849	+856
Sales Expenses & Administrative Expense		7,211	6,520	+691
Operating Income		1,494	1,329	+165
Other	Income	350	293	+57
	Expenses	275	230	+45
Ordinary Income		1,569	1,392	+177
Extra-ordinary	Gain	14	9	+5
	Loss	9	14	△5
Income Before Taxes, etc.		1,574	1,387	+187
Taxes, etc		771	637	+134
Current Net Income		803	750	+53

● Other Consolidated Financial Information

		Fiscal 2008	Fiscal 2007	Gains	
Business Investments (¥100,000,000) (Main Subsidiaries)		2,436 (319)	2,074 (397)	+362 (△78)	
Depreciation (¥100,000,000)		1,616	1,499	+117	
Research and Development (¥100,000,000)		1,087	921	+166	
Debt with interest (¥100,000,000)		4,507	4,066	+441	
Segment of Individual Business (¥100,000,000)	Motorcycles	Sales	5,920	5,882	+38
		Business Profits	225	454	△229
	Automobiles	Sales	28,339	25,038	+3,301
		Business Profits	1,140	766	+374
	Others	Sales	765	717	+48
		Business Profits	129	109	+20
Net Assets per Share (¥)		1,726.21	1,644.56	+81.65	
Current Net income per Share (¥)		177.96	169.41	+8.55	
Ratio of Capital to Assets (%)		32.3%	31.9%	+0.4%	
Net Profit to Net Worth (%)		10.6%	11.0%	△0.4%	

Suzuki's Three Year Medium-Term Plan

01 Suzuki's Three Year Medium-Term Plan

Suzuki Group achieved the sales target of 3.5 trillion yen, from the "Suzuki Five-Year Middyum-Term Plan (April 2005 to March 2010)" which was revised and announced on April 27th, 2007, earlier than planned due to the increased overseas sales of automobiles in Europe and Asia.

In the meantime, we made the "Suzuki Three-Year Medium-Term Plan (April 2008 to March 2011)", which sets the new target at achieving consolidated sales of 4 trillion yen, adding the period ending in March 2011 to

the remaining two years after the completion of three years of the original Five Year Medium-Term Plan, in consideration of improving business circumstances and increasing investments that accompany new projects.

While the basic policy of this Three-Year Medium-Term Plan is the same as the original policy, actual business targets will be as followings. We, Suzuki Group, put emphasis on the achievement of this business target through group-wide effort.

【Basic Policy】

For further growth, we promote investments in research & development and production equipment, while enhancing the revenue base to support the investments, as well as the human resources development.

【Mid-Term Managerial Goal】

	Fiscal 2011	Fiscal 2008
Consolidated net sales	¥4,000,000,000,000	¥3,502,400,000,000
(Motorcycle business)	(¥620,000,000,000)	(¥592,000,000,000)
(Automobile business)	(¥3,300,000,000,000)	(¥2,833,900,000,000)
(Other business)	(¥80,000,000,000)	(¥76,500,000,000)
Consolidated ordinary income	(¥170,000,000,000)	(¥156,900,000,000)
Exchange rate	¥100 per US\$ ¥145 per Euro	¥114 per US\$ ¥160 per Euro
Global production volume		
Motorcycles	4,400,000 units	3,390,000 units
Automobiles	3,200,000 units	2,640,000 units
Global sales volume		
Motorcycles	4,400,000 units	3,340,000 units
Automobiles	2,950,000 units	2,410,000 units
Total of 3-year accumulated investments in production equipment	¥750,000,000,000 (including major affiliated company's investments)	

【Suzuki Three-Year Medium-Term Plan released on April 24th, 2008】

http://www.suzuki.co.jp/ir/library/financialaffairs/pdf/h20_fin/plan3years.pdf

Environmental Accounting

01 Environmental Accounting

● Cost of Environmental Conservation

(Unit: ¥100,000,000)

			Historical changes			Fiscal 2008		
			Fiscal 2005	Fiscal 2006	Fiscal 2007	Investment	Expenses	Total
Business Costs:	Cost incurred due to the implementation of measures that reduce environmental impact resulting from our main business activities within our business area.	Pollution Prevention	6.1	5.4	5.8	0.8	3.6	4.4
		Environmental Conservation	6.4	4.3	3.5	0.2	3.2	3.4
		Recycling of Resources	7.7	7.2	6.8	3.9	6.0	9.9
		Total	20.3	16.8	16.1	4.9	12.8	17.7
Upstream/ Downstream Costs:	Cost incurred due to the implementation of environmental impact controls in the upstream or downstream along with our main business activities.	0.3	0.3	0.3	-	0.3	0.3	
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.	7.3	5.8	5.2	-	4.3	4.3	
Research and Development Costs:	Cost of research and development activities that are related to environmental conservation.	302.3	303.9	311.1	19.0	363.0	382.0	
Social Activities Costs:	Costs resulting from environmental conservation in social activities that are not directly related to business activities.	9.1	4.3	2.7	-	2.7	2.7	
Environmental Damage Costs:	Cost incurred due to environmental damage caused by business activities.	0.3	0.3	0.2	-	0.1	0.1	
Total			339.4	331.4	335.6	23.9	383.2	407.1

● Effectiveness of Environmental Conservation

(Unit: ¥100,000,000)

Item		Fiscal 2005	Fiscal 2006	Fiscal 2007	Fiscal 2008
Economical Effect	Energy Cost Reduction	3.9	2.3	1.1	1.1
	Waste Management Cost Reduction	0.07	0.02	0.01	0.04
	Resource Cost Reduction	0.7	1.0	1.8	1.3
	Total	4.7	3.3	2.9	2.4

(Note) These are in-house environmental figures.

Social Responsibility

[Suzuki, For the Benefit of All]



Our Corporate Social Responsibility is based on “Compliance” through which we desire to establish credibility and build good relations with our customers, business partners, employees, shareholders, investors, local communities, etc. This section introduces some activities in relation to individual Suzuki stakeholders.

《 With our Customers 》	15
《 With Our Business Partners 》	22
《 Suzuki Foundation Activities 》	23
《 With Our Employees 》	27
《 Our Shareholders and Investors 》	32
《 With Local Communities 》	36
《 Activities in Overseas Manufacturing Companies 》	52

With our Customers

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

We constantly strive to fulfill their expectations.

01 Customer Relations Office

In recent years, every company has been increasingly required not only to fulfill customer satisfaction (CS), but also to exercise corporate social responsibility (CSR) in strict compliance with laws and regulations as a member of society by ensuring safety and reliability for individual stakeholders such as the general public, regional communities, shareholders, investors, various private organizations, government, and administrative agencies.

All staff members are always improving our level of response to customer inquiries to improve accessibility, quick and correct answers, aiming for a more friendly customer relations office.

Our customer relations office now is basically open throughout the year and is accessible from cellular or hard line phones at our toll free phone numbers, or from our website via an e-mail special inquiry form.

In addition, we established an integrated response system which is designed for uniform management of various kind of inquires in order to provide more efficient and better service and has improved customer satisfaction and convenience.

Customer inquiries have steadily increased since the customer relations office was established and more than 110,000 calls were received in fiscal 2007.

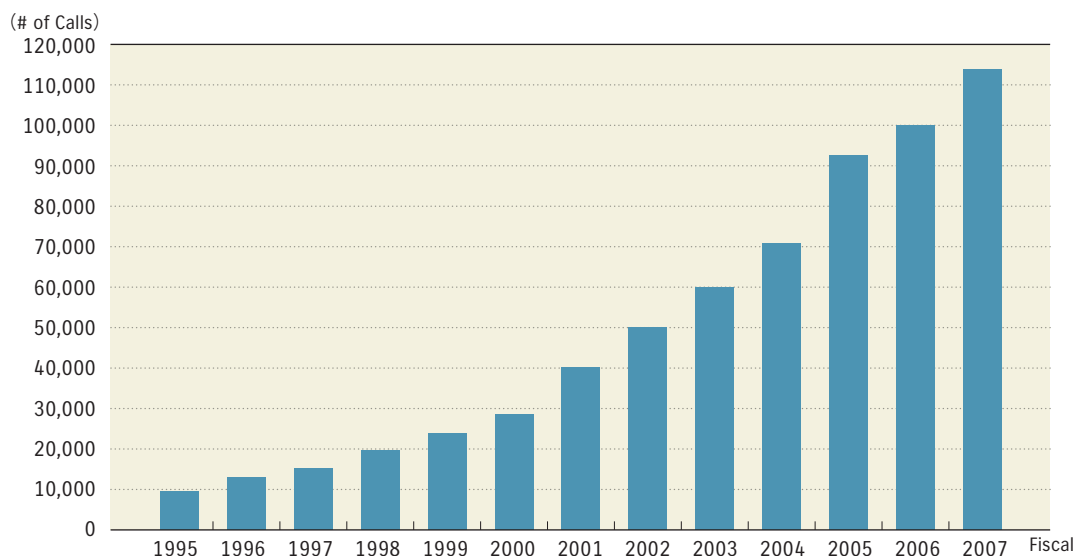
Those inquiries and requests are sent to the related sections and shared on the company's intranet.

They are used to confirm the voice of the customers as well as to be used in product development, manufacturing, quality improvement, sales and after service activities by being analyzed for both content and feedback to related sections.

In order to provide more reliable and easier-to-use services, our customer relations office will be continuously improved.



Trends in Access to the Customer Service Section



02 CS(Customer Satisfaction)Activities

Creating comfortable showroom.

The following section describes activities being carried out to provide our customers at our domestic automobile dealerships with as comfortable a shopping experience in our showrooms as possible.

Improving Employee Manners

To provide our customers with higher quality service at our showrooms we have established and distributed to all dealers the "Suzuki CS Standard [Manner Manual]" and its video, which cover important points such as meeting the customer, greetings, telephone courtesy, and business meetings. Based on this manual, we provide in-house training to improve and unify all Suzuki group services.



Higher Quality Showrooms

Providing quality service does not guarantee the customer a comfortable experience when visiting our showrooms. A messy and disorganized showroom can cause the customer to leave quickly.

We have established and distributed to all of our dealers the "Suzuki CS Standard [Showroom Manual]", which describes how to create a comfortable environment for the customer and a showroom that brings the customer back again and again.

Following this manual, dealers can check their showrooms on 124 items divided into 7 categories like appearance, showroom, service facilities, etc.

Using radar graphs to show the results, it is easy to compare the results with other dealerships, easily recognize their good and bad points, and make improvements.



Suzuki CS Standard

[Management Training for Suzuki Dealers]

We support our domestic privately owned dealerships in creating close, local community-based networks. The "Management Training for Suzuki Dealers" program in particular, was created in 1979 to help train upcoming management for privately owned Suzuki dealerships. Participants of the program are asked to work at a Suzuki distributor where Suzuki assists them to learn both management and maintenance sides for future dealer operations and gain licenses. This contributes to high quality services, creates stronger ties between the Suzuki group and privately owned dealerships, and greater reliability for their customers.



03 Electric Vehicles

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

Electric Wheelchairs^{*1}

We have been producing electric wheelchairs since 1974 to provide seniors and disabled persons with greater mobility.

●Types

Three types are available: "Senior Car," "Motor Chair," and "Kind Chair."

Senior Car

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



Town Cart

Introduced in October 2005, the compact "Town Cart" is designed to provide its user with access in public facilities, housing complexes, shops, etc., in metropolitan areas. Its light and stylish design offers quick adjustment and control, comfort, and easy operation. This vehicle is designed to provide more people with greater comfort.



Motor Chair

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 joystick 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.



Kind Chair

Sale of the basic type self-controlled electric wheelchair "Kind Chair" started in 2001. Its electric power units can be fitted onto a standard manual wheelchair adding 28kg 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 power units are optionally available, they make it possible to transform a commercial manual wheelchair into an electric wheelchair by attaching the unit.^{*3}



*1 Electric Wheelchairs (Suzuki Senior Car, Motor Chair, Kind Chair and Town Cart) 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.

● Safety Driving Training

Working in conjunction with local police departments, etc., the “Suzuki Electric Wheelchair Safe Driving Program” provides users who are currently using, or those who are considering the purchase of an electric wheelchair, with training that gives them greater enjoyment and safety with the vehicle.

We try to improve the trainee’s awareness of traffic safety and accident prevention through seminars and practical training. In fiscal 2007, we carried out 68 training programs throughout the nation, which drew a total of 6,217 participants. We are also working to foster more Suzuki Senior Car Safe Driving Instructors.*4

*4 Suzuki Senior Car Safe Driving Instructors graduate from an instructor-training program designed by Suzuki. There are 3,715 instructors registered nationwide (as of the end of March 2007).



● Electric Wheelchair Association Safety Activities

The Electric Wheelchair Safety Promotion Association was established by manufacturers and dealers to promote safe and proper use of electric wheelchairs for the disabled and senior citizens.

Program workshops contribute to smoother and safer traffic flow and help putting the electric wheelchairs to practical use.

As a member of the association, and as an organizer, Suzuki works with authorities and other related groups to educate the public on the safe use of these devices, and create a society in which wheelchairs can be used safely.

● Electric Wheelchair Safety Instruction Commendation System

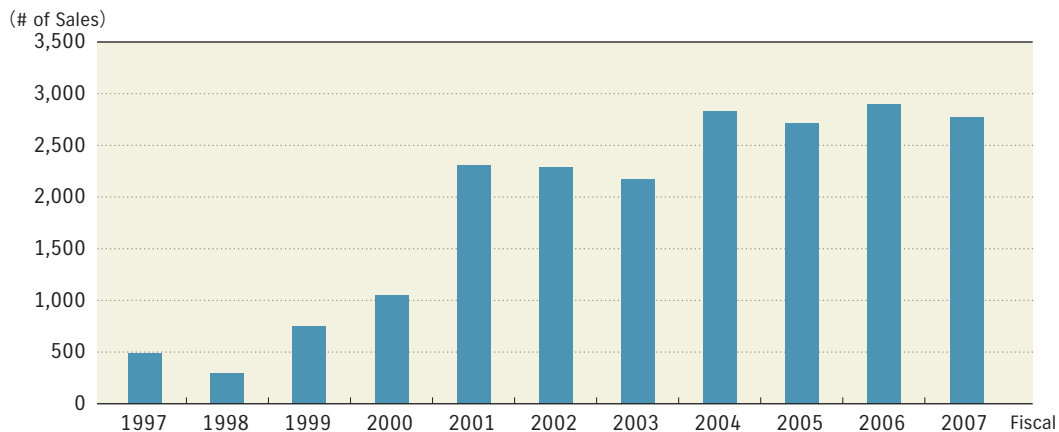
Sponsored by the Traffic Bureau of the National Police Agency, the Electric Wheelchair Safety Instruction Commendation System promotes traffic safety public education and recognizes and commends concerned parties that take an active role in the prevention of wheelchair related traffic accidents. Suzuki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

04 Welfare Vehicles ("With" Series)

Sales of our "With" series welfare vehicles began in 1996. These vehicles are designed to provide seniors and the disabled with greater ease of entry and exit of the vehicle.

At present, nine different models and three variations, such as the "Courtesy Car", "Lifting Seat Type" and "Rotating Seat Type" are available. We are working to develop a lineup of vehicles that accommodate specific needs and situations.

"With" Series Sales



Wheelchair Courtesy Car

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 lowfloor vehicle allows the care personnel to easily support the passengers who require special care during getting on and off. This vehicle can accommodate either a manual or electric wheelchair, or with the use of an optional attachment, a senior car.



Lifting Seat Type Vehicle

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, Wagon R and Every Wagon can be fitted with the lifting passenger seat.



Rotating Seat Type Vehicle

This vehicle is equipped with a 90-degree rotating front-passenger seat, which is also designed to slide out of the vehicle. Unlike the lifting seat type vehicle, the seat rotation and slide are operated by hand. With the use of an assist grip (handle) at the lower portion of the left front pillar and a footrest under the seat, the front seat passenger can easily get in and out of the vehicle when the front passenger seat is faced to the outside. Suzuki offers SX4 and Wagon R, Alt of this type of vehicle.



05 Efforts for Safety Assurance

Regarding the development and employment of safety assurance technologies as the most important subject to ensure that all of pedestrians, automobile drivers, and motorcycle riders can safely live in the mobility society, Suzuki continuously improves the vehicle safety.

Safety assurance technologies incorporated in Suzuki's vehicles include Active Safety Technologies that are designed to prevent accidents, such as ABS, ESP*, and brake assist system; and Passive Safety Technologies that are designed to minimize the damage in case

of accidents, such as TECT (total effective control technology including a lightweight shockabsorbing body for relieving pedestrian's damage), SRS air-bags, and head impact absorbing systems. In addition, as a member of community and society, Suzuki will continue to participate in traffic safety campaigns and conduct the driving safety guidance activities.

*ESP is a trademark registered by Daimler AG.



* At the time of actual collision, the SRS curtain air-bag and the front-passenger seat SRS air-bags are activated on the collision side only.

Launch proving test on public road for Advanced Safety Vehicle (ASV)*

Suzuki launched a proving test on a public road for the advanced safety vehicle "Wagon R ASV-4" and "Skywave 250 ASV-4" in March 2008. These tests are based on the "Advanced Safety Vehicle (ASV) Propulsion Program" by the Ministry of Land, Infrastructure, Transport and Tourism, and develop test vehicles to participate in the proving tests for the safe driving assistance system utilizing inter-vehicle communication.

The newly developed system exchanges information such as position, direction and speed between vehicles through an inter-vehicle communication system using radio waves. It will facilitate safe driving by alerting the drivers to the possibility of collisions with other vehicles through sound and display to raise awareness and prevent misjudgment.

Suzuki will keep studying the safety technologies which are demanded for the future traffic society through the development and propulsion program of advanced automobile technology to reduce traffic accidents.

*ASV : Advanced Safety Vehicle



Wagon R ASV-4



Skywave 250 ASV-4



(Reference) ASV-4 logo mark

06 Motorcycles

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

As a member of Japan Motorcycle Safety Association, Suzuki holds various motorcycle safe riding schools in cooperation with Motorcycle Safe Riding Promotion Committee. The schools include a seminar called "Good Rider Meeting," to which some instructors are sent from Suzuki. In addition, for the purpose of ensuring safety of both people and vehicles, we cooperate in a "Good Rider Crime-Prevention Registration" program. Also, we cooperate in various motorcycle safety activities by sending instructors and judges to such events as a motorcycle safe riding competition organized by JTSA (Japan Traffic Safety Association) and a juvenile motorcycle sports school organized by NMCA (Nippon MotorCycle Association).

Riding the Motorcycle at Technology Center (Ryuyo) Proving Grounds

Riding events for purchasers of large displacement Suzuki motorcycles are organized and held 10 to 12 times a year at the Suzuki Motorcycle Technology Center (Ryuyo) Proving Grounds. These events are held to provide purchasers of large-displacement Suzuki motorcycles with a chance to learn more about safe riding, high speed driving with the owner's motorcycle, and to test drive new models. Tandem riding was added to the program which allows tandem riding on the nation's expressways. Many customers have participated in this program.



Suzuki Meeting Test Ride

Suzuki holds test rides of new Suzuki motorcycles for riders holding large displacement motorcycle endorsements on their driving licenses. As anyone who meets the requirements can join these events and test ride a new Suzuki motorcycle free of charge, they are very popular. The participants can enjoy riding Suzuki's new motorcycles safely.



Cooperation with "Hamamatsu, the hometown of the Motorcycle".

"Hamamatsu, the hometown of the Motorcycle" is an event to spread information, attractions, and the culture of Hamamatsu, where the domestic motorcycle industry was born, nationwide. More than 30,000 people attended this big event in 2007. Suzuki is contributing to foster personnel resources those have dreams on motorcycle and bear production in new generation, and to create the town where motorcycle lovers get together through industrial tourism and touring project by cooperating this event.



Display of the GP Machines



Parade-run

Parade from downtown Hamamatsu to the event site to promote safe driving.

Sunday SRF in Ryuyo Off-Road Seminar

To promote off-road motor sports, a technical riding school for a broad range of motocross riders, from beginners to experienced riders, who purchased Suzuki's competition model RM series motorcycles, is held seven to ten times a year at the Ryuyo Off-Road Course. As International A-Class riders teach the participants one-on-one, it provides a high-quality technical lesson. Many Suzuki customers have taken part in this event and learned basic and high-level motocross riding techniques. This event will be held on a regular basis.

In-House Safe Driving Seminars

As a manufacturer and seller of motorcycles, we regularly hold motorcycle driving safety seminars for our employees and employees of related companies.

Twelve seminars were already offered in 2007 for new employees who have graduated from high-school or university. Future seminars will be held to improve awareness of driving safety and basic motorcycle operation. As participants are employees of a motorcycle manufacturer, we encourage them to be role models for other riders.





With Our Business Partners

We feel that the highest priority must be placed on our mission statement "Develop products of superior value by focusing on the customer" when contributing to society. And in creating products of value, it is our belief that the procurement section's role is to work in mutual cooperation with our business partners so that both parties may prosper. We select our business partners through an impartial procedure based on quality, cost, deadline delivery, and technical development capabilities. And we have an open door policy, which offers the chance of teaming up with Suzuki regardless of size or track record.

01 Sustainable Relationships

In creating trusting relationships with our business partners we hope to build sustainable relationships. And because we feel that mutual communication is an important part of this, we promote the sharing of ideas not only with the top management but also among middle management and project heads, etc.

02 Global Procurement

We are working to develop stronger global procurement activities by working with global manufacturing bases. Procurement activities in the past were mainly focused on individual bases, but we have shifted to a more global approach to obtain the most suitable parts at competitive prices. This benefits not only Suzuki, but also our business partners who benefit with volume order stability, and also give way to the accumulation of technology. By sharing these merits we can build more confident relationships.

03 Business Continuity Plan

In addition to earthquake-proof reinforcing of individual office buildings, we have started compilation of a business continuity plan (BCP). We also recognize our responsibility to local communities, our business partners and customers for being prepared for large-scale disasters, including earthquakes, and recommend quakeproofing measures to our partners located in areas that are likely to experience heavy damage. We are also prepared to aid our business partners in their recovery if they should fall victim to such disaster.

Suzuki Foundation Activities

01 The Suzuki Foundation

Supporting scientific and technological research through the Suzuki Foundation since 1980.

Policy

The compact car industry helped to create Japan's comfortable standard of living and has contributed to its scientific technologies. This is thanks in large part to many of the researchers and engineers who are the backbone of our industrial technologies. We feel that these researchers and engineers are a vital asset and strength to our nation, which has so few resources.

For the sake of environmental conservation, we feel that the automobile industry must solve the problems associated with limited natural resources and address environmental issues in order to meet society's demands.

In pledging to work on these issues, we established a benevolent corporation (now known as the "Suzuki Foundation") through funds received from Suzuki and its affiliates in commemoration of Suzuki's 60th anniversary in 1980. Through the Suzuki Foundation we offer support to researchers and engineers for their projects and developments. With these efforts we hope to find solutions to many of these issues, help build an affluent society, and do our part in nurturing the engineers who will be the leaders of the 21st century. Suzuki Foundation activities also fulfill Suzuki's social responsibilities.

Foundation Activities

① Grants for Basic and Original Project

The foundation offers grants for basic and original projects related to environmental and natural energy resources technologies, safety and welfare, materials and scientific technologies, which are the framework of social development. As of April 1, 2008, we have contributed to the basic development research of technologies by providing grants totaling 972,390,000 yen for 692 researchers at universities, junior colleges, and research institutes.



Awards ceremony, Trustee Mr. Tsuda (left) and Nagoya Institute of Technology Professor Mr. Yoshimi Watanabe (right)

② Grants for Theme-Based Project Assignments

Grants also fund high-priority theme-based projects that concentrate the combined intellect of researchers in finding a solution high priority concerns such as global environmental conservation, natural energy resources conservation, etc.

To date (as of April 1, 2008), since 2003, 53,080,000 yen of grants have been provided to seven projects, including the "Development of emission gas purification system for mini and compact vehicles."

③ Grants for promotion of study results and for overseas training of researchers

The foundation provides grants to symposiums and conferences held in Japan and other countries for the purposes of presentation and further development of findings from basic or creative scientific researches.

So far, it has provided grants totaling 100,280,000 yen (as of April 1, 2008) for 246 symposiums and conferences.

④ Research Grants for Projects by Foreign Researchers

Concerns such as those related to global environmental conservation, etc., should be addressed not by one country, but by numerous nations. The results of research done in Japan should be shared with researchers and engineers in other countries and vice versa. For this reason we offer grants to researchers from foreign countries.

We have funded six researchers who came from the Budapest Engineering and Economics College. Some of the projects they are working on are international collaborative research development.



2007 International researcher Mr. Norbert Stuban and Shizuoka University Engineering Professor Mr. Shinozuka, Assistant Professor Mr. Niwayama and students

⑤ Supporting Inter Academia

Six European universities and Shizuoka University have a research exchange program related to natural science. They hold international conferences (Inter Academia) in which results from their research are utilized in their own countries. Suzuki Foundation actively supports these activities.

⑥ Number and amount of grants

- Number of grants in 2007 : 66)
(accumulated amount by April 1, 2008 : 951)
- Amount of grants in 2007 : 70,000,000 yen
(accumulated amount by April 1, 2008 : 1,139.51 million yen)

⑦ Supporting Public Interest-the Motoo Kimura Evolutionary

Studies Fund

It is our wish to find causes of disease so that we may all live pleasant and plentiful lives. In admiration of the efforts of Motoo Kimura who was nominated for a Nobel Prize for his research in genetic sciences, we established the "Motoo Kimura Evolutionary Studies Fund" in December 2004 through funds received from Suzuki. This fund rewards those who have made a great impact in genetic science research.

02 Suzuki Education and Culture Foundation

Commemorating the 80th anniversary of Suzuki's founding, the Suzuki Education and Culture Foundation was established in 2000 through funds received from the Suzuki Group.

The foundation offers scholarships to high school students living in Shizuoka Prefecture or university students who are graduates of high schools in Shizuoka Prefecture who, due to economic hardship, are unable to continue their studies. We also support sports programs for children and students, and educational activities that contribute to the nurturing of healthy youths.

- Gross assets : ¥1,561,350,000
- Total amount of grants (as of April 1, 2008) : ¥67,200,000
- Scholarships (Fiscal 2007) : 58 scholarships (¥18,060,000)



Graduates of Mundo de Alegria School receiving scholarship certificates from Commissioner Suzuki (refer to the following).

03 Management Assistance for the Mundo de Alegria School for South Americans

The Mundo de Alegria School located in Oroshi-honmachi, Hamamatsu city is a school for Japanese-South American children. The school was established to support children who cannot attend school due to economic hardship or language skills so that they may experience the joys of learning and adjust to life in Japan.

The school was established in February 2003 with private donations, however it was difficult to manage the school privately. Suzuki decided to support the continuance of the school encouraging collaboration from the local industries in Hamamatsu. Since then (for about one year), the total number of local companies participating in this project and the contributions for management assistance have reached about 60 companies. In August 2005, the school became the first domestically incorporated school for the Japanese-South American students, with people from the local industrial community taking part as board members (founder, trustee, whip, and councilor).

We hope to nurture admirable second- and third generation Japanese-South American youths living in Hamamatsu city.



04 Suzuki Opens Endowment Lectures at University

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

We established the Suzuki Endowment Lectures at a local university, and send lecturers to report on the current industry status. This program also endeavors to nurture human resources, organize collaborative projects, etc.

● Endowment lectures

We have been lecturing at Shizuoka University (Engineering) since 2003 on environmental engine engineering in order to improve the progress of research in the field, future researchers, and put their findings to practical use.



- Current major research theme :
Projects related to reduction of environmental load of engine (technologies to reduce CO² emission by using alternative fuel for gasoline and mileage improvement)
- Lecturers :
Company employees dispatched as professors and assistant professors.
- Term :
6 years from April 2003 to March 2009

We also signed an agreement with Shizuoka University on November 16, 2005, to help advance scientific technologies, academic research and the practical use of related findings, and promote the nurturing of human resources.

Also, we contribute with endowment lectures that introduce current industrial status and activities for problems at three universities; Shizuoka Sangyo University, Hamamatsu University and Hamamatsu Gakuin University.

- Theme : Fiscal 2001 Mini Vehicle Industry
: Fiscal 2002 Suzuki's Way
: Fiscal 2003 Suzuki's Challenge
: Fiscal 2004 Pursuing Global Business
: Fiscal 2005 - 2007 Pursuing Global Business
Suzuki's approach to survival in a fiercely competitive world market
- Lecturers : Corporate board members or executives depending upon the theme
- Term : One lecture- 90 minutes, 13 to 14 times per year.

Supporting the "We Love Math and Science" Model Area Project

The "We Love Math and Science" model area projects has been focused on nurturing interest in math and science in local elementary and junior high school students as a three year project and has been mainly promoted by the Japan Science and Technology Agency which has been affiliated with the Ministry of Education, Culture, Sports, Science and Technology.

Hamamatsu City (Shizuoka Prefecture) where Suzuki's headquarters is located has been also designated as a "model area", and the local school board was promoting a "We Love Math and Science" model area program. Suzuki also has aggressively taken part in this project for three years since fiscal 2005.

In November 2005, Suzuki held a seminar targeting elementary and junior high school teachers in the model area, using texts that are used for our worker training.

Since fiscal 2006, we have implemented classroom lectures and practical training for dismantling and assembling motorcycle engines and model making with the use of clay (industrial clay) models. In fiscal 2007, 230 elementary and junior high school students participated in this project.



With Our Employee

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

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

- ① Create a safe and healthy workplace for our employees.
- ② Create a system that evaluates and supports those who want to take the initiative in advancing their careers.
- ③ Create good and stable relationships between the employer and employees.

01

Safety, Health and Traffic Safety Related Activities

Safety and Health

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

Basic Safety Concept

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

The number of occupational accidents has declined these last several years, however an increase in incidents was seen in fiscal 2004. To counter this, we have heightened training to raise employee safety awareness, reassess our safety operation manual, and sort out risk factors in the work place.

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 prevent accidents from occurring, we need to implement activities that eliminate careless mistakes.

Since 2001, we have relied on risk assessment, which looks at case examples of careless mistakes in order to counter and improve on careless mistakes.

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

*2 Heinrich's Law

● Heinrich's Law(1:29:300)



Health Management

Starting 12 years ago, we require that all employees 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 by visiting therapists to supervising managers in order to promote line care.
- To make consultation easier, we opened a mental counseling corner by physiciartist in our company medical clinic.

Traffic Safety

To encourage each and every employee to set an example in their driving that befits that of a member of an automobile and motorcycle manufacturer, we have implemented a number of programs like those described below, that are aimed at preventing traffic accidents that could occur on the job.

- Create commuting route accident maps
- Training in traffic carelessness and risk prediction by small group.
- Instruction on and strict control of traffic rules within the plants
- Traffic safety education at the jurisdictional police stations
- Individual instruction with driving simulators and proper driving checks
- Alert employees to traffic safety before long holidays

02 Activities for Career Advancement

It is our belief that career advancement through self-development is a source of job satisfaction. For this reason, we offer activities that allow employees to advance depending upon their qualifications or abilities. We pursue the development of human resources by supporting those who wish to challenge and achieve higher goals.

Goal Challenge System

Rather than set easy goals that are soon achieved, we feel that setting high goals is an excellent way to improve one's self. Our Goal Challenge System allows employees to set and achieve high standards. Every half period, employees confer with their supervisors and set specific goals to be achieved over the course of six months, and everyone in the company works to achieve their goal. The implementation of this system has produced the following results:

- ① Specifying goals has improved motivation.
- ② Supervisors can appropriately appraise the individual's achievements and offer specific guidance and development.

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

Self-Actualization Systems

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

A self-actualization system has been implemented as a support system that lets employees fully exercise their abilities in jobs that they choose to do and that allows employees to request transfers.

03 Secure and Comfortable Working Environment

We are pursuing a working environment where employees who bear business activities can maximize their motivations and abilities in a mentally and physically fulfilling condition. Various assistant systems are employed to help employees work actively through positive adaptation as a company to diversify the working environment. Also, a comfortable working environment will improve employee's motivation to increase productivity.

Child-Care Shortening Hours System

We adopted a system to shorten daily working hours based on self application for employees in need of child-care for pre-elementary school children. Also, the employees applying for this system may be exempted from overtime in principle. This system to enable employees with small children to choose from various working styles creates a working environment where employees with motivation and ability can keep working. Also, the application of a short-hours system improves the understanding of child care in the whole working environment and advances the creation of a Strong Working Environment which can support those short-hour employees.

Childcare, Caring of an Aged Family Member System

We provide baby breaks and breaks for caring for an aged family member to employees regardless of gender who, due to personal reasons such as child-care, nursing care, etc., have difficulty working even though they have the will and ability to work. This system is popular with many of our employees.

Re-employment System

Since July 1991, prior to a revision of the Law concerning Stabilization of Employment of Older Persons in April 2006, we have had a re-employment system in effect. This offers employed positions to those who are willing and able to work after retirement at 60 to 65 years old and their broad experiments and special skills are utilized in each working place now.

Communication Day

We established a "Communication Day" on the last day of the week of payday and encourage employees to finish work within regular hours in principle. Early returning home in regular bases advances the communication with families, workplaces, communities and Work Life Balance (self communication) of employees themselves.

Employees, etc. Consultation Service

We have deployed the "Employees, etc. Consultation Service" throughout the company as part of CSR Management since 2002. Since April 2007, the range of this system was expanded to include not only Suzuki employees, but also all persons working in our business locations in consideration of the actual circumstance (includes regular, apprentice, probationary employees, dispatched employees, temporary, part time, seasonal workers and seconded employees and all others working in our business locations) as well as the employees of Suzuki Group and to accept their consultation requests. It provides a broad range of consultation from trouble in the workplace, such as sexual harassment or power abuse, to questions, problems, improvements regarding their job, by e-mail or via phone call. Further, an outside lawyer is available to maintain fairness. Quick, fair solutions to problems maintains a comfortable working environment. Also, any report or consultation request is guaranteed not to cause any disadvantage to the reporting person. (Please refer to P8, CSR Management System, Employees, etc. Consultation Service)

04 In-House Education System

To promote continuous development, based on the policy of our mission statement, we have installed an in-house education system to improve employee capabilities, develop talent that can adapt to environmental changes.

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

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

* Management hierarchy: Seminars that are carried out according to corporate rank such as General Manager/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)**

Fiscal2001	13,430
Fiscal2002	13,932
Fiscal2003	17,699
Fiscal2004	14,430
Fiscal2005	14,518
Fiscal2006	15,470
Fiscal2007	18,600



● Suzuki In-House Training System

Position	Group Training(Off~JT)		In-House Training (OJT)	Training for Individual Occupational Abilities		
	Managerial Hierarchy Training			Voluntary Skill Development	Small Group Activities	
Executives						
General Managers / Assistant General Managers	General Managers / Assistant General Managers Seminars Key Person Nurture Seminar	Outside Seminars	Training for Individual Occupational Abilities			
Managers	Third Year Section Chief Seminars New Manager Seminars					
Assistant Managers / Supervisors	Third Year Chief Seminars New Chief Seminars New Foreman Seminars			OJT	Correspondence Courses Language Seminars Seminars for Gaining Licenses	
Employees / Foremen	New Section Leader Seminars New Employee Seminar					
New Staff	Basic Orientation Practical Seminars (Manufacturing / Products) Introductory Seminar			Proposed Activities		

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

In-house training refers to supervisors or senior employees teaching junior employees through the course of daily work.

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

● Voluntary Skill Development

Self-Development

Scholarships are available to support those employees who actively work to improve vocational skills on their own through correspondence courses or language seminars.

Providing our employees with support so that our employees can gain further knowledge and skills, we provide support so that they can attend seminars held by groups outside of the company.

Small Group Activities

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

05 Employee Relations

Through mutual confidence, we have developed a good relationship with the Suzuki Labor Union, which represents Suzuki Employees.

Among the labor union's goals are stable employment and maintaining and improvement of work conditions. In order to meet these conditions, stable development of the company is required. When negotiating salaries, bonuses, labor hours, etc., our opinions sometimes differ, however we do share the same basic vector, which aims to stable development of the company.

● Employee Communication

We arrange frequent labor-management consultations to ensure that employee ideas are reflected in all of our departments, such as research and development, design, manufacturing, sales, etc.

In addition to discussing requirements (salaries, bonuses, labor hours, etc.) we hold monthly discussions that regularly cover a wide range of issues such as business policies, production planning, business hours, welfare, safety and health, etc., and seriously by exchange ideas on what Suzuki and the labor union can do to deliver quality products to the customer.

● Building a Stable Relationship with the Labor Union in the Suzuki Group

Suzuki consists of 139 group companies (manufacturers, non-manufacturers, sales companies) located domestically and abroad. It is our hope that the residents, society, and customers living in the areas where they are located trust each of these companies.

We invite union officials and labor union leaders of our overseas companies to realize the importance of confident labor union relationships, the importance of communication, the need for a fair, equal and clear personnel system, etc. We also work with the labor union to promote global personnel exchanges both domestically and abroad, and we strive to establish a work climate which allows our 50,000 employees in 139 companies to enjoy working with a highly creative and stable labor union relationship.

06 Deployment of an Affiliate "Suzuki Support"

Suzuki Support, a special affiliate company established February 1st, 2005, started business in full swing four years ago. Forty four employees including those having mental disabilities (as of the end of April 2008) are brightly and vigorously performing janitorial service at Suzuki's main office, employee dormitories and related facilities, and collection/delivery service of internal documents.

Their sincere and cheerful attitude toward work greatly encourages all the people in Suzuki.

Also in August 2007, we obtained "Specified Labor Business" certification to expand dispatch workplaces. Since March 2008, we dispatch employees with disabilities to local farmers and purchase agricultural products from them to use in our company cafeteria.

This challenge is attracting attention as a local circulation type business model called "Local production, local consumption". We hope to expand and develop this challenge as a project to contribute to local communities in the future.

In line with the corporate philosophy, which is intended to make a contribution to society, Suzuki Support will further provide job assistance for people

with disabilities in order for them to feel happy through working and to build their experience through social participation.

【Summary of Suzuki Support】

1. Company Name	Suzuki Support Corporation
2. Capital	10,000,000 yen
3. Capital Investor	Suzuki Corporation
4. Location	300 Takatsuka-Cho Minami-Ku, Hamamatsu city, Shizuoka prefecture
5. Establishment	February 2005
6. Business category	Janitorial services, etc.
7. Representatives	Chief Executive Officer Masafumi Yayoshi (Suzuki Co. Executive Director- Administration Deputy Director General)
8. Employees	54 (44 employees with disabilities)

Our Shareholders and Investors

01 Improving Corporate Value

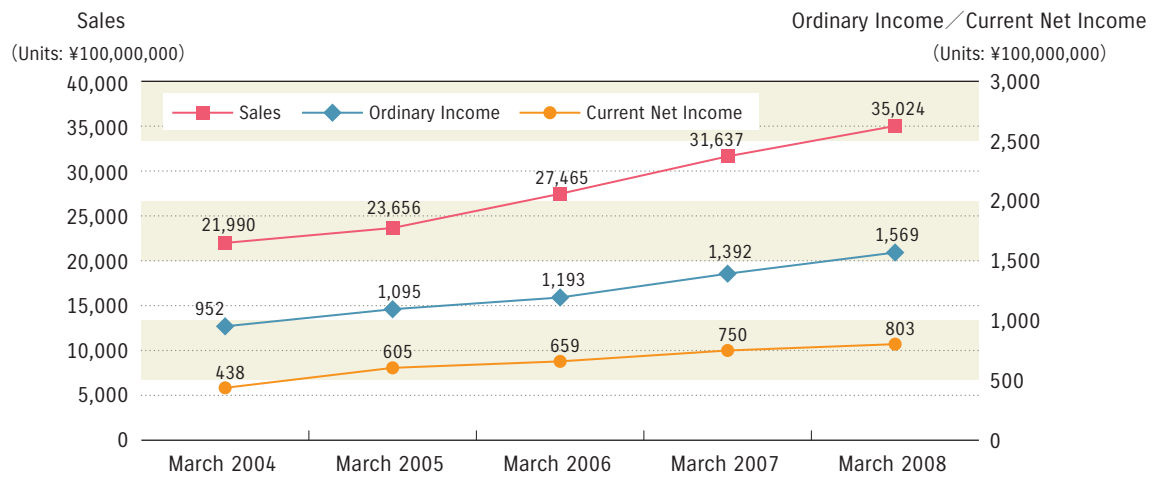
Suzuki has made our best efforts to improve the corporate value to live up to shareholders' expectations and to achieve targets of the "Suzuki Five-Year Medium-Term Plan" (April 2005 to March 2010).

The initial target of the 3-trillion-yen consolidated net sales based on our original five-year mid-term plan within our operation target was achieved as early as the business year ending in March 2007 due to increased sales of automobiles in the international markets. 3.5 trillion yen consolidated net sales revised in April 2007

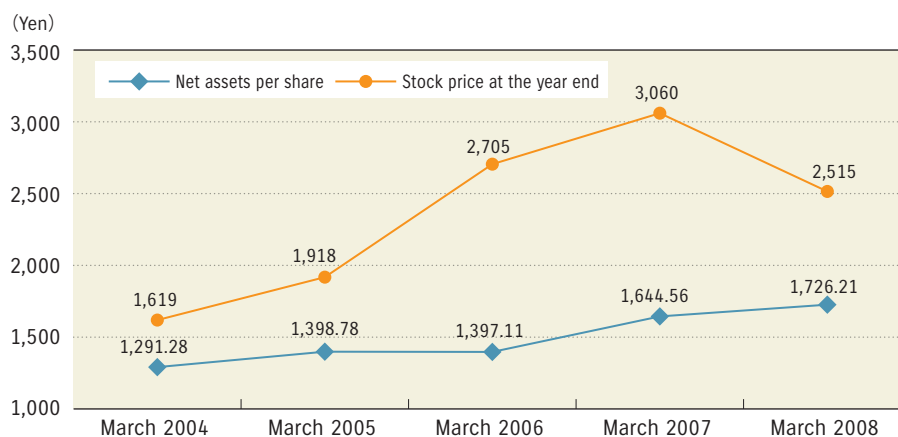
was also achieved as early as the business year ending in March 2008.

We will continue to make company-wide efforts to achieve the operation goal of the "Suzuki three-year mid-term plan (April 2008 to March 2011) aiming at consolidated sales of 4 trillion yen, which was newly set in April 2008.

Consolidated Achievements



Net Asset per Share and Stock Price at the year end



02 For Our Shareholders and Investors

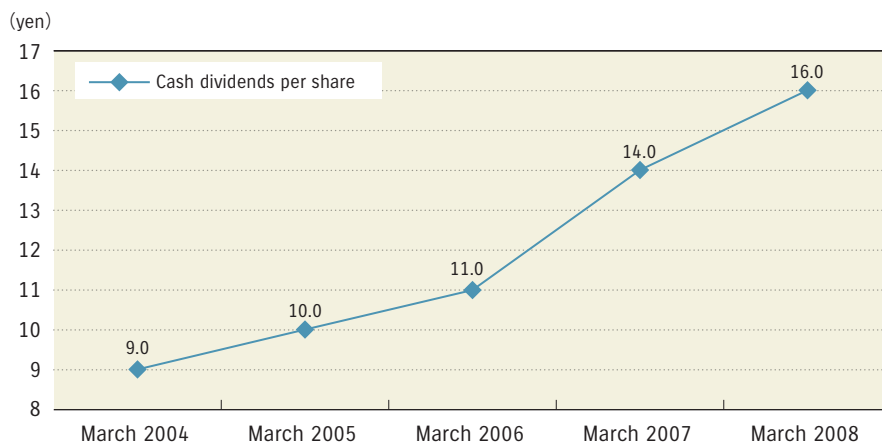
Suzuki's basic profit sharing policy is focused on maintaining a continuous and stable layout of dividends. At the same time, however, from a middle-and long-term perspective, we are always looking at how to improve our performance, how to increase the dividend payout ratio and how internal reserves can be improved as a basis for enhancing our corporate structure to allow us to expand our business operations in the future.

The Suzuki Group's business performance largely depends on overseas production plants, mainly in developing countries, and is subject to exchange fluctuations. Also, the Suzuki group now plans for

aggressive equipment investments in overseas production bases. For further stable growth of Suzuki group, it is important to enhance corporate strength and prepare for any contingency.

With regard to the dividend for the business year ending in March 2008, we are pleased to increase the ordinary dividend an additional 2 yen per share over that of the previous period to 16 yen per share (including the mid-term dividend of 8 yen) as we amended at the announcement of mid-term closing.

Cash dividends per share



03 Shareholder Benefit Program

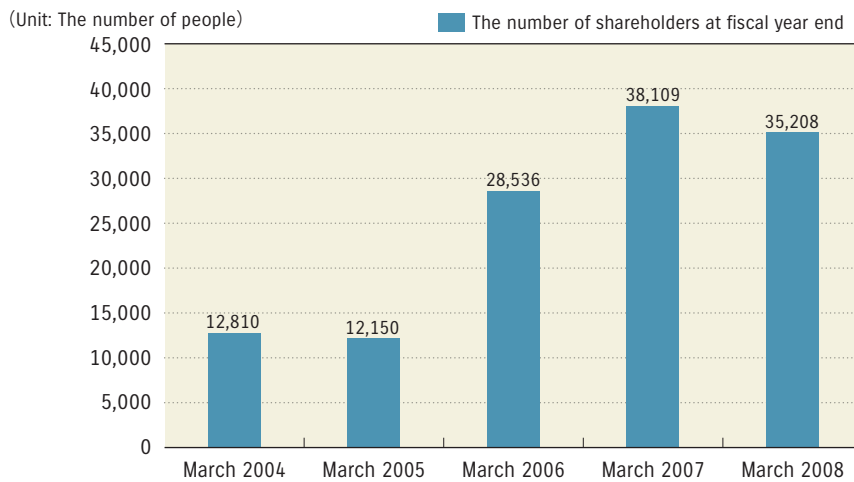
As a token of our gratitude for the shareholders' continuous support for Suzuki and in hope of further patronage of Suzuki's products, Suzuki has established a shareholder benefit program.

This program was established in December 2005 in commemoration of winning two awards: "RJC Car of The Year" and "2005-2006 Japanese Car of The Year"

("Most Fun" Prize) for the Suzuki's world-class vehicle "Swift." Also in December 2005, we started to sell our own 5,000,000 shares in order to expand the number of individual shareholders of Suzuki fans.

The number of shareholders has been changing as shown below.

Changes in the number of shareholders at fiscal year ends



● Eligible shareholder

All the shareholders who are listed in the shareholder list and the real shareholder list as of March 31 of each year, having the minimum sale unit of shares (100 shares) or more.

● Gift content

The gift consists of a set of acacia honey, which is a specialty product of Hungary where our European production base MAGYAR SUZUKI CORPORATION is located, and a pack of German-made rock salt that contains lots of well-balanced natural mineral. Both of them are imported and sold by Suzuki Group.



German-made rock salt and Hungarian-made honey

● Open the Suzuki Historical Museum to shareholders

The shareholders were invited to the open house of the upcoming "Suzuki Historical Museum", after the conclusion of the 142nd Shareholders' general meeting. This facility is planned to display the history of Suzuki, introduction of worldwide business and easy understanding of the production process of an automobile under the theme of "Production of Suzuki". Invited shareholders developed their understanding about the history of Suzuki and current business activities through this event.



Suzuki Historical Museum outline

04 Investor Relations*

We address disclosure of information to all of our shareholders and investors based on the spirit of our charter “Fully disclose accurate and fair information to the public and build a proper relationship with society”.

(1) IR information on Homepage

In particular, we provide investor relations information such as briefings, corporate information and data, which are required in making investment decisions, through the Suzuki homepage (<http://www.suzuki.co.jp/ir/index.html>)



(2) Open periodical seminar for analysts and corporate investors.

We are opening an analyst seminar by the representative at the second quarter closing and the final quarter closing, and by the director in charge at the first quarter closing and the third quarter closing.

Also, the representative makes a speech at an investor's conference held in conjunction with a motor show.

Individual meetings based upon requests from analysts, invitation of analysts to new model announcement shows, and bi-annual factory open houses for analysts are held as well.

(3) Set-up of post for IR

Regarding IR, the post in charge is set-up in Public Relations Section (Tokyo Branch), Headquarters Public Relations Section (Corporation Communications Dept.), Planning-IR Section (Finance Dept.).

(4) IR event for individuals

The shareholders who attended the meeting were invited to the open house of the “Suzuki Historical Museum” for better understanding of Suzuki, after the conclusion of the 142nd Shareholders' general meeting.

* IR (investor relations) means activities of a company to offer the company information necessary for investment for shareholders and investors in a timely, fair and continuous manner.

With Local Communities

01 Cleanup Activities

Improving Goodwill and Manners

In order to encourage employees to improve their manners, aggressively participate in volunteer activities, and increase awareness of environmental protection, Suzuki is taking part in a program called "Hamamatsu-city Road and River Preservation Program*" in September 2004, and since then, we have carried out cleanup activities in the Takatsuka underground passage and the roads in its vicinity a few times every month as their "foster parent".

In fiscal 2007, cleanup activities were carried out 20 times, with a total of 1,176 employees participating in them to collect burnable and unburnable garbage, discarded bicycles, etc., which filled up 15 mini-trucks.

*The program where the groups who want to become the foster parent in the select an area and their services, such as road cleanup, and report to the mayor's office.



Participation in volunteer activity to cleanup Lake Sanaru.

Suzuki is participating in the "Lake Sanaru network meeting" of the volunteer group held by Hamamatsu city which is trying to improve the water quality and water environment of Sanaru lake.

In fiscal 2007, our employees and their families participated in events such as a water quality survey and cleanup mission of Lake Sanaru and its rivers.



Forest Conservation Activities

Under the agreement called the "Volunteers' Forest Agreement" with the Tenryu Forest Administration Department of Forest Agency, Suzuki carries out long-term forest protection activities. Those activities are performed by the Suzuki group's employees, retirees, and their family members at the "Suzuki Forest" located in Inasa town, Kita-ku, Hamamatsu-city, Shizuoka prefecture, for the purpose of reforestation and CO2 reduction.

In fiscal 2007, a total of 217 persons participated in activities such as tree planting and bottom weed cutting.



Improving Water Quality of Lakes

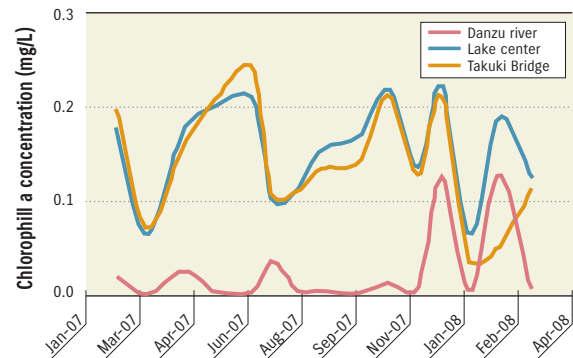
With increasing eutrophication, Lake Sanaru, which is located in Hamamatsu City (Shizuoka Prefecture), has been regarded as the worst (most contaminated) lake in Japan consecutively since 2001 in regard to COD*¹ index according to the domestic lake water quality ranking announced by the Ministry of Environment. In order to restore the water quality of Lake Sanaru, Suzuki has been cooperating with Shizuoka University (Engineering Department) in a project called "Amenity Lake Sanaru Project *²" since 2004. We cooperated in coaching boat operations and providing some analysis data to Shizuoka University for analysis of the water and sludge extracted from Lake Sanaru and surrounding rivers and for collection of water depth data. These data have been used for the development of a computer simulation model designed for cleanup and clarifying the water contamination mechanism of Lake Sanaru. "Long time period (2 years) water quality survey by sensor" is still continuing now and analysis data of chlorophyll a, etc. is contributing to the water restoration activity. Suzuki will continue to cooperate on this project.

*¹ Chemical Oxygen Demand : Organic substance volume index.

*² "Amenity Lake Sanaru Project" is intended to devise effective

methods to clean Lake Sanaru. It was proposed by Shizuoka University after the announcement of the Ministry of the Environment made on December 2002 that Lake Sanaru was regarded as the most contaminated lake in Japan according to the result of the public water quality survey in 2001.

Chlorophyll a* concentration of Lake Sanaru transition graph



* Chlorophyll a is measured as an index to indicate phytoplankton volume which is the cause of contamination of Lake Sanaru.



Suzuki Marina Hamanako



Sludge is extracted



Water quality measurement

Participating in Lake Hamana Environmental Network

Lake Hamana Environmental Network was established for the purpose of environmental conservation activities by the people who are interested in or have connections to Lake Hamana, including the residents living near the lake, environmental protection groups, and business groups. Shizuoka Prefecture Nature Preserve Room serves

as its head office. As of May 2007, 55 groups including Suzuki were participating and cooperating. In 2007, a total of 105 persons participated in three events such as "Lake Hamana Environmental College", "Lake Hamana Preservation Gathering" with their family members to learn about the environmental preservation and life culture of the Lake Hamana region.



"2007 First Lake Hamana Environmental College"

Discovery work of the historical town "Arai-kyuku" and experiencing EM dango making (EM dango, EM bacteria throwing into Hamana River)



"2007 Second Lake Hamana Environmental College, Lake Hamana Preservation Gathering"

Omote-Lake Hamana sightseeing seminar (water quality survey, Aosa (sea lettuce), Amamo (Zostera marina) watch)



"2007 Third Lake Hamana Environmental College"

Walking tour to learn the history of "Mikkabi", the hometown of the mandarin orange (Lake Inohana cleaning project tour)

* EM (Effective Micro-organism): Create useful substance by fermenting organic substances (including harmful substances) and clean the environment.

Forest Conservation Activities at Shimokawa Test Course (in Hokkaido)

Shimokawa town in Hokkaido, where our proving ground is located, is surrounded by forest, which accounts for about 90% of its total area. In order to conserve this valuable forest resource and pass it to the next generation, the Shimokawa town forest owners' cooperative made arrangements for the forest conservation system and acquired the FSC Forest Group Certificate* in 2003, which was the nation's 11th and Hokkaido's first acquisition.

The 287-ha forest in the Suzuki Shimokawa Test Course was also recognized to conform to the strict standard of the FSC certification program, so it was included in the FSC Forest Group Certificate for

Shimokawa Town in April 2006. Thus, Suzuki always considers the coexistence with nature, while conducting industrial activities.

In addition, Suzuki supports the forest development project at Shimokawa Town as one of countermeasures against global warming, contributing ¥1,500,000 over the course of three years starting in 2005. According to the Shizuoka town's local authority, the ¥500,000 contributed by Suzuki in 2007 resulted in 175-ton worth of CO₂ reduction for the year.

Also, under an agreement (1996 through 2028) with the Shimokawa town local authority based on "Corporate Forest Preservation Program", we also control and maintain 4.3-ha of forestland (containing 3,200 trees) in cooperation with the district forest office.



SGS-FM/COC-1469
FSC Trademark© 1996
Forest Stewardship
Council A.C.

Responsible Forest Management Marking

FSC is an internationally recognized certification on the "forest management with due considerations to the balance among environment, society and economics."

FSC (Forest Stewardship Council) is a Germany-based organization established in 1993 in line with the international forest certification program to certify, from the authorized thirdparty's standpoint, that forests are properly managed according to the basic rules and regulations.

The "FSC Group Certificate" acquired by the Shimokawa Town Forest Owners' Cooperative certifies a group of forests, not individual forests. And the Shimokawa Town Forest Owners' Cooperative, which has acquired the certification as a representative of all group members, provides guidance to its group members on proper forest management.



FSC Group Certificate



Shimokawa Proving Ground (Hokkaido)

Activities at Environmental Conservation Department of SUZUKI BUSINESS CO., LTD.

Environmental Conservation Department of SUZUKI BUSINESS CO., LTD. provides cleanup services to Kosai Plant, Sagara Plant and other Suzuki's major plants and also aggressively participates in environmental protection activities conducted by each plant. Especially, it performs weeding around each plant and sweeping of gutters, contributing to the conservation of comfortable factory environments.

02 Supporting Disaster-Struck Areas

May 2006 Java earthquake aids

Suzuki made a ¥5,000,000 monetary donation through Japan Red Cross, and local subsidiary company P.T.Indomobil Suzuki International donated approximately ¥6,000,000 worth of relief supplies and monetary donations as an aid for the large earthquake in Java Island on May 27th, 2006.

2007 Chuetsu offshore earthquake aids

Suzuki donated ¥3,000,000 from the company and ¥2,000,000 from employees, totaling ¥5,000,000

through Japan Red Cross in aid for the Chuetsu offshore earthquake on July 16th, 2007. Also we donated charity money, drinking water, etc. to 55 motorcycle retailers and 56 automobile retailers in the disaster area.

Congqing China storm aids

Suzuki donated 850,000 yuan in aid for the storm disaster in Congqing China in late June 2007.

03 Promoting Sports

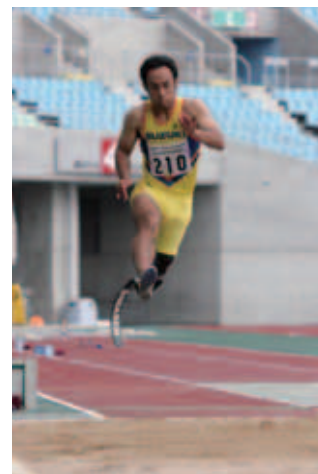
Suzuki track club sent instructors to athletic seminar

Shizuoka Prefecture used to be the region of strong track sports and was called the Track Kingdom. However, as many business track sport teams were closed, less strong athletes came from this prefecture. Suzuki track club once experienced a slump, but now is winning an overall championship for Japan businessmen and has become a real No. 1 businessmen's team.

The western region of Shizuoka Prefecture where the Suzuki track club is located has a mild climate throughout the year and offers a pretty ideal environment for training track athletes. Suzuki track club has been contributing to local sports promotion by sending instructors to athlete seminars held for elementary and junior high school students to foster future athletes representing Japan to show our appreciation to our home ground.

Suzuki welcomed an athlete with an artificial leg as a new member of the track club in 2008.

Suzuki track club agrees with the activity concept of the Japan Sports Association for the Disabled which is aiming at "constructing a social environment to offer opportunities to enjoy sports for as many disabled persons as possible". This new employment is realized for the purpose of "giving courage and hope for disabled persons in Japan" as a leading businessmen's sports team.



Suzuki World Cup Aerobics World Championships

Suzuki has been supporting the Suzuki World Cup Aerobics World Championships since its start in 1990, and the Suzuki Japan Cup Aerobics Japan Championships since its fifth event in 1988. During this time, aerobics have become very popular not only as a competitive sport that is easy to participate in, but also as a sport that can be enjoyed for a lifetime, regardless of age. Through these efforts we hope that aerobics gains in popularity as a healthy public sport.



04 Activities at Individual Plants, Research Facilities, etc.

Various activities are carried out at our plants and facilities to gain the admiration and respect of local communities. The autumn Fair, plant tours and clean-up activities around the plant are planned to value communication with local people.

Activity in Kosai Plant

● Plant autumn Fair

Annual "Autumn Fairs" are held with local community association members in Kosai Plant.

Various refreshment stands, character shows, a rice cake throwing game, an environmental facility tour, sweepstakes and other enjoyable events take place. Local community people help us with hand dances, music concerts, fresh markets, etc. and it contributes to joyful experiences and communication.



● Elementary school students plant tour

10,000 5th graders in Shizuoka Prefecture annually are invited to a plant tour as an out-of-classroom social lesson.

These tours offer an easy comprehensive introduction to Suzuki's environmental activities and actual assembly conveyor systems.



● Exchange meeting with local community association

Exchange meetings are opened regularly every year to offer understanding of Suzuki's business activity and to strengthen mutual communication.

Tours of environmental related facilities such as the incineration site, windmill power generator and the automobile assembly lines are offered to introduce automobile production with consideration to the environment.



● Cleanup of plant peripheral road

A total of 200 employees are participating in clean-up activities three times a year for clean-up activities around the plant.

Also, employees of the company and group companies are encouraged to do "no littering" as a link to the environmental conservation activity chain.



● Traffic Safety Guidance activity around the plant

Our employees are standing at the street crossings for the local commute to provide traffic guidance for employees and for cooperation in ensuring safe school commutes for the local children.

A total of about 350 employees are on the street throughout the year to contribute to security and safety of the street.



Activities at Iwata Plant

● Voluntary Cleanup around the Plant

Employees of the Iwata Plant participate in a local cleanup event by picking up trash mainly around the plant. This activity is carried out on a monthly basis.



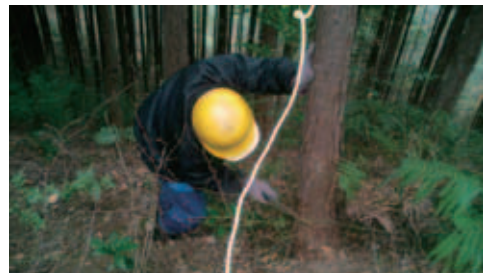
● Joint Clean-up Activity with Neighbor Residents

On Iwata city total "Environmental Clean-up Day", Suzuki participates in the weed mowing activity with neighborhood residents.



● Participating in Forest Preservation Event

The plant's employees also participate in a forest preservation event held by Iwata City Environmental Preservation Promotion Committee for the purpose of encouraging the continuous growth of trees through artificial pruning and tree trimming.



● Deepening Exchanges with Local Residents

Aiming to build closer ties with the community, we invite directors of residents' association and other interested persons for the plant tour. We provide them with information on our environmental activities and freely exchange opinions to enhance friendly relations in the spirit of prosperous coexistence.



● Traffic Safety Guidance Activities

Crossing guard activities are conducted by Iwata plant's managerial staff and others at a cross walk in front of the main gate of the plant during heavy traffic hours every evening. Also, during the national traffic safety campaign, the plant's traffic safety group members conduct the crossing guard activities at traffic intersections.

● Plant's Ground Lending Service, Plant Tour, etc.

The plant's ground is open to the local residents' association or local youth soccer teams. Since the ground is equipped with a lighting facility, they can enjoy evening practices or games. Also, the plant accepts students from the local schools as a part of the outdoor social studies classes program and allows them to see automobile parts assembling processes. The plant tour enables them to learn how automobiles are actually assembled and is helpful for their better practical understanding of the real world of manufacturing.

Activities at Sagara Plant

● Voluntary Cleanup in the vicinity of the Plant

Sagara Plant, Suzuki Sagara course, Suzuki PDI center, Suzuki Transportation & Packing Co. are conducting joint clean-up activities around the plant three times a year as a part of global environmental preservation activities.

Also, environmental education of employees and requesting cooperation of plant vendors and partners in environmental preservation activity enlightens them on no littering policy.



● Participating in Shoreline clean-up

In fiscal 2007, Suzuki participated in clean-up of the shorelines at the river mouth of Oi River conducted by the Committee to protect the clean Oi River.



● Deepening Exchange with Local Residents

In March every year, we hold an information exchange meeting with the local community to provide information on our business and environmental activities and exchange opinions. In fiscal 2007, the meeting was held in March 2008 and included 19 local residents, including representatives of local wards, city councilors, and office people of Makinohara City.



● Organizing Sagara Plant Autumn Fair

To build a closer relationship with local residents, the plant employees and their families, the plant organized the Autumn Fair, and about 1,800 people attended despite a drizzle. Everyone enjoyed the day with refreshment stands manned by our employees, character shows, and drawings.



● Fishing Party at Sagara Plant reservoir pond

An annual fishing party with local people is held at Sagara Plant reservoir pond. Gibels and groupers as big as 40cm in size were caught this time.



● Others

We participated in "Makinohara City Green Tea Walk" held by Makinohara City. Everyone enjoyed the day surrounded by greenery and deepened exchange with the local people.



● Participating in Traffic Safety Guidance Activities

Cross street watch is conducted on the streets around the plant by the plant's traffic safety group members once a month.

Also crossing guard activities are conducted by each business group unit. We also cooperate with the Haibara Area Safety Administration Association in crossing guard activities as a partnership with the local community. (4 to 6 times a year)

Activities at Takatsuka Plant

● Deepening Exchange with Local Residents

Suzuki invited the board member of a local residents' association to the information exchanging meeting to increase understanding of Suzuki's business activities and efforts for environmental preservation, as well as to enhance mutual communication. In this fiscal year, 10 people from neighboring community associations were invited to exchange opinions and enjoy a party on June 22nd.



● Voluntary Cleanup in the Takatsuka area

We hold the "Takatsuka Plant manner up activity" to conduct voluntary cleanup activities by the plant's employees every month. We enjoy communication with local residents during these activities.



● Traffic Safety Enhancing Activity

Traffic safety guidance activities are conducted on public streets around the plant by the plant's traffic safety group members once a month.

Mainly the driving manner of cars and bicycles are checked to ensure the safety of Suzuki's local residents and to prevent traffic accidents.



● Organizing Autumn Fair

The annual autumn fair was held at Takatsuka plant and the Headquarters facility. Many local residents, employees and their families attended despite a drizzle. Various refreshment stands were prepared by our employees on site and everyone enjoyed a brass band concert by local elementary and junior high school students, a TV animation character show, street performances and bingo games on a special stage.



Activities at Toyokawa Plant

● Voluntary Cleanup around the Plant

Toyokawa Plant's employees conduct the cleanup activity around the plant twice a year (in May and September). About 100 managerial-level employees take part in this activity, picking up trash around the plant.



● Organizing Autumn Fair at the Plant

In order to strengthen the bonds of friendship that already exist with our employees and their families, and also with the local communities that live in the vicinity of the plant, we recently organized our Autumn Fair in the grounds of our Plant. Our employees opened refreshment booths, while a TV animation character show and lottery event were held on a stage. The event was attended by large numbers of visitors and all concerned were able to savor a truly memorable and enjoyable Autumn Fair.



● Deepening Exchanges with Local Residents

In order for local residents to increase understanding of the Suzuki's business activities and enhance mutual communications, Toyokawa plant invites local residents for plant tour and exchange of opinion.

● Traffic Safety Guidance Activities

Traffic safety guidance and crossing guard activities is conducted on public streets by the plant's traffic safety group members and managerial staff. Employees' observance of safety driving rules is carefully checked, and any inadequacies are pointed out.

● Plant's Ground Lending Service and Plant Tour

The plant's ground is open to local residents, such as local youth soccer and baseball teams. Since the ground is equipped with lighting facilities, they can enjoy evening practices or games until around 8:00 pm. During a regional athletic meeting or sports day, when a lot of people get together, the plant's parking lot is open to the public only on nonworking days, so that more people can participate in it.

Activities at Osuka Plant

● Voluntary Cleanup in the vicinity of the Plant

For the purpose of maintaining the beauty around the plant, the Osuka Plant's employees carry out cleanup activities (gathering garbage) on the streets and rivers, etc. around the plant every month (12 times a year).



● Deepening Exchange with Local Residents

We hold opinion exchange meetings with the members of local community associations and accept plant tours for the purpose of enhancing communication in the region.

Also, we conducted cleanup service after the local ceremony in April.

We will continue these activities to make the plant beloved by the local residents.

● Traffic Safety Instruction

As a member of the safe driving committee, Suzuki promotes the nation-wide traffic safety campaigns (Spring traffic safety campaign in April, Summer prefectural traffic safety campaign in July, and Yea-end prefectural traffic safety campaign in December) in cooperation with the residents' association by giving guidance to drivers at intersections, which are used by employees when commuting to work, through safety checks on seat belt usage, etc.

Activities at Yokohama R&D Center

Some engineers are sent from the Suzuki Yokohama R&D Center for a lecture aimed at elementary and junior high school students in line with a program called "Dr. Tuzuki Club School" led by the Tuzuki Ward Administration Promotion Section (Yokohama).

In fiscal 2007, a lecture under the theme of "Robots" was provided to 67 students coming from three schools. With the effective use of a personal computer, projector, comprehensible texts, charts, illustrations, graphs,

pictures, animations, real robot samples, publications, etc., the presentation was made in an easily understood manner.

Carefully listening to what the instructor was saying, the students were fascinated by various kinds of the state-of-the-art robots, such as an athletic robot that walks on six legs with a Chebyshev link system, a line tracing robot that follows a line with its infrared sensor, and a small robot that is smaller than a 2-cm dice and a small master/slave type robot, all of which were actually moving in front of them.



During the question and answer session after the lecture, the students asked questions and told us of their dreams and wishes in regard to robots. We sometimes receive thank-you notes and reports from the students and their teachers. The opinions and impressions we receive from those we came in contact with through such activities are a source of inspiration and encouragement for the next lecture.

<Robot samples actually demonstrated at the lecture>

Activity at Ryuyo Proving Ground

●Motorcycle Technology Center (Ryuyo) for Public Sports Competitions. Opening of the Proving Ground






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

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



05 Activities in Overseas Manufacturing Companies

India

January 30th, 2006	<ul style="list-style-type: none"> •Signed agreement with Haryana government in regard to development of a technical college for education and training of the students working on the latest automobile technology and research.
April 11th, 2006	<ul style="list-style-type: none"> •Establish art and education institute as Maruti International School. •Management and maintenance of Children's park in central Delhi and NGO in the park / Conduct events for poor children and school youth. •Consigned management and maintenance of 9 rotaries in Delhi city by New Delhi city council. •Support of CRY (Child Rights and You) •Welfare activity and nursery operation for female employees, and fund raising for nursery for contract workers operated by NGO. •Operate 2 clubs in residential area and conduct welfare activities such as library and sports events.
2007	<p>■ IDTR (Institute of Driving Training and Research) In 2007, Maruti Suzuki established IDTR*, the largest driving training facility by the Delhi government in India. Training curriculum, arrangement of test course and simulator for actual driving conditions are based on the data from advanced nations such as the UK or the USA. From 2007 to 2008, more than 40,000 drivers were trained at "IDTR". IDTRs are planned to be opened in various locations in India this year as well.</p> <p>* In 2000, the Delhi government and Suzuki established IDTR in Delhi to promote safe driving training. A total of 400,000 drivers have received training so far.</p>  <p>■ Corporate with health care activity in the village near Suzuki Manesar plant. From 2007 to 2008, Maruti Suzuki contributed to activities in health care, skill development, vocational training and infrastructure in 4 villages near Suzuki's new Manesar plant. In health care, we organized a doctor's camp conducting health checks in the village to achieve more effective activities. As a part of the activity, we opened a special camp for girls who are in a socially weak position, and about 350 girls attended. In this camp, not only an ophthalmologic examination and gynecology issues were covered, but also a cooking class to cook less expensive but high nutritional value food was introduced by the doctors.</p>   <p>■ Maruti Driving School Maruti Suzuki operates "Maruti driving school" in cooperation with dealers in India to enhance traffic safety and safe driving. In fiscal 2007, we established 18 new driving schools to make a total of 35 locations. These schools are equipped with the world's most advanced driving simulators. We also employed female instructors so that it is easy for women to learn to drive. 50% of students in these schools are women. In fiscal 2007, 20,812 drivers received driving training in Maruti driving schools.</p>  

2007

■ World Environmental Day

World Environmental Day (June 5th: established by the United Nations to enhance interest in environmental preservation and enlightenment activities) was celebrated and various events were held in Suzuki Manesar Plant.

● Children of Manesar Village participating in the art contest.



● Staged live concert to spread messages for the global environment.



Tree planting activity was encouraged around the plant facilities and more than 1,000 baby trees were planted.





■ For Creating a Safer Future

Maruti Suzuki opened the safety meeting with SIAM (Society for Industrial and Applied Mathematics) at Pune, India. Under the theme of "A Safer future through training and technology", leading automobile companies, the Chief of the Transport Bureau, and top management of the Department of Transportation attended.



Indonesia

February 2006	<p>“APV Club”, which is the owners’ club for APV users, contributed to the elementary school in the village of Marunda. Suzuki’s subsidiary company “ISI” and the APV club contributed to the renovation of Fadhilah elementary school and presented books.</p>		
May 19th, 2006	<p>Contributed APV ambulance to the groups around the Tamburn plant. ISI contributed 3 APV ambulances to the Al-Azhar financial group around the Tamburn plant.</p>		
	<p>Participation in AIDS WALK 2006 Suzuki participated in AIDS WALK 2006 campaign conducted by Indonesia AIDS Association as the Suzuki vehicle owners’ club to raise public awareness of the dangers of AIDS. Also, about 1,500 students took part in this campaign, parading in the central part of Jakarta.</p>		
May 2006	<p>Donation and free service campaign in Jogjakarta earthquake-stricken area We conducted a free repair service campaign in the earthquake-stricken area and repaired 4,000 units of motorcycles.</p>		
April 4th, 2007	<p>“Cooperate with Safe driving, Fasten seatbelt” campaign provided by Indonesia Police Department. We contributed a cross-cut model of APV to the campaign to demonstrate our approbation. This model was displayed to the attendees for a demonstration for fastening seatbelts.</p>		
June 11th, 2007	<p>ISI contributed 17,000,000 rupiah for renovation of the elementary schools around the Tamburn plant.</p>		

Pakistan

June 1996	We established a water purification plant with 40 million rupees invested.
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Quality, Safety and Environmental Controls at Pak Suzuki Motor (Pakistan)

Pak Suzuki Motor Co., Ltd is an automobile manufacturing plant located in Karachi, Pakistan. With the enhancement of control of quality, safety and environment, the company obtained ISO 9001 (Quality Management System) in May 2003, and then, OHSAS 18001 (Occupational Health and Safety Assessment Series) and ISO 14001 (Environment Management System) in August 2005.

In April 2007, the company was recognized for its occupational health and safety management and also received an award (Best Practices in Occupational Safety & Health) from EFP (Employers' Federation of Pakistan) and ILO (International Labor Organization). Recently, water contamination has become a serious social problem in Pakistan, so Pak Suzuki Motor is making environmental preservation efforts according to the country's wastewater quality standards in order to improve water pollution.

In addition to the existing "coagulation sedimentation and bio-treatment process-type" wastewater treatment facility, the company installed a new "pressurized flotation and bio-treatment process-type" facility on June 1, 2007 to keep up with the increased production capacity, and started its operations for more effective drainage treatment.



Presenting ceremony of the "Best Practices in Occupational Safety & Health" award



A wastewater treatment facility newly installed and operated in June 2007

China

May 27th, 2007	Before the Guoji Ertongjie (Chinese Children's Day: June 1st), Changhe Suzuki sent employees to local nurseries for a voluntary activity to clean up and repair play equipments.
July 23th, 2007	We donated 850,000 yuan for the Congqing storm disaster.
March 12th, 2008	Changhe Suzuki donated 15,000 yuan to the National Afforestation Department on the day of planting to support the public project.

Hungary

Magyar Suzuki Corporation

- Contribute monetary and supply aids to more than 30 universities, colleges and vocational schools in the country such as Esztergom vocational school.
- In October 2007, opened Suzuki nursery in cooperation with Esztergom City.
- Donate vehicles to the education institute for disabled children.
- Promote sports activities in Esztergom, Komarom by fundraising for Esztergom boat club, Esztergom rugby club, Esztergom kickboxing association, Suzuki youth soccer team, etc.
- Open "Puskas Suzuki Cup" sponsored by Hungarian government, named after famous Hungarian athlete Puskas to promote soccer to the youth.
- Monetary aid to local cultural events such as the annual Esztergom Music Festival and Esztergom Guitar Festival.
- Monetary aid for Esztergom library.

Volunteer Activities

- Presentation for improving management capability of business entrepreneurs and leaders of medium and small companies at conferences and special events held by government office, universities and other educational institutions.
- Conduct voluntary activities to improve general motorization knowledge through plant tours and meetings, etc.
- Bimonthly blood donation in cooperation with Hungary Red Cross.

Activity for Environmental issues.

- In May 2008, summarized Magyar Suzuki environmental policy and announced activity for environmental preservation.

Activity in Overseas Manufacturing Companies

01 Supporting the Development of Human Resources in Overseas Manufacturing Companies

Suzuki participates in the Association for Overseas Technical Scholarship (AOTS) program and directly accepts trainees from overseas manufacturing companies providing practical on-the-job training in individual sections of the company.

Effective training in practical techniques and skills for overseas companies that support the manufacturing sector contribute to developing industries in developing countries and promotes mutual understanding and friendship between each other's countries.

● Companies Accepted for the Overseas Trainee Program (Fiscal 2007)

Country		Name of Company
North America	U.S.A.	SUZUKI MANUFACTURING OF AMERICA CORPORATION
Europe	Spain	SUZUKI MOTOR IBERICA S.A.
	Hungary	MAGYAR SUZUKI CORPORATION
Asia	Taiwan	PRINCE MOTORS CO., LTD.
	China	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD.
		JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD
		JINAN QINGQI SUZUKI MOTORCYCLE CO., LTD.
		SUZUKI MOTOR R&D CHINA CO., LTD.
	Philippines	SUZUKI PHILIPPINES INC.
	Thailand	SUZUKI MOTOR R&D ASIA CO., LTD.
	Indonesia	P.T. INDOMOBIL SUZUKI INTERNATIONAL
	India	MARUTI SUZUKI INDIA LIMITED
		SUZUKI MOTORCYCLE INDIA PRIVATE LIMITED
		SUZUKI POWERTRAIN INDIA LIMITED
	Pakistan	PAK SUZUKI MOTOR CO., LTD
	Vietnam	VIETNAM SUZUKI CORP.
Malaysia	HICOM SUZUKI MANUFACTURING MALAYSIA SDN,BHD	

Environmental Responsibility

[For a Lasting Global Environment]



The Suzuki Global Environment Chapter was established in March 2002 to preserve corporate existence and promote a sustainable society. This section introduces our environmentally related activities.

« Environmentally-Friendly Business Management »	54
« Environmentally-Friendly products Development »	
< Automobiles >	61
< Motorcycles >	74
< Engines for Outboards >	79
< Welfare Vehicles >	81
« Environmentally-Friendly Manufacturing »	82
« Environmentally-Friendly Distribution »	89
« Environmentally-Friendly Marketing »	92
« Environmentally-Friendly Offices »	97
« Environmental Education and Information Disclosure »	99
« Environment-Related Data »	

Environmentally-Friendly Business Management

As a corporate citizen, environmentally-friendly activities are one of the most important business activities we perform. All of our companies carry out activities that consider the environment.

Suzuki's Efforts Regarding the Environment

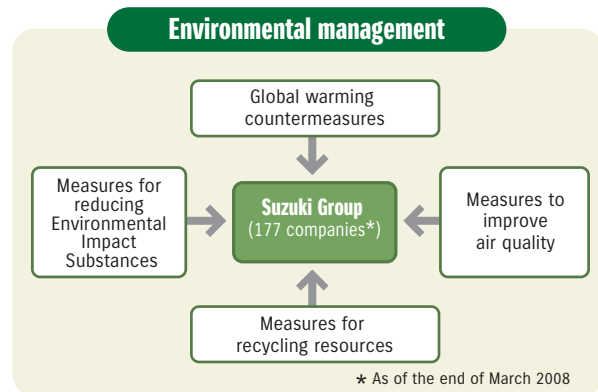
Global warming countermeasures, measures for reducing Environmental Impact Substances, measures for recycling resources – the social circumstances surrounding Suzuki have been constantly changing. For the Suzuki Group, which until now has dealt with various environmental issues, establishing compatibility between the environmental measures of recent years and future corporate growth is considered a major managerial challenge linked to the continuation of the Group.

So that the costs of environmental measures are not simply passed on to consumers, Suzuki has vigorously been conducting R&D as well as capital investments, and endeavoring to be able to provide products of even higher added value.

The Suzuki Group is composed of 177 companies, including sales-related subsidiaries, manufacturing-related subsidiaries, and nonmanufacturing-related subsidiaries. All of the Group companies will continue hereafter to deal energetically with the environment

and strive to be environmentally-conscious companies based on their communities.

● The Environmental Issues Surrounding Suzuki



01 Suzuki Global Environment Charter

As the basis for the Group's approach to its environmental efforts, Suzuki established the Suzuki Global Environment Charter in March, 2002. Then, in December, 2006, its contents were reviewed and revised, making them simpler and more universal.

Suzuki Global Environment Charter

(revised in December 2006)

【Environmental Concept】

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

【Basic Environmental Policies】

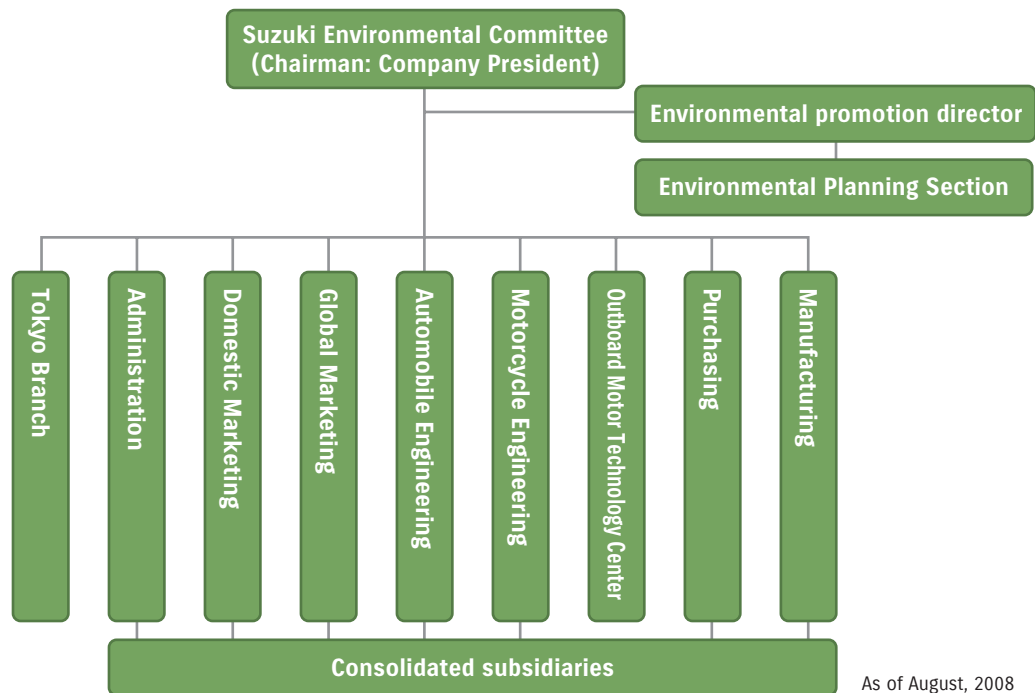
- Strictly observe environmental laws and also follow our own standards.
- Reduce the pressure placed on the environment resulting from our business activities and products.
- Maintain and improve upon our environmental management system.
- Promote environmental communication.

02 Promoting Environmental Organization Activities

Environmental Organization

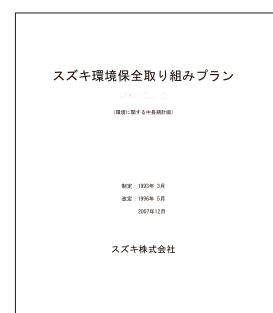
In April, 2001, Suzuki established the Suzuki Environmental Committee as the top decision-making body in the environmental management system for the entire Group. In the future, Suzuki will further promote environmental efforts through this environmental management system.

Environmental Organizational Chart of the Suzuki group



Suzuki Environmental Action Plan

In 1993, Suzuki established its medium and long-term environmental goals in the form of the Suzuki Environmental Action Plan. In December, 2007, in response to changes in social circumstances, the company reviewed and revised the goals and created the Suzuki Environmental Action Plan (Fiscal 2007 Revised Version).



Environmental Goals and Results

		Fiscal 2007		Fiscal 2008	
		Goals	Result	Goals	
Environmentally-Friendly Business Management	Promoting an Environmentally-Friendly Business Management System	Other overseas manufacturing subsidiaries will obtain the ISO 14001 in series.	No certifications were obtained in fiscal 2007, but preparations were made to obtain certification at 3 companies in fiscal 2008.	Three plants of 2 overseas manufacturing subsidiaries will obtain ISO 14001 certification.	
Environmentally-Friendly Products	Fuel Economy	Auto-motiles	Improve fuel economy to achieve 2010 fuel economy standards promptly	Improved fuel economy on most models to achieve 2010 standards as planned.	Considering the 2015 fuel efficiency targets, make a future plan for further improving fuel efficiency and put effort into it.
		Motor-cycles	Employ the fuel injection in some of the carburetor type models to improve the fuel efficiency by 5%.	Improved fuel economy by 5% for the planned models	Further employ fuel injection in other carburetor type models to improve fuel efficiency by 5%.
		Outboard motors	Improve fuel economy by the engine system and propeller efficiency and reducing the cruise resistance.	DF250S achieved the highest level of fuel efficiency in its class.(Outboard motor for bass boats.)	Through improving engine and propeller efficiency and reducing the cruise resistance, fuel efficiency will be improved by 10% compared to the previous model.
	Exhaust Gas	Auto-motiles	Promote and expand low emission vehicles based on the new longterm standards	Increased the number of low-emission vehicles based on the new long-term standards.(About 74% of passenger cars were certified with the ☆☆☆☆ mark.)	Increase the number of vehicles certified with the ☆☆☆☆ mark under the new long-term standards
		Motor-cycles	Promote and expand vehicles that comply with European Union regulations and 2006/2007 Japanese regulations.	Dealt as planned with all the intended vehicles.	Promote and expand vehicles that comply with European Union regulations and 2006/2007 Japanese regulations.
		Outboard motors	Develop engines that can meet the EPA Tier 2 regulations.	Met the EPA Tier 2 regulations.	Develop engines that meet the NTE zone regulations.
	Clean Energy Vehicles	Develop price-reduction and expansion of cruising distance for further promotion of natural gas vehicles.	Could not improve their performances, but promoted dissemination by exhibiting them such as at Low Emission Vehicle Fair.	Promote and expand natural gas-fueled vehicles not only domestically, but also internationally	
	Business Related to the Environment	Promote the ITS/CEV Car sharing system	Sold 98 vehicle units specially designed for car sharing.	Promote the ITS/CEV Car sharing system	
	Environmentally-Friendly Manufacturing	CO ₂	Aim to reduce the sales-based emission by 1% compared with the fiscal 2006 result.	20.90 tons of CO ₂ per ¥100 million (0.1% increase compared to fiscal 2006)	Efforts geared to the goals of the Automobile Manufacturers Association will be promoted. (The goal numbers are currently being reviewed.)
		Landfill Wastes	0t	0t	0t
VOC amount/m ²		Aim to achieve 2010 target (55g/m ² output) *1	65.4 g/m ² (progressing as planned)	65.4 g/m ² (progressing as planned)	
Environmentally-Friendly Distribution	Cardboard	Reduce the amount of being used	Expanded use of returnable containers resulted in a reduction of about 294 tons.	Reduce the amount being used	
		Promote recycling	Recycled 28 tons as cushion materials out of 412 tons of waste cardboards	-	

*1. Until fiscal 2007, Suzuki set as its goal the same goal as that of the Automobile Manufacturers Association as a whole: 55 g/m². In fiscal 2008, however, Suzuki changed to its own goal – a reduction of 30% compared to fiscal 2000 – and switched to a figure of 52.8 g/m².

		Fiscal 2007		Fiscal 2008
		Goals	Result	Result
Environmentally-Friendly Marketing	Collection/Recycling of end-of-life Bumpers	Increase the amount being collected	Increased the collection amount by 7%.	Increase the amount being collected.
	Automobile Recycling Law	Achieve the ASR *2 recycling rate of more than 50%	Achieved the ASR recycling rate (69.9%) (Achieved the legal target of 50% three years earlier than the legal deadline (2010))	Further increase the ASR recycling rate and reduce costs
	Voluntary Motorcycle Recycling	Encourage motorcycle dealers to implement the voluntary recycling activities.	The number of end-of-life motorcycles received at certified collection centers was 459 units.	Keep the dealers informed about voluntary recycling
Environmentally-Friendly Offices	Utilize Low Pollution Vehicles*1 in Corporate Fleet	Increase the use of low pollution vehicles in our corporate fleet	The proportion of low pollution vehicles increased to about 80.2%.	We will work to achieve our fiscal 2009 goal of 85%.

*1. Vehicles that already meet fuel economy standards as per Japan's Energy Conservation Law and are certified as low-emission vehicles (LEVs) in compliance with LEV certification procedure.

*2. ASR:Automobile Shredder Residue

Introduction of Environmental Management System

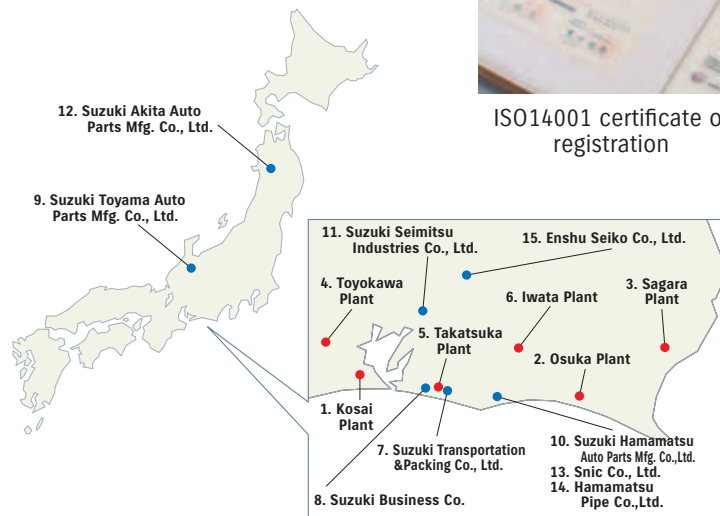
As a part of environmental conservation activities, Suzuki promotes introduction of "Environmental Management System." ISO14001 is an international standard for the environmental management system, and with the acquisition of ISO14001 certification Suzuki has been making efforts to follow the relevant rules and reduce the environmental burdens. Also, we periodically confirm the effectiveness of the environmental management system through environmental audits.



ISO14001 certificate of registration

● Domestic Companies

All of our six domestic manufacturing plants obtained the ISO14001 certification before March 2003. Also, in January 2005, Suzuki Transportation & Packing Co., Ltd. obtained the certification for the first time among nonmanufacturing subsidiaries. For our manufacturing subsidiaries, seven out of nine companies have obtained the certification as of the end of March 2006. Also, Environment Beautification Department of Suzuki Business Co., Ltd. is now promoting the introduction of "Eco Action 21" in line with our environment beautification policy, which was registered and certified in August, 2007.



<Suzuki>

● [Domestic plants]

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

<Domestic Subsidiaries>

● [Non-manufacturing subsidiary]

company's name	ISO acquisition month
7 Suzuki Transportation & Packing Co., Ltd.	January 2005
* 8 Suzuki Business Co.	August, 2007

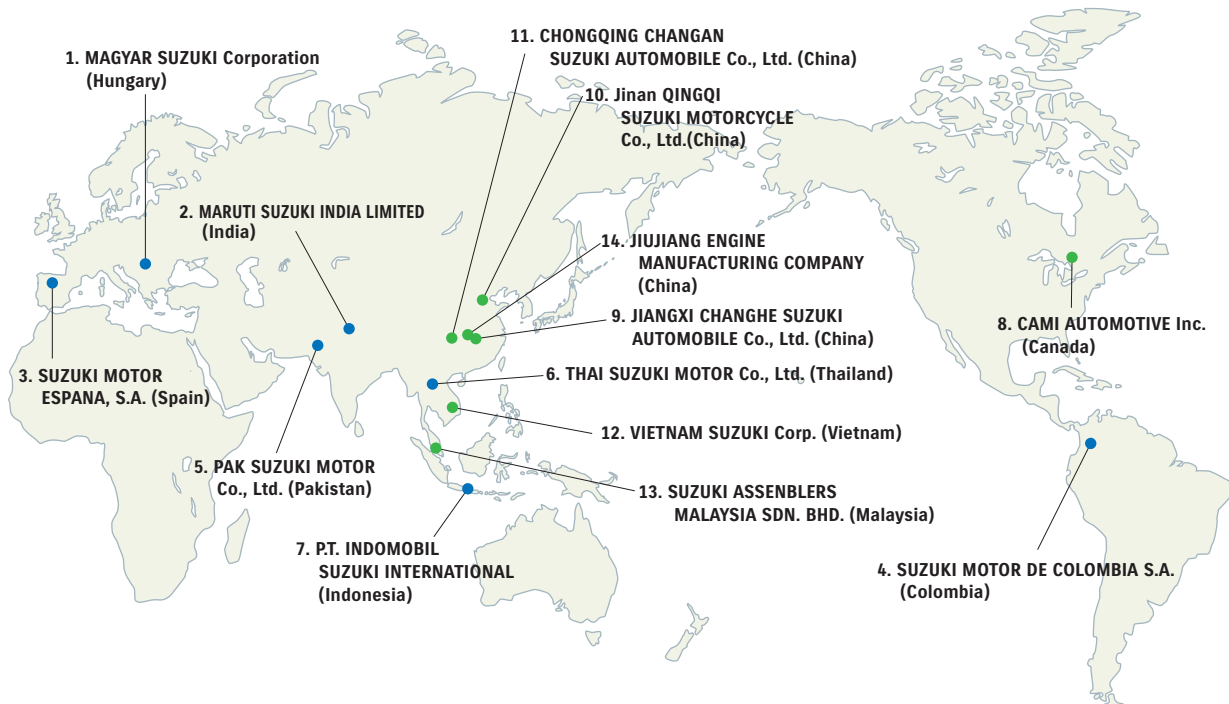
*The Suzuki Business Co. acquired "Eco Action 21."

● [Manufacturing subsidiaries]

company's name	ISO acquisition month
9 Suzuki Toyama Auto Parts Mfg. Co., Ltd.	March 2001
10 Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.	June 2001
11 Suzuki Seimitsu Industries Co., Ltd.	October 2001
12 Suzuki Akita Auto Parts Mfg. Co., Ltd.	March 2002
13 Snic Co., Ltd.	March 2005
14 Hamamatsu Pipe Co., Ltd.	May 2005
15 Enshu Seiko Co., Ltd.	July 2005

● Overseas Companies

For overseas manufacturing bases, MAGYAR SUZUKI Corporation Ltd. obtained the certification in April 1998 for the first time in our group. As of the end of March 2007, 7 manufacturing subsidiaries and seven affiliated companies have obtained the ISO 14001 certification. Also, other companies in our group are now making strenuous efforts for the acquisition of the certification.



● [Manufacturing subsidiaries]

	company's name	ISO acquisition month
1	MAGYAR SUZUKI Corporation (Hungary)	April 1998
2	MARUTI SUZUKI INDIA LIMITED (India)	December 1999
3	SUZUKI MOTOR ESPANA, S.A. (Spain)	February 2000
4	SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)	December 2003
5	PAK SUZUKI MOTOR Co., Ltd. (Pakistan)	August 2005
6	THAI SUZUKI MOTOR Co., Ltd. (Thailand)	August 2005
7	P.T. INDOMOBIL SUZUKI INTERNATIONAL (Indonesia)	April 2006

● [Affiliated companies]

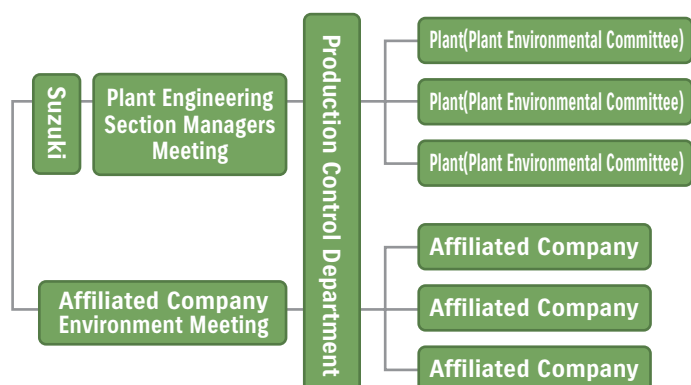
	company's name	ISO acquisition month
8	CAMI AUTOMOTIVE Inc. (Canada)	July 2000
9	JIANGXI CHANGHE SUZUKI AUTOMOBILE Co., Ltd. (China)	December 2003
10	Jinan QINGQI SUZUKI MOTORCYCLE Co., Ltd. (China)	August 2004
11	CHONGQING CHANGAN SUZUKI AUTOMOBILE Co., Ltd. (China)	November 2004
12	VIETNAM SUZUKI Corp. (Vietnam)	March 2005
13	SUZUKI ASSEMBLERS MALAYSIA SDN. BHD. (Malaysia)	October 2006
14	JIUJIANG ENGINE MANUFACTURING COMPANY (China)	December 2006

● Environment Conference

To improve the environmental management of Suzuki in-house plants, a meeting of the managers of the plants' engineering sections is held once a month. Inspecting the site, at the meeting, the engineering section managers in all Suzuki plants get together from all plants to discuss the improvement of the environmental conservation plan and common issues related to all plants.

The findings from these meetings are put into effect in all plants.

In regard to our manufacturing consolidated subsidiaries, the corporate environmental committee also holds bimonthly meetings to improve environmental management as the Suzuki group.



Environmental Inspection

At Suzuki group companies, the individual environmental management systems are audited by an external auditing organization (external audit). We carry out voluntary in-house inspections and environmental patrols to ensure that these systems are appropriately implemented.

Suzuki's environmental inspection



● 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 2007, a renewal inspection was carried out in one plant while five other plants received regular inspections. There were 5 cases of "slight nonconformance" ^{*1} to the ISO14001 requirements at five plants. We immediately investigated the causes and took corrective actions and preventive measures. For "observational items" ^{*2}, there were 27 cases in total among all the plants, and continuous improvements are being made now.

*1. "Slight nonconformance" means defects that should be corrected immediately but do not seriously affect the system operations.

*2. 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; environmental management system inspections (an overall inspection) and preventive inspections (limited local inspections). 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

Document inspection and on site checks are used to determine whether environmental management is being properly carried out or not.

In fiscal 2007, these inspections resulted in 22 matters pointed out and 54 suggestions noted. Improvements have already been made on each of them.

Preventive Inspections

Thorough on-site observations and inspections are carried out in areas that possess a potential for accidents such as drainage disposal facilities, chemical use/storage, and waste disposal facilities.

In fiscal 2007, these inspections resulted in 15 matters pointed out and improvements have already been made on each of them.

Environmental Patrol

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

How in house inspections lead to improvement



03 Emergency Service

Emergency Training

We look for locations and operations that have the potential of causing an environmental accident or emergency and hold emergency drills with employees and other related suppliers. A total of 116 drills (including 37 simulated nighttime drills) were held at all of our domestic plants in fiscal 2007.

These drills were held at our overseas plants.

04 Environment-Related Incidents and Court Cases

Environmental Incidents, etc.

In fiscal 2007, three “environmental accidents” and four “complaints” from local residents were recorded.

The “environmental accidents” included two cases in which the regulation values on the odor index were exceeded at the Takatsuka Plant (the regulation values are 10 and below, whereas the values in those two cases were 13 and 15). We solved the problem by changing the location where the source of the odor, the sludge box, was installed. In the other case, the regulation values for coliform bacteria were exceeded at the Iwata Plant due to a breakdown in the pump that injects antibacterial agent (the regulation values are 3000 bacteria/ml and below, whereas in this case the bacteria count reached 5800/ml). The problem was solved by repairing the pump. We also reviewed the method of managing the pump so as to prevent a recurrence.

Regarding the “complaints,” they were mainly related to the dispersion of odor and paint mist. We took appropriate countermeasures, including the addition of deodorization equipment and the addition of mist filters

Environment Related Product Recalls

There was no environment-related product recall.

Environmentally-Friendly Products Development:Automobiles

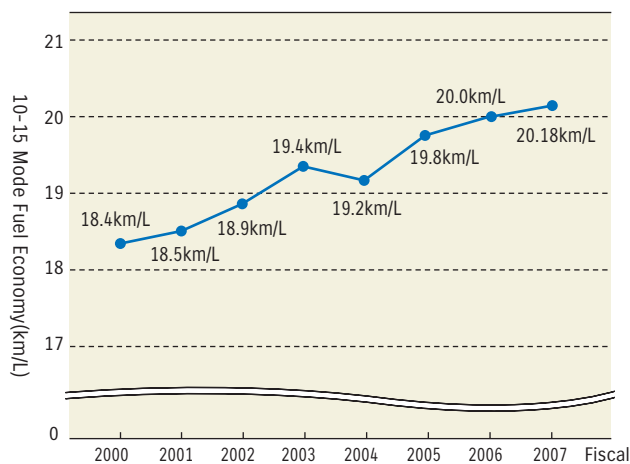
The root of our business has always been based on providing our valued customers with "Products of Value". We are working to develop and improve products for higher customer satisfaction.

01 Improving Fuel Economy

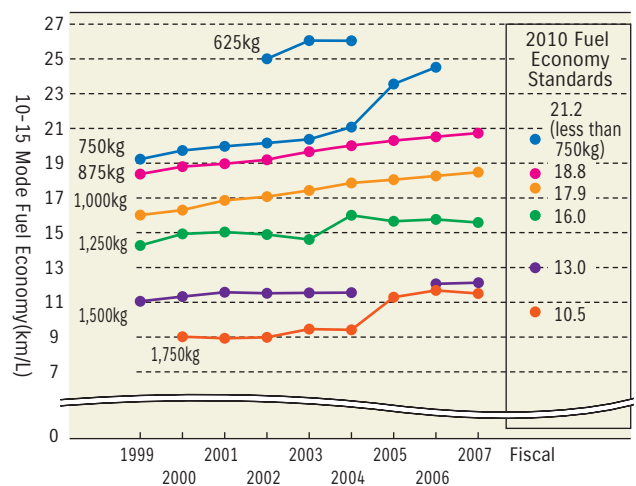
Trends in Average Fuel Economy by Weight Class

In order to reduce CO₂ emissions, which are connected to global warming, we are constantly working to develop and improve products that offer superior fuel economy. Suzuki vehicles in almost all the weight categories have achieved this standard by fiscal 2010.

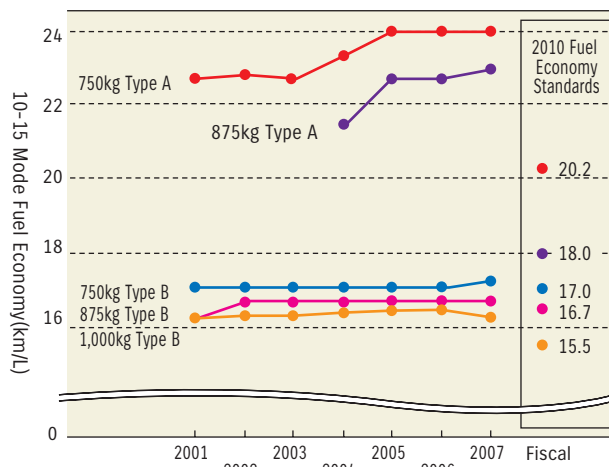
Trends in the Average Fuel Economy of Suzuki Vehicles
(Trends in Fuel Economy of Suzuki's Representative Models WagonR 2WD AT)



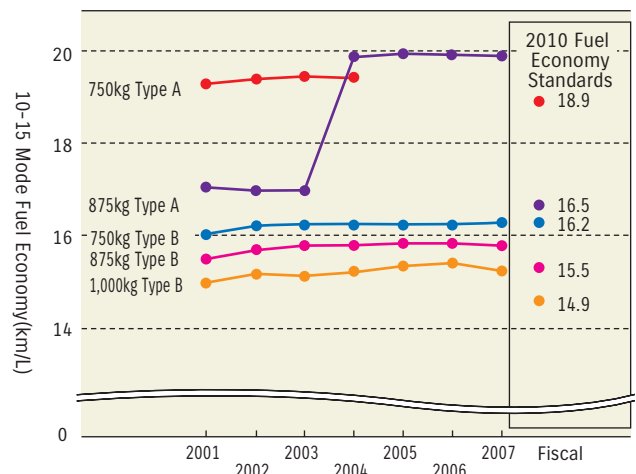
Trends in the Average Fuel Economy of Gasoline Vehicles by Body Weight (excluding imports)
(Figures after fiscal 2004 exclude OEM vehicles.)



Trends in the Average Fuel Economy of Gasoline Powered Mini MT Trucks by Body Weight



Trends in the Average Fuel Economy of Gasoline Powered Mini AT Trucks by Body Weight



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

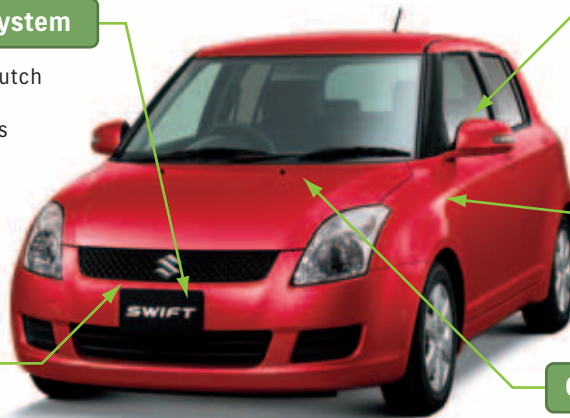
● Major improvements in fuel efficiency

Improvement of drive system

- Employment of Lock-up clutch slip control
- Wider range of speed gears
- Increase of the number of gearshift steps
- Employment of CVT

Improvement of engine efficiency

- Setting of direct injection
- Setting of VVT



Reduction of vehicle weight

- Employment of high-tensile force steel plate
- Employment of tailored blank

Reduction of air resistance

- Optimization of body shape

Others

- Improvement of electric components
- Incorporation of eco-drive supporting devices

Improvement of Engine Efficiency

● VVT (variable valve timing) engine

VVT is technology that increases the fuel efficiency of engines by controlling the timing at which the valves open and close according to the engine's driving conditions. Using VVT improved fuel efficiency and enabled pleasant driving from the low RPMs to the high.

Improvement of Drive Train

● CVT (continuously variable transmission)

Since September 2006, we have installed a CVT in certain compact cars (SWIFT, LANDY) and mini vehicles (WAGON R, CERVO). A CVT makes it possible to continuously conduct optimal and stepless speed control using the belt. From start to high speed, it achieves a smooth driving while maintaining low fuel consumption.

Topics

● Newly developed 1.2-liter DOHC VVT engine (Model K12B) + CVT

In May, 2007, we began selling a new model of Swift (a 2WT vehicle) that features a newly developed 1.2-liter DOHC VVT engine (Model K12B) and a CVT, and that combines high power output with low fuel consumption: 20.5km/liter*. It also has a ☆☆☆☆ emissions level – 75% lower than the 2005 emission standards – and a fuel efficiency 10% higher than the 2010 fuel efficiency standards. (It is a product that's compatible with the green taxation plan.)

*10·15 mode driving (test values of the Ministry of Land, Infrastructure, Transport and Tourism)

The ministry's fuel consumption rates are values derived under fixed test conditions. In ordinary driving, these conditions – involving such things as climate, road conditions, the vehicle, the manner of driving, vehicle equipment, etc. – will vary, and actual fuel consumption rates will vary accordingly.



〈Model K12B〉 1.2-liter DOHC VVT engine

Topics

Topics

Topics

● Direct injection(DI)intercooler turbo engine + CVT with 7-speed manual mode

In October, 2007, we began selling a mini vehicle, the CERVO SR, that is equipped with a direct injection(DI)intercooler turbo engine and a CVT with a 7-speed manual mode. A high power output of 47 kW (64 PS)/6,500 rpm is combined with a low fuel consumption of 23.0 km/liter* for the 2WD model and of 21.0 km/liter* for the 4WD model. Both the 2WD and the 4WD have achieved level, indicating an emissions level 75% lower than the 2005 emission standards. The CERVO SR is thus the only mini turbo vehicle compatible with the green taxation plan.

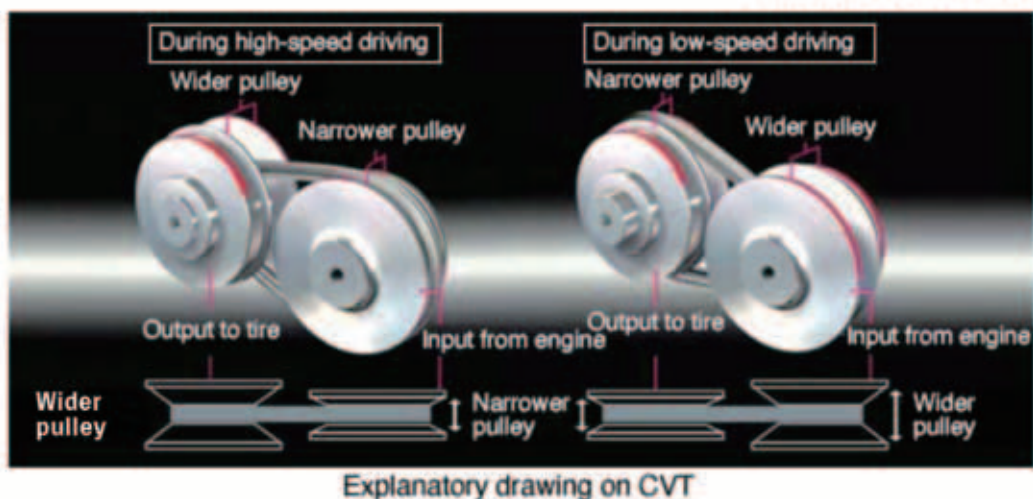
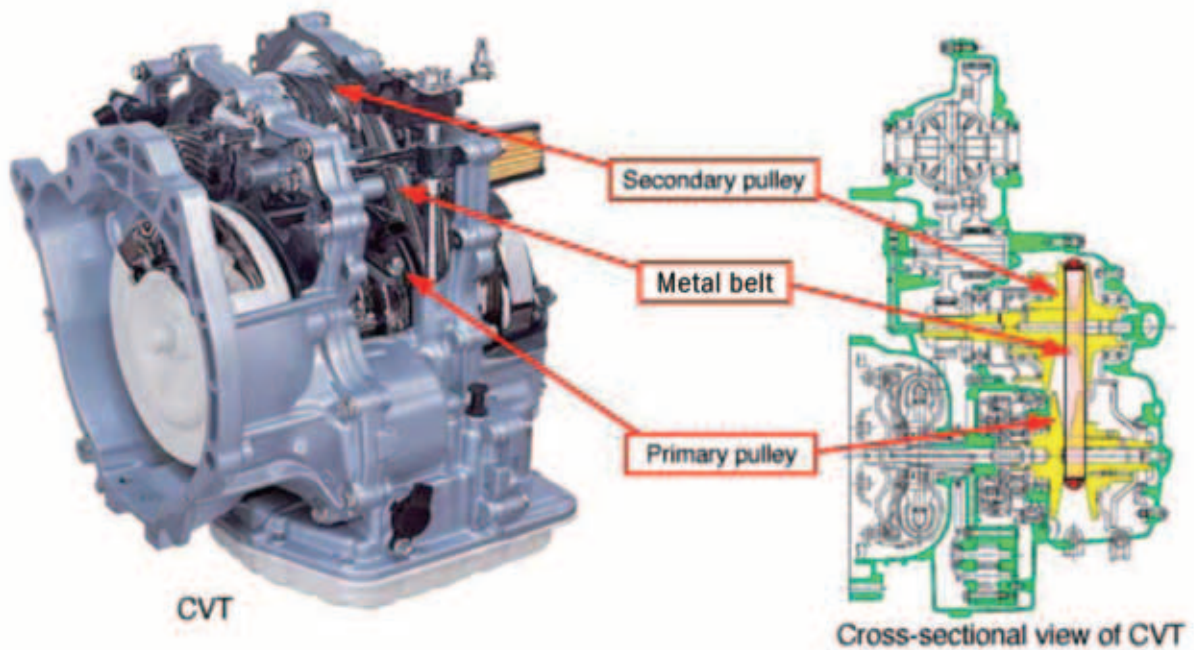
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CERVO SR

● Structure of CVT

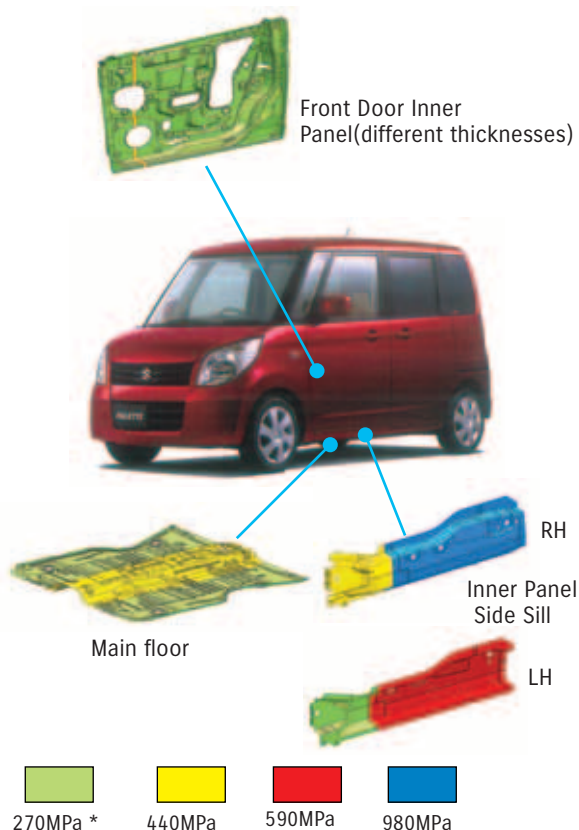


Body Weight Reduction

● Utilizing Tailored Blanks

Tailored blanks is a manufacturing method in which steel parts of different thickness or materials (high tensile steel plate, plated steel sheet, 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.

● Examples of use of tailored blanks(PALETTE)



*MPa stands for "Mega Pascal." It indicates the type of strength of high tensile copper 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. The new Cervo utilizes center pillar made of high-tensile steel plate (TS: 980MPa). Thinner and lighter than the previous system yet provides the same or greater amount of collision energy absorption.

Reduction of Power Consumption for Electrical Components(Lamps, etc.)

We are making efforts to improve the fuel economy by reducing the load of alternators (through the reduction of electric power consumption for lamps and other electric components) and weight of parts.

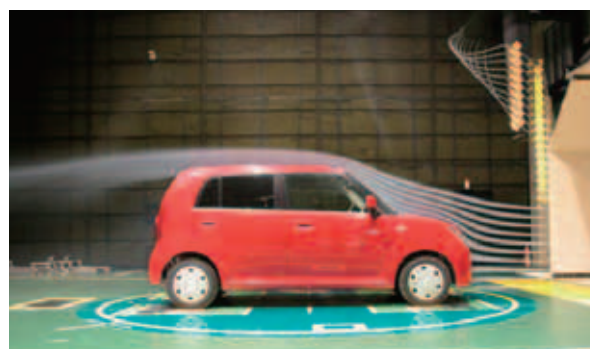
Eco-Drive Supporting Devices (Instantaneous and Average fuel consumption)

Since January, 2006, we have employed an information display that includes the instantaneous and average fuel consumption indicator in compact cars (SWIFT, SX-4, ESCUDO) and mini cars (MR WAGON, CERVO, PALETTE) to encourage drivers to implement fuel-efficient driving.



Reduction of Air Resistance

In the stage of the exterior design, Suzuki is doing its best to reduce the air resistance by utilizing the flow simulation to verify smooth air flow around the body. Also, through the wind-tunnel test, we have developed aerodynamic parts, such as air dam and engine undercover, that rectify the air flow under the floor, aiming to further reduce the drag.



Wind tunnel experiment

02 Reducing Exhaust Emissions

Most of our vehicles meet the 2005 exhaust emissions standards (new long term standards). Also, the new Swift, Wagon R SOLIO, Chevrolet CRUZE and SX4 (a portion of these models) in the compact car category, and the new Wagon R, MR Wagon, ALTO, CERVO and PALETTE (a portion of these models) in the mini car category have gained Super Ultra-Low emissions (☆☆☆☆) certification, which represents a 75% reduction in exhaust emissions compared to the 2005 exhaust regulations.

● Models conforming to new long-term regulation (as of the end of March 2008)

Models	New long-term regulation	New long-term 50% reduction level	New long-term 75% reduction level
ALTO		Type 1	Type 1
MR WAGON		Type 1	Type 1
WAGON R		Type 1	Type 1
ALTO LAPIN	Type 1	Type 1	
Kei	Type 1	Type 1	
CERVO		Type 1	Type 1
JIMNY	Type 1		
EVERY WAGON	Type 1		
EVERY (TRUCK)	Type 1	Type 1	
CARRY (TRUCK)	Type 2	Type 1	
ALTO (TRUCK)		Type 1	Type 1
PALETTE		Type 1	Type 1

Models	New long-term regulation	New long-term 50% reduction level	New long-term 75% reduction level
SWIFT		Type 1	Type 5
WAGON R SOLIO	Type 1		Type 1
CHEVROLET CRUZE	Type 2	Type 1	Type 1
AERIO	Type 2	Type 1	
AERIO SEDAN	Type 2	Type 1	
ESCUDO		Type 3	
JIMNY SIERRA	Type 1		
SX4		Type 2	Type 3
LANDY (OEM)			Type 1

● Low-emission vehicles delivered in fiscal 2007

(Units)

		Passenger vehicles		Trucks		Total
		Standard & compact vehicles	Mini vehicles	Standard & compact vehicles	Mini vehicles	
Low-emission vehicles	Fuel-cell vehicle	0	0	0	0	0
	Electric vehicle	0	0	0	0	0
	Hybrid vehicle	0	0	0	0	0
	Natural gas vehicle	0	41	0	0	41
	Methanol vehicle	0	0	0	0	0
Certified low-fuel consumption and low-emission vehicles*	2005 exhaust gas standard-based 75% reduction level ☆☆☆☆	64,977	275,510	0	0	340,487
	2005 exhaust gas standard-based 50% reduction level ☆☆☆	4,759	114,722	0	19,416	138,897
	2000 exhaust gas standard-based 75% reduction level ☆☆☆	0	0	0	0	0
	2000 exhaust gas standard-based 50% reduction level ☆☆☆	0	0	0	0	0
	2000 exhaust gas standard-based 25% reduction level ☆	0	724	0	0	724
Diesel-replacing LPG-fueled vehicles		0	0	0	0	0
Total		69,736	390,997	0	19,416	480,149

* Vehicles that already meet fuel economy standards as per Japan's Energy Conservation Law and are certified as low-emission vehicles (LEVs) in compliance with LEV certification procedure. (The Energy Conservation Law is a law for the rational use of energy.)

03 Developing automobiles that use clean energy

Natural Gas Vehicles

The Wagon R Natural Gas Vehicle, which was introduced in 1997 as the first natural gas powered vehicle in the mini car class, underwent a full model change based on the new Wagon R and came onto the market in May 2004. The vehicle is available in two versions; a standard version that is equipped with two CNG (Compressed Natural Gas) tanks and another version fitted with three CNG tanks for greater single charge driving range.

Overseas, especially in Asia, CNG/gasoline powered vehicles have been sold. In Pakistan, we began producing and selling such vehicles in 2001, and in 2007 they accounted for more than 80% of the vehicles produced there. In the future we will continue to conduct development activities aimed at further popularizing CNG vehicles, which generate few CO₂ emissions.

Fuel-Cell Vehicles

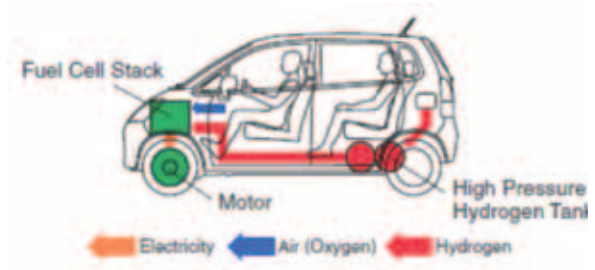
We are pursuing the development of fuel-cell vehicles as strong candidates for tomorrow's clean energy vehicles.*

During 2003 to 2004, Suzuki gained Ministry certification for compact fuel cell equipped mini vehicles and Ministry certification for the first domestically produced vehicles equipped with 70MPa hydrogen tanks in 2004.

At present (March 2007), we have joined the national JHFC (Japan Hydrogen & Fuel Cell Demonstration) project and performed tests on public roads. We will continue to work to improve the durability and driving range of fuel cell electric vehicles and make progress in their practical application.

Moreover, at the Hokkaido Toyako Summit held in July, 2008, we exhibited a new model of fuel-cell vehicle, the SX4-FCV.

* In fiscal 2005, the business capital tie-up with General Motors (U.S.A.) has drastically shrunk, but the technical tie-up with the company concerning the environmental technologies will be continued.



Topics

Topics

● Exhibited at the "Environmental Showcase" (the international media center at the Hokkaido Toyako Summit)

As part of Suzuki's cooperation with the Hokkaido Toyako Summit, which began July 7, 2008, the company exhibited the SX4-FCV at the "Environmental Showcase," an area for displaying and test-driving next-generation automobiles that was set up at the international media center.

The SX4-FCV's driving performance has been improved through the use of a high-performance fuel cell made by GM, a high-pressure hydrogen tank of 70 MPa, and a compact, lightweight capacitor that recovers braking energy and reduce the fuel cell's burden at acceleration time. Suzuki will collect the data obtained in this vehicle's road tests and proceed with efforts to develop it into a commercially viable product.



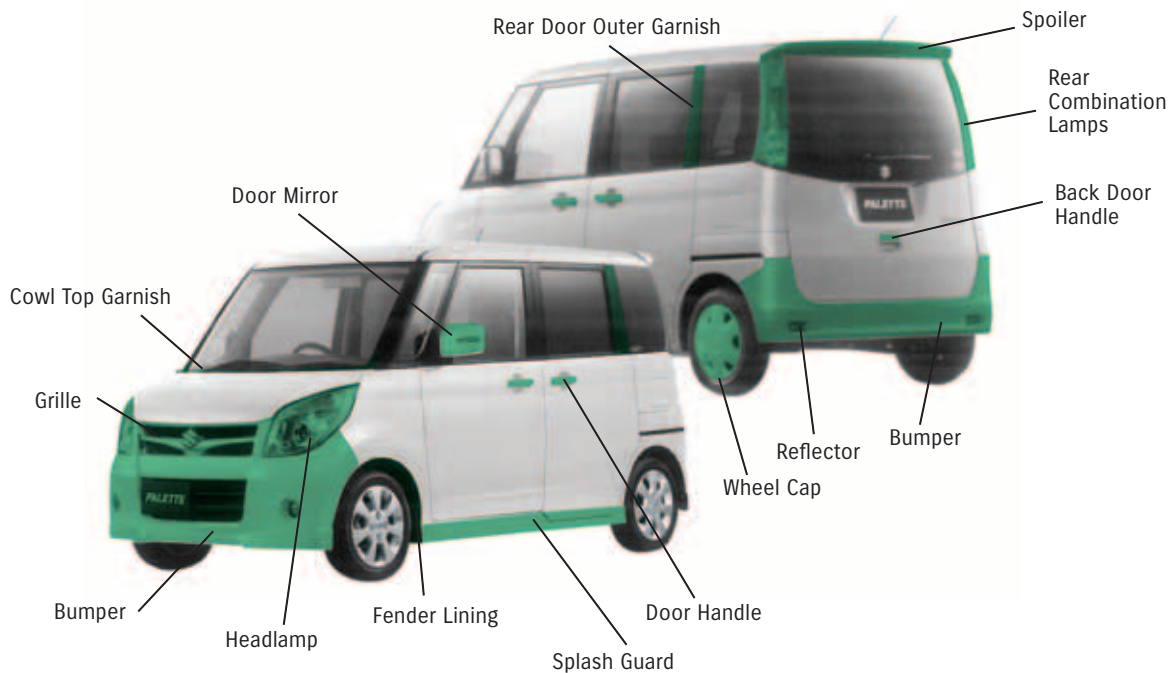
SX4-FCV

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

Recyclable Designs

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

Main Application of Resin Parts(Example:Exterior components of PALETTE)



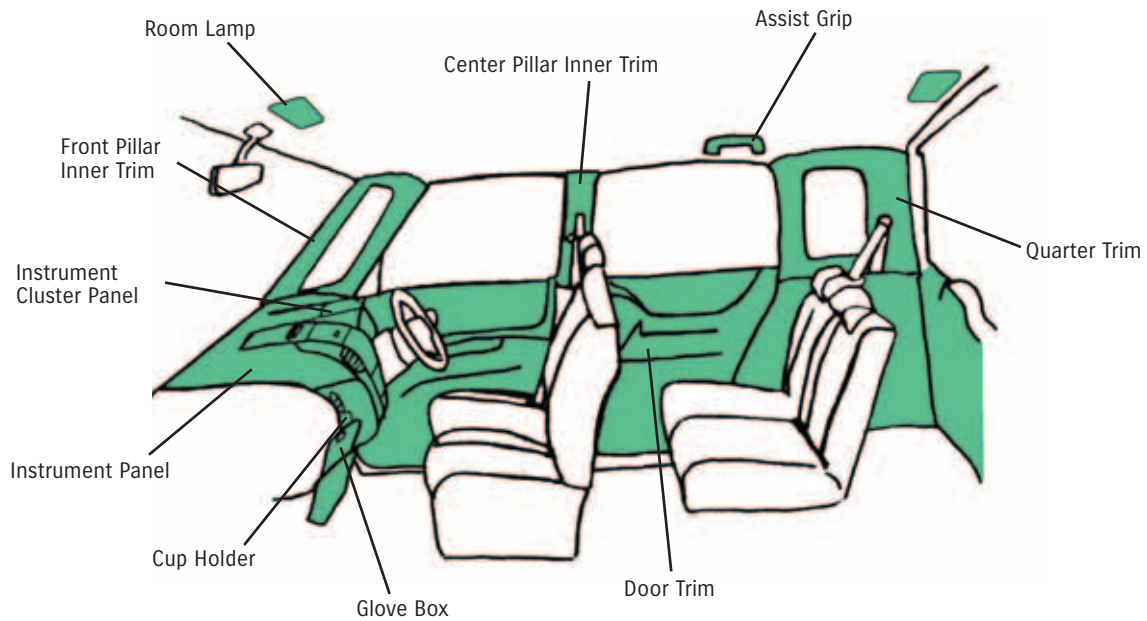
● Material of parts

Headlamp	Lens	PC
	Housing	PP
Rear Combination Lamps	Lens	PMMA
	Housing	ASA
Reflector	Lens	PMMA
	Housing	ABS
Wheel Cap	Full cover and Center cover	PC+ABS
	Front	PP+EPM
Bumper	Front	PP+EPM
	Rear	PP+EPM
Grille		ABS
Cowl Top Garnish		PP
Rear Door Outer Garnish		AEPDS
Spoiler		ABS
Door Mirrors	Housing & Mirror cover	AEPDS
	Visor mirror cover	ABS
	Mirror holder	PP
Door Handle		PC+PBT
Back Door Handle	Handle	PC+PBT
	Case	PC+PBT
Fender Lining		PE
Splash Guard		PP+EPM

● Recyclable Resin

ABS	【Acrylonitrile-butadiene-styrene】 ABS resin
AEPDS	【Acrylonitrile-(ethylene-propylene-diene)-styrene】 (AES resin)
ASA	【Acrylonitrile-styrene-acrylate】 (ASA resin)
EPM	【Ethylene-propylene copolymer】
PA	【Polyamide】
PBT	【Polybutylene terephthalate】
PC	【Polycarbonate】
PE	【Polyethylene】
PET	【Polyethylene terephthalate】
PMMA	【Polymethyl methacrylate】 (acrylic resin)
PP	【Polypropylene】

Main Application of Resin Parts(Example:Interior components of PALETTE)



● Material of parts

Room Lamp	Lens	PC	
	Housing	PP	
Center Pillar Inner Trim	Upper	PP	
	Lower	PP	
Assist Grip		PP	
Quarter Trim	Inner	PP	
	Upper	PP	
Glove Box	Box	PP+EPM	
	Lid	PP+EPM	
Cup Holder	Lid	PP+EPM	
	Tray	PA	
Instrument Cluster Panel		PP+EPM	
Instrument Panel		PP+EPM	
Front Pillar Inner Trim		PP	
Door Handle		ABS	
Door Trim	Front	Board	PP
		Switch bezel	ABS
	Rear	Board	PP
		Switch bezel	ABS
	Back	Cover skin	PP+PET
		Base	PP

● Recyclable Resin

ABS	[Acrylonitrile-butadiene-styrene] ABS resin
AEPDS	[Acrylonitrile-(ethylene-propylene-diene)-styrene] (AES resin)
ASA	[Acrylonitrile-styrene-acrylate] (ASA resin)
EPM	[Ethylene-propylene copolymer]
PA	[Polyamide]
PBT	[Polybutylene terephthalate]
PC	[Polycarbonate]
PE	[Polyethylene]
PET	[Polyethylene terephthalate]
PMMA	[Polymethyl methacrylate] (acrylic resin)
PP	[Polypropylene]

Recycling Glass from End-Of-Life Vehicles

At present, most of glass of end-of-life vehicles is disposed as automobile shredder residue (ASR). In order to use natural resources effectively and reduce the amount of ASR, Suzuki is now struggling with recycling of used glass collected from end-of-life vehicles. In fiscal 2007 we continued the recycling project in cooperation with eight automotive manufacturers*¹ and three glass producers. Putting much emphasis on the development of glass collectors, we developed a rear glass collector, which was a difficult challenge, and thus became able to recover all the glass in automobiles. And we will make continuous efforts for further cost reduction.

*¹ Those manufacturers are Isuzu Motors, Nissan Motor, Nissan Diesel Motor, Fuji Heavy Industries, Mazda Motor, Mitsubishi Motors, and Mitsubishi Fuso Truck & Bus.



Door glass collector



Side glass collector



Rear glass collector

Development of Automobile Recycling Assist Tools

In addition to the recyclable product design, we have been developing tools that can facilitate recycling. One of those tools is a harness cutter, which is a cutting tool for efficiently collecting harnesses. It allows for easy one-handed cutting and collection of harnesses that are located even under carpets or in narrow space. As a result of year-to-year improvement, it has become lighter in weight and more durable.



Harness Cutter

05 Managing and Reducing Environmental Impact

Managing and Reducing the amount of use of Environmental Impact

Reduction of environmental impact materials contained in products is an important issue. In order to strictly follow the ELV Directive in the European market, we have reduced and prohibited the use of lead, cadmium, mercury, and hexavalent chromium in stages since July 2003. At the same time, we have also made strenuous efforts to achieve the reduction goal set by Japan Automobile Manufacturers Association (JAMA) in the domestic market.

●Reduction target set by JAMA (new vehicles)

Materials to be reduced	Reduction target
Lead	Automobiles: 1/10 or less in and after Jan. 2006 (compared with 1996) Motorcycles : 60 g or less in and after Jan. 2006 (in 210-kg vehicles)
Mercury	Prohibition of use in and after Jan. 2005 excluding: - LC display for navigation system, etc - Combination meter, discharge head lamp, room lamp
Hexavalent chromium	Prohibition of use in and after Jan. 2008
Cadmium	Prohibition of use in and after Jan. 2007

●Lead Reduction Efforts

With the PALETTE, which went on sale in fiscal 2007, we reduced the amount of lead used to 1/10 or less compared to 1996 amounts. Moreover, we have already succeeded in reducing the amount to 1/10 or less in 16 other models, including the ALTO, MR Wagon, and SX4.

●Hexavalent Chromium Reduction Efforts

We are proceeding the complete abolition of hexavalent chromium used in domestically produced automobiles, motorcycles, and outboat motors. As for the PALETTE, which was launched in fiscal 2007, we have eliminated hexavalent chromium. Moreover, we have already eliminated the use of hexavalent chromium in the SX4, the SX4 Sedan, and the other vehicles exported to Europe.

●Cadmium Reduction Efforts

For semiconductor's thick film paste, identification paints (pigments), relays, switches, electronic circuit boards and other electric and electronic parts used in all new model vehicles, we achieved the replacement of cadmium by other substances earlier than the cadmium reduction schedule set by JAMA (planning to disuse it completely after January, 2007).

Managing Materials with Environmental Impact

In 2003 we introduced IMDS (International Material Data System), the material data collection system focused on automobile industries, and established an internal management system for materials with environmental impact (see the chart below) utilizing

IMDS. We check for materials with environmental impact used in parts, and calculate the amount contained. In fiscal 2007, we identified 17 different automobile types and different motorcycle types to be in compliance with the laws related to materials with environmental impact.

●Management System for Materials with Environmental Impact



Reducing VOCs (Volatile Organic Compounds) in Car Interior

To improve comfort in vehicle cabins, we have reexamined materials used in vehicle interiors, adhesives, coatings, etc., and reduced the amount of VOC emissions. For the new MR WAGON released in January, 2006 and later models, such as the new SX4, new CERVO and PALETTE, we have successfully reduced vehicle cabin VOC concentration to a level lower than the target set by the Japan Automobile Manufacturers Association as the automobile industry's* voluntary goal. We intend to further reduce the VOC value for all models to be produced and sold in Japan.

Models achieved that reduced to a level lower than the target



MR WAGON



SX4



CERVO



PALETTE

* The Japan Automobile Manufacturers Association, Inc. takes a voluntary approach to reducing vehicle cabin VOCs for "13 different substances established by Japan's Ministry of Health, Labor and Welfare" to meet its target values for concentration levels. New-model passenger cars to be marketed in and after 2007 and new-model commercial vehicle to be sold in and after 2008 should meet these values.

Reduction of Freon (Reducing Air Conditioner Refrigerant, Refrigerant Substitutes)

● Reducing Air Conditioner Refrigerant

For the purpose of reducing the usage of Freon (HFC134a) in air conditioner refrigerant that causes global warming, we have optimized the design of air conditioning systems and are also making efforts for downsizing heat exchangers and the adoption of refrigerant-saving type air conditioners with the use of a sub-cooling system. The air conditioner system of the refrigerant saving type is adopted in all models by domestic production car and adopts it to an offshore production car sequentially.

● Refrigerant Substitutes

We are now conducting research and development of a next-generation air-conditioning system employing an environmentally friendly refrigerant that can replace Freon (HFC134a) to drastically reduce the effects of global warming.

Developing of Lead-Free Soldering

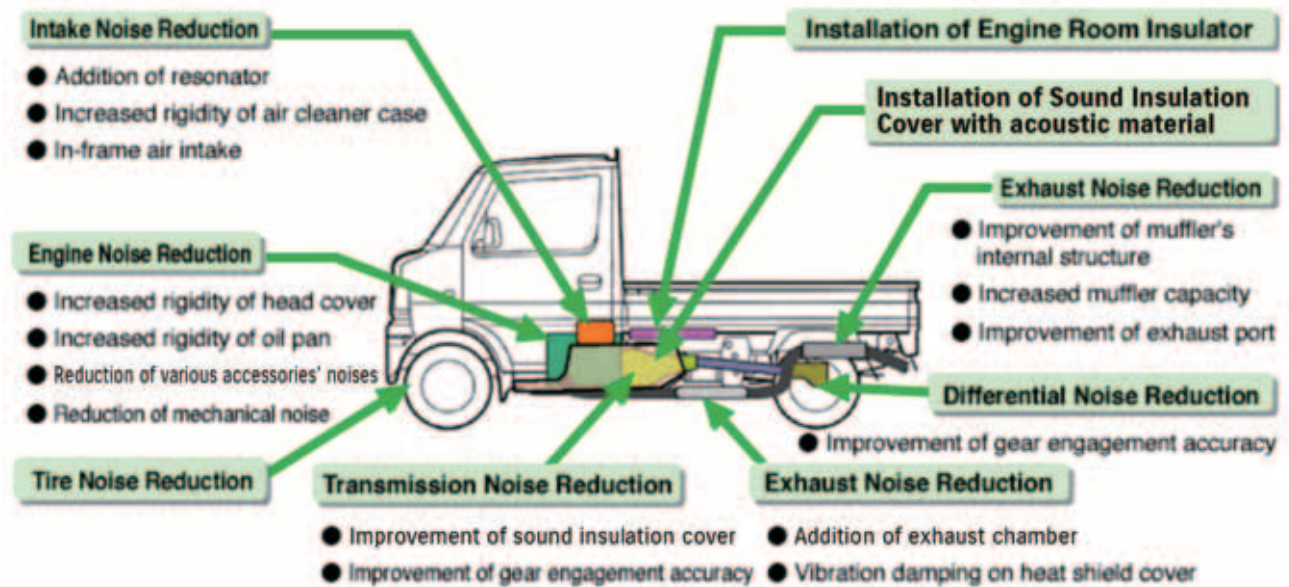
Solder containing lead (tin 6: lead 4) is currently used in the Electric Control Unit (ECU). But we are changing it for a lead-free solder to reduce the environmental impact. First of all, we started using lead-free solder in the EMCD (Electric Magnetic Control Device) controller installed in the Chevrolet Cruze on November, 2001. And we have innovated lead-free solder in the EPI controller installed in some Suzuki vehicles since fiscal 2004. We are planning the sequential expansion of lead-free solder innovation for the future.

06 Reducing Noise

We are working to reduce traffic noise produced by vehicles, particularly noise produced by the vehicle's engine, transmission, air intake and exhaust systems, tires, etc. In addition, vehicles are manufactured with optimum utilization of sound insulation covers, etc.,

to prevent noise leakage. As a result, all vehicles manufactured and domestically distributed by Suzuki are in compliance with domestic regulations in regard to vehicle external noise.

● Major Noise Reduction Countermeasures



07 Development of ITS^{*1} (Intelligent Transportation Systems)

Car sharing 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, 2002, the CEV Sharing Inc. (Present name: the ORIX Auto Corporation) was the first to manage a Car sharing system in Japan. In August, 2004 we began selling "Car Sharing" vehicles, which are compatible with cooperative ASP services^{*2} provided by this company. In fiscal 2007, we sold 98 vehicles. At present (March, 2008), this service is available in Tokyo, Yokohama, Nagoya and Kanazawa.



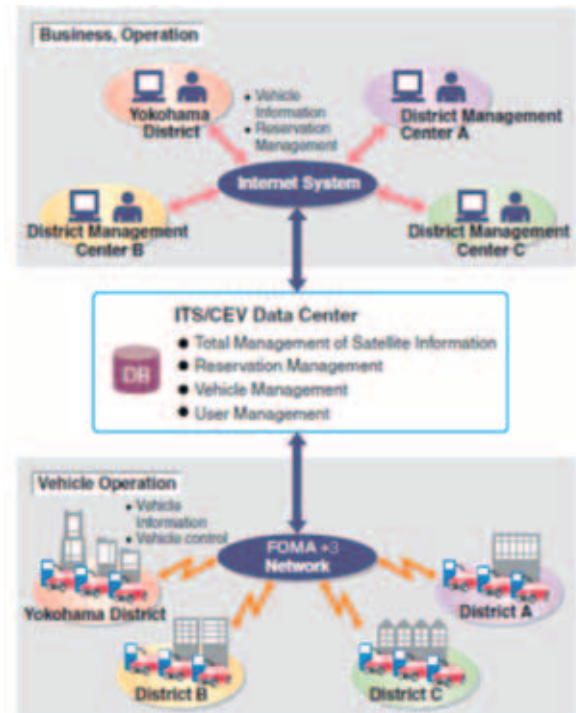
SWIFT: "Car Sharing" Vehicle

*1 ITS: Intelligent Transportation Systems

*2 ASP: Application Service Provider

*3 "FOMA" is a registered trademark of Docomo.

Diagram of a Cooperative ASP Service



Addressee for inquiries about the use of shared cars
Orix Auto Corporation

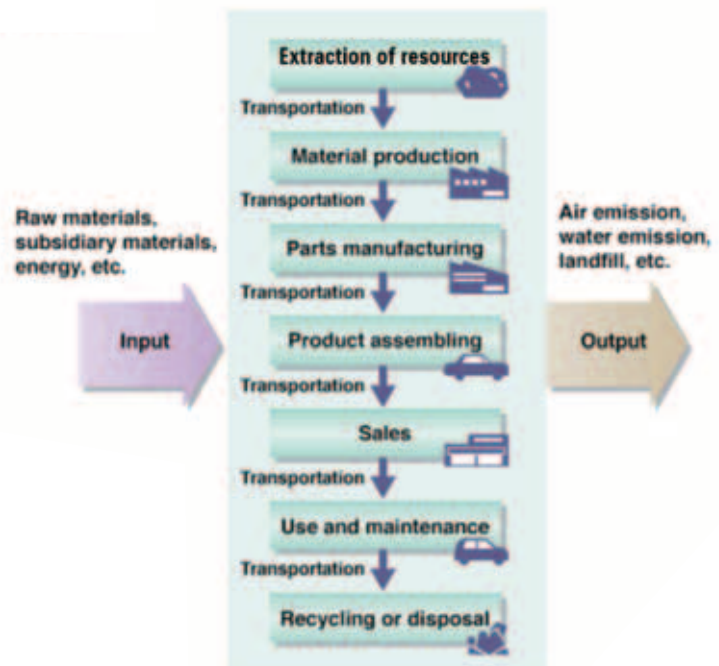
<http://www.orix-carsharing.com>

08 Life Cycle Assessment (LCA)

Life Cycle Assessment (LCA) is a method for quantitative assessment of environmental impact (CO₂ emission, etc.) in all stages of a product life cycle (material selection → manufacturing → use and maintenance → disposal or recycling).

Suzuki is now making arrangement for the database necessary for LCA by collecting parts manufacturing data and others as a part of environmental impact reduction activities.

● Basic concept of LCA



Environmentally-Friendly Products Development: Motorcycles

01 Improving Fuel Efficiency

To reduce CO₂, which is considered a cause of global warming, Suzuki is working to improve the fuel efficiency of its motorcycles. For the VANVAN 200, which we began selling in December, 2007, we changed its fuel supply system from that of the previous model so as to improve fuel efficiency.

From the carburetor previously used, we switched to FI*1 (an electronically controlled fuel injection). This device controls the amount of fuel injected to produce the air-fuel ratio optimal for the given environmental conditions: engine temperature, air temperature, air pressure, etc. At the same time, it controls fuel cutting and otherwise optimizes fuel management according to driving conditions.

In this way, we are continuing to lower this vehicle's emissions (they meet the 2006 regulations); moreover, for fuel consumption at constant speed (60km/h)*2, we achieved an improvement of about 5% (49.0→51.5 km/liter).

*1 FI: Fuel Injection

*2 Fuel consumption at constant speed is a value derived under fixed test conditions. In ordinary driving, these conditions – involving such things as climate, road conditions, the vehicle, the manner of driving, vehicle equipment, etc. – will vary, and actual fuel consumption rates will vary accordingly.



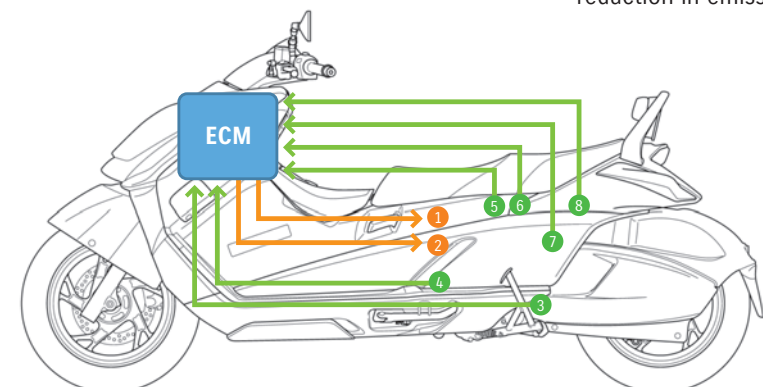
VANVAN 200

02 Reducing Exhaust Emissions

Suzuki is working to reduce emissions from its motorcycles so that these meet both European regulations (Euro 3) and the 2006/2007 Japanese regulations. In fiscal 2007, five models met the European regulations while six met the Japanese 2006/2007 regulations.

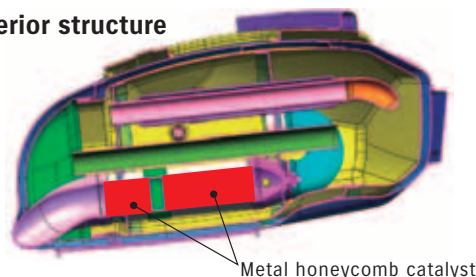
To reduce the emissions of the GEMMA, which went on sale in July, 2008, it was equipped with an electronically

controlled fuel injector, an O₂ feedback system, and a 3-dimensional catalyst that has a metal honeycomb as its base; as a result, the GEMMA satisfies the 2006/2007 Japanese regulations. The amount of oxygen in its exhaust is constantly monitored with an O₂ sensor attached to the exhaust pipe, and the amount of fuel injected is feedback-controlled so that the air-fuel ratio always remains optimal. This in turn serves to maximally activate the catalyst inside the muffler and realize a reduction in emissions.



- ① Fuel injector
- ② Ignition coil
- ③ O₂ sensor
- ④ Crank position sensor
- ⑤ Throttle position sensor
- ⑥ Manifold pressure & air pressure sensor
- ⑦ Water temperature sensor
- ⑧ Inlet temperature sensor

Muffler interior structure



Metal honeycomb catalyst



GEMMA's catalyst

Topics

Topics

● Fuel-Cell Motorcycle

Due to environmental problems and the rapid rise in fuel prices, motorcycles are getting a second look as an inexpensive means of transportation with relatively little environmental impact. Moreover, Suzuki has developed an air-cooled type of fuel-cell motorcycle that can run on hydrogen, a promising alternative fuel.

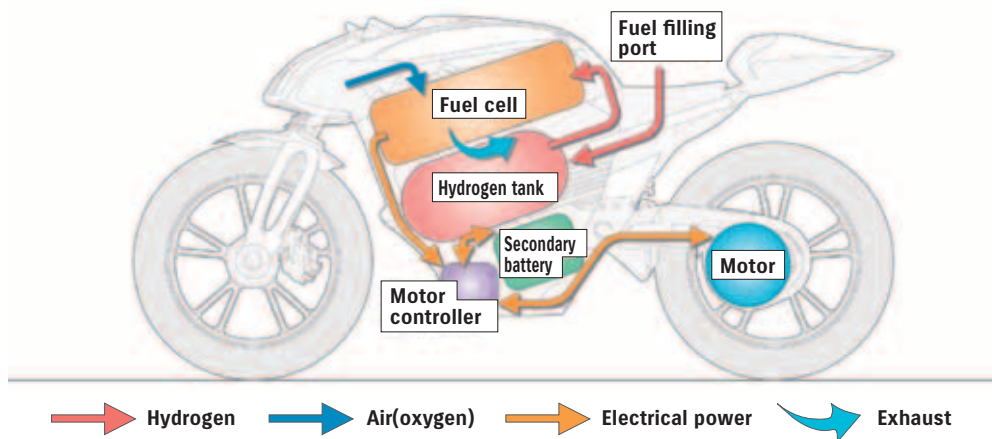
In 2007, at the 40th Tokyo Motor Show, we exhibited, as a concept vehicle, the Crosscage, the first on-road type fuel-cell motorcycle.

The Crosscage uses a small, lightweight, and simple, cooled-air fuel cell system that is optimally positioned. It thus features fully realized on-road sports styling. At the same time, it offers the handling of a small motorcycle and 200 kilometers of driving per fill-up.

In the future we will improve its performance and carry out other vehicle developments. Further, while keeping the verification test and other matters in mind, we will conduct efforts aimed at creating a commercially viable fuel-cell motorcycle.



Crosscage



03 Promoting the Three Rs: Reduce, Reuse, and Recycle

The following illustrates our efforts toward improving the recyclability of materials through the 3R designs by taking GEMMA and Let's 5 as examples.

Recycle Design

● Use of Recyclable Materials

In the GEMMA, recycled PP materials are used for the lower leg shield, under center cover, inner side cover, and tool holder.

● Utilizing Colored Resin

Resin covers such as the front fender, handle cover, leg shield and frame cover used in the Let's5 are made of AES or PP colored resins. The use of these resin parts eliminates the need for separating the paint from the material during recycling, facilitating the recycling process.

● Easier Dismantling

Exterior parts for Let's 5 can be attached with screws and clips, so that there is no need for any special tool during assembly. Also, they can be easily dismantled with only a screwdriver.



GEMMA



Let's 5

04 Managing and Reducing Materials with Environmental Impact

As with our automobiles, we are working to reduce the hexavalent chromium, mercury, cadmium and lead used in our motorcycles.

Hexavalent Chromium Reduction Efforts

In 2007, we eliminated hexavalent chromium from all of our new models sold in the Japanese market, thus satisfying in advance the requirements of the Automobile Manufacturers Association's voluntary initiative that began in January, 2008.

05 Reduction of Noise

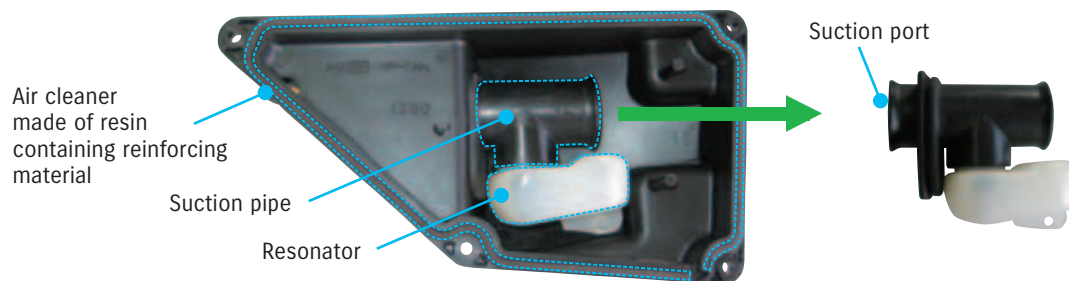
We will describe our efforts to reduce noise by using examples related to the VanVan 125, the ST250 E Type and the GEMMA.

Improvement of Air Cleaner

With the VANVAN 125, we made the air cleaner from a resin containing a reinforcing material, adjusted the area of the suction port, and attached a resonator to the suction pipe, thereby reducing the noise.



VANVAN 125



Use of Sound-Absorbing Material

● Attachment to Frame Cover

With the ST250 E Type, we attached sound-absorbing material to the inside of the frame cover that is the outer cover of the air cleaner, thus reducing noise.



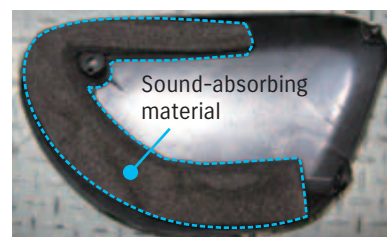
ST250 E Type



Air cleaner



Frame cover(outside)



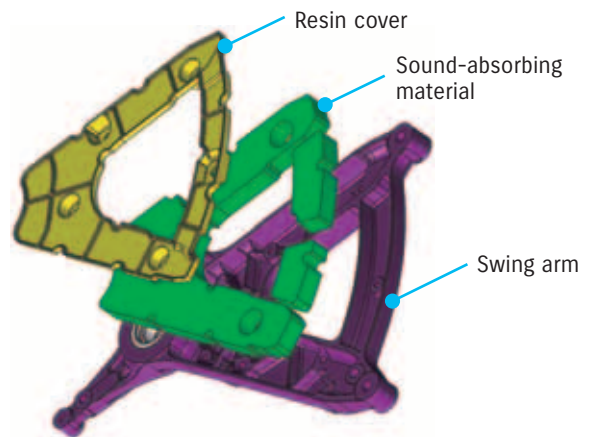
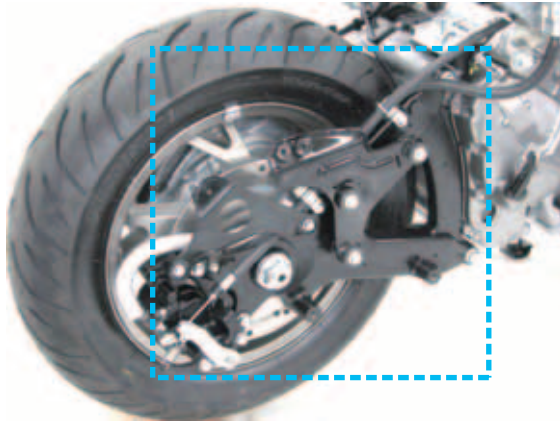
Frame cover (inside)

● Attachment to Swing Arm

With the GEMMA, we attached sound-absorbing material to the inside of the swinging arm, thus reducing noise.



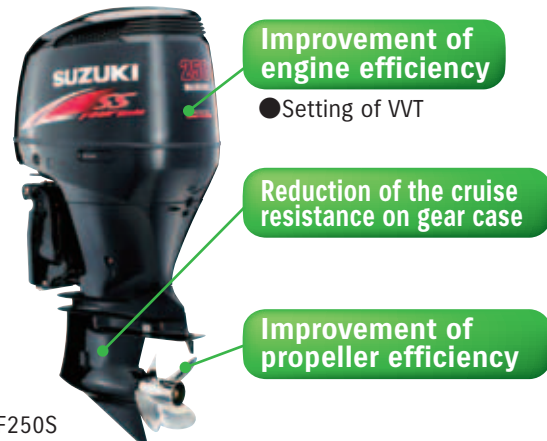
GEMMA



Environmentally-Friendly Products Development: Outboard motors

01 Improving Fuel Economy

We are developing and improving outboard motors for the purpose of improving fuel efficiency, one of the primary solutions to reducing CO₂ emission that causes global warming. The model DF250S, on which production started in November, 2007, has been greatly improved in efficiency of both the engine and the propeller and the reduction of gear case resistance, by employing the electronically-controlled fuel injection system and the variable valve timing (VVT) mechanism, bringing about great fuel saving benefits.



DF250S

02 Reducing Exhaust Emissions

Suzuki's four-stroke outboard motors have complied with the U.S. "2006 EPA Regulation Values," "2008 CARB Regulation Values" and the European "2006 EU Regulation Values."

Clean Technology

The Suzuki four-stroke outboard motors "DF Series" is designed to offer the best environmental friendliness, satisfying various types of emission standards. Also, the DF motors (excluding DF30, DF5 and DF2) are certified by Fishing Boat and System

Engineering Association of Japan as environmentally gasoline-fueled outboard motors. This certification is granted to outboard motors that also satisfy the fuel efficiency requirements.

03 Promoting the Three Rs: Reduce, Reuse, and Recycle

Our outboard motors employ recyclable design based on the technologies that have been developed for our automobiles and motorcycles.

04 Managing and Reducing Materials with Environmental Impact

● Reducing the Amount of Lead

In outboard motors, we have switched the fuel tank from lead alloy steel plate to resin and achieved the goal of reduction of lead usage.

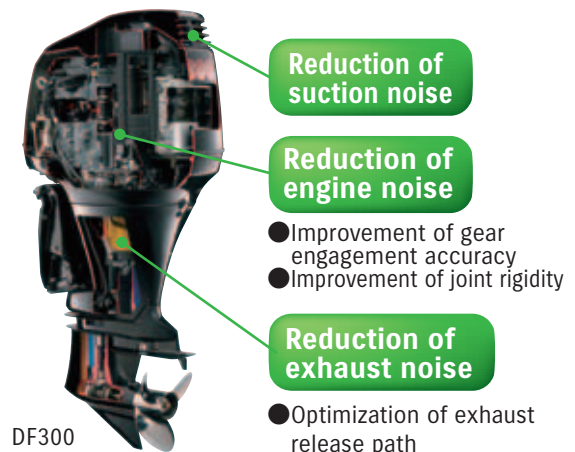
● Substitute for hexavalent chromium

We are promoting research and development of

a substitute for chromic acid chromate including hexavalent chromium that is used in preventing the corrosion of aluminum materials.

05 Reducing Noise

Our outboard motors are designed to minimize various kinds of noises, such as suction noise, engine noise, and exhaust noise. Through those noise reduction measures, all of our four-stroke outboard motors have complied with the EU noise requirements.



Environmentally-Friendly Products Development: Welfare Vehicles

01 Developing the FC (Fuel-Cell) Senior Car

We are conducting research and development on the FC Senior Car that uses a fuel cell to replace the conventional electrically powered carts that incorporate a lead acid battery. The fuel cell is called a Direct Methanol Fuel Cell (DMFC)* and uses methanol as fuel. Since long-distance driving is possible simply by supplying the methanol, there is no need for conventional plug-in charging.

In 2007, we again exhibited a fuel cell-operated Senior Car "MIO" that also employs the DMFC at the International Home Care & Rehabilitation Convention and at the Tokyo Motor Show. Based on the MIO, we are now advancing the research of a fuel cell control system for further improving the fuel efficiency.

* DMFC stands for Direct Methanol Fuel Cell, which is a fuel cell using methanol solution as the fuel. The liquid fuel makes handling easy. Also, since any hydrogen-generating reformer and hydrogen cylinder are unnecessary, the overall weight and size can be reduced.



A fuel-cell senior car, the MIO

02 Promoting 3R(Reduce Reuse Recycling)

Use of tip materials

We use tip materials in the arm support and the back support of the Senior Cars. Also, we are considering the use of them in other portions, while carefully examining the required hardness and elasticity.

Recycle mark

We indicate the battery recycle mark not only on the surface of the cell, but also in the relevant instruction manual. The indication of the battery mark raises users' awareness about environment and the importance of recycling.



03 Managing and Reducing Materials with Environmental Impact

Reduction of VOC

In order to reduce the amount of VOC generated from coating films or in the painting process, we are voluntarily using colored resin parts in Senior Cars and Town Carts without applying any paint. (In fiscal 2007, the colored resin parts accounted for 54.5% of the total resin parts in terms of weight. That component ratio was as high as 89.6% in Town Carts.)

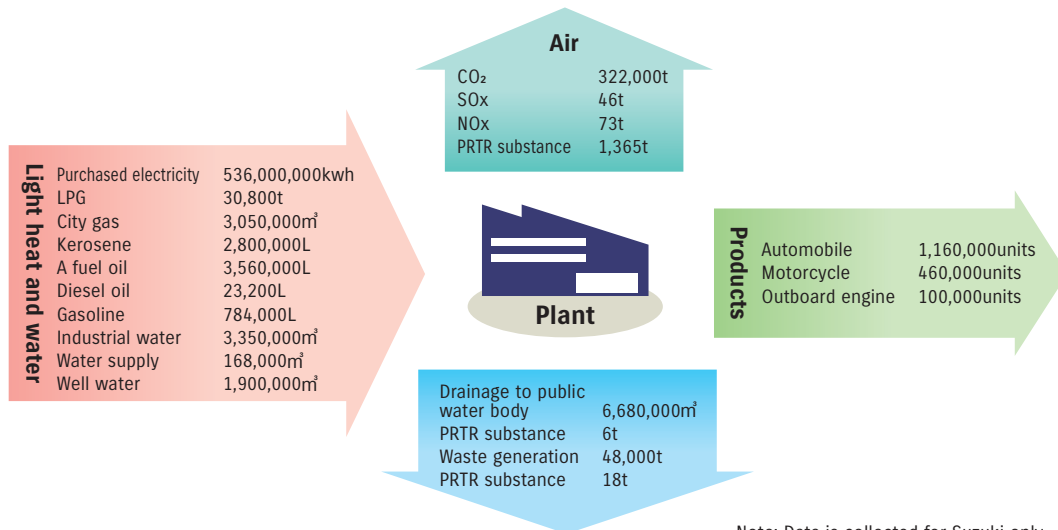
Lead-free soldering

We applied lead-free solder in the control board of the battery charger for our new model of motor chair. We are also considering the employment of it for our other electrical components.

Environmentally-Friendly Manufacturing

Environmental conservation encompasses a wide range of activities in areas related to manufacturing, from global warming (energy reduction, CO₂ Reduction), waste and resource reduction (recycling), management of materials with environmental impact, to green procurement, communication with the local community, etc. The following section provides results in our program to reduce materials with environmental impact in our manufacturing activities.

Manufacturing activity and Environmental load



Note: Data is collected for Suzuki only

01

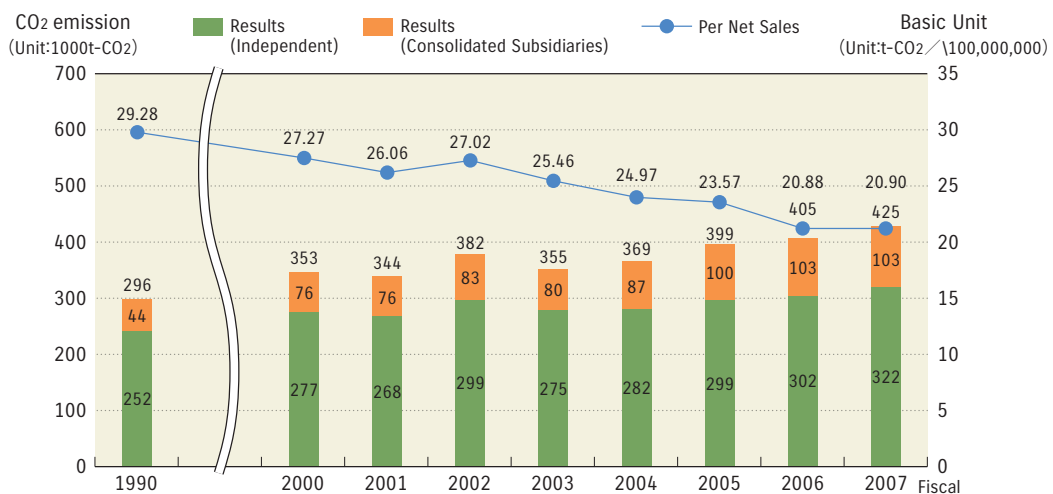
Considering the Environment at all Corporate Sites

Measures for Global Warming

CO₂ emissions from energy consumption in manufacturing plants during fiscal 2007 were 425,000t (increase of 4.9% over last year) due to increased production. It is equivalent to an increase of 0.1% over last year (decrease of 29% over fiscal 1990) in conversion to a figure per sales (independent).

We will further work on various measures such as conversion to low-CO₂ fuel, introduction of energy saving equipment and use of natural energy.

Trends in CO₂ Emissions and Goal



Takatsuka Plant	17,100t-CO ₂	Excluding the main office structure and machinery	Toyokawa Plant	14,900t-CO ₂	Excluding the Toyokawa PDI Center
Iwata Plant	55,500t-CO ₂		Osuka Plant	61,500t-CO ₂	
Kosai Plant	109,800t-CO ₂	Including parts factories	Sagara Plant	63,300t-CO ₂	Excluding Sagara Course, Research Buildings, Sagara PDI Center

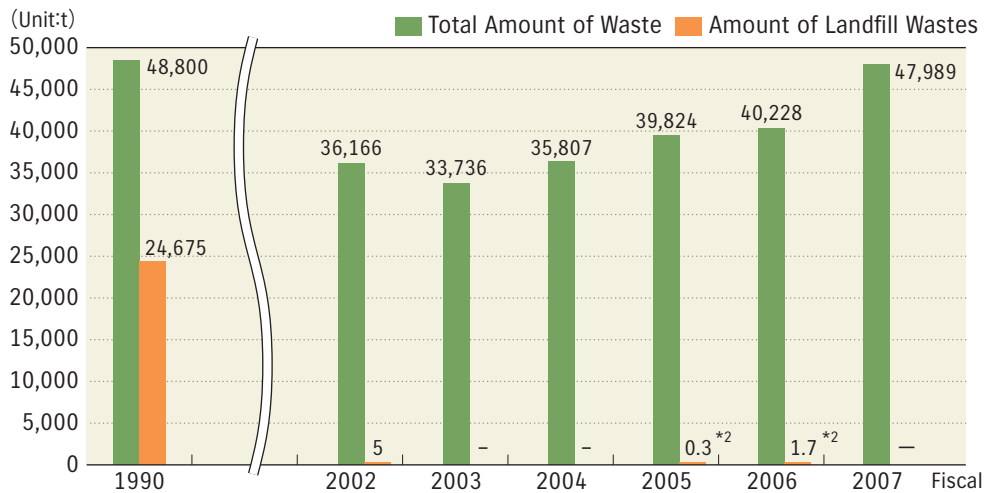
Reducing Waste and Resources Saving

● Amounts of Produced Waste and Landfilled Waste

In our domestic plants, we achieved zero level*¹ landfill waste in August 2001. We have continued to maintain a perfect zero level landfill waste and are focusing on further waste reduction. In our domestic consolidated subsidiaries, we are progressing toward achieving zero level by fiscal 2008.

*1 Zero level: Landfilled waste should be less than 1% compared to the amount sent in 1990 (24,675t).

Amount of waste and landfill wastes produced by domestic manufacturing plants

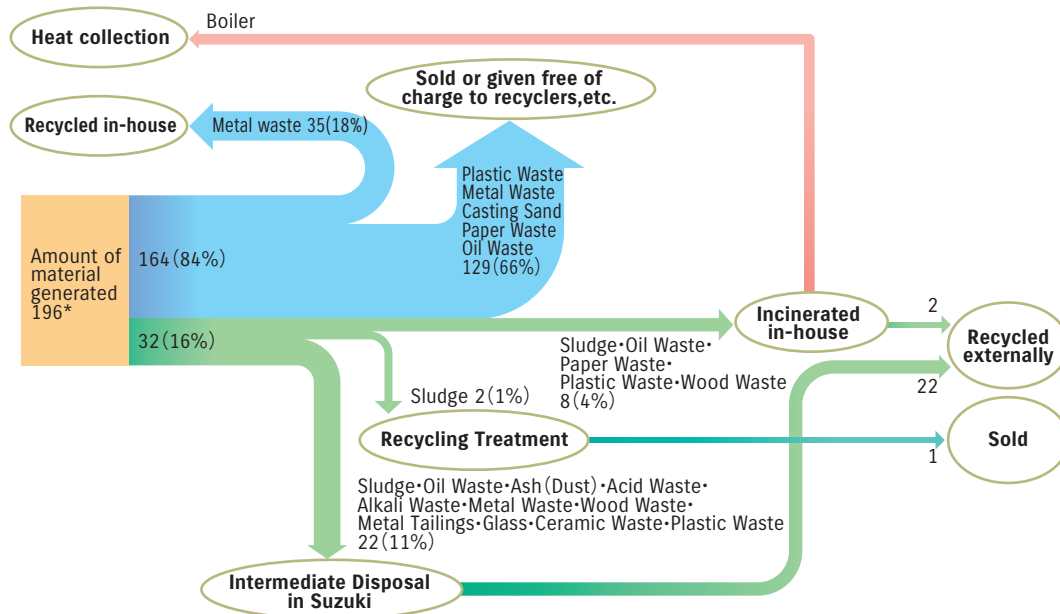


*2 To cope with social circumstances, we made investigations into the use of asbestos, and the collected asbestos materials were disposed of through landfill because it is difficult to recycle those materials at present.

Amount of Waste and Landfill Wastes Produced by Nine domestic Consolidated Subsidiaries



Flow of Wastes and Recyclable Materials (Unit:1,000t / year)



* Amount of materials generated consists of 48,000 tons of waste and 148,000 tons/year of recyclable materials.

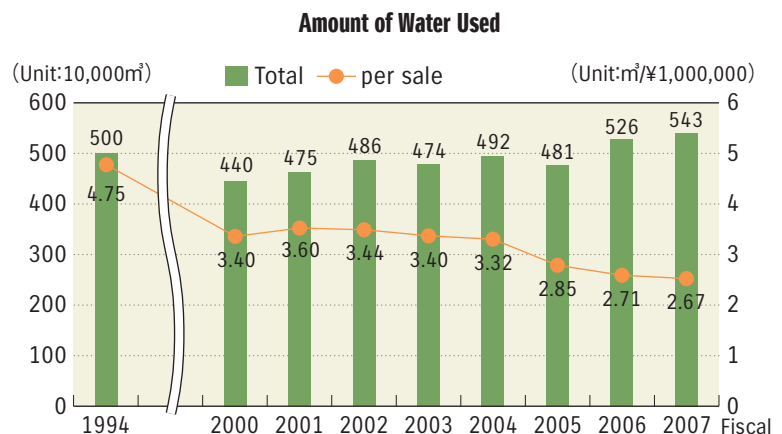
● Amount of Incinerated Waste

Dioxin compliant incinerator at our Kosai plant is used to dispose of burnable waste to reduce waste and use effectively the heat energy. O₂ control in our incinerator management system, etc. has resulted in reduced dioxin emission. As a result, the dioxin level in fiscal 2007 was 0.023ng-TEQ/Nm³, which was well under the regulatory level (5ng-TEQ/Nm³).



● Amount of Water Used

We are working on ways to conserve water and reuse wastewater in order to reduce the amount of water used in our domestic manufacturing plants. For this purpose, we are utilizing airtight cooling towers, air cooled compact air conditioners, water conserving faucets, rain water collection, collection of water from coolers, and reuse of waste water. Through the promotion of those activities, water consumption per sales was reduced by 1% from the previous year.



02 Reducing Environmental Risk

● Cleanup and monitoring of Organic Chlorine Compound

After organic chlorine chemical compounds (trichloroethylene and cis-1, 2-dichloroethylen) were discovered in the groundwater at the Takatsuka Plant in January of 1999, we initiated a continuous cleanup effort of the underground water and took measurements along the site boundaries. Consequently, pollutants have not been detected at monitored sites along the sited boundaries till the present, so we are confident that pollutants have not progressed beyond our boundaries.

● Reduction of Odor and Noise

Although we strictly follow the relevant regulations or laws, the odor and noise released from our plants may make local residents uncomfortable. Aiming to be fully trusted by the local community, we will continuously promote measures for prevention of noise and odor and elimination of the potential sources.

We also took measures for elimination of the potential source of odor from the incident that occurred in Takatsuka Plant in fiscal 2007, and currently we are promoting proactive measures.

● Preventing the Leakage of Sewage

As a part of our water management activities, our analysis department periodically analyzes plant effluent, underground water, and water used in factory processes to ensure that sewage does not leak from the plants. If any abnormality is found, the related section is quickly informed and suitable measures are carried out.

In fiscal 1994, Suzuki registered as an analysis laboratory in accordance with the measurements law. In addition to factory disposal, we analyze factory disposal within the Suzuki Group, concentrations of agricultural chemicals in wastewater from a golf course (Inasa Golf Club), and we are working on activities in preventing sewage from leaking.



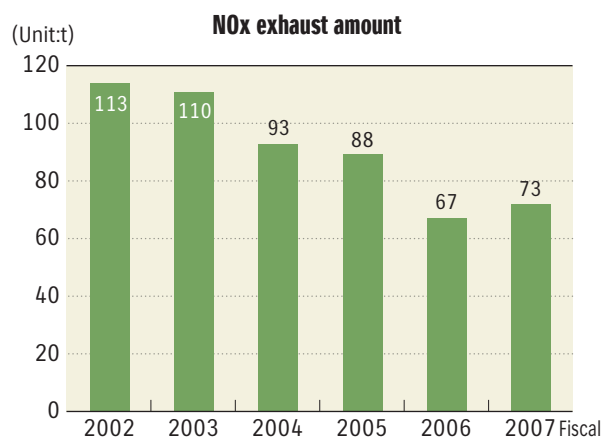
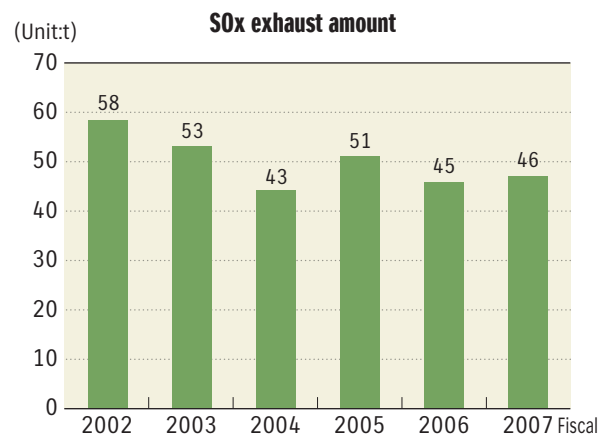
Analysis

● PCB : Controlling Polychlorinated Biphenyl

A total of 1,412 units in 5 plants of trances, condensers, and stabilizers which contain PCB (Polychlorinated biphenyl) are controlled. 12 units among these are used in 2 plants and the remaining 1,400 units are secured with locks. We also reported storing condition, etc. of PCB based on the "Act on Special Measures concerning Promotion of Proper Treatment of PCB Waste" which came into force in July 2001.

● Controlling SO_x , NO_x exhaust amount

We reduce SO_x (sulfur oxides) and NO_x (nitrogen oxides) exhaust amounts by applying higher voluntary standards to those oxides exhausted from boilers, etc. in order to prevent air pollution.



03 Promoting Energy Reduction and the Use of Alternative Energy

Introduction of Wind Turbine Power Generating Facilities

One of our projects aimed at global warming is the promotion and utilization of power generated from the wind. Three wind turbine power generators are currently in operation, one at our training center and two others at the Kosai plant.



Wind power facility at Kosai Plant

● Power generating results

Period	Installation places	Electricity generated [kWh]	CO ₂ reduction [kg-CO ₂]
April 2007 through March 2008	Training Center	13,047	8,507
	Kosai Plant	1,527,624	996,011
	Total	1,540,671	1,004,518

Introduction of Micro-Hydroelectric Power Facilities

Realizing that the water pressure found in the industrial water mains had never been utilized, a micro-hydropower facility was installed at the Kosai plant and put into operation in July 2004. As a result, CO₂ emission is reduced.

● Power generating results

Period	Installation places	Electricity generated [kWh]	CO ₂ reduction [kg-CO ₂]
April 2007 through March 2008	Kosai Plant	69,881	45,562

Utilizing Clean Energy

In August 2003, the fuel used at the Toyokawa Plant was switched from LPG to town gas, which emits less CO₂. We plan to use such a clean energy in other plants step by step, considering the individual conditions of city gas pipe installation.

● CO₂ Reduction

Period	Installation places	CO ₂ reduction [kg-CO ₂]
April 2007 through March 2008	Toyokawa Plant	1,404,258

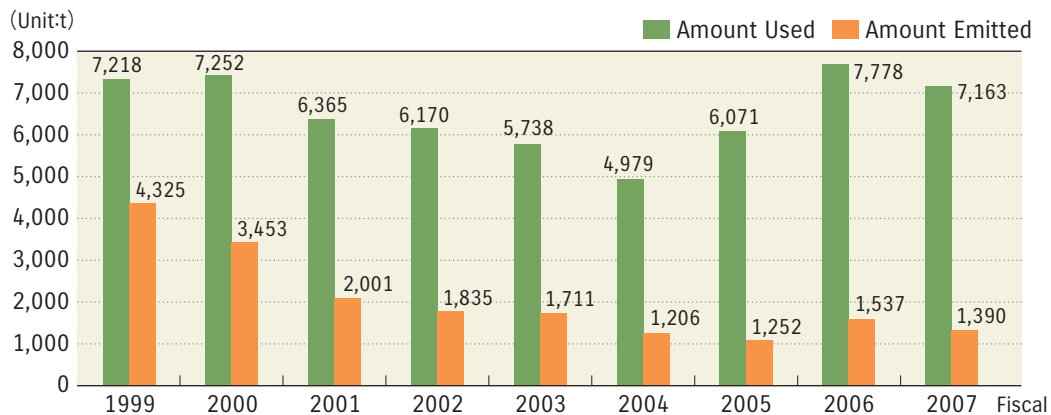
04

Managing and Reducing Materials with Environmental Impact

●PPTR (Pollutant Release and Transfer Register) Targeted Substances

To reduce materials with environmental impact, we are working to reduce PRTR targeted substances. As a result of effort to reduce PRTR targeted substances contained in paints and cleaning thinners, the amount of emissions in fiscal 2007 was 1,390 tons, reduced 10% from the previous fiscal year.

Amount of PRTR Materials that are Used and Emitted



●VOC (Volatile Organic Compounds)

VOC is a chemical contained in solvents mainly used in the painting process. After reducing to reduce VOC emissions in the automobile painting process, VOC emissions in the automobile body, bumper and motorcycle painting process in fiscal 2007 were at 65.4g/m².

According to the voluntary VOC emission reduction plan promoted by Japan Automobile Manufacturers Association, the VOC reduction activities shall be conducted not only in the automobile body painting process, but also in the bumper painting and motorcycle painting processes, and Suzuki will make efforts in that direction.



●Water-Soluble Paints

Water-soluble paints are being used in part of the brake drum painting process at the Osaka Plant. In overseas factories, the new factory in Magyar Suzuki (Hungary) started using water-soluble paints in January 2005 to reduce VOCs.

The other plants are planned to change to water-soluble paint sequentially.

●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.

●Purchasing New Substances

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

* MSDS (Material Safety Data Sheet): This sheet lists materials, hazards, and handling cautions, etc. Water-Soluble Paints

●Reducing the usage of Lead

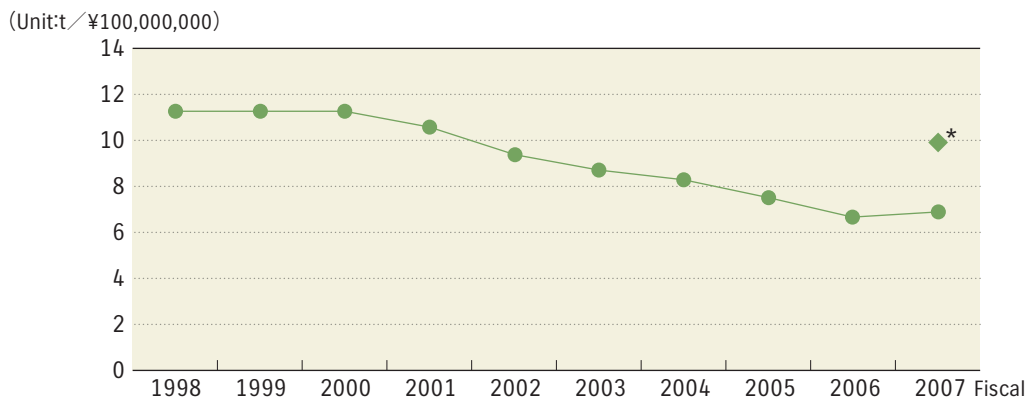
We have completed the changeover to the lead-free electrodeposition paint (undercoating) in all domestic and overseas plants.

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

● Activities for the Effective Use of Resources Law

Based on the “Promoting the Effective Use of Resources” law, which went into effect in April 2001, we created a “Controlling the Occurrence of Byproducts Plan” and reported the plan’s results. The purpose of this is to control the occurrence of byproducts such as material waste and waste casting sand, and in fiscal 2007 we reduced byproducts to 7.0t / ¥100,000,000.

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.

06 Promoting Green Procurement

Suzuki issued a revised edition of “Green Procurement Guideline” on June 1, 2007.

According to this revised guideline, we are promoting the procurement activity of environmentally friendly parts and materials by encouraging our suppliers to produce environmentally friendly parts and materials and giving priority to the suppliers who show a positive attitude toward environmental preservation.

Also, Suzuki not only complies with various kinds of environment-related regulations, such as “European ELV

Directives,” but also voluntarily and willingly make efforts for the reduction of environmental impact substances including those that are free from legal restrictions.

Through those activities, actually we are able to contribute to the activity toward global-scale environmental preservation.

* As a result of the revision of the guideline, Suzuki List of Controlled Chemical Substances has complied with the Global Automotive Declarable Substance List (GADSL), which is the automobile industry’s standard, allowing for control of a broad range of substances.

Environmentally-Friendly Distribution

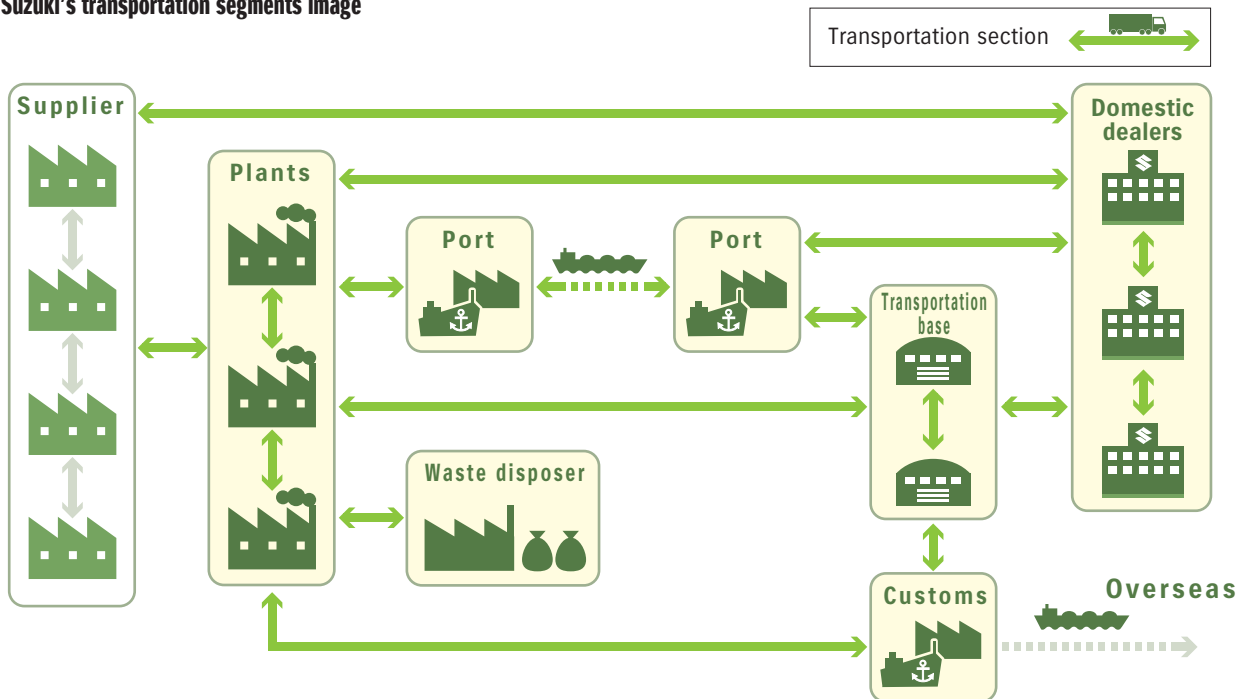
Physical distribution that links Suzuki to the customers is an important environmental issue to be tackled. Suzuki is now aggressively reducing the environmental burdens through such measures as the efficient use of energy and the promotion of Three Rs.

01 Using Efficient Transportation and Reducing Energy Consumption

The amendment of the Energy Conservation Law came into effect in April 2006 and Suzuki was designated a specified consigner (a company transporting cargo of 30,000,000 ton-kilometer or more during the fiscal year) and has been submitting an annual report and plan since fiscal 2007, per the reporting duty.

Since then, we reorganized internal systems and have been working on further promoting the use of effective transportation and reducing energy consumption, which we had been working on, and assigned a person in charge of the rationalization of energy use and a person in charge in division to contribute to the reduction of CO₂.

● Suzuki's transportation segments image



Suzuki's cargo vary from our main products (motorcycles, automobiles, outboard engines, Electric Wheel chair's, and industrial equipment), parts (production parts, KD parts*, spare parts) to others (waste, home deliveries), and are transported in various sections.

* KD parts = Knock Down parts : parts needed to assemble a vehicle in overseas plants.

Reducing transportation distance (automobile engine)

● Building of new assembly plant next to Sagara engine plant. (Operation plan for fiscal 2008)

We are transporting engines assembled in Sagara plant to Kosai Plant and Iwata Plant now, but manufacturing complete vehicles in the same plant allows for engines for the vehicles in the new plant to be transported from the adjacent plant, which drastically reduces transportation distance.

Reducing transportation distance (automobile export)

● Reducing transportation distance by changing export port for transporting vehicles.

Since exporting from the port adjacent to the automobile manufacturing plant will reduce transport distance, Suzuki is shifting the transportation of main models, Kosai plant production vehicles to Port Toyohashi and Iwata plant production vehicles to Port Omaezaki. We will further increase the usage of Port Omaezaki in consideration of the operation of the new Sagara assembly plant.

Modal Shift (promoting ocean transportation of automobiles)

In automobile shipments of Suzuki, we use two types of transportation; by sea or by land.

When shipping to destinations further north from Tohoku and further west the Chugoku, Shikoku we encourage the use of sea transport due to its economic efficiency and reduced CO₂ emissions. Compared to overland truck transport, sea transport produces about 25% of the CO₂ per ton. Compared to transporting everything by truck, the utilization of sea transport reduces CO₂ production by about 30%.



Direct Delivery System (Motorcycles)

In order to reduce energy loss and shorten transportation time during the transportation of products from our plants to dealers, we are consolidating distribution points and promoting a direct delivery system that enables a more rational and efficient way of transportation of products from our plants to the dealers.

Joint delivery (Motorcycles)

To increase the transportation efficiency and reduce CO₂ emission, we employ joint delivery of products with other companies. In specific areas, the joint delivery is performed between the relay stations and dealers.

02

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

Reuse

● Using Returnable Containers

We are actively pursuing the use of returnable containers in our domestic transportation and delivery activities. Cardboard had been previously used domestically but we started using returnable containers from fiscal 2003 to reduce paper and improve operating efficiency.

In fiscal 2007, returnable containers accounted for 23% of the total number containers used in shipments out of our factories, reducing cardboard use by about 123t. At the same time, returnable containers used in shipments received accounted for 50% of all containers used, reducing cardboard use by about 171t.



Returnable containers used in shipments out of the factories.



Returnable containers used in shipments received.

● Promoting Returnable Rack of Outer Case

Suzuki encourage to use returnable racks instead of steel cases, which have been discarded at overseas plants, in order to reduce steel cases and packing materials usages as for overseas plants (Hungary, India, Indonesia, Taiwan (Prince motors), Pakistan, USA (Smac), China (Changan Suzuki), Canada (Cami), 8countries as a total), where returnable racks had been already introduced, approximately 52% of all steel cases were shipped using returnable racks in fiscal 2007.

Recycling

● Reusing Cardboard

Waste cardboard material that is produced at the factory is being reused as cushioning material. After installing a machine that produces cushioning materials in 2003, we reused cardboard at a rate of about 28t / year in fiscal 2007.



Cushioning material made of the recycled waste cardboard boxes

03 Promoting the Use of Low Emission Transport

In-Plant Parts and Products Transfer

For transfer of components and completed vehicles in each plant, Suzuki employs automated guided vehicles (AGV), which are CO₂-free, battery-type material transportation vehicles.



AGV

Environmentally-Friendly Marketing

We are promoting proper treatments in consideration of environment for our products which have been used by customers. In addition to our distributors, the contact window with the customers, are preparing for the environment management. Through our network of Suzuki Distributors (sales subsidiaries) we provide services such as sales, maintenance, repairs, etc.

This section introduces some activities in reducing environmental impact at Suzuki Distributors.

01 Promoting Environmental Management at our distributors

Suzuki intends to make our affiliated companies conduct environmentally-friendly business activities. For that purpose, we are now carrying out surveys on environmental protection measures taken by our distributors and will prepare an environmental management guideline for them.

02 Proper Treatment of End-Of-Life Products

Recycling Activities in Japan

Automobiles

● State of automobile recycling in fiscal 2007

Suzuki is willingly promoting the recycling and proper treatment of specific items—automotive shredder residue (ASR), airbags and CFCs/HFCs in accordance with the Automobile Recycling Law.

We will make continuous efforts to promote this while employing easy-to-recycle products, reducing the amount of scraps, saving or effectively using resources, reducing the cost of recycling, and maintaining a higher level of recycling.

Following is the state of recycling in fiscal 2007 (April 2007 ~ March 2008).

<Recycling/ recovery of ASR>

In cooperation with 13 other automobile manufacturers, such as Nissan, Mazda, Mitsubishi, and Fuji Heavy Industries, we have organized an "ASR Recycling Promotion Team (ART)" which is working with recycling companies throughout the nation following a common purpose; establishing a stable and reliable recycling system, ensuring proper disposal in compliance with laws, improving the ASR recycling rate, and reducing disposal cost.

In fiscal 2007, Suzuki recycled 27,104 tons out of 38,752 tons of ASR (collected from 357,139 units of vehicles) received from recycling companies. As a result, the ASR recycling rate was 69.9%, which achieved the legal target of 30% or more.

<Recycle of Airbags and collection and Disposal of CFCs/HFCs>

Also, Suzuki has jointly established "Japan Auto Recycling Partnership" with all other domestic automobile manufacturers for the purpose of promoting the recycling of airbags and the proper disposal of CFCs/HFCs.

In fiscal 2007, the airbag recycling rate at Suzuki was as high as 94.0%, which is far higher than the legal target of airbag recycling rate (85% or more), resulting from the recycling of 80,992 airbags collected from 28,160 units of airbag-equipped end-of-life Suzuki vehicles.

Also, we collected and properly disposed of 72,356kg

of refrigerants CFCs/HFCs collected from 246,372 units of end-of-life Suzuki vehicles equipped with air-conditioners.



Automobile recycling system mark

● Result of recycling in fiscal 2007

<Results of recycling or treatment specified three items>

ASR	Total weight of ASR and quantity of ELVs collected	38,752 t/357,139 units
	Recycled amount	27,104 tons
	ASR recycling ratio	69.9%
Airbags	Total weight of airbags and quantity of ELVs collected	7,759kg/28,160 units
	Total weight of recycled airbags	7,292kg
	Airbag recycling ratio	94.0%
CFCs/HFCs	Total weight of CFCs/HFCs and quantity of ELVs collected	72,356kg/246,372 units

< Balance of Payments > (Units : million yen)

Amount of official credit deposit received	1,858
Amount of recycling cost	*1,871
Balance of payments	△13

* The above amount of recycling cost includes a part of the cost paid by Suzuki.

For more details on the results of the recycling in fiscal 2007, refer to the Suzuki's website (<http://www.suzuki.co.jp/about/csr/recycle/report/index.html>).

● Automobile Dismantling Information

To ensure proper disposal of end-of-life vehicles, we refer to JAMA manual on "Removal and Dismantling of Automobiles and Motorcycles" along with our own "Dismantling Manual for Automobiles".

Dismantling Manual for Automobiles



Recycling Activities in Europe

● Vehicle Scrapping and Recycling Activities in Europe

For the purpose of properly controlling and minimizing the amount of vehicle scraps, EU member nations started the implementation of the "ELV (end-of-life vehicle) Directive" (2000/53/EC) on October 2000 and enshrined it into law in respective member states.

According to the ELV Directive, it is required for member states to establish a collection and recycling system of ELV and for manufacturers to design recyclable vehicles and reduce the use of environmental impact materials.

Objectives of ELV Directive

Formal name: Directive 2000/53/EC of the European Parliament and the Council of 18 September 2000 on end-of-life vehicles

1. Establishment of a end-of-life vehicle collection and recycle net work
A system shall be established to enable end-of-life vehicles to be collected and recycled from end users free of charge.
2. Banning the use of environmental impact substances
The use of lead, mercury, cadmium, and hexavalent chromium in vehicles and their parts shall be banned, except for some exempted application items.
3. Achievement of recycling rate target
The following target values of reuse ratio, recycling rate, and recovery rate on the market shall be achieved.
By 2006, Reuse ratio + Recycling rate = 80% or
Reuse Ratio + Recovery rate = 85%
By 2015, Reuse ratio + Recycling rate = 85% or
Reuse Ratio + Recovery rate = 95%
4. Obligation of labeling and identification of parts
Individual material names shall be labeled on plastic and rubber parts.
5. Provision of dismantling information or manual
Dismantling information or manual that specifies the parts, materials and portion of containing the hazardous substances shall be provided to dismantlers to allow for easy disposal of used vehicles.
6. Provision of recycle-related information
Information on design for recycling of vehicle and parts, development of recycling method, recycling activities and efforts, and environmentally-friendly vehicle disposal method shall be provided to customers.

Recycling Activities in Europe

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

Suzuki is now establishing a system that enables end-of-life Suzuki brand vehicles to be collected from end users free of charge and then to be recycled through proper treatment.

In Europe, the vehicle registration/cancellation methods, technical levels and number of scrappers, and implementation levels of related regulations vary from nation to nation. Therefore, we are making efforts to establish proper collecting and recycling networks according to the conditions of individual countries.

In each of such countries as the Netherlands, Spain, Finland, Greece, Norway, and Portugal, we use a collaboration network with other automobile manufactures and importers. In Germany, U.K., Austria, and Belgium, where such a collaboration network is not available, we select proper and reliable ELV scrappers from those approved by authorities and make contracts with them as companies qualified by Suzuki. The ELV scrapping companies, with which we make contracts, carefully sort the recyclable materials from ELVs, while properly scrapping and disposing of the remaining portions of ELVs, for the environmental preservation purpose.

We are making efforts to establish a nation-wide ELV collecting and recycling network that has many Suzuki designated collecting points in proper distance from customers. Information about the Suzuki designated collecting points is available from dealers of Suzuki products and the internet.

Suzuki will make further efforts to enhance the convenience of customers and increase the recycling rate.



Board indicating Suzuki's designated collection center in Germany.



Collected ELV

● Automobile Dismantling Information

In response to the EU ELV Directive, we took part in a joint project called IDIS (International Dismantling Information System) in 1999, providing dismantling information to European dismantlers by DVD or through the website.

● European Models (IDIS)

Fiscal	Number of Models	Model Name
1999	1	Carry(GA413)
2000	7	Grand Vitara(JA627, SQ416V 3DR,SQ420Q 3DR,SQ420W 5DR,SQ420WD 5DR), Ignis(RG series), Wagon R+(RB413)
2001	3	Alto(RF410), Liana(RH413/RH416 5DR)
2002	2	Liana(RH413/RH416 4DR)
2003	5	Grand Vitara(JA627 2003 minor change,SQ420WD 3DR), Ignis(RG415,RM series), Liana(RH series 2003 minor change)
2004	1	Swift(RS series)
2005	4	Grand Vitara(JB416/420/419D), Wagon R+(RB series minor change) Jimny(SN series minor change), SX4(RW415/416/419D)
2006	2	Swift(RS series minor change), SX4(RW series minor change)
2007	3	Swift(RS series minor change), SX4(RW series minor change), SX4 Sedan

Recycling Promotion in Japan

Motorcycle

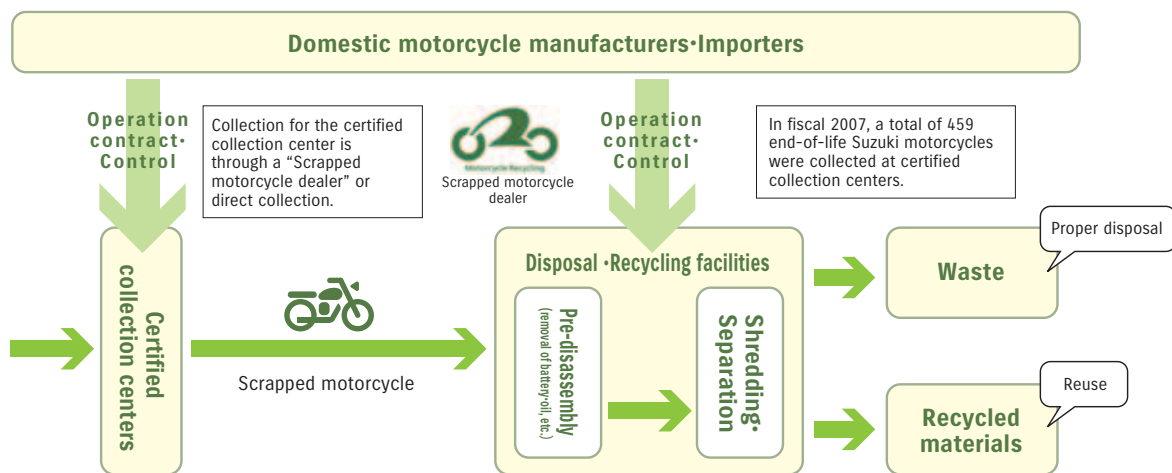
●Regarding Voluntary Recycling of Motorcycles

Joining with three domestic motorcycle manufacturers and importers, we started a voluntary system for recycling motorcycles from October 1, 2004.

It is functioning as a safety net to assist general users with disposal of used motorcycles and to control illegal disposal, and is properly working and currently operated by 16 companies to promote the effective recycling of

resources.

Disposed motorcycles are collected at certified collection centers, and disassembled, shredded, and separated at a “disposal and recycling facility” by a subcontractor. Those that can be used as recycled materials are recycled and waste materials are properly disposed of.



Regarding the Suzuki motorcycle recycling voluntary promotion (detail): <http://www2.suzuki.co.jp/motor/recycle/index.html>
Japan Automobile Recycling Promotion Center (regarding motorcycle recycling) <http://www.jarc.or.jp/>

Outboard Engines

●Participation in “FRP (fiber-reinforced plastic) Boat Recycling System”

Suzuki participates in a program called the “FRP boat recycling system” promoted by the Japan Boating Industry Association, which is an organization of FRP boat manufacturers.

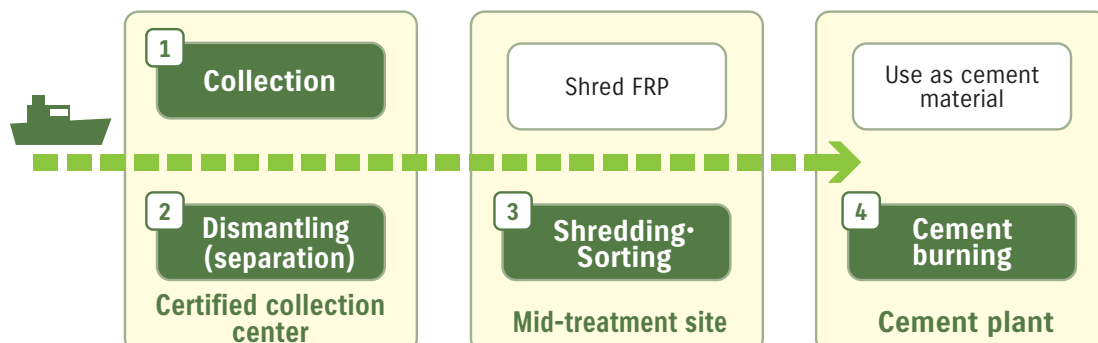
This program is led by the “FRP Boat Recycling Center”, promoting recycling of scrapped FRP boats, which are dismantled, crushed, sorted and finally processed through cement burning. Conventionally, proper disposal of FRP boats was difficult due to their product characteristics. However, after careful consideration of results of the survey research conducted by the Ministry of Land, Infrastructure and Transport, as well as verification through demonstration experiments, we have made it possible to recycle the scrapped FRP boats. The

FRP Boat Recycling System contributes to not only the creation of a recycling orientated society through the establishment of a scheme for proper disposal of end-of-life FRP boats, but also the prevention of illegal dumping through the facilitation of the disposal of scrapped boats by users.

The FRP Boat Recycling System was started in fiscal 2005 and started accepting nation-wide applications in April 2008.



Mark of the FRP Boat Recycling System



Regarding the FRP Boat Recycling System voluntary Promotion (detail): http://www1.suzuki.co.jp/marine/info/index_002.html

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

Recycling Promotion in Japan

● Bumper Recycling

In an effort to use resources more effectively and reduce costs, we have been collecting and recycling end-of-life bumpers that have been removed from the automobile due to repairs or replacement.

At the beginning of collection, end-of-life bumpers were collected from distributors as they were. Since 2007, however, they have been collected after being shredded by the shredding machine at each distributor (with some exception). With this system in place we began collecting shredded bumper material. Utilizing the bumper shredding machines reduced material volume to 1/6 of the previous amount and reduced distribution costs.

The collected bumpers are recycled and reused to form such automotive parts as a tray under seat, fuel tank cover, etc.

● Rebuilt Parts (with reused materials)

For automatic transmission, etc., we also use "rebuilt parts" for which materials were collected from replaced parts after repair for the purpose of reuse.

● Flow of Collecting and Recycling Bumpers

Service Bases

- Collection
 - Washing
 - Foreign particle removal
 - Shredding
- Bumper Shredding



Recycling Companies

- Sorting
- Shredding
- Pelletizing

Pellets



Parts Manufacturers

Reuse in automobile parts

Front passenger seat under box



Environmentally-Friendly Offices

Being company that develops or sells products that are environmentally-friendly, we are also conscious of environmental conservation through activities in our work place. We participated in "Team Minus 6%" in 2005.

01 Promoting Energy Reduction

Introducing Low Pollution Vehicles*1

We have been introducing low pollution vehicles into our business vehicle fleet (company vehicles used by our employees for business activities). Originally, this program called for 50% of the fleet to be made up of low pollution type vehicles by the end of March 2004. However, we have achieved about 80.2%*2 at present. Our next goal is to have a fleet that consists of 85% low pollution type vehicles by the end of March 2010.

*1 Vehicles that already meet fuel economy standards as per Japan's Energy Conservation Law and are certified as low-emission vehicles (LEVs) in compliance with LEV certification procedure.

*2 Out of our fleet of 283 vehicles, there were a total of 227 low emission vehicles (about 80.2%) at the end of March 2008. Included in the total are four hybrid vehicles.

Stop Idling Campaign

Since April, 2002 we have carried out "Stop Idling Campaign" for saving energy and reducing exhaust emission. For the purpose of making employees aware of "Stop Idling", we put up posters on the wall, stickers on company vehicles and are promoting to make employees enter the records of idling stop time on driving diaries, etc.



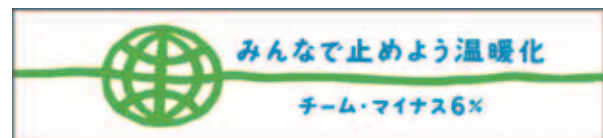
"Idling Stop" poster for in-house campaign



"Idling Stop" campaign sticker

Participation in "Team Minus 6%"

Suzuki took part in a national campaign called "Team Minus 6%" which was advocated by Ministry of the Environment. This campaign is intended to promote the following "Specific Six Activities", based on which Suzuki is making efforts.



【Specific Six Activities】

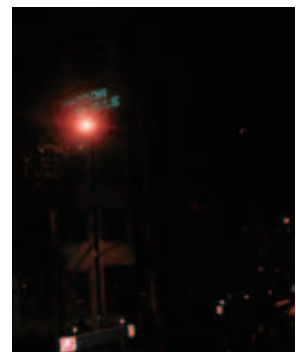
- ①. Set the cooling temperature to 28°C and the heating temperature to 20°C.
- ②. Turn off a faucet frequently and completely.
- ③. Perform eco-driving.
- ④. Choose eco-products.
- ⑤. Reject excess packaging.
- ⑥. Keep the plugs disconnected when the electric appliances are not used.

Participating in "CO₂ Reduction and Lights-Down Campaign"

Suzuki participated in the "CO₂ Reduction and Lights-Down Campaign", which was promoted by the Ministry of the Environment. This campaign calls for a temporary "lights down" throughout the nation on June 24th as one of the programs of this campaign. Suzuki cooperates in this program by turning off the lights of the "S sign, signpole illumination" at more than 800 offices, plants and dealers.



〈Before turning off〉



〈After turning off〉

02 Promoting Green Purchasing

Suzuki is a participant in the “Green Purchasing Network” (GPN), and we are selecting goods used in our offices based on the Green Purchasing Basic Principles established by the GPN.

At present all paper used in our offices is recycled

paper. And for also other office goods, we are throughly using environmentally friendly products.

In the future we will promote Green Purchasing by making greater efforts to increase adoption of environmentally friendly Products and services.

03 Promoting the Three Rs (Reduce, Reuse, and Recycle) - Recycling Paper

Newspapers, magazines, catalogs and cardboard are sorted and collected for recycling at Suzuki headquarters (material recycling^{*1}). Classified documents are burned in the incinerator at the Kosai plant, and thermal recycling was conducted^{*2}. We stopped thermal recycling and changed to material recycling from July 2005.

(Paper recycled in Fiscal 2007: 86 tons of documents)

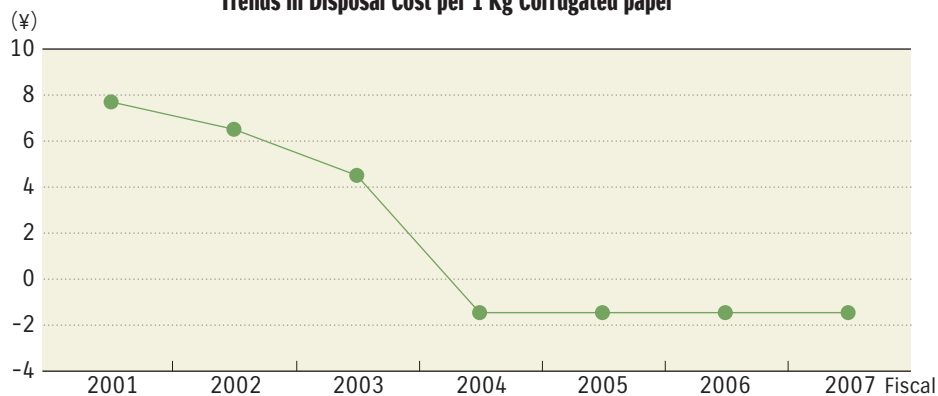
*1 Material recycling: Recycling wastes for reuse as new materials

*2 Thermal recycling: Reuse of thermal energy through incineration

● Waste Recycling Flow Chart

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

Trends in Disposal Cost per 1 Kg Corrugated paper



Environmental Education and Information Disclosure

We provide our employees with environmental education to increase their interest in global environmental issues while promoting the encouragement of the recognition of importance of the environmental conservation activities and the development of innovative technologies.

Also, environmental information is disseminated through our communications with area residents and participation in environmental events.

01 Environmental Education

Conducting environmental education takes place in various styles. We provide our employees with appropriate education from the global viewpoint in accordance with respective job duties and positions.



Education According to Job Level

● 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.

● Education according to Managerial Hierarchy

As a part of our employee education program, we have an environmental education program 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 impact on the environment. A total of 413 programs were held – 407 programs for new employees, managerial positions, etc., and 6 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 233 managers for pollution prevention, 61 energy managers, and 501 in-house inspectors among others.

● Overseas Trainees

Focused on plant managers, production engineers, and designers, this program accepted 379 trainees from abroad in fiscal 2007. Trainees are given environmental education on such subjects as “Environmental Concepts in the Plant”, “Separating Waste for Disposal”, and “Measures for Energy Saving.”

02 Providing Environmental Information

●Community Information Exchange

We regularly carry out exchange meetings with local residents to ask their views on improvement programs. 11 meetings (includes summer fair or autumn fair) took place at 6 plants in fiscal 2007. 430 plant tours were conducted at 6 plants.



Kosai plant area exchange meeting

●Providing Environmental Information

Environmental information is provided through the methods listed below.

- Booklets (Environment and Social Report, Annual Report, Etc.)
- Internet (homepage)
- Events (Exhibition of Low Emissions Vehicles, etc.)
- Catalogs
- Advertising (Corporate brochures, corporate advertisements)



Provision of information by Website

●Participating in Environment-related Fairs

We participated in the following environment-related fairs in fiscal 2007.

Name of Fair	Date	Location	Organizers
JHFC Spring Recess Family Experimental Class	April 5, 2007	JHFC Park (Yokohama Daikoku)	JHFC (Hydrogen & Fuel Cell Prove Project)
The 34th Sagamihara Wakaba Fair	May 12 - 13, 2007	City Hall Sakura Dori, etc.	Sagamihara Sakura Matsuri Executive Committee
Eco Car World 2007	June 2 - 3, 2007	Yokohama Red Brick Warehouse	Ministry of Environment, Yokohama City Government, etc.
Eco Car Fiesta in Tsuyama	June 16 - 17, 2007	Green Hills Tsuyama	Okayama Environment Conservation Association, etc.
Natural Gas-Fueled Automobile Seminar in Saitama City	June 20, 2007	Saitama Civic Hall Omiya	Saitama City and Kawasaki City Governments, CNG Vehicle Promotion Committee
Natural Gas-Fueled Automobile Fair in Gunma	July 17, 2007	Gunma Industry Technology Center	Gunma Prefecture Government, Tokyo Gas Co., Ltd.
Kawasaki, Yokohama Natural Gas-Fueled Automobile Promotion Seminar	September 19, 2007	Yokohama Red Brick Warehouse	Yokohama CNG Vehicle Promotion Committee
Natural Gas-Fueled Automobile Seminar in Tochigi	October 2, 2007	Tochigi Welfare Plaza	The Japan Gas Association, Tochigi Prefecture City Gas Association
Tochigi Natural Gas-Fueled Vehicle Clean Fair 2007	October 14, 2007	Tochigi Science Museum	Tokyo Gas Co., Ltd.
The 5th Shizuoka Environment & Forest Fair	October 13 - 15, 2007	Twin Messe Shizuoka	Shizuoka Prefecture Government
Clean Power Campaign	February 21 - 22, 2008	Tokyo International Forum	Ministry of Economy, Trade and Industry; Agency for Natural Resources and Energy (METI) New and Renewable Energy Division
The 4th International Hydrogen & Fuel Cell Expo 2008(FC EXPO 2008)	February 27 - 29, 2008	Tokyo Big Sight	Ministry of Economy, Trade and Industry, etc.



The 34th Sagamihara Wakaba Fair



Eco Car Fiesta in Tsuyama



The 5th Shizuoka Environment and Forest Fair

Data concerning Environment

[Environmental Data]



Vehicles that Meet Law on Promoting Green Purchasing	002
Environmental Data for New Products	004
Automobiles	004
Motorcycles	009
Plant Site Environmental Data	010
Suzuki's Domestic Plants	011
Domestic Manufacturing Subsidiaries	017
A History of Suzuki's Environmental Protection Efforts	023
History of Suzuki's Green Action	023

Vehicles that Meet Law on Promoting Green Purchasing

● Mini Passenger Cars

As of March, 2008

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Emission Level (Note)	Fuel Efficiency Target Level	Comment	Model Name (Spec)
ALTO	DBA-HA24S	K6A	0.658	2WD	5MT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	E,E II
	DBA-HA24S	K6A	0.658	2WD	5MT	SU-LEV	2010 Fuel Efficiency Standard+20%	5 doors	G II
	DBA-HA24S	K6A	0.658	2WD	3AT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	E,E II ,G II
	DBA-HA24S	K6A	0.658	4WD	5MT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	E,E II ,G II
	CBA-HA24S	K6A	0.658	4WD	3AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	E,E II ,G II
	DBA-HA24S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	X
ALTO LAPIN	CBA-HA24S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+5%	5 doors	X
WAGON R	CBA-HE21S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	G,X,L
	DBA-MH22S	K6A	0.658	2WD	5MT	SU-LEV	2010 Fuel Efficiency Standard+20%	5 doors	FA,FX
	DBA-MH22S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	FA,FX,FX-S Limited
	DBA-MH22S	K6A	0.658	2WD	CVT	SU-LEV	2010 Fuel Efficiency Standard+20%	5 doors	FC,FX-S Limited
	DBA-MH22S	K6A	0.658	4WD	5MT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	FA,FX
	DBA-MH22S	K6A	0.658	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+5%	5 doors	FA,FX,FX-S Limited
	CBA-MH22S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	FT-S Limited,RR-S Limited,RR-DI
	CBA-MH22S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	FT-S Limited,RR-S Limited
	CBA-MH22S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	RR-DI
	DBA-MH22S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	STINGRAY X
	DBA-MH22S	K6A	0.658	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+5%	5 doors	STINGRAY X
	CBA-MH22S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	STINGRAY T
	CBA-MH22S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	STINGRAY T
	CBA-MH22S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	STINGRAY DI
CBA-MH22S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	STINGRAY DI	
MR WAGON	DBA-MF22S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	G,X,GS,XS,XSLimited II
	DBA-MF22S	K6A	0.658	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+5%	5 doors	G,X,GS,XS,XSLimited II
	CBA-MF22S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	T,TS
	CBA-MF22S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	T,TS
CERVO	DBA-HG21S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	G
	CBA-HG21S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	G
	CBA-HG21S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	T,TX
	CBA-HG21S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	T,TX
	DBA-HG21S	K6A	0.658	2WD	CVT	SU-LEV	2010 Fuel Efficiency Standard+20%	5 doors	SR
	DBA-HG21S	K6A	0.658	4WD	CVT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	SR
PALETTE	DBA-MK21S	K6A	0.658	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	G,X,XS
	CBA-MK21S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	G
	CBA-MK21S	K6A	0.658	2WD	4AT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	T,TS
	CBA-MK21S	K6A	0.658	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	X,T,TS

● Mini Commercial Vehicles

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Emission Level (Note)	Fuel Efficiency Target Level	Comment	Model Name (Spec)
ALTO	GBD-HA24V	K6A	0.658	2WD	5MT	U-LEV	2010 Fuel Efficiency Standard+10%	5 doors	Vs
	GBD-HA24V	K6A	0.658	2WD	5MT	U-LEV	2010 Fuel Efficiency Standard+20%	5 doors	Vp
	GBD-HA24V	K6A	0.658	2WD	3AT	U-LEV	2010 Fuel Efficiency Standard+20%	5 doors	Vs,Vp
	GBD-HA24V	K6A	0.658	4WD	5MT	U-LEV	2010 Fuel Efficiency Standard+10%	5 doors	Vs,Vp
	GBD-HA24V	K6A	0.658	4WD	3AT	U-LEV	2010 Fuel Efficiency Standard+10%	5 doors	Vs,Vp
EVERY	GBD-DA64V	K6A	0.658	2WD	5MT	U-LEV	2010 Fuel Efficiency Standard+5%	5 doors	PU
	GBD-DA64V	K6A	0.658	2WD	3AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	PU
	GBD-DA64V	K6A	0.658	4WD	5MT	U-LEV	2010 Fuel Efficiency Standard	5 doors	PU
	GBD-DA64V	K6A	0.658	4WD	3AT	U-LEV	2010 Fuel Efficiency Standard	5 doors	PU

● Standard Passenger Cars

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Emission Level (Note)	Fuel Efficiency Target Level	Comment	Model Name (Spec)
SWIFT	DBA-ZC71S	K12B	1.242	2WD	CVT	SU-LEV	2010 Fuel Efficiency Standard+10%	5 doors	XE,XG,XG-L Package,STYLE
	DBA-ZC11S	M13A	1.328	2WD	5MT	SU-LEV	2010 Fuel Efficiency Standard+5%	5 doors	XG,XG-L Package
	DBA-ZD11S	M13A	1.328	4WD	5MT	SU-LEV	2010 Fuel Efficiency Standard+5%	5 doors	XG,XG-L Package
	DBA-ZD11S	M13A	1.328	4WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	XG,XG-L Package,STYLE
	DBA-ZC21S	M15A	1.490	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	XS
CRUISE	DBA-HR52S	M13A	1.328	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	1.3LS E Edition, 1.3LS, 1.3LS S-Selection
SOLIO	DBA-MA34S	M13A	1.328	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	1.3E, 1.3WELL
SX4	DBA-YA11S	M15A	1.490	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	5 doors	1.5E,1.5F,1.5G,1.5XF,1.5XG
SX4 Sedan	DBA-YC11S	M15A	1.490	2WD	4AT	SU-LEV	2010 Fuel Efficiency Standard	4 doors	1.5F,1.5G
ESCUDO	CBA-TD54W	J20A	1.995	4WD	4AT	U-LEV	2010 Fuel Efficiency Standard+10%	5 doors	2.0XE, 2.0XG

● Low-Emission Vehicles

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	standards	Comment
WAGON R	LA-MC22S (Modified)	K6A (Modified)	0.658	2WD	AT	Low-Emission-Vehicles	Natural Gas-Fueled Automobiles

The above vehicle data are listed in accordance with the fiscal 2006, 2007 criteria for the Law on Promoting Green Purchasing (as shown below).

<standards>

Low Emission Level	Fuel Efficiency Target Standard
U-LEV	2010 Fuel Efficiency Standard
SU-LEV	

The environmental data on new products sold in fiscal 2007 are as follows:

Automobiles

Car Name			WAGON R	WAGON R STINGRAY	
Date of Sales Start			2007.5.11		
Vehicle Type			DBA-MH22S		
Engine	Vehicle Type		K6A		
	Total Piston Displacement (L)		0.658		
	Type		Inline Three-Cylinder Engine: DOHC12V VVT		
	Fuel		Unleaded Regular Gasoline		
Fuel Supply System			Electronically-Controlled Fuel Injection System		
Drive Train	Drive System		2WD		
	Type of Transmission	MT	-		
		AT	-		
CVT		CVT			
Vehicle Weight (kg)	MT	-			
	AT	-			
	CVT	840	860		
Maximum Loading Weight (kg)			-		
Environmental Data	Fuel Consumption Rate	10-15 Mode Fuel Efficiency (km/L)	MT	-	
			AT	-	
			CVT	23.0	
		CO ₂ emission (g/km)		102	
		2010 Fuel Efficiency Standard			
	2010 Fuel Efficiency Standard +5%				
	2010 Fuel Efficiency Standard +10%				
	2010 Fuel Efficiency Standard +20%		Achieved		
	Exhaust Gas	Applicable Standard		2005	
		Low Emission Certification Level	Good		
			Excellent		
			Super		
			Fiscal 2005 Regulation Level		
			U-LEV		
10-15 Mode Regulation Value(g/km)		SU-LEV	●		
		CO			
		HC			
10-15+11 Mode Regulation Value (g/km)		NOx			
	CO	1.15			
	NMHC	0.013			
Noise	Applicable Standard		1998		
	Acceleration Noise Regulation Value [dB (A)]		76		
Air Conditioner Refrigerant Consumption (g)			320		
Recycled material parts			Battery Tray		
			Seat Under Box		
Use of Lead	1/3 compared to 1996		Achieved		
	1/10 compared to 1996		Achieved		
Use of Mercury			JAMA's target was achieved (The use was banned in and after Jan. 2005)		
Use of Hexavalent Chromium			Used in corrosion-proof coating on metal parts, bolts and nuts		
Use of Cadmium			JAMA's target was achieved (Use was banned in and after January 2007)		

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

<Mini Passenger Cars - 1>



Car Name		SWIFT			
Date of Sales Start		2007.5.24			
Vehicle Type		DBA-ZC71S			
Engine	Vehicle Type	K12B			
	Total Piston Displacement (L)	1.242			
	Type	Inline Four-Cylinder Engine : DOHC16V WT			
	Fuel	Unleaded Regular Gasoline			
Fuel Supply System		Electronically-Controlled Fuel Injection System			
Drive Train	Drive System	2WD			
	Type of Transmission	MT	—		
		AT	—		
CVT		CVT			
Vehicle Weight (kg)	MT	—			
	AT	—			
	CVT	1000			
Maximum Loading Weight (kg)		—			
Environmental Data	Fuel Consumption Rate	10·15 Mode Fuel Efficiency (km/L)	MT	—	
			AT	—	
			CVT	20.5	
		CO ₂ emission (g/km)		114	
		2010 Fuel Efficiency Standard			
	2010 Fuel Efficiency Standard +5%				
	2010 Fuel Efficiency Standard +10%		Achieved		
	Applicable Standard		2005		
	Exhaust Gas	Low Emission Certification Level	Good		
			Excellent		
			Super		
			Fiscal 2005 Regulation Level		
			U-LEV		
			SU-LEV	●	
			CO		
10·15 Mode Regulation Value (g/km)	HC				
	NOx				
	CO	1.15			
10·15+11 Mode Regulation Value (g/km)	NMHC	0.013			
	NOx	0.013			
	CO				
Noise	Applicable Standard		1998		
	Acceleration Noise Regulation Value [dB (A)]		76		
Air Conditioner Refrigerant Consumption (g)		370			
Recycled material parts		Battery Tray			
		Tank Lower Cover			
Use of Lead	1/3 compared to 1996	Achieved			
	1/10 compared to 1996	Achieved			
Use of Mercury		JAMA's target was achieved (The use was banned in and after Jan. 2005)			
Use of Hexavalent Chromium		Used in corrosion-proof coating on metal parts, bolts and nuts			
Use of Cadmium		JAMA's target was achieved (Use was banned in and after January 2007)			

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

<Standard Passenger Cars -2>



Car Name			SX4 Sedan	
Date of Sales Start			2007.7.24	
Vehicle Type			DBA-YC11S	
Engine	Vehicle Type		M15A	
	Total Piston Displacement (L)		1.490	
	Type		Inline Four-Cylinder Engine : DOHC16V WT	
	Fuel		Unleaded Regular Gasoline	
Fuel Supply System			Electronically-Controlled Fuel Injection System	
Drive Train	Drive System		2WD	
	Type of Transmission	MT	-	
		AT	4AT	
Vehicle Weight(kg)			MT -	
		AT	1190	
Maximum Loading Weight(kg)			-	
Environmental Data	Fuel Consumption Rate	10·15 Mode Fuel Efficiency (km/L)	MT -	
			AT 16.4	
		CO2 emission (g/km)		142
		2010 Fuel Efficiency Standard		Achieved
		2010 Fuel Efficiency Standard +5%		
		2010 Fuel Efficiency Standard +10%		
	Exhaust Gas	Applicable Standard		2005
		Low Emission Certification Level	Good	
			Excellent	
			Super	
			Fiscal 2005 Regulation Level	
			U-LEV	
			SU-LEV	●
		10·15 Mode Regulation Value (g/km)	CO	
HC				
NOx				
10·15+11 Mode Regulation Value (g/km)	CO	1.15		
	NMHC	0.013		
	NOx	0.013		
Noise	Applicable Standard		1998	
	Acceleration Noise Regulation Value [dB (A)]		76	
Air Conditioner Refrigerant Consumption (g)			430	
Recycled material parts			Dash Silencer	
Use of Lead	1/3 compared to 1996		Achieved	
	1/10 compared to 1996		Achieved	
Use of Mercury			JAMA's target was achieved (The use was banned in and after Jan. 2005)	
Use of Hexavalent Chromium			JAMA's target was achieved (Use was banned in and after January 2008)	
Use of Cadmium			JAMA's target was achieved (Use was banned in and after January 2007)	

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

<Mini Passenger Cars-2>



Car Name		CERVO			
Date of Sales Start		2007.10.16			
Vehicle Type		DBA-HG21S			
Engine	Vehicle Type	K6A			
	Total Piston Displacement (L)	0.658			
	Type	Inline Three-Cylinder Engine: DOHC12V (Intercooler turbo Type)			
	Fuel	Unleaded Regular Gasoline			
Fuel Supply System		Electronically-Controlled Fuel Injection System			
Drive Train	Drive System	2WD	4WD		
	Type of Transmission	MT	—		
		AT	—		
		CVT	CVT		
Vehicle Weight (kg)	MT	—	—		
	AT	—	—		
	CVT	820	870		
Maximum Loading Weight (kg)		—			
Environmental Data	Fuel Consumption Rate	10·15 Mode Fuel Efficiency (km/L)	MT	—	
			AT	—	
			CVT	23.0	21.0
		CO ₂ emission (g/km)		101	111
		2010 Fuel Efficiency Standard		—	
	2010 Fuel Efficiency Standard +5%		—		
	2010 Fuel Efficiency Standard +10%		—		
	2010 Fuel Efficiency Standard +20%		Achieved	Achieved	
	Applicable Standard		2005		
	Exhaust Gas	Low Emission Certification Level	Good	—	
Excellent			—		
Super			—		
Fiscal 2005 Regulation Level			—		
U-LEV			●		
SU-LEV		—			
10·15 Mode Regulation Value (g/km)		CO	—	—	
	HC	—	—		
	NOx	—	—		
10·15+11 Mode Regulation Value (g/km)	CO	1.15	—		
	NMHC	0.013	—		
	NOx	0.013	—		
Noise	Applicable Standard	1998			
	Acceleration Noise Regulation Value [dB (A)]	76			
Air Conditioner Refrigerant Consumption (g)		320			
Recycled material parts		Battery Tray Seat Under Box			
Use of Lead	1/3 compared to 1996	Achieved			
	1/10 compared to 1996	Achieved			
Use of Mercury		JAMA's target was achieved (The use was banned in and after Jan. 2005)			
Use of Hexavalent Chromium		Used in corrosion-proof coating on metal parts, bolts and nuts			
Use of Cadmium		JAMA's target was achieved (The use was banned in and after Jan. 2007)			

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

Environmental Data for New Products




<Mini Passenger Cars-3>






Car Name		PALETTE				
Date of Sales Start		2008.1.24				
Vehicle Type		DBA-MK21S	CBA-MK21S	CBA-MK21S		
Engine	Vehicle Type	K6A				
	Total Piston Displacement (L)	0.658				
	Type	Inline Three-Cylinder Engine: DOHC12V VVT		Inline Three-Cylinder Engine: DOHC12 (Valve intercooler turbo Type)		
	Fuel	Unleaded Regular Gasoline				
Fuel Supply System		Electronically-Controlled Fuel Injection System				
Drive Train	Drive System	2WD	4WD	2WD	4WD	
	Type of Transmission	MT	—	—	—	
		AT	4AT	4AT	4AT	
Vehicle Weight (kg)	MT	—	—	—	—	
	AT	900-910	950	940	980-990	
Maximum Loading Weight (kg)		—	—	—	—	
Fuel Consumption Rate	10·15 Mode Fuel Efficiency (km/L)	MT	—	—	—	
		AT	20.0	18.8	18.6	18.0
	CO ₂ emission (g/km)		116	124	126	129
	2010 Fuel Efficiency Standard				Achieved	Achieved
	2010 Fuel Efficiency Standard +5%			Achieved		
2010 Fuel Efficiency Standard +10%		Achieved				
Exhaust Gas	Applicable Standard		2005			
	Low Emission Certification Level	Good				
		Excellent				
		Super				
		Fiscal 2005 Regulation Level				
		U-LEV		●	●	●
	SU-LEV	●				
	10·15 Mode Regulation Value (g/km)	CO				
		HC				
		NOx				
	10·15+11 Mode Regulation Value (g/km)	CO	1.15	1.15	1.15	1.15
		NMHC	0.013	0.025	0.025	0.025
		NOx	0.013	0.025	0.025	0.025
Applicable Standard		1998				
Acceleration Noise Regulation Value [dB (A)]		76				
Air Conditioner Refrigerant Consumption (g)		320				
Recycled material parts						
Use of Lead	1/3 compared to 1996	Achieved				
	1/10 compared to 1996	Achieved				
Use of Mercury		JAMA's target was achieved (The use was banned in and after Jan. 2005)				
Use of Hexavalent Chromium		JAMA's target was achieved (Use was banned in and after January 2008)				
Use of Cadmium		JAMA's target was achieved (The use was banned in and after Jan. 2007)				

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

Motorcycles

					
Car Name		GSR400 ABS	VanVan 200	SKY WAVE250SS	
Date of Sales Start		2007.9.26	2007.12.24	2008.1.11	
Specifications	Vehicle Type	BC-GK7DA	JBK-NH42A	JBK-CJ46A	
	Engine Model	K719	H403	J441	
	Type	Water-Cooled 4-Cycle 4-Cylinder DOHC	Air-Cooled 4-Cycle Single-Cylinder SOHC	Water-Cooled 4-Cycle Single-Cylinder SOHC	
	Displacement (cm ³)	398	199	249	
	Type of Transmission	6-Step Return	5-Step Return	V-belt Stepless Speed Change	
Vehicle Weight (kg)		215	128	213	
Fuel Consumption Rate	Fuel Consumption during running at 60km/h on Proving Ground (km/L)	35.5	51.5	39.0	
	Fuel Consumption during running at 30km/h on Proving Ground (km/L)	–	–	–	
Exhaust Gas	Applicable Standard		1999	2006	2006
	Motorcycle Mode Regulation Value (g/km)	CO	13.0	2.0	2.0
		HC	2.00	0.3	0.3
		NOx	0.30	0.15	0.15
Noise	Applicable Standard		2001	1998	1998
	Acceleration Noise Regulation Value [dB (A)]		73	73	73

					
Car Name		BIRDIE 50	SKY WAVE 250 TYPE M	LET'S 5	
Date of Sales Start		2008.3.10	2008.3.17	2008.3.21	
Specifications	Vehicle Type	JBH-BA43A	JBK-CJ45A	JBH-CA47A	
	Engine Model	A407	J433	A404	
	Type	Air-Cooled 4-Cycle Single-Cylinder SOHC	Water-Cooled 4-Cycle Single-Cylinder SOHC	Air-Cooled 4-Cycle Single-Cylinder SOHC	
	Displacement (cm ³)	49	249	49	
	Type of Transmission	3-step Rotary	V-belt Stepless Speed Change	V-belt Stepless Speed Change	
Vehicle Weight (kg)		78-89	221	73	
Fuel Consumption Rate	Fuel Consumption during running at 60km/h on Proving Ground (km/L)	–	39.0	–	
	Fuel Consumption during running at 30km/h on Proving Ground (km/L)	106.0	–	73.0	
Exhaust Gas	Applicable Standard		2006	2006	2006
	Motorcycle Mode Regulation Value (g/km)	CO	2.0	2.0	2.0
		HC	0.5	0.3	0.3
		NOx	0.15	0.15	0.15
Noise	Applicable Standard		1998	1998	1998
	Acceleration Noise Regulation Value [dB (A)]		71	73	71

* The fuel consumption rates shown above are the values obtained under a specific testing condition. The rates vary according to the actual traveling conditions (weather, road, vehicle, driving, maintenance, etc).

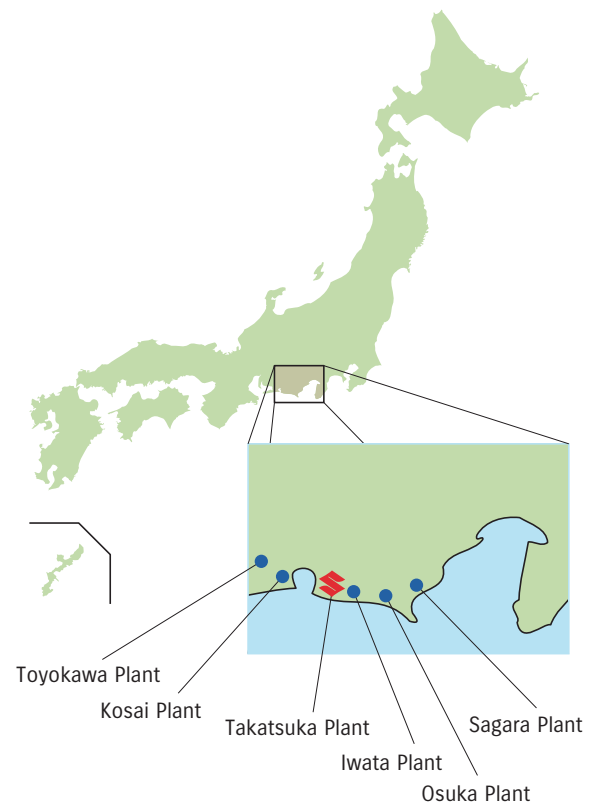
Plant Site Environmental Data

This section describes the environmental data collected at each of six domestic plants and eight manufacturing subsidiaries. Each plant follows laws, regulations and agreements for environmental control, and is promoting the reduction of environmental burdens based on the strictest regulation values.

Moreover, the in-house standard values are set to 70% of the strictest regulation values to aggressively reduce the environmentally unfriendly substances, as well as to prevent environmental incidents.

<Note>

- ① Water quality-related codes and names (unit): pH, Hydrogen-ion concentration (none); BOD, Biochemical oxygen demand (mg/L); SS, Suspended solids (mg/L); and Other items (mg/L)
- ② Air quality-related codes and names (unit): NO_x, Nitrogen oxide (ppm); SO_x, Sulfur oxide (K value); Particulate (g/Nm³); Chlorine, hydrogen chloride, fluorine and hydrogen fluoride (mg/Nm³); Dioxin, etc (ng-TEQ/Nm³)
- ③ Among Water Pollution Control Law, Air Pollution Control Law, ordinances by local government and agreements on environmental pollution control, the strictest regulation values are adopted as our standard values. (The “-” mark indicates “no regulation value.”)
- ④ For the equipment using LPG fuel that does not contain sulfur, the SO_x measurement is not required.



Suzuki's Domestic Plants

● Kosai Plant



【Location】	4520 Shirasuka, Kosai-shi, Shizuoka
【Employees】	2,620 persons
【Plant site area (building area)】	1,096,000 m ² (461,000m ²)
【Main product】	Complete assembly of ALTO, ALTO LAPIN, WAGON R, KEI, MR WAGON, PALETTE, SX4, SWIFT, SOLIO, etc.

< Water Pollution Data (at a drain outlet) >

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.2~8.0	7.0
BOD	15	1.0~5.2	2.4
SS	15	0.8~5.0	2.1
Oil content	2	0.0~1.0	0.3
Lead	0.1	Under 0.005~0.01	0.008
Chrome	0.4	Under 0.05~0.2	0.17
Total nitrogen	12	0.38~4.21	2.25
Total phosphorous	2	0.04~0.89	0.28
Zinc	1	0.0~0.25	0.18

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
NOx	Small sized boiler	150	80~120	101
	Incinerator	200	86~100	93
	Electrodeposition drying furnace	230	59~67	63
	Cooling and heating machine 1	150	45~58	50
	Cooling and heating machine 2	150	53~54	54
	Cooling and heating machine 3	150	86~110	96
SOx (K VALUE)	Water-tube boiler	150	93~93	93
	Small sized boiler	7	0.28~0.35	0.32
	Incinerator	7	0.50~0.69	0.55
Particulates	Electrodeposition drying furnace	7	0.15~0.15	0.15
	Small sized boiler	0.1	Under 0.01	Under 0.01
	Incinerator	0.15	Under 0.01	Under 0.01
	Electrodeposition drying furnace	0.2	Under 0.01~0.02	Under 0.02
	Cooling and heating machine 1	0.1	Under 0.01	Under 0.01
	Cooling and heating machine 2	0.1	Under 0.01	Under 0.01
	Cooling and heating machine 3	0.1	Under 0.01	Under 0.01
Hydrogen chloride	Water-tube boiler	0.1	Under 0.01	Under 0.01
	Incinerator	150	Under 6~25	12
Dioxin	Incinerator	5	0.023	0.023
CO	Incinerator	100	5	5

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

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

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	50,000	0	1,600	0	0	0	0	13,000	0	35,000
30	Bisphenol A-type epoxy resin	21,000	0	0	0	0	0	0	3,300	0	18,000
40	Ethyl benzene	330,000	190,000	0	0	0	0	0	94,000	12,000	30,000
43	Ethylene glycol	1,400,000	0	0	0	0	0	0	0	0	1,400,000
63	Xylene	770,000	290,000	0	0	0	0	0	140,000	190,000	140,000
176	Organic tin compound	24,000	0	0	0	0	0	0	1,200	0.0	23,000
179	Dioxins	0.0	1.2	0.084	0	0	0	420	0	0	0
224	1, 3, 5 - trimethyl benzene	120,000	76,000	0	0	0	0	0	37,000	5,000	0
227	Toluene	780,000	250,000	0	0	0	0	0	120,000	190,000	220,000
232	Nickel compounds	7,500	0	760	0	0	0	0	4,500	0	2,200
272	Bis (2-ethylhexyl) phthalate	81,000	0	0	0	0	0	0	2,400	0	79,000
283	Hydrogen fluoride and its water-soluble salts	5,800	0	730	0	0	0	0	4,200	900	0
299	Benzene	24,000	200	0	0	0	0	0	0	6,000	18,000
307	Poly(oxyethylene) = alkyl ether	20,000	0	1,500	0	0	0	0	0	19,000	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

Plant Site Environmental Data

● Iwata Plant



【Location】	2500 Iwai, Iwata-shi, Shizuoka
【Employees】	1,650 persons
【Plant site area (building area)】	298,000m ² (163,000m ²)
【Main product】	Complete car assembling of EVERY, CARRY, JIMNY, ESCUDO, etc

< Water Pollution Data (at a drain outlet) >

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.0~7.9	7.5
BOD	15/20	0.0~12.2	4.2
SS	30/40	0.3~6.5	2.3
Oil content	3	0.1~1.2	0.4
Lead	0.1	0.01	0.01
Chrome	2	0.00~0.58	0.03
Total nitrogen	60	9.7~21.1	14.3
Total phosphorous	8	0.4~2.6	1.4
Zinc	1	0.02~0.32	0.08

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler1	130	53~76	64.5
	Boiler3	150	90~110	100
	Small sized boiler	-	89~130	115
	Hot Water Boiler	150	~100	97
	Cooling and heating machine	150	64~110	95
SOx (K VALUE)	Boiler3	17.5	2.27~2.49	2.38
	Small sized boiler	17.5	0.29~0.66	0.49
Particulates	Boiler1	0.1	-	-
	Boiler3	0.3	Under 0.01~0.01	Under 0.01
	Small sized boiler	-	Under 0.01	Under 0.01
	Hot Water Boiler	0.1	-	-
	Cooling and heating machine	0.1	Under 0.01	Under 0.01

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Water materials			
1	Zinc compound (water-soluble)	13,000	0	120	0	0	0	6,800	0	0	6,500
30	Bisphenol A-type epoxy resin	7,500	0	0	0	0	0	1,900	0	0	5,600
40	Ethyl benzene	170,000	98,000	0	0	0	0	0	48,000	5,400	16,000
43	Ethylene glycol	1,100,000	240	0	0	0	0	0	140	71	1,100,000
63	Xylene	340,000	130,000	0	0	0	0	0	64,000	73,000	76,000
176	Organic tin compound	5,200	0	0	0	0	0	260	0	0	5,000
224	1, 3, 5 - trimethyl benzene	41,000	27,000	0	0	0	0	0	13,000	1,600	0
227	Toluene	380,000	130,000	0	0	0	0	21	59,000	77,000	120,000
232	Nickel compounds	1,500	0	12	0	0	0	690	0	0	760
272	Bis (2-ethylhexyl) phthalate	48,000	0	0	0	0	0	1,400	0	0	46,000
299	Benzene	12,000	43	0	0	0	0	0	0	2,700	9,400
331	Manganese and its compounds	2,600	0	160	0	0	0	880	0	0	1,554

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Sagara Plant



【Location】
 【Employees】
 【Plant site area
 (building area)】
 【Main product】

1111 Shirai, Makinohara-shi, Shizuoka
 1,430 persons
 1,963,000 m²(236,000m²)
 Assembly of completed automobile (SX4),
 automobile engines
 Casting and machining of engine main parts.

< Water Pollution Data (at a drain outlet) >

Items	Regulation values	Results	Averages
pH	5.8~8.6	6.3~7.9	7.3
BOD	15/20	1.0~7.0	4.0
SS	30/40	0.0~3.0	2.0
Oil content	3	0.2~1.0	0.5
Lead	0.1	0.01~0.03	0.01
Chrome	2	0.0~0.1	0.1
Total nitrogen	60/120	8~34	20
Total phosphorous	8/16	0~1	0
Zinc	2	0.2~0.5	0.3

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
NOx	Heat-treating furnace	180	25~71	48
	Dry type dust collector	180	5	5
	Aluminum melting furnace	180	33~47	40
Particulates	Heat-treating furnace	0.2	0.01	0.01
	Dry type dust collector	0.2	0.01	0.01
	Aluminum melting furnace	0.2	0.01~0.04	0.03
Chlorine	Dry type dust collector	10	1	1
Hydrogen chloride	Dry type dust collector	20	5	5
Fluorine Hydrogen fluoride	Dry type dust collector	1	0.3	0.3
Dioxin	Dry type dust collector	1	0.0001	0.0001
	Processing before facet aluminum	1	0.0002	0.0002

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	6,300	12	0	0	0	0	0	0	6,300	0
63	Xylene	29,000	75	0	0	0	0	0	0	29,000	0
227	Toluene	56,000	120	0	0	0	0	0.2	0	56,000	0
299	Benzene	3,300	5.5	0	0	0	0	0	0	3,300	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● **Takatsuka Plant**



【Location】 300 Takatsuka-cho, Minami-ku, Hamamatsu-shi, Shizuoka
 【Employees】 740 persons
 【Plant site area (building area)】 200,000m²(147,000m²)
 【Main product】 Assembling of motorcycle engines and Machining of parts

< Water Pollution Data (at a drain outlet) >

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.0~7.8	7.4
BOD	20/30	0.6~7.2	2.3
SS	30/40	1.2~9.3	3.7
Oil content	5	Under 0.5~2.8	0.96
Lead	0.1	Under 0.005~0.008	0.006
Chrome	0.4	0.0~Under 0.02	0.01
Total nitrogen	60/120	30.5~75.7	51.3
Total phosphorous	8/16	Under 0.03~0.48	0.24
Zinc	1	0.02~0.17	0.045

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
NOx	Small sized boiler	140	83~120	101
	LPG-FUELED AIR CONDITIONER	150	68~84	76
SOx (K VALUE)	Small sized boiler	7	1.89~3.16	2.52
	LPG-FUELED AIR CONDITIONER	7	Under 0.06	Under 0.06
Particulates	Small sized boiler	0.18	Under 0.01~0.03	0.02

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	16,000	2	0	0	0	0	0	0.0	16,000	2.5
63	Xylene	100,000	68	0	0	0	0	0	0.0	100,000	12.0
224	1, 3, 5 - trimethyl benzene	1,900	0.1	0	0	0	0	0	0	1,900	0
227	Toluene	170,000	830	0	0	0	0	0.1	0	170,000	18.0
231	Nickel	5,900	0	0	0	0	0	0	4,100	0	1,700
283	Hydrogen fluoride and its water-soluble salts	14,000	0	1,300	0	0	0	0	0	13,000	0
299	Benzene	9,000	4.4	0	0	0	0	0	0	9,000	1.5

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Toyokawa Plant



【Location】
【Employees】
【Plant site area
(building area)】
【Main product】

1-2 Utari, Shirotori-cho, Toyokawa-shi, Aichi
830 persons

187,000 m²(78,000 m²)
Assembling of motorcycles and outboard
engines and Production of knockdown parts

< Water Pollution Data (at a drain outlet) >

Items	Regulation values	Results	Averages
pH	5.8~8.6	6.6~7.1	6.9
BOD	25	4.7~5.6	5.2
SS	30	1.0~1.9	1.3
Oil content	5	Under 0.5~1.8	0.7
Lead	0.1	Under 0.005~0.007	0.005
Chrome	0.5	Under 0.005~0.006	0.005
COD (total amount)	27.51	0.01~15.57	5.7
Total nitrogen (total amount)	19.45	0.07~9.83	2.64
Total phosphorous (total amount)	2.57	0.00~1.60	0.81
Zinc	2	0.03~0.92	0.12

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	-	58~72	66
	Absorption type Cooling and heating machine 1	150	54~64	59
	Boiler 2	-	-	-
	Drying furnace 1	-	-	-
	Drying furnace 2	-	-	-
Particulates	Boiler 1	-	-	-
	Absorption type Cooling and heating machine 2	0.3	0.01	0.01
	Boiler 2	0.3	0.01	0.01
	Drying furnace 1	0.4	0.01	0.01
	Drying furnace 2	0.4	0.01	0.01

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	1,500	0	8.7	0	0	0	430	0	0	1,000
40	Ethyl benzene	26,000	16,000	0	0	0	0	0	7,600	1,100	2,100
43	Ethylene glycol	370,000	0	0	0	0	0	0	0	0	370,000
63	Xylene	40,000	19,000	0	0	0	0	0.3	9,000	2,700	9,900
69	Chromium (VI) compounds	1,400	0	1.4	0	0	0	8.8	0	0.76	1,400
224	1, 3, 5 - trimethyl benzene	2,500	1,600	0	0	0	0	0	780	100	0
227	Toluene	200,000	120,000	0	0	0	0	0.5	58,000	3,200	16,000
299	Benzene	1,500	8.6	0	0	0	0	0	0	220	1,200

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

Plant Site Environmental Data

● Osuka Plant



【Location】 6333 Nishi Ohbuchi, Kakegawa, Shizuoka
 【Employees】 500 persons
 【Plant site area (building area)】 149,000 m²(55,000 m²)
 【Main product】 Manufacturing of cast parts

< Water Pollution Data (at a drain outlet) >

Items	Regulation values	Results	Averages
pH	5.8~8.6	6.7~7.2	7.0
BOD	10/15	0.4~7.6	2.7
SS	10/15	0.7~8.7	4.8
Oil content	2	0.0~1.9	0.5
Lead	0.1	Under 0.005~0.034	Under 0.005
Chrome	2	0.0	0.0
Total nitrogen	60/120	2.3~6.3	4.4
Total phosphorous	8/16	0.1~0.45	0.24
Zinc	1	0.04~0.18	0.08

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
Particulates	Cast iron melting furnace	0.1	Under 0.01~0.06	Under 0.01
	Aluminum melting furnace	0.2	0.0~Under 0.01	Under 0.01
	Aluminum melting & holding furnace	0.2	Under 0.01	Under 0.01
Chlorine	Aluminum melting furnace	10	Under 1~2	1.5
	Aluminum melting & holding furnace	10	Under 1	Under 1
Hydrogen chloride	Aluminum melting furnace	20	Under 5	Under 5
	Aluminum melting & holding furnace	20	Under 5	Under 5
Fluorine and hydrogen fluoride	Aluminum melting furnace	1	Under 0.3	Under 0.3
	Aluminum melting & holding furnace	1	Under 0.3	Under 0.3

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	2,700	1,200	0	0	0	0	55	620	750	0
63	Xylene	8,600	3,600	0	0	0	0	87	1,900	3,100	0
227	Toluene	7,300	2,100	0	0	0	0	410	680	4,100	0
311	Manganese and its compounds	220,000	0	0	0	0	0	4,500	0	0	220,000
346	Molybdenum	3,400	0	0	0	0	0	68	0	0	3,300

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

Domestic Manufacturing Subsidiaries

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



【Location】	7-3 Minami-Hiramatsu, Iwata-shi, Shizuoka
【Employees】	407 persons
【Plant site area (building area)】	64,525m ²
【Main product】	Casting and machining of motorcycles and automobiles

< Water Pollution Data (at a drain outlet) >

Discharge of drainage a year : 133,013m³

Items	Regulation values	Results	Averages
pH	5.8~8.6	6.3~7.7	7.7
BOD	20/25	0.5~7.9	1.4
SS	40/50	1.0~9.0	2.5
Oil content	5	0.5~1.5	0.9
Total nitrogen	60/120	1.3~6.4	3.8
Zinc	2	0.05~0.1	0.05

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
NOx	Aluminum melting furnace	-	-	-
Particulates	Aluminum melting furnace	-	Under 0.02	Under 0.02
Chlorine	Aluminum melting furnace	30	Under 0.9	Under 0.9
Hydrogen chloride	Aluminum melting furnace	80	1.2~3.8	2.5
Fluorine and hydrogen fluoride	Aluminum melting furnace	3	Under 0.7	Under 0.7

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
227	Toluene	232	232	0	0	0	0	0	0	0	0
253	Hydrazine	20	0	0	0	0	0	20	0	0	0
307	Poly (oxyethylene) = alkyl ether	1	0	0	0	0	0	1	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Suzuki Seimitsu Corporation



【Location】	500 Inoya, Inasa-cho, Kita-ku, Hamamatsu-shi, Shizuoka
【Employees】	705 persons (including temporary employee and company in plant)
【Plant site area (building area)】	80,000 m ² (38,000 m ²)
【Main product】	Machining and assembling of gears for motorcycles, automobiles and outboard engines.

< Water Pollution Data (at a drain outlet) >

Discharge of drainage a year : 112,000m³

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.0~7.7	7.4
BOD	15	1.5~13	6.8
SS	20	1~2	1.8
Oil content	5	0.5~2.4	1.8
Total nitrogen	60/120	16.6~28	21.7
Total phosphorous	8/16	0.04~0.19	0.08
Zinc	1	0.05~0.3	0.11

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
NOx	Continuous carburizing furnace	180	48~50	48.8
	Annealing furnace	180	20~49	42.4
	Water cooling and heating machine	150	48~54	51.2
SOx (K VALUE)	Continuous carburizing furnace	17.5	0.08~0.09	0.09
	Annealing furnace	17.5	0.08	0.08
	Water cooling and heating machine	17.5	0.07~0.16	0.12
Particulates	Continuous carburizing furnace	0.2	0.01	0.01
	Annealing furnace	0.2	0.01~0.04	0.01
	Water cooling and heating machine	0.1	0.01	0.01

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Znic compounds (water-soluble)	1,388	0	0	0	0	0	0	1,194	0	194
16	2- amino ethanol	8	0	0	0	0	0	8	0	0	0
40	Ethyl benzene	14	14	0	0	0	0	0	0	0	0
63	Xylene	82	82	0	0	0	0	0	0	0	0
224	1,3,5 - trimethyl benzene	46	46	0	0	0	0	0	0	0	0
227	Toluene	138	138	0	0	0	0	0	0	0	0
232	Nickel compounds	11	0	0	0	0	0	0	9	0	1
270	Di-n-butyl phthalate	1	0	0	0	0	0	0	0	0	1
304	Baric acid and its compounds	169	0	0	0	0	0	169	0	0	0
309	Poly (oxyethylene) = Nonyl phenyl ether	27	0	0	0	0	0	23	0	0	5
311	Manganese and its compounds	1,368	0	0	0	0	0	0	1,204	0	164

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

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



【Location】	192-1 Ienohigashi, Hamaikawa, Ikawa-machi, Minami Akita-gun, Akita
【Employees】	583 persons
【Plant site area (building area)】	199,500 m ²
【Main product】	Manufacturing of parts for motorcycles and automobiles

< Water Pollution Data (at a drain outlet) >

Discharge of drainage a year : 56,448m³

Items	Regulation values	Results	Averages
pH	6.0~8.5	7.0~7.4	7.2
BOD	20	3.3~12	8.2
SS	30	8.0~19	14
Oil content	4	0.5~1.2	0.7
Total nitrogen	60/120	0.49~6.5	4.2
Total phosphorous	8/16	0.14~0.49	0.3
Zinc	2	0.07~0.49	0.22

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler	180	40~61	51
Sox (K VALUE)	Boiler	8.76	Under 0.01	Under 0.01
Particulates	Boiler	0.3	Under 0.01	Under 0.01

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compounds (water-soluble)	1,846	0	0	0	0	0	1,108	1,194	0	738
40	Ethyl benzene	48	48	0	0	0	0	0	0	0	0
63	Xylene	6,751	414	0	0	0	0	0	0	6,337	0
224	1,3,5 - trimethyl benzene	4,216	25	0	0	0	0	0	0	4,191	0
227	Toluene	233	233	0	0	0	0	0	0	0	0
299	Benzene	11	11	0	0	0	0	0	0	0	0
309	Poly (oxyethylene) = Nonyl phenyl ether	128	0	0	0	0	0	128	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● **Enshu Seiko Co., Ltd.**



【Location】 1246-1 Yamahigashi, Tenryu-ku, Hamamatsu-shi, Shizuoka
 【Employees】 281 persons
 【Plant site area (building area)】 2,307m²
 【Main product】 Manufacturing of aluminum parts for motorcycles, automobiles and outboard engines

< Water Pollution Data (at a drain outlet) >

Discharge of drainage a year : 53,752m³

Items	Regulation values	Results	Averages
pH	6.5~8.2	7.2~7.7	7.5
BOD	10	1.1~8.3	3
COD	35	2.7~13.0	5.2
SS	15	0.6~2.2	1.9
Oil content	3	0.5~2.6	0.9
Chrome	2	Under 0.05	Under 0.05

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
Hydrogen chloride	Aluminum central melting furnace	80	5	5
Chlorine	Aluminum central melting furnace	30	1	1
Fluorine compound	Aluminum central melting furnace	3	1	1

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
63	Xylene	3,915	3,013	0	0	0	0	902	0	0	0
227	Toluene	2,220	1,096	0	0	0	0	1,124	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Snic Co., Ltd.



【Location】	1403 Higashi Hiramatsu, Iwata-shi, Shizuoka
【Employees】	450 persons (Includes loan employees, resident workers and excludes seasonal workers, part time workers, temporary workers, and in-house subcontractors)
【Plant site area (building area)】	21,000 m ²
【Main product】	Production of seats

< Water Pollution Data (at a drain outlet) >

Discharge of drainage a year : 13,503m³

Items	Regulation values	Results	Averages
pH	5.8~8.6	7.2~7.7	7.45
BOD	20	1.6~6.1	3.85
SS	40	2~11	6.5
Oil content	5	0.5~2	1.25

< Air Pollution Data (at exhaust outlets) >

There is no relevant equipment.

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
43	Ethylene glycol	12,871	5,148	0	0	0	0	0	0	0	7,723
224	1,3,5 - trimethyl benzene	135,682	5,616	0	0	0	0	0	0	0	130,066
338	Methyl 1,3-phenylene=di-isocyanate	946,701	0	0	0	0	0	400	0	0	946,301

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Hamamatsu Pipe Co., Ltd.



【Location】	6-2 Minami Hiramatsu, Iwata-shi, Shizuoka
【Employees】	164 persons
【Plant site area (building area)】	36,000 m ²
【Main product】	Production of mufflers

< Water Pollution Data (at a drain outlet) >

Discharge of drainage a year : 2,296m³

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

< Air Pollution Data (at exhaust outlets) >

There is no relevant equipment.

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
68	Chromium, trivalent chromium and their compounds	17,309	173	0	0	0	0	0	433	0	16,703
231	Nickel	6,782	68	0	0	0	0	0	170	0	6,544
311	Manganese and its compounds	2,087	21	0	0	0	0	0	52	0	2,014

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

Plant Site Environmental Data

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



【Location】	3200 Mizushima, Oyabe-shi, Toyama
【Employees】	350 persons
【Plant site area (building area)】	75,000 m ²
【Main product】	Manufacture of motorcycle and automobile parts and accessories, Assembly of car audio equipment, and Manufacture of nonferrous metal (aluminum) die cast, etc

< Water Pollution Data (at a drain outlet) >

Discharge of drainage a year : 334,552m³

Items	Regulation values	Results	Averages
pH	6~8	6.6~7.7	7.14
BOD	15	2.2~12.4	8.61
SS	15	1.8~10	4.43
Oil content	5	0.5~0.8	0.57
Lead	0.08	Under 0.005~0.007	Under 0.005
Chrome	2	Under 0.02	Under 0.02
Total nitrogen	120	2.4~11	4.9
Total phosphorous	16	0.3~1.1	0.55
Zinc	2	Under 0.2~0.24	Under 0.2

< Air Pollution Data (at exhaust outlets) >

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler	150	92~100	96
	Aluminum melting furnace	180	35~37	36
SOx (K VALUE)	Boiler	17.5	0.1~0.2	0.15
	Aluminum melting furnace	17.5	0.007~0.017	0.012
Particulates	Boiler	0.3	0.0028~0.0001	0.001
	Aluminum melting furnace	0.2	0.04~0.0047	0.022

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
40	Ethyl benzene	2,100	2,100	0	0	0	0	0	0	0	
63	Xylene	7,000	7,000	0	0	0	0	0	0	0	
227	Toluene	7,500	7,500	0	0	0	0	0	0	0	
232	Nickel compounds	4,880	0	20	0	0	0	4,500	360	0	

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

● Suzuki Kasei Co., Ltd.



【Location】	5158-1 Hiraguchi, Hamakita-ku, Hamamatsu-shi, Shizuoka
【Employees】	110 persons
【Plant site area (building area)】	21,000 m ² (6,000 m ²)
【Main product】	Manufacture of automobile internal trim parts

< Water Pollution Data (at a drain outlet) >

There is no relevant equipment.

< Air Pollution Data (at exhaust outlets) >

There is no relevant equipment.

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

Unit: kg/year

Substance No.	Substance names	Amount handled*	Discharge		Transfer				Recycling	Disposal by incineration	Products
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
63	Xylene	7,800	7,800	0	0	0	0	0	0	0	
227	Toluene	14,000	14,000	0	0	0	0	0	0	0	

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (discharge, transfer, recycle, disposal by incineration, and products).

The following chronological table shows the history of Suzuki's environmental protection efforts and major events.

History of Suzuki's Green Action

1970	March	Demonstrated 10 units of CARRY VAN electric vehicles at the Osaka Expo.
1971	July	Established an Environmental Protection Section in Facilities Group of Production Engineering Dept. to take environmental measures in our production processes.
1977	April	Built the Suzuki Group Safety & Hygiene and Pollution Issues Council.
1978	December	Developed the CARRY VAN electric vehicles.
1981	December	Held "Energy Saving Symposium" with Machinery Industry Promotion Foundation (now Suzuki Foundation).
1989	August	Established an Environmental Issue Council to promote company-wide environmental conservation activities.
1990	March	Installed Freon collectors at domestic distributors to collect Freon contained in car air conditioner refrigerant for reuse.
1991	December	Totally abolished the use of specific CFC (contained in polyurethane foamed components, such as seats).
1992	January	Started displaying material names on resin parts. Developed a continuously variable transmission (SCVT) which was installed in CULTUS Convertible.
	October	Developed a natural gas-fueled scooter.
	November	Established a Waste Countermeasure Group in Production Engineering Development to promote reduction and reuse of wastes.
	December	Launched the sale of electric vehicles ALTO and EVERY.
1993	March	Prepared an "Environmental Protective Activities Plan."
	May	Reorganized an Environment & Industrial Waste group by integrating the Environmental Protection Section and the Waste Countermeasure Group to enhance environmental protection activities.
	December	Completed the replacement of Freon used in car air conditioner refrigerants.
1994	June	Started collecting and recycling used bumpers replaced by dealers.
	August	Installed a facility to recycle sludge contained in wastewater to reuse it as asphalt sheets. Started reusing casting sand waste (generated at foundries) as cement materials.
1995	January	Renewed the waste incinerator to reduce waste and reuse heat waste (steam).
	August	Introduced co-generation facilities into Kosai Plant to promote energy saving activities.
1996	April	Launched the sale of an electric power-assisted bicycle "LOVE."
	May	Prepared the "Environmental Protective Activities Plan (follow-up version)."
	December	Introduced co-generation facilities into Sagara Plant.
1997	March	Developed a natural gas-fueled WAGON R.
	May	Greatly modified and sold electric vehicles ALTO and EVERY.
	October	Won the Technical Innovation Award for our 4-stroke outboard engine at the Chicago Boat Show.
	December	Issued a "Vehicle Disassembly Manual" and distributed it to distributors.
1998	February	Introduced co-generation facilities into Osuka Plant. Prepared an "Initiative Voluntary Action Plan for the Recycling of Used Automobile."
		April
	July	Kosai Plant obtained the ISO14001 certification.
	October	Launch the sale of a new mini vehicle equipped with a lean-burn engine which achieved 29.0km/l fuel consumption in 10·15 mode. Won the Technical Innovation Award for our 4-stroke outboard engine at the Chicago Boat Show for the second consecutive year.
		December

A History of Suzuki's Environmental Protection Efforts

1999	March	Developed a new catalyst for motorcycles and employed it in a scooter "LET'S II."
	May	Launched the sale of fuel-economy ALTO with "Sc lean-burn" CVT.
	June	Launched the sale of natural gas-fueled (CNG) WAGON R.
	August	Launched the sale of a new model of EVERY electric vehicle.
	September	Osuka and Sagara plants obtained the ISO14001 certification.
	October	Launched the sale of ALTO equipped with Idling Stop System.
		Won "The Best Concept Car" special award for Suzuki PU-3 COMMUTER at the Tokyo Motor Show. Fully changed the design of the electric power-assisted bicycle LOVE.
	November	MARUTI UDYOG (India) (currently: MARUTI SUZUKI INDIA LIMITED) obtained the ISO 14001 certification.
		Launched the sale of ultrasonic compact washing machines "SUC-300H & 600H" that employ ultrasonic waves for washing instead of organic solvent.
December	Launched the sale of natural gas-fueled (CNG) EVERY.	
2000	January	Developed a compact bumper crushing machine in house.
	February	SUZUKI MOTOR ESPANA (Spain) obtained the ISO14001 certification.
	June	CAMI AUTOMOTIVE (Canada) obtained the ISO14001 certification.
	July	Won the "Logistic Prize" for the transportation package for "Senior Cars" (environmentally-friendly electric vehicles) at the Japan Packaging Contest.
	October	Fully changed the design of the electric power-assisted bicycle LOVE.
	November	Won the "World Star Prize" for the transportation package for "Senior Cars" (environmentally-friendly electric vehicles) at the World Packaging Contest.
	December	Toyokawa Plant obtained the ISO14001 certification.
2001	January	Totally abolished the use of lead (used in painting processes of domestic motorcycle and automobile plants).
	March	Expanded the sale of the bumper crushing machine nationwide.
	April	Established an Environmental Planning Group that handles environmental matters related to products, technology, manufacturing and logistics.
		Established an Environmental Committee (as an alternative to Environmental Issue Council) to enhance the environmental protection efforts.
	August	Achieved the target of drastic reduction in landfilled solid waste to almost zero.
October	Started mutual cooperation with GM in the fuel cell technology field.	
2002	January	Won the "Excellent Environmentally-Friendly Concept Car Award" from the Automotive News magazine (U.S.A) for our electric vehicle concept car "COVIE" at the Detroit Motor Show.
	March	Launched the "Idling Stop" campaign.
	July	Put the direct-injection turbo engine which realized both low fuel consumption and high output power to practical use for the first time in mini cars.
2003	January	Announced a hybrid engine car "TWIN" for the first time in small sized passenger cars.
		Announced a new concept energy-saving scooter "CHOINORI."
	March	Iwata Plant obtained the ISO14001 certification.
		Takatsuka plant obtained the ISO14001 certification. Installed a wind-driven power generating facility at Inasa Training Center.
	July	Became a member of IMDS (international material data system).
September	Issued a "Green Procurement Guideline." Launch the sale of certified ultralow-emission vehicle.	
2004	January	Jointly established Japan Auto Recycling Partnership and ART with other manufacturers.
	February	Installed 2 units of wind-driven power generating facility at Kosai Plant.
	July	Announced the motorcycle recycling fees.
		Announced the end-of-life automobile recycling fees.
August	Obtained the approval of Japan's first 700-bar compressed hydrogen storage system for fuel cell vehicles. Launched the sale of a car sharing-dedicated MR WAGON car sharing system	
2005	July	Developed "Hyper Alumite" that has improved corrosion resistance and durability, with the anodized aluminum film smoothed on the aluminum material surface.
	August	Participatee in "Team Minus 6%".
	October	Participated in the "FRP Boat Recycling System" promoted by the Japan Boating Industry Association and announced the recycling fees.
2006	September	Developed "MIO," an electric wheelchair equipped with a fuel cell, and exhibited it at the International Home Care & Rehabilitation Exhibition.
2007	October	Developed the fuel cell motorcycle "CROSSGAUGE" and exhibited it at the Tokyo Motor Show.
	November	Established Suzuki Environment Control Regulations.