SUZUKI

2003 SUZUKI ENVIRONMENTAL REPORT

Introduction

As a general manufacturer of automobiles, motorcycles, marine and power products, we take great pride in the roles our wide scope of products play in providing benefits to so many people in their daily lives. As society places even greater significance on environmental concerns, we, the Suzuki Group, feel that it is our responsibility to move vigorously forward with environmental conservation. Keeping this in mind, energy reduction, low exhaust emissions, recycling, and other issues that deal with conserving our environment are of great concern when developing our future products.

One example of such effort can be seen in the marketing of the first hybrid mini-car, the "Twin Hybrid". In addition to answering the demand for compact 2-passenger vehicles, its Suzuki Hybrid System provides customers with a more eco-friendly alternative in transportation. Other efforts can be found in advancements in the development of fuel cell vehicles.

Also on the subject of the environment, we are reevaluating and revising our environmental conservation activities based on the Suzuki Global Environment Charter, which was first introduced in our 2001 Suzuki Environmental Report.

At Suzuki, we actively pursue environmental activities both domestically and abroad because we believe that environmental conservation activities are an integral part of doing business. We do this in addition to offering the consumer products that place less impact on the environment.

Osamu Suzuki

CEO

Hiroshi Tsuda

COO/
Environmental Committee Chairman

The large wind turbine generator shown on the front page was erected in March of 2003 at the Suzuki Training Center located in Inasa-cho, Shizuoka prefecture. Standing 21 meters high at the hub, its 15-meter diameter blades are capable of producing a maximum 40kW of electric power. The system operates quietly and can produce power with as little as 2m of wind speed. We undertook this project because in addition to reducing our reliance on energy, we believe that the utilization of renewable natural energy resources, etc., will play an important role in the future.

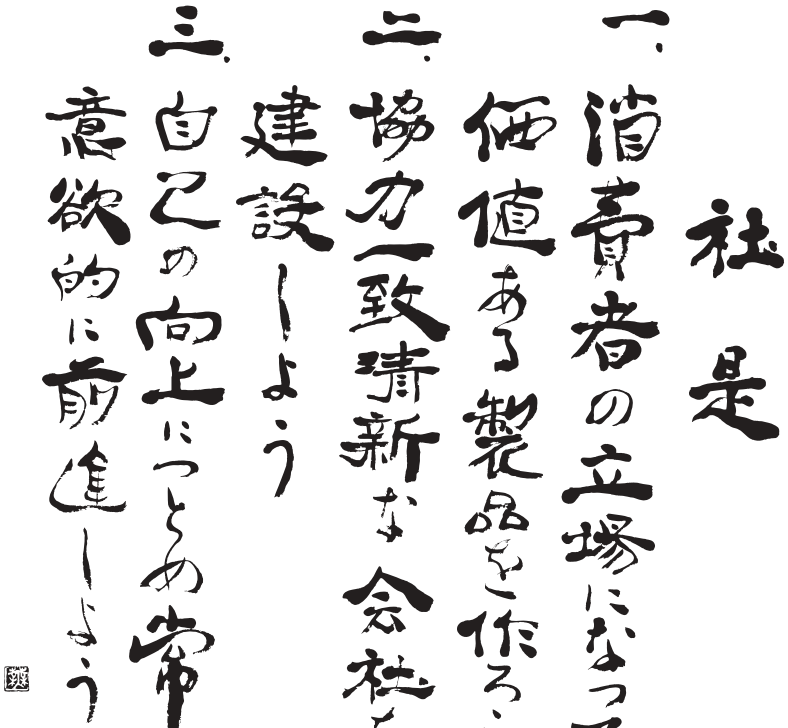
This report is an English translation of the original Japanese text of Suzuki's Environmental Report. It contains information regarding Suzuki's environmental conservation activities carried out in fiscal 2002 (April 2002 to March 2003). Unless otherwise mentioned, the text mainly refers to Suzuki's domestic environmental conservation activities. (Unless the related company or dealer, etc. is mentioned, the text refers to the Suzuki Motor Corporation only.)
Also, the activities prior to fiscal 2001 and fiscal 2003 that are mentioned in this report have been included because they relate to applicable subjects in the report.
The next environmental report will be published in the summer of 2004.

Contents

Environmental Management

In addition to fundamental business ethics, we strive to maintain harmony between the environment, economy, and society when managing our business. The goals of our activities are reflected in our mission statement, and as Suzuki employees, regardless of rank, we are conscious of our duties and responsibilities while we go about our daily work.

Mission Statement



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

Suzuki Global Environment Charter

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

Environmental Concepts

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

Environmental Policy Standards

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

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

Environmental Action Guidelines

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

Environmentally Friendly Business Management

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

Develop Environmentally Friendly Products

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

Environmentally Friendly Manufacturing

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

Environmentally Friendly Distribution

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

Environmentally Friendly Marketing

1. Promote environmental management among our distributors.
2. Promote suitable management of used products.
3. Promote the three Rs (Reduction, Re-Use, and Recycle).

Environmentally Friendly Offices

1. Promote energy reduction.
2. Promote purchase and use of "Green" products.
3. Promote the three Rs (Reduction, Re-Use, and Recycle).

Environmental Education and Information Disclosure

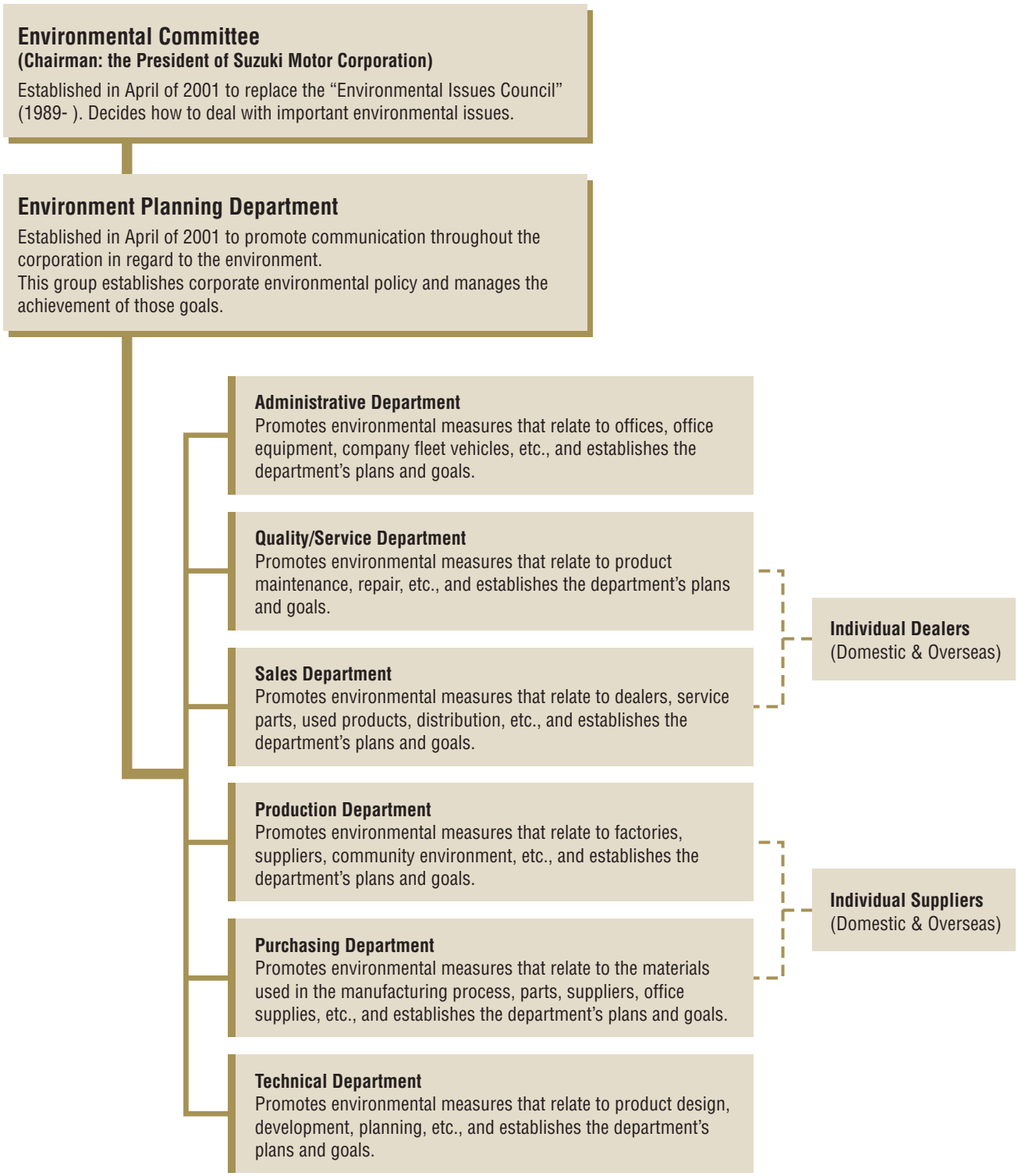
1. Provide our employees with environmental education to increase their awareness.
2. Promote social contribution activities.
3. Disseminate information regarding the environment.

Environmental Action Plans

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

Environmental Organization

The structure of our Environmental Organization is simple so as to provide speedy communication and application of environmental measurements, etc.



Suzuki's Environmental Conservation Activity Plan

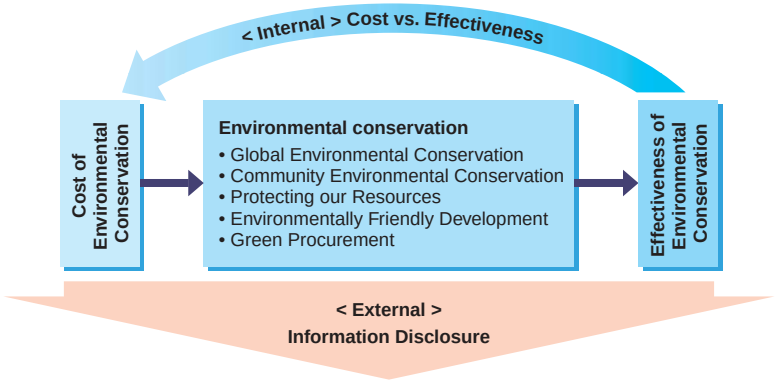
Suzuki's environmental conservation activity plan lays down concrete mid- and long-term environmental goals and promotes cooperation among our group-affiliated companies in realizing these goals.
The "Suzuki Environmental Conservation Activity Plan" was first established in 1993 and later, revised in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

Fiscal 1993

Fiscal 1996

Environmental Accounting System

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



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

Classification	Fiscal 2000	Fiscal 2001	Fiscal 2002
Cost Within the Corporation	23.4	22.6	22.8
(Breakdown) Pollution Prevention	(7.7)	(7.3)	(8.5)
Environmental Conservation	(8.3)	(8.0)	(6.8)
Recycling of Resources	(7.4)	(7.3)	(7.5)
Cost of the upstream and downstream	0.3	0.2	0.2
Cost of Managerial Activities	6.9	8.9	8.2
Cost of Research and Development	140.1	174.5	221.2
Cost of Social Activities	2.0	2.2	2.8
Cost of Environmental Damage	0.3	0.3	0.3
Total	173.0	208.6	255.5

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

Item		Fiscal 2000	Fiscal 2001	Fiscal 2002
Economical Effect	Energy Cost Reduction	3.4	2.9	2.1
	Waste Management Cost Reduction	0.2	0.2	0.04
	Resource Cost Reduction	6.1	7.9	0.7
	Total	10.0	11.0	2.9

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

Obtaining ISO14001 Certification

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

● Domestic Plants

With the certification of our Takatsuka and Iwata Plants, we now have a total of six domestic certified facilities. We have taken leadership and provided support in the introduction of environmental management systems and acquiring ISO14001 certification within our related companies, four of which gained certification in 2001. Also, our environmental section carries out spot investigations to check environmental conservation activities and provides guidance in making improvements at the site.

< Domestic Plants >

Kosai Plant	July1998
Osuka Plant	September 1999
Sagara Plant	September 1999
Toyokawa Plant	December 2000
Takatsuka Plant	March 2003
Iwata Plant	March 2003

< Affiliated Companies >

Suzuki Toyama Auto Parts Mfg. Co., Ltd.	March 2001
Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.	June 2001
Suzuki Precision Industries Co., Ltd.	October 2001
Suzuki Akita Auto Parts Mfg. Co., Ltd.	March 2002

● Overseas Plants

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

< Related Companies >

[Affiliated Companies]

Magyar Suzuki Corporation (Hungary)	April 1998
Maruti Udyog Ltd. (India)	December 1999
Suzuki Motor Espana, S.A. (Spain)	February 2000

[Related Companies]

CAMI Automotive Inc. (Canada)	June 2000
Nanjing Jincheng Suzuki Motorcycle Co., Ltd. (China)	February 2002

< Other Related Companies >

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

Environmental Inspection

Environmental management systems are inspected in the course of gaining ISO 14001 certification. In addition, we carry out our own inspections (in-house inspections and environmental patrols) to double check the confidence of environmental activities.
Environmental inspections are carried out so we can continuously improve upon our environmental management system. The results of these inspections are reported to factory managers, and used in improvements and regular reassessment of our environmental conservation activities.
Factory directors meetings are held once every two months with the meeting's location being rotated among our plants. Changes to environmental conservation activities that have been implemented at the plant, matters that relate to all plants, etc., are observed, discussed, and advanced to all plants.

< Inspection Calendar >

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

< How in-house inspections lead to improvements >

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

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

Inspections Carried Out by Independent Inspectors (Overall Inspection)

Independent inspectors are contracted to examine documents and carry out on site examinations in regard to the validity and adequacy of our environmental management system, and determine whether measures are being carried out or not. No infringement of ISO 14001 environmental regulations was noted in the course of 2002 inspections.

In-house Inspections

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

Environmental Management System Inspections (Overall Inspection)

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

Preventive Inspections (Limited Local Inspections)

The environmental management section makes thorough on-site observations and inspections in areas that possess a potential for accidents such as drainage disposal facilities, chemical use/storage, and waste disposal facilities.

Environmental Patrol (limited local inspections)

Areas that possess a potential for accidents undergo regular inspection.

Environmental Education

New employee education, education for functional sections within the company, and managerial education are carried out to promote a deeper awareness of our environmental conservation activities among our staff. We also hold emergency response drills in order to reduce the environmental impact of accidents and emergencies.

Training for Functional Sections

Environmental education was provided through training for functional sections and dealer employees. Functional sections took part in the following seminars: (Total number of participants: 203)

- Outlining the Fuel Cell
- Outlining the Environmental Management System (general system, factory system, vehicle system)

Seminars covering Freon disposal were also given at dealer employee training between October 2002 and February 2003. (Number of seminars: 55, Total number of participants: 1357)

Education According to Job Level

As a part of our employee education program, we have carried out environmental education programs for new employees, functional sections within the company, and in-house inspector programs for managerial positions. Also, our factories have carried out educational programs for employees whose jobs deal with processes that have an impact on the environment. A total of 511 programs were held — 493 programs for new employees, executives, etc., and 18 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 222 managers for pollution prevention, 48 energy managers, 463 in-house inspectors, etc.

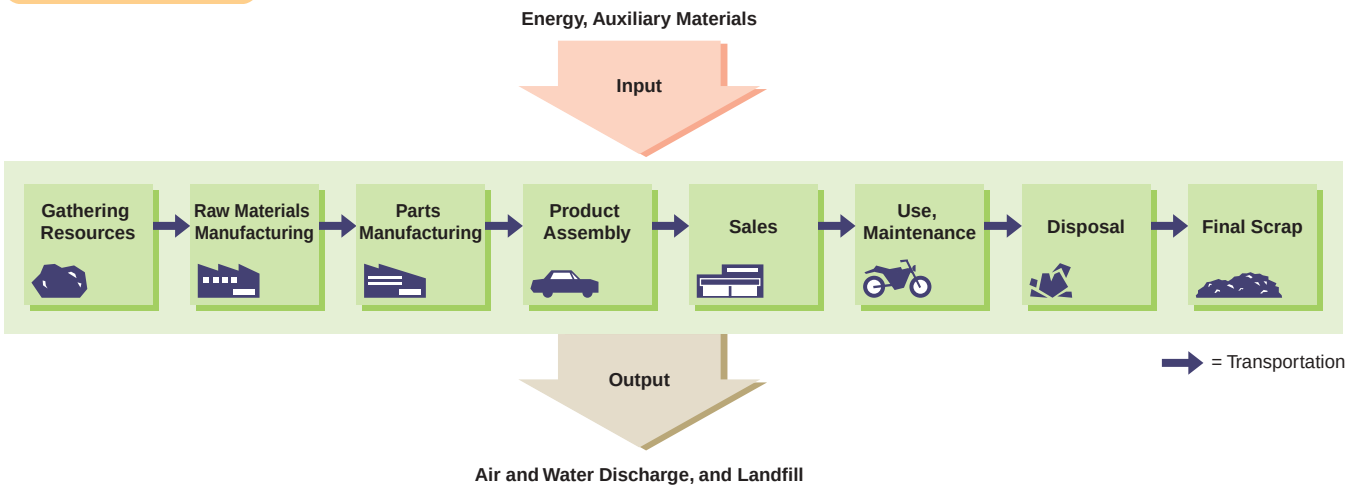
Overseas Trainees

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

LCA (Life Cycle Assessment)

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

LCA Concept



Results of Environmental Performance in Fiscal 2002

The following is a compilation of environmental goals and results of fiscal 2002 (April 2002-March 2003) and goals set for fiscal 2003 (April 2003-March 2004). Future plans also call for the linking of long/mid term planing of Suzuki's environmental conservation activities with yearly goals.

Design/Development

< Automobiles >

Items	Fiscal 2002		Fiscal 2003 Goals
	Goals	Results	
Fuel economy	Introduce vehicles to the market that meet the 2010 standards as planned.	Introduced vehicles to the market that meet the 2010 standards as planned.	Improve fuel economy as planned, and in addition to introducing vehicles that meet the 2010 standards, improve the average fuel economy.
Exhaust Gas	Introduce vehicles to the market that produce ultra-low exhaust emissions.	Introduced mini-vehicles to the market that produce ultra-low exhaust emissions.	Introduce compact vehicles to the market that produce ultra-low exhaust emissions.
Clean Energy Automobiles	Continue with the testing of hybrid vehicles on public roads, and further their development for commercialization.	Exhibited and promoted the sale of natural gas vehicles at low pollution vehicle fairs held in individual communities. Introduced "Twin Hybrid" to the market.	Develop affordable natural gas powered vehicles and promote extensively.
Materials with Environmental Impact	Continue development of lead free wheel balancing weights.	Completed development of lead free wheel balancing weights.	Advancing industry-wide voluntary action plans (after 2006, reduce levels to 1/10th of 1996 levels).

Manufacturing, Purchasing

Items		Fiscal 2002		Fiscal 2003 Goals
		Goals	Results	
CO_2 (Carbon Dioxide) *1	Amount of CO_2 emissions per sales	22.74 tons-CO_2/100,000,000 Yen (12% reduction compared to 1990)	21.88 tons-CO_2/100,000,000 Yen (15.3% reduction compared to 1990)	21.73 tons-CO_2/100,000,000 Yen (16% reduction compared to 1990)*2
Waste	Landfill Waste	Less than 60 tons	4.8 tons	0 ton
VOC (Volatile Organic Compounds)	Amount of Emissions per Area	45g/m^2 (47.7% reduction compared to 1995)	52g/m^2 (39.5% reduction compared to 1995)	43g/m^2 (50% reduction compared to 1995)

*1 To match with other data we have revised the range that makes up the total. (6 Suzuki plants + 8 related companies → 6 Suzuki plants.)
*2 Long term goal for the amount of CO_2 emissions: Amount of CO_2 emissions per sales in 2010, 20% reduction compared to 1990.

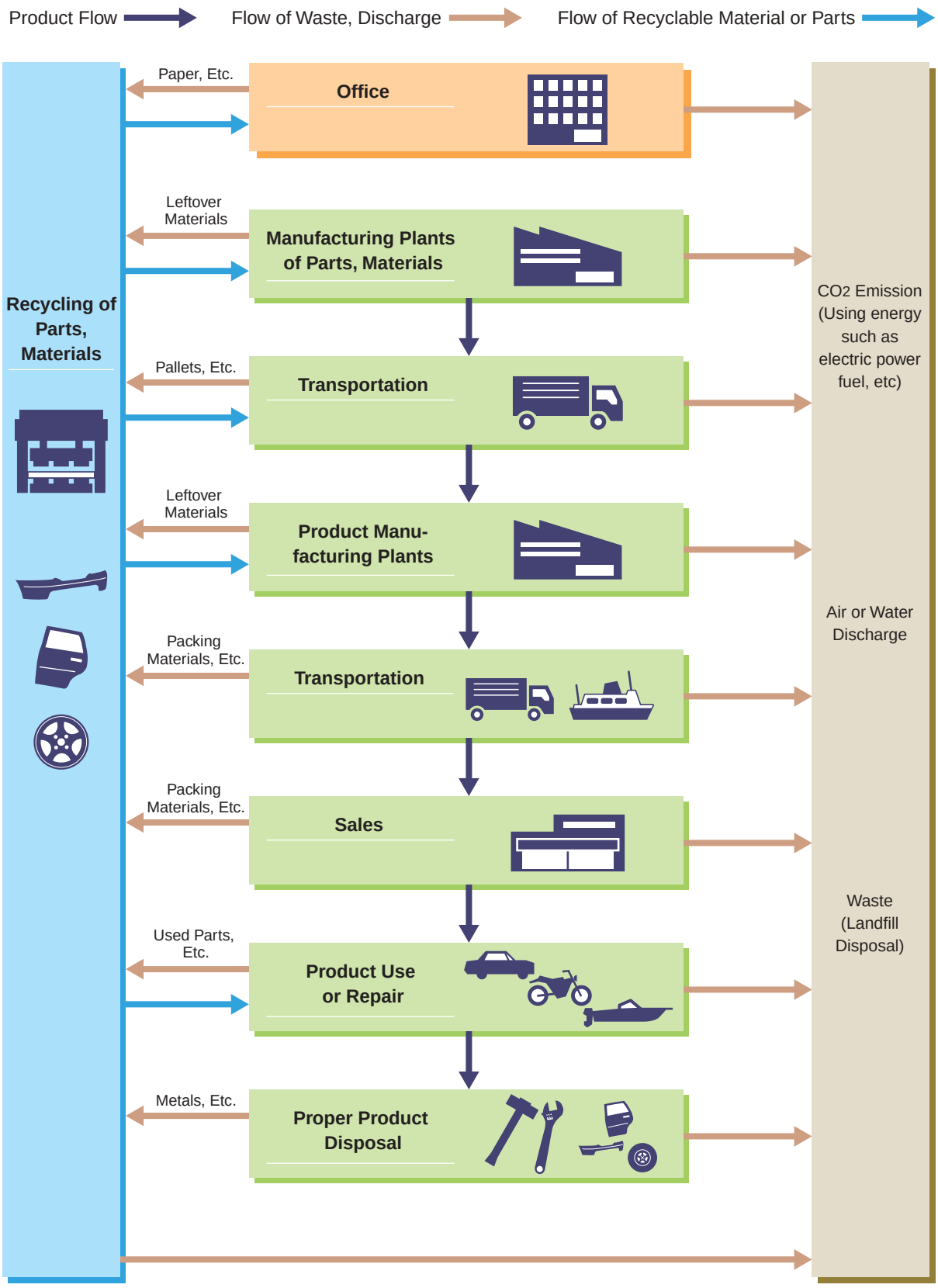
Market

Items	Fiscal 2002		Fiscal 2003 Goals
	Goals	Results	
Recycling	Increase amount of used bumpers being collected.	Increased by 78%.	Increase amount of used bumpers being collected.

Reducing Pressure on the Environment

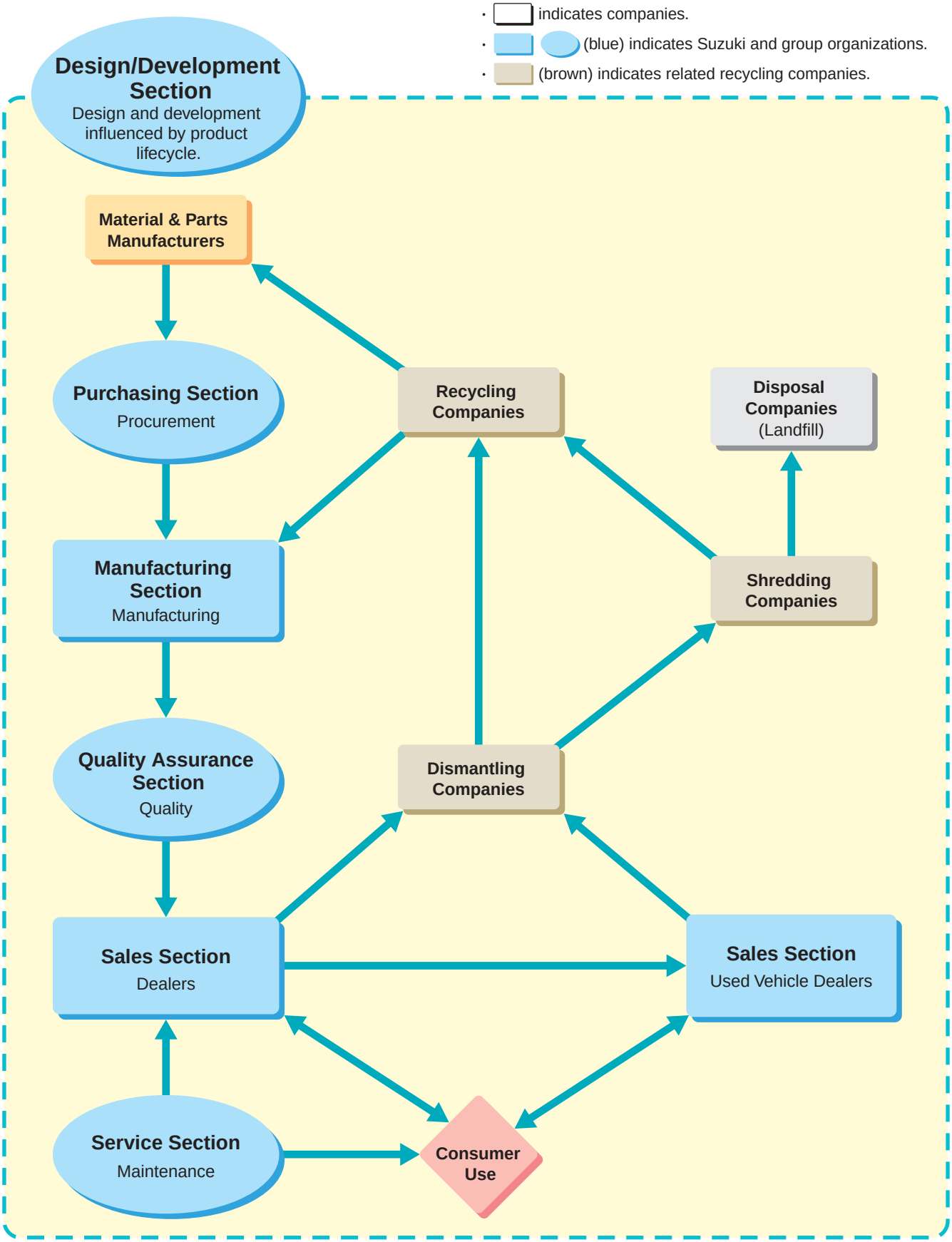
We promote activities throughout our corporation to reduce environmental impact resulting from business activities or through the products sold in the marketplace.

How Product Life Cycle and Business Activities Relate to Environmental Impact



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

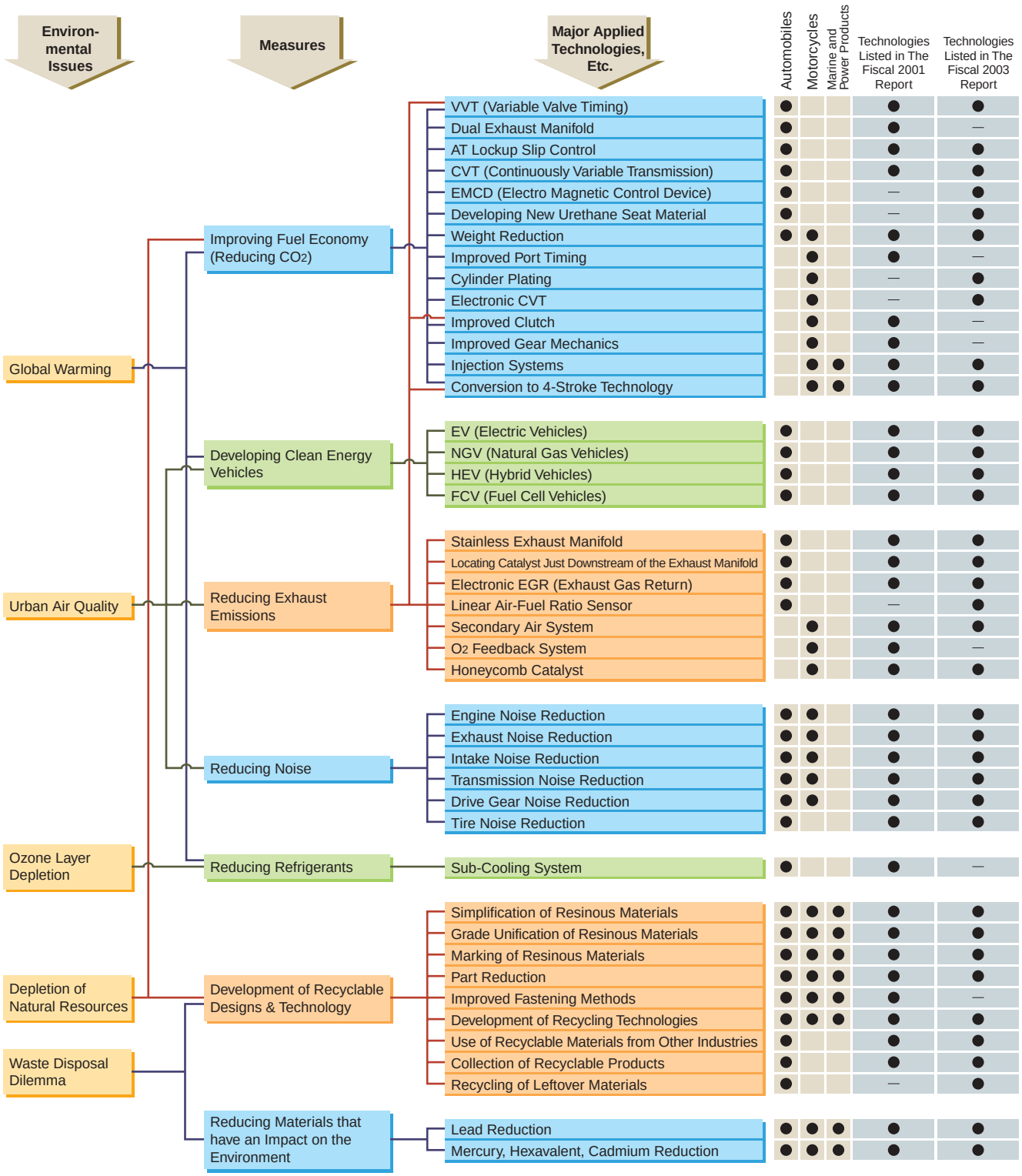
- The flow chart and arrows describe a simplified view of what is actually a more complex system.
- indicates organizations.
- indicates companies.
- (blue) indicates Suzuki and group organizations.
- (brown) indicates related recycling companies.



Design/Development

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

Environmental Issues Related to Design and Development and Technologies Used as Solutions



Automobiles

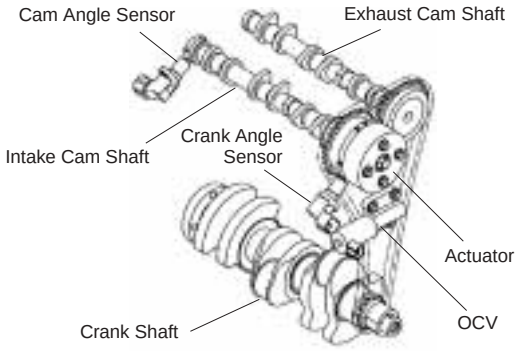
Activities related to Suzuki's main product — automobiles — are introduced in this section.

Fuel Economy

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

Improving the Engine

- All Suzuki mini cars utilize our light and compact aluminum K-type engine.
- The Hybrid Twin's engine is designed to reduce mechanical loss in moving parts thus improving fuel economy and driveability.
- Variable Valve Timing mechanisms (VVT) are used in nearly all of our mini cars.
- Low viscosity oil and VVT utilized in the M18A engine enables the Aerio to achieve high power output, quiet operation, and excellent fuel economy.
- Electronically controlled EGR (Exhaust Gas Return) provides the Escudo and Grand Escudo with excellent fuel economy, and reduces exhaust emissions by reducing pumping loss in the engine.



Characteristics of the VVT Mechanism

Improving the Drive Mechanism

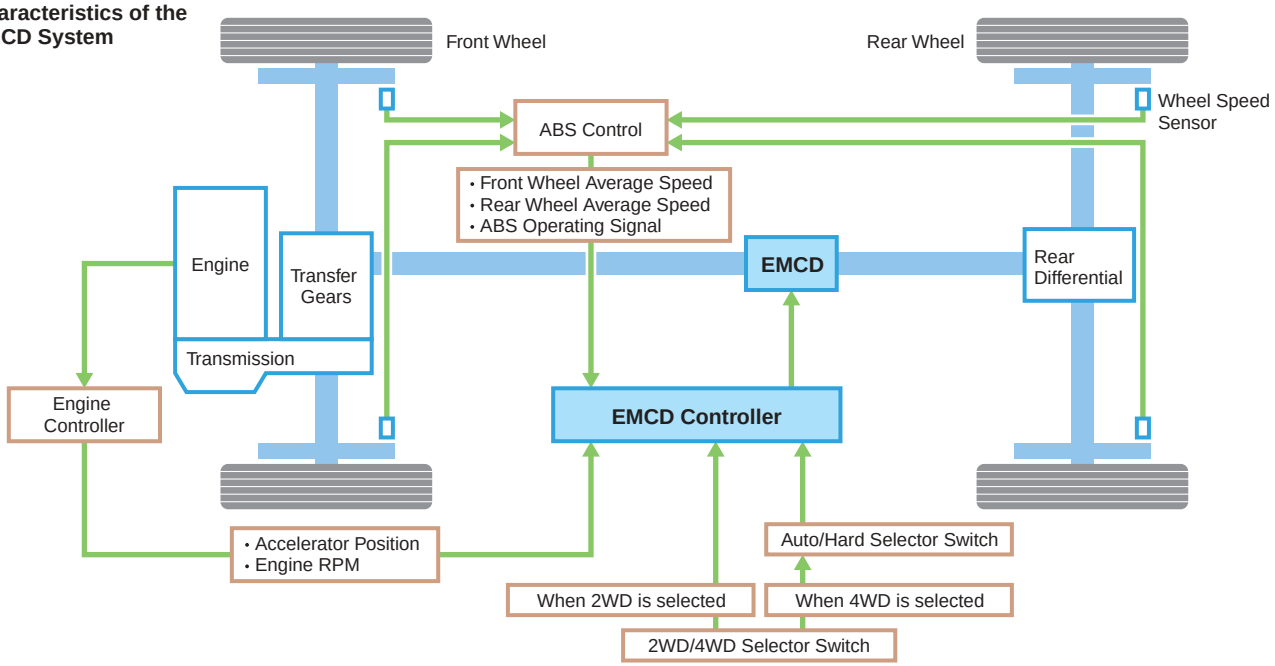
● Automatic Transmission (AT)

Our Escudo, Solio, Swift, Cruze, Aerio, Wagon R, Kei MR Wagon and Lapin vehicles all utilize a torque converter with a lockup slip control for improved power transfer efficiency in the transmission.

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

Found in our 4WD Cruze vehicles, EMCD is an electronically controlled coupling system that delivers stability in a wide range of driving conditions while improving fuel economy.
EMCD analyzes road conditions to deliver optimum torque from the transmission. Its electromagnetic clutch delivers excellent response even with its compact size and light weight.
Some of our Kei models that incorporate this system have been introduced as EMCD equipped mini cars.

Characteristics of the EMCD System



Lightweight Bodies

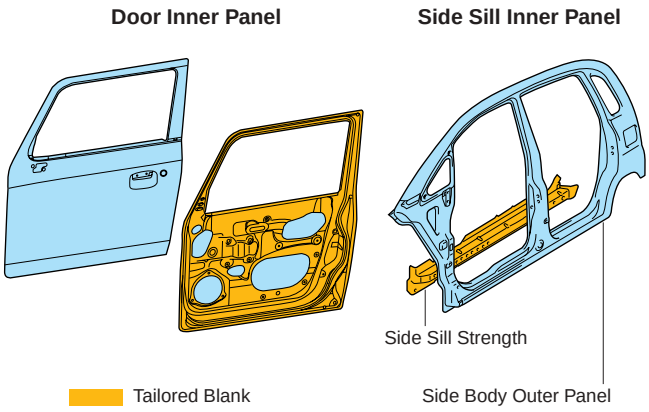
● Utilizing Tailored Blanks (Aerio, MR Wagon, Lapin)

Tailored blanks is a production method where steel parts of different thickness or materials (high tension steel plate, plated steel plate, etc.) are welded in advance with laser welds, etc., or pressed together. The application of this method on parts like inner door panels or side sill inner panels enables partial reinforcement where it is needed, eliminates the need for additional reinforcement parts, and keeps weight under control.

● Utilizing High-Tension Steel Plate (All Suzuki Vehicles)

Extensive use of high-tension steel plate enhances body strength while reducing the number of reinforcement parts and keeping weight under control. The use of this material is being expanded.

How Tailored Blanks Are Used



The Development of a New Urethane Seat Material

The development of a new urethane seat material led to a 5% reduction in weight compared to fiscal 2001.

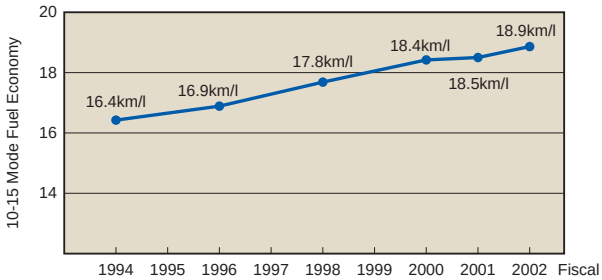
A Sample of Applications:
Seat backs and cushions in the Escudo, Wagon R, MR Wagon, Carry, Every, etc.

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

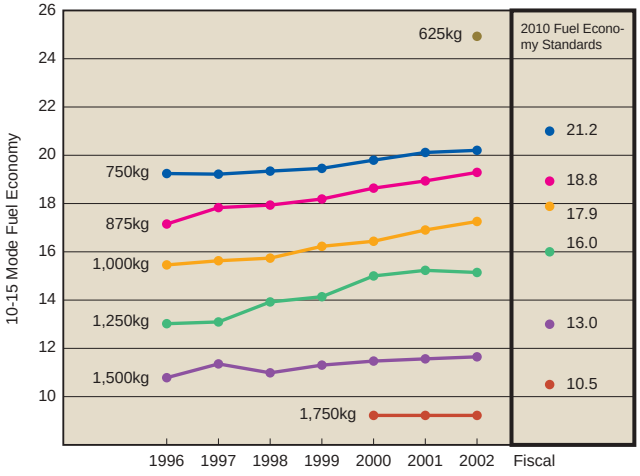
Working to meet 2010 fuel economy standards, improvements in the average fuel economy of vehicles in most weight categories have been achieved.
Vehicles in the 875kg body weight category have achieved 2010 fuel economy standards.

● Trends in Average Fuel Economy of Our Most Popular Vehicle

Fuel Economy Improvements in the Wagon R 2WD-AT



Trends in the Average Fuel Economy of Gasoline Vehicles by Weight



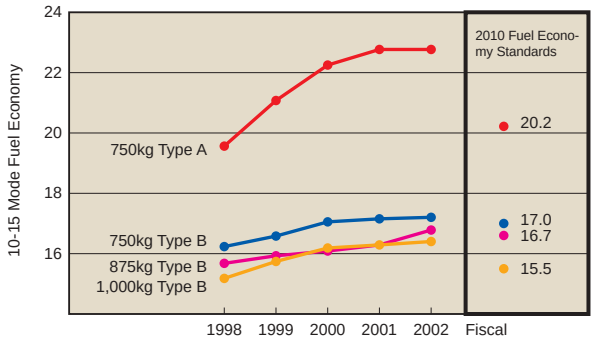
< Reference: Gasoline Vehicles • 2010 Fuel Economy Standards (10-15 Mode Fuel Economy) >

Weight Category (kg)	– 750	875	1,000	1,250	1,500	1,750	2,000	2,250	2,500 –
Body Weight (kg)	– 702	703 – 827	828 – 1,015	1,016 – 1,265	1,266 – 1,515	1,516 – 1,765	1,766 – 2,015	2,016 – 2,265	2,266 –
2010 Fuel Economy Standard (km/l)	21.2	18.8	17.9	16.0	13.0	10.5	8.9	7.8	6.4

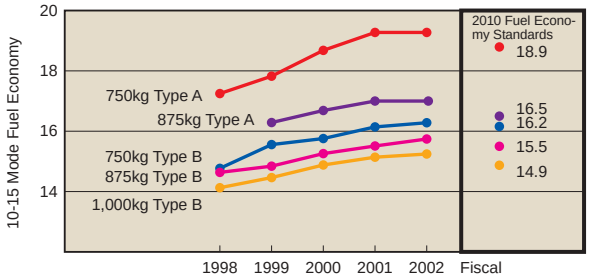
Trends in Average Fuel Economy by Body Weight (Gasoline Mini Trucks)

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

Trends in Average Fuel Economy for Gasoline Powered Mini MT Trucks



Trends in Average Fuel Economy for Gasoline Powered Mini AT Trucks



< Reference: Gasoline Mini Trucks • 2010 Fuel Economy Standards (10-15 Mode Fuel Economy) >

Weight Category (kg)		– 750		875		1,000 –
Body Weight (kg)		– 702		703 – 827		828 –
Body Type		Type A	Type B	Type A	Type B	–
2010 Fuel Economy Standard (km/l)	AT	18.9	16.2	16.5	15.5	14.9
	MT	20.2	17.0	18.0	16.7	15.5

Type A: Suzuki's Alto Van
Type B: Suzuki's Carry and Every models.

Exhaust Emissions

The 2000 exhaust emission standards represent a 68% reduction in exhaust emissions compared to previous regulations enacted in 1978.
Nearly all of our vehicles have achieved reductions greater than those set by the 2000 standards. Vehicles with emission levels that are 75% lower than those set by the 2000 standard are awarded an "Ultra-Low Emissions" rating, those with levels that are 50% lower than the standards are awarded an "Excellent-Low Emissions" rating, and those with levels that are 25% lower than the standard are awarded a "Low Emissions" rating.

Technologies that Reduce Exhaust Emissions

● VVT (Variable Valve Timing)

Optimizing intake valve timing increases the recirculation of exhaust gases and delivers better fuel economy and power while producing low exhaust emissions.

● Stainless Steel Exhaust Manifolds

Used in exhaust manifolds, stainless steel's lower heat capacity enables the catalyst to start functioning quicker, even when the engine is cold, to reduce exhaust emissions.

● Catalyst

While improving upon its performance, attachment of the catalyst just downstream of the exhaust manifold provides for a compact layout and lower exhaust emissions when the engine is cold.

● Electronic Control EGR (Exhaust Gas Return)

Redirecting a portion of the exhaust back to the combustion chamber reduces pumping-loss during the intake process and the amount of NOx exhaust due to low combustion temperatures. Utilizing an electronic stepper motor to control the amount of EGR to the combustion chamber provides an optimum amount of EGR under any driving condition while improving fuel economy and reducing exhaust emissions due to a reduction in pumping-loss.

● Linear Air-Fuel Ratio Sensor

The utilization of a linear air-fuel ratio sensor provides a more accurate air-fuel ratio, finer control of fuel, a reduction in exhaust gases, and improved fuel economy.

T O P I C S

◆ First Utilization of a Direct-Injection Turbo Engine in a Mini Car — First to achieve "Ultra-Low Emissions" level for reduced exhaust gas in the turbo engine mini car category — (Announced July 23rd, 2002)

Suzuki Motor Corporation has applied the Direct Injection Turbo Engine to vehicles in the mini car category. This type of engine utilizes a fuel injection device that injects fuel directly into the combustion chamber. In addition to being the first practical application of the direct injection engine in a gasoline powered mini vehicle, it is also the first to gain Ultra Low Emissions certification (★★★) which represents a 75% reduction in exhaust gas emissions compared to the fiscal 2000 exhaust regulations. Although the engine is designed for mini vehicles with a displacement of 658cc, it offers both high output at 47kW (64ps) and excellent performance in reducing exhaust emissions.

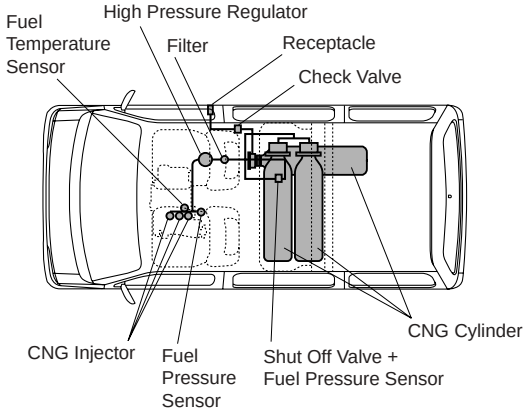
Clean Energy Vehicles

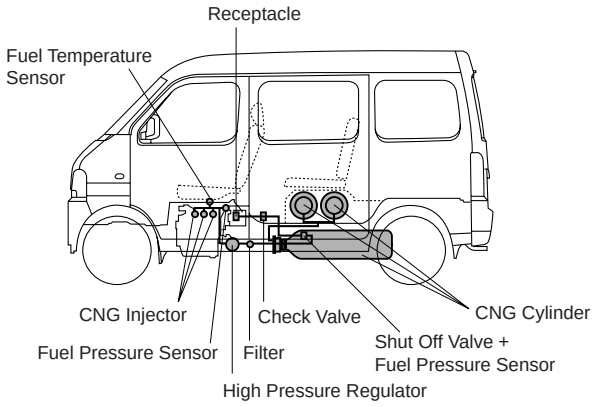
Natural Gas Vehicles

Introduced in 1997, the “Wagon R” was the first such vehicle in the mini car class and was followed by the “Every” in 1999. As of March 2003, the “Every” is in the top of its class for driving distance on a single fill up. This vehicle also features wide passenger and trunk space as normally found in gasoline vehicles.
In overseas markets, we started selling vehicles that operate on either CNG (Compressed Natural Gas) or gasoline in Pakistan from 2001. From 2002, we are looking for expansion in this area.
At Suzuki, we take the country’s needs into consideration and promote natural gas vehicles that match the country’s needs like low pollution, gasoline substitute, and economy.

Every (Natural Gas Vehicle)

System Diagram





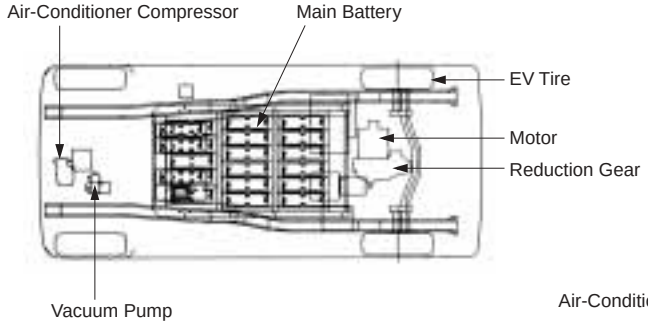
Electric Vehicles

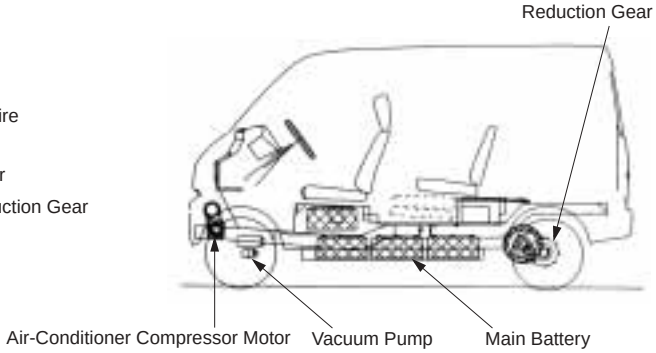
Our first electric vehicles went on the market in 1978. Later in August of 1999, we developed and marketed electric vehicles (EV) based on newly revised mini vehicle standards.
Using a new permanent-magnet type synchronous motor and a single gear transmission, the vehicle offers a driving feel close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

Every Electric Vehicle

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

System Diagram



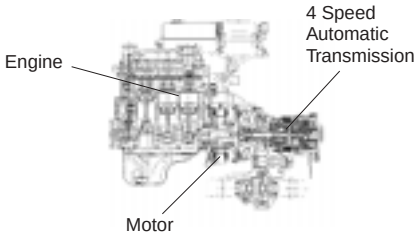


Hybrid Vehicles

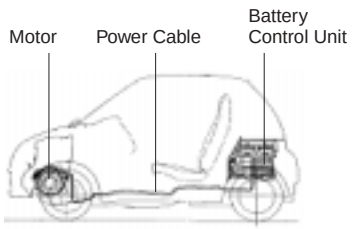
In designing our hybrid vehicles we have focused on “lower fuel consumption”, “lower exhaust emissions”, and “quiet operation”. We are working to develop a low cost system in which the motor is directly connected to the engine and relies on lead batteries, and that can be used in a variety of vehicle types. In 2001, we started testing of some of these vehicles on public roads, and in 2002, we marketed the first hybrid mini car, the “Twin Hybrid”.

Twin

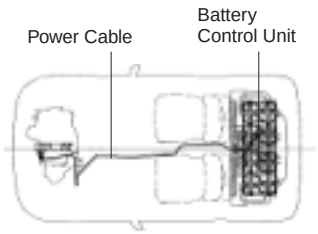
Diagram of Power Unit Assembly



Side View



Top View



T O P I C S

◆ **Suzuki Introduces the Economical and Practical 2-Seater “Twin” Mini Car — First Utilization of a Hybrid System in a Mini Car — (Announced January 22nd, 2003)**

Suzuki started nationwide sales of its new “Twin” mini car from the 22nd of January 2003. The two passenger mini car “Twin” has 2 types of engine. One is the first commercially available mini car to utilize a hybrid system and the other is a 660cc gasoline powered engine. The hybrid system (Hybrid A) delivers excellent fuel economy at 34km/l in 10/15 mode, while its gasoline powered counterpart (Gasoline A) delivers excellent cost performance for its ¥490,000 price. Among the mini cars that are designed to reduce our reliance on resources, this new vehicle is more environmentally and people friendly.

Fuel Cell Vehicles

At Suzuki, we have long felt that the fuel cell vehicle is a strong candidate for contending with environmental problems and have made it our goal to equip mini vehicles with fuel cell technology. Before it is put into practical use though, we must consider many issues such as size and weight, cost, durability, recycling, etc.

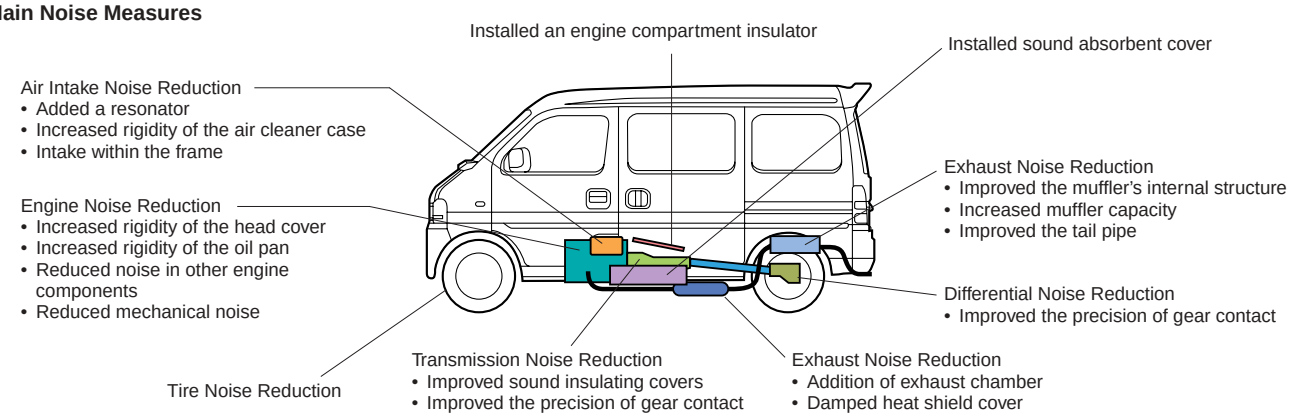
In October of 2001, Suzuki and GM (General Motors Corporation) agreed to long term cooperation in the development and advancement of fuel cell vehicles. In the future, we will join the JHFC (Japan Hydrogen Fuel Cell) project in working on practical application through testing on public roads.

Noise

We are working to develop ways to reduce the amount of noise produced by the vehicle's engine, transmission, air intake and exhaust systems, tires, etc.

This development is aimed at all types of vehicles including commercial vehicles. As a result, all vehicles domestically manufactured and distributed by Suzuki are in compliance with domestic regulations in regard to vehicle external noise (1998-2001 Regulations).

Main Noise Measures



Freon (Reducing Air Conditioner Cooling Refrigerant)*

Production started in May 2002 of a minor change Carry vehicle that is equipped with an air conditioning system designed specifically for truck use which allowed for its parts (evaporator, condenser, and receiver dryer) to utilize designs that are more compact than those of their predecessors. This led to a 170g reduction in the amount of refrigerant used in the system. (Previous system used in the Carry: 530g → New System: 360g)

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

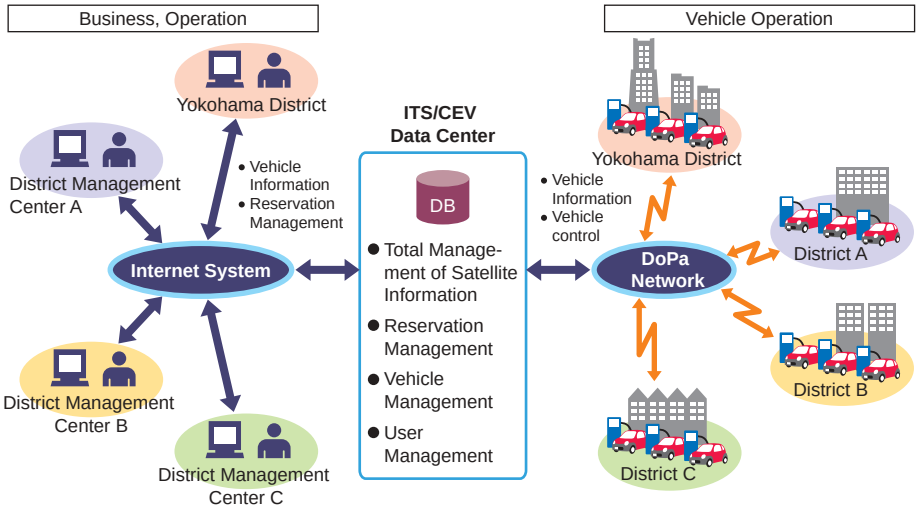
ITS*1/CEV*2 Cooperative Systems

Through the utilization of Information Technology, cooperative systems enable multiple users to use a single vehicle according to their needs. We are anticipating the creation of highly efficient and convenient city traffic systems that blend vehicles and public transport, and the promotion and quick expansion of low pollution vehicles.

In March of 2002, the CEV Sharing Corporation was established. This company was the first to manage a cooperative ASP*3 system in Japan and Suzuki has joined and invested in this group.
We have also conducted public experiments such as the use of cooperative official vehicles used in local communities or events, etc., to promote cooperative systems and devise effective applications.

*1 ITS : Intelligent Transport Systems
*2 CEV : Clean Energy Vehicle
*3 ASP : Application Service Provider

Diagram of a Cooperative ASP Service



Recycling

To further promote and improve on recycling in our designs, we published our “Guidebook for Designs that Promote Recycling” (general version, automobile version, motorcycle version) in 1993 and “End-Of-Life Vehicle Voluntary Recycling Initiative” handbook in 1998. The guidebooks describe the recycling of materials but we can foresee the need for designs that reduce waste (Reduce Design), reuse (Reuse Design), and recycle (Recycle Design) in the near future. Thus, we are revising these guidelines from their original 1R (Recycle Design) concept to a 3R (Reduce, Reuse, and Recycle Design) concept.

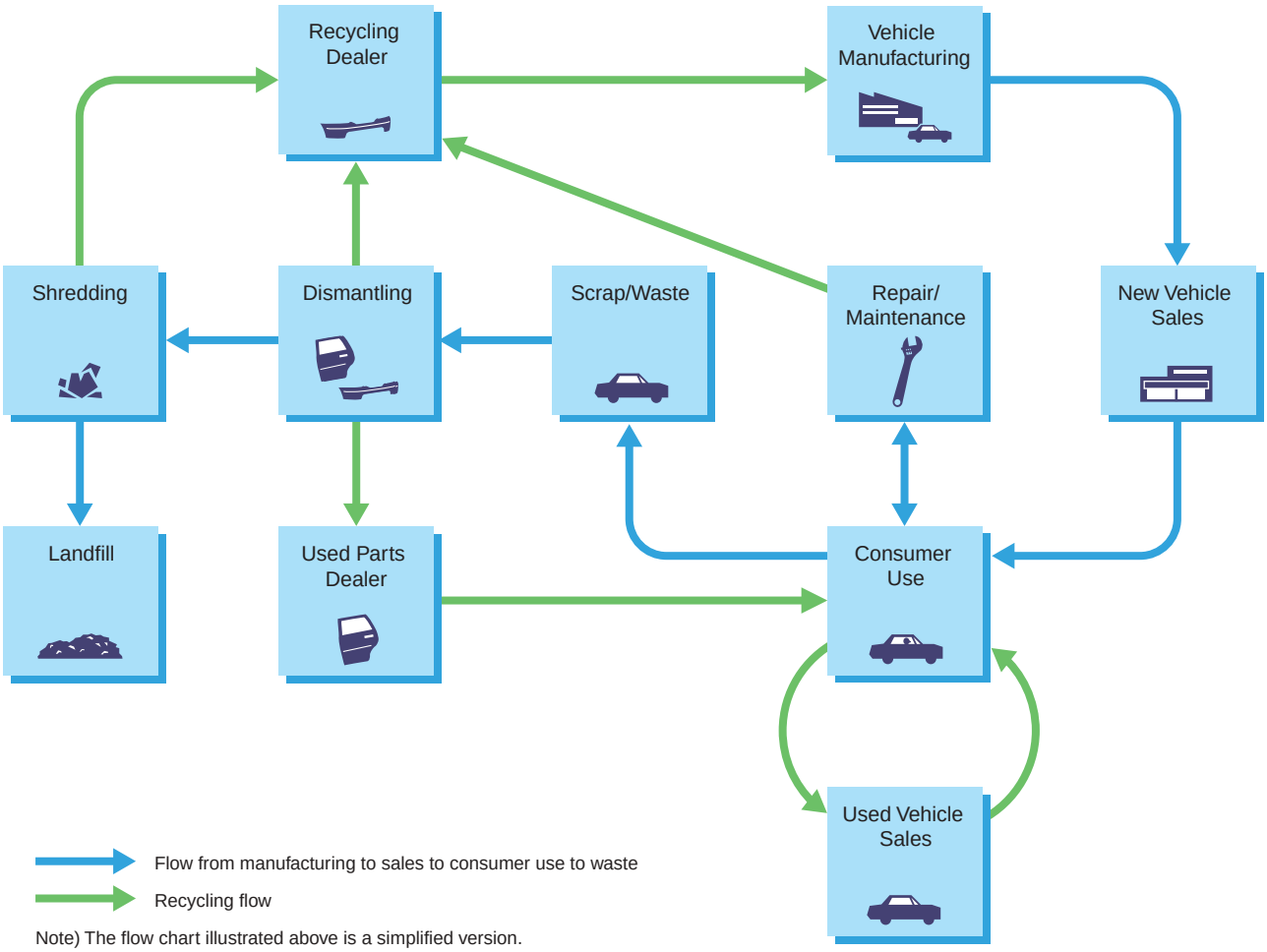
General Version

Automobile Version

Motorcycle Version

Voluntary Recycling Initiative.

Flow of Products, Parts, and Materials in the Recycling of Vehicles



Note) The flow chart illustrated above is a simplified version.

Complying with the "Japanese Automobile Recycling Law" (Laws Concerning the Recycling, etc. of End-of-life Automobiles)

Since its enactment into law in July of 2002, the "Japanese Automobile Recycling Law" requires that automobile manufacturers must collect three materials such as shredder dust, Freon, and air bags, from end of life vehicles and properly dispose of these materials. In preparation of the enforcement of this law, we are taking an active part in Japan Automobile Manufacturers Association activities that will lead to the formation of a system meeting these needs.

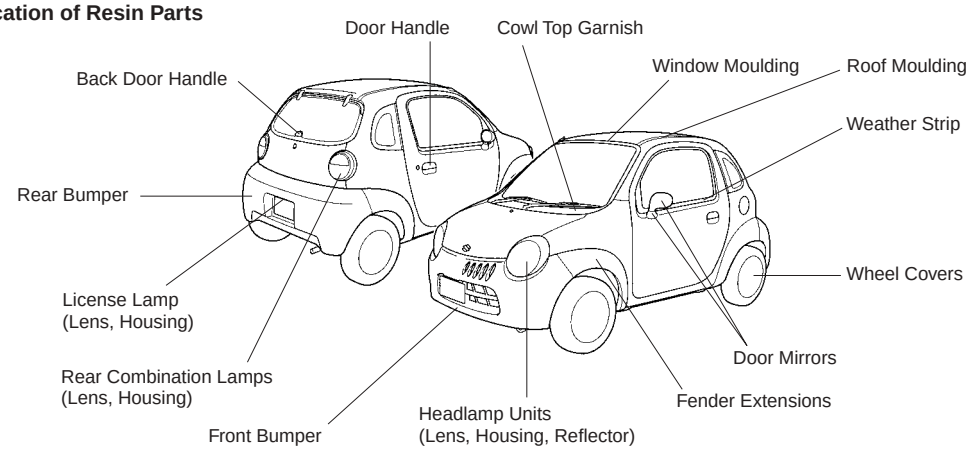
Recyclable Designs

In our automobile designs, we are moving to increase the use of PP resins, which are much easier to recycle, and unify the materials being used in order to drastically reduce their number. This will make it easier to classify the resins when the automobile is dismantled. We are also trying to unify the types of ABS (Acrylonitrile Butadiene Styrene) resins and reduce their number.

● Where PP Materials are Used (Twin)

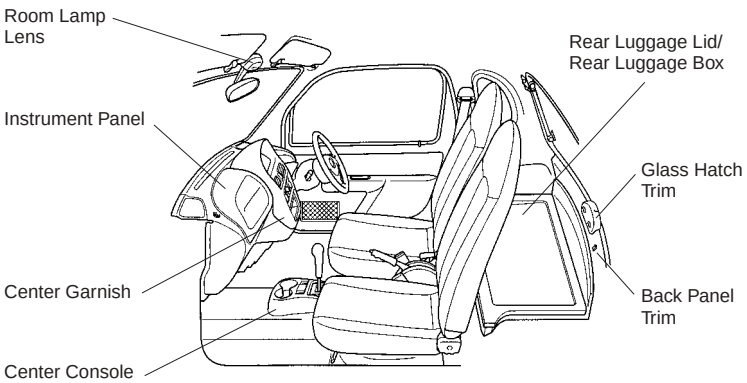
We are increasing the number of places in which recyclable Polypropylene (PP) is used. The Twin uses PP materials in the places shown below.

Main Application of Resin Parts



Parts		Materials	Approx. Deformation Temp. (C°)
Headlamp	Lens	PC	120
	Housing	PP	130
	Reflector	BMC	130
Rear Combination Lamp	Lens	PMMA	90
	Housing	PP	100
License Lamp	Lens	PC	130
	Housing	PP	100
Wheel Covers	Center Cover	PPO	80
	Full Cover	PP	80
Bumpers	Front	PP	100
	Rear	PP	100

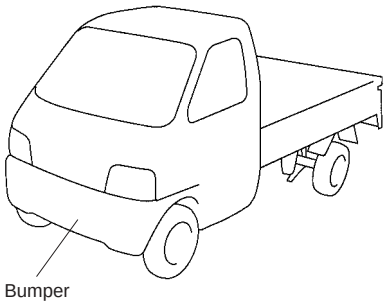
Parts		Materials	Approx. Deformation Temp. (C°)
Fender Extensions		PP	80
Cowl Top Garnish		PP	100
Door Mirrors	Body	ABS	80
	Housing	PP	80
	Cover	ABS	80
Door Handles		PC + PBT	80
Roof Moulding		PVC	80
Back Door Handle		PC + PBT	120
Glass Moulding		PVC	80
Weather Strip		PP/TEO	80



Parts	Materials	Approx. Deformation Temp. (C°)
Room Lamp Lens	PC	130
Center Console	PP	80
Center Garnish	PP	110
Instrument Panel	PP	110
Rear Luggage Lid/ Rear Luggage Box	PP	80
Glass Hatch Trim	PP	80
Back Panel Trim	PP	80

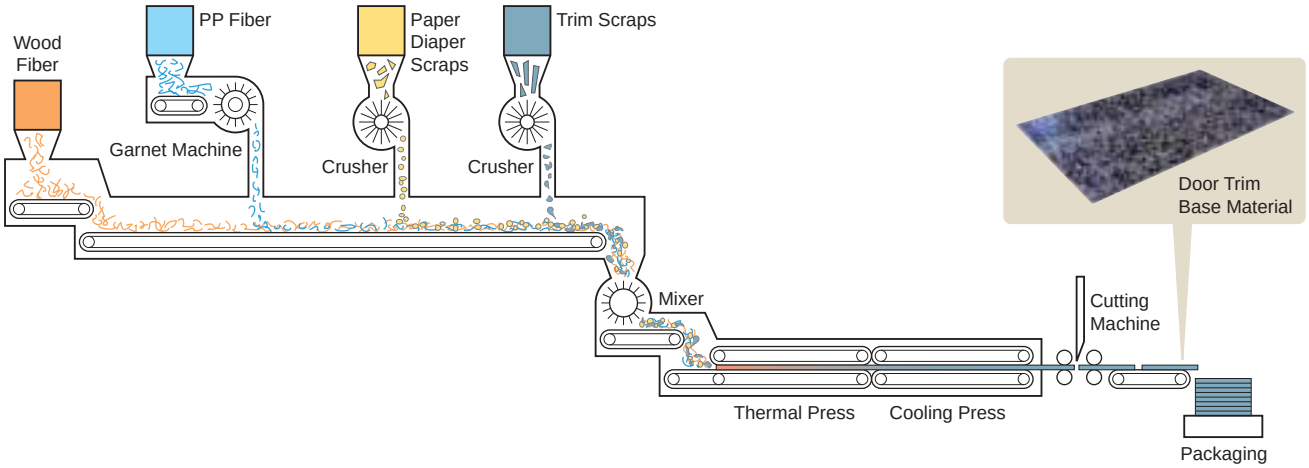
● Abolishing Bumper Paint (Carry)

Bumpers had always been painted, however with the introduction of the Carry in May of 2002; we started using raw materials to color the bumpers. This eliminates the need for paint removal thus facilitating recycling of the bumper.



Recycling Other Industrial Materials

Leftover materials from the manufacture of paper disposable diapers are used as the base material in the door trim.



Unifying Materials

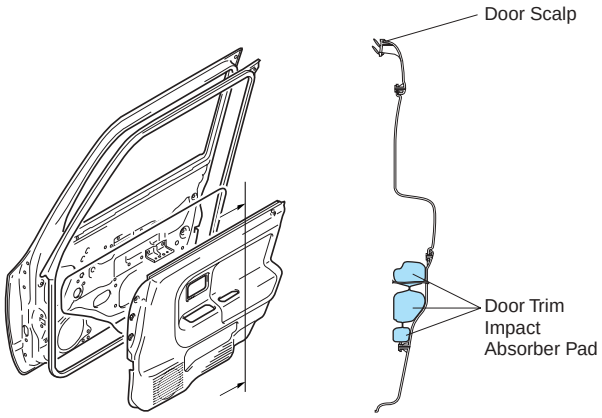
● Door Scalp

Recycled TEO* is utilized in both the core material and exterior.

* Thermoplastic Elastomer, Olefinic

● Door Trim Impact Absorber Pad

We have changed from using PUR (polyurethane) to PP (polypropylene), the same material being used in the door trim's base material, to facilitate recycling.



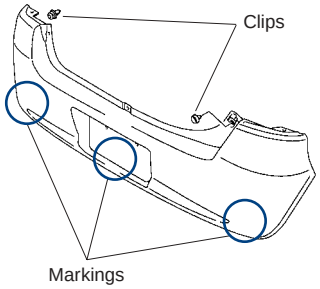
Easy Dismantling

● Tool Free Removal of Rear Bumper (MR Wagon, Twin)

Nuts and bolts were normally used to attach the rear bumper to the Wagon R however, bumpers on the MR Wagon are being attached with resin clips. This eliminates the need for tools when removing the bumper.

● Material Identification in Multiple Locations on Large Resin Parts

To prevent material identification failure peculiar to large parts, and material identification difficulty after the parts are cut into smaller pieces, large parts are being marked in multiple locations.

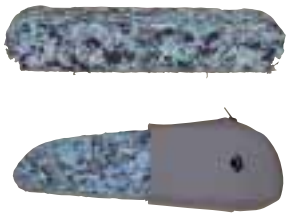


Recycling Leftover Materials

Trimmings left from other urethane parts are crushed then molded into parts for automobile seats. The parts listed below are made using recycled materials.

① **Front Armrests**.....Wagon R, MR Wagon
② **Rear Armrests**.....MR Wagon, Every
③ **Seat Cushions**.....MR Wagon/Wagon R
④ **Front Seat Backrest**.....Wagon R
⑤ **Rear Pillow**.....Every
⑥ **Headrest**.....Carry

The passenger seat's under box in the Wagon R is also made using recycled materials.



Armrest

Headrest

Disposing of End-Of-Life Vehicles

● Recycling Test

We are working together with shredding companies to better determine our recycling capabilities through experiments. In 2002, we shredded 20 older model Altos and 19 older model Wagon Rs in order to collect data related to the practical efficiency of recycling.
Data collected from these experiments is fed back to the relative sections for developing new designs. Our goal is to achieve a 95% practical efficiency rate in recycling by the year 2015. While working toward achieving our goal, we will continue monitoring.

Experimental shredding of older model Altos that have already been scrapped and pressed

● Dismantling Test

Material unification, designs that provide for the easy removal of reusable parts, and reducing environmental impact, etc., are important factors that we must consider when designing our next generation vehicles. For this reason, we have dismantled vehicles by hand in order to check the materials that are used in the vehicle, and to collect related data. In 2002 we dismantled an MR Wagon, Lapin, Twin, Aerio, Aerio Sedan, Cruze, older model Alto, and older model Wagon R. Data gathered is used in developing vehicles that are easier to recycle and in establishing methods that can be used to predict recycling rate.

Dismantled by hand (MR Wagon)

● Efforts In Improving Recycling Rate

Working together with equipment manufacturers, we have tested methods that can be used to quickly separate metals from rubber parts (tires, weather stripping, etc.). Utilizing these techniques allows us to separate parts at the material level that were previously sent to landfills or burned, and use them more effectively. In the future, we will advance these material separating techniques and the efficient recycling of glass, etc. to improve the automobile's recycling efficiency rate.

Tire after separation

Weather strip after separation

Materials with Environmental Impact

The use of lead, hexavalent chromium, mercury, and cadmium in automobiles sold in the EU will be regulated by order of the European ELV from July of 2003. We are quickly moving to contend with this regulation while trying to reduce materials with environmental impact domestically.
As an example, we have already initiated a lead-free electroplating process in our plants, and we are moving forward in eliminating other lead parts, lead based paints, surface coatings that include hexavalent chromium, and eliminated the use of cadmium, etc.

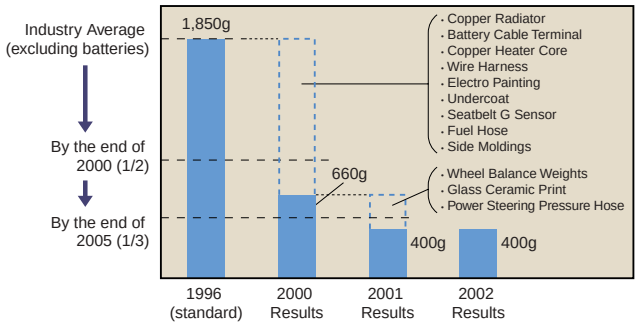
● Reducing Lead

In one of our plans to reduce the amount of materials with environmental impact, we completed a switchover from the use of lead wheel balance weights, to cast iron wheel balance weights in all of our automobiles by the end of 2002. In doing this we could achieve our 2005 goal of cutting the amount of lead to less than 1/3 the amount used in 1996, by the end of 2002. The original 2005 goal was a voluntary action plan established by the Japan Automobile Manufacturers Association.

● Other Materials with Environmental Impact

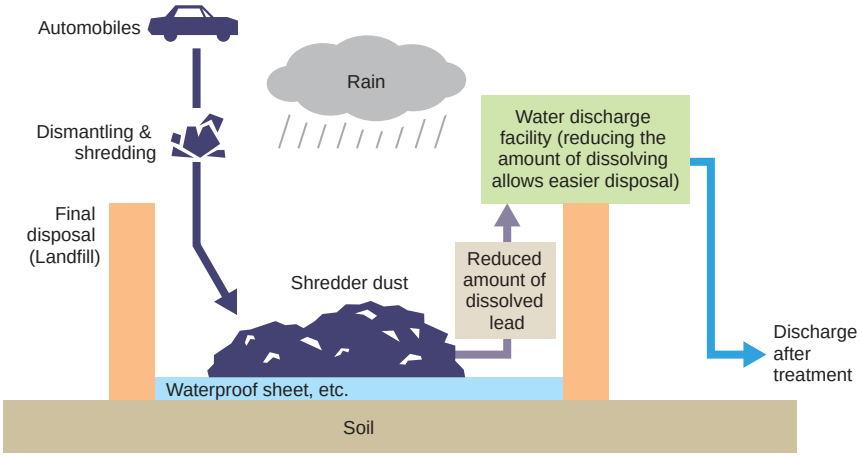
We are making progress in the reduction of mercury, hexavalent chromium, and cadmium. As an example, some metal parts are now finished with a hexavalent chromium free finish, which has proved to be just as durable against corrosion as hexavalent chromium finishes.

Lead Reduction



Developing Lead-Free Solder

Solder containing lead (tin 6: lead 4) is used in the Electric Control Unit (ECU) but research is underway to develop a lead-free solder that will enable us to move away from the current lead-based solder. Until recently, lead-based solders have been considered the best choice while lead-free solders suffer from problems like too high of a melting point, etc. Research and development is currently underway that will lead to the development of a lead-free solder that is reliable enough for use in critical components like the ECU. At present, a lead-free solder is being used in the EMCD (Electro Magnetic Control Device) controller that is found in the Chevrolet Cruze that was introduced in November of 2001. We will continue to convert to lead-free solders as the related technologies improve.



Reducing the Environmental Impact of Lead

EMCD Controller

Motorcycles

This section introduces activities related to Suzuki Motorcycles.

Fuel Economy

- The 50cc “Choinori” scooter utilizes cylinders that are plated using our own high-speed plating technology which provides enhanced heat dissipation and prevents wearing, while offering reduced weight and compact size.
  By using compact parts, and integrating resin parts, etc., we have reduced the total number of parts by about 3/10 and reduced the weight by about 2/5 (from 70kg to 39kg) compared to previous models.
  At the same time, we have improved fuel economy through the adjustment of output characteristics, gear characteristics, carburetor setting, etc. (75km/l [at a constant speed test value of 30km/h])

Engine Exterior

Sky Wave 400

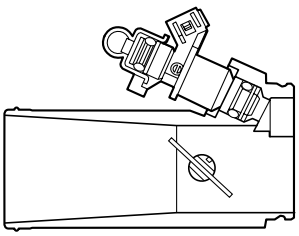
- The 250cc and 400cc “Sky Wave 250/400” scooters utilize a fuel injection system to improve the practical use of these scooters. Improvements in fuel economy were achieved using a fuel cut system and precise A/F (air/fuel ratio) control.

  Sky Wave 250 : 39km/L → 41km/L [at a constant speed test value of 60km/h]
  Sky Wave 400 : 35km/L → 36km/L [at a constant speed test value of 60km/h]

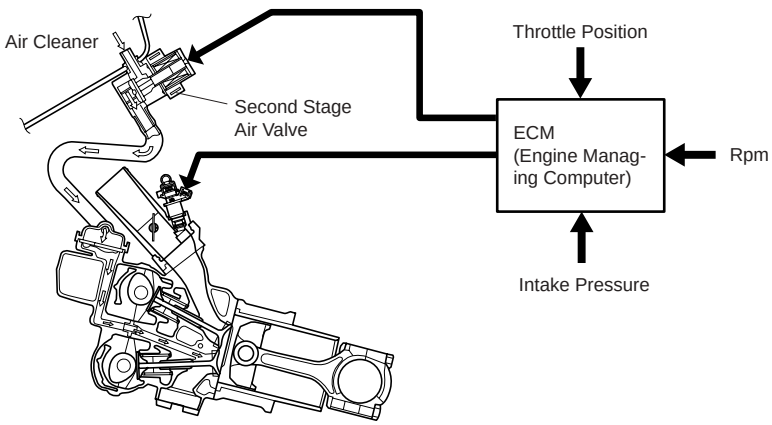
Exhaust Emissions

The Sky Wave 650 incorporates a fuel injection system, honeycomb catalysts, and second stage air system. Technologies accumulated through years of development have been applied in areas such as engine layout and optimizing control systems in order to reduce exhaust emissions. (Meets 1999 Exhaust Emission Regulations)

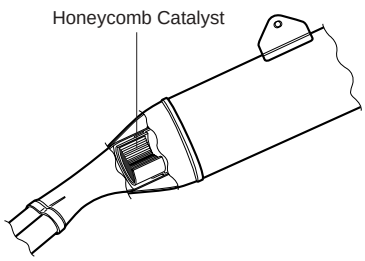
Fuel Injection System



Second Stage Air System



Honeycomb Catalyst



Noise

This section introduces some of the methods utilized in reducing noise in the large “Sky Wave 650” scooter.

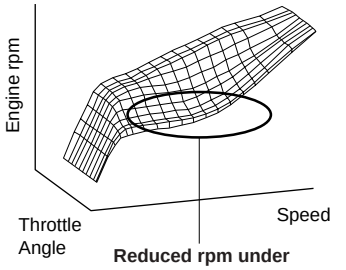
Sky Wave 650

① Utilization of an Electronically Controlled CVT*

This is the first ever utilization of an electronically controlled CVT in a motorcycle. It allows reduced engine rpm and operating noise, while improving on fuel economy under normal driving conditions.

* CVT: Continuously Variable Transmission

Electronically Controlled CVT



Reduced rpm under normal driving conditions

② Utilization of Helical Gears and Sound Absorbent Cover

A helical gear system utilized in the transmission reduces operating noise when driving.
To reduce noise, the gear case cover incorporates sound absorbent materials to block transmitted sound and resonance sound of the case.

Helical Gear

Sound Absorbent Cover

③ Utilization of Sound Absorbent Body Covers

Sound absorbent materials are incorporated in covers on both sides of and underneath the engine to reduce noise emissions.

(Meets 2001 noise regulations)

Sound Absorbent Body Cover

Recycling

Recycling is promoted in our motorcycle production in conjunction with our automobile production. Please refer to the recycling section for automobiles as well. → P.19

Recycle Designs

Within our 3R (reduce, reuse, recycle) designs, here are some examples of efforts made to improve the reduction and recycling efficiency used on the “Choinori” scooter.

① Lightweight, Compact Design (Dry Weight 39kg = Reduce)

- The utilization of plated aluminum die-cast cylinders, etc., produced a lightweight design that achieved a reduction in weight of about 40%*.

② Reducing the Number of Parts (Easy Dismantling Designs = Recycle)

- Engineers worked hard at reducing the number of parts. (About a 30% reduction*.)
- Reduced the places that use nuts and bolts. (About a 50% reduction*)

③ Using Colored Resins (Easy to Recycle Materials = Recycle)

- The use of colored resins reduces the need for painting.

④ Using Recycled Resin and Materials (Recycle)

- Reused material : Front fender
- Recycled material : Leg shield lower cover

* Compared to our 50cc scooter models

Materials with Environmental Impact

● Reducing the Amount of Lead

Using activities in our automobile production as a reference, we have set goals to reduce the use of lead in our motorcycles, and we are moving to reduce materials with environmental impact.
From the 2003 model year, our SV1000S utilizes lead-free wheel balancing weights. In the future, we will expand the use of these weights to all models.

SV1000S

● Other Materials with Environmental Impact

Using activities in our automobile production as a reference, we have set goals to reduce the use of hexavalent chromium, mercury, and cadmium to reduce the use of materials with environmental impact in our motorcycles. Other reduction in the use of materials with environmental impact can be found in the use of a colored resin, which is highly weather resistant, on the "Choinori" scooter's leg shields. Since they need not be painted, organic solvents are not released into the air.

T O P I C S

◆ Domestically Manufactured, The Low-Priced 50cc Choinori Goes On Sale For ¥59,800. (as reported January 22nd, 2003)

Priced at a ¥59,800, sale of the all-new domestically manufactured "Choinori" scooter starts nationwide from the 11th of February. The scooter is equipped with 4 cycle 50cc engine that is 40% lighter than previous engines due to the utilization of a "high speed plating" cylinder, etc., and delivers excellent fuel economy of 76km/l at a constant test speed value of 30km/h. Efforts in rationalizing design and the manufacturing process achieved extraordinary results. Utilizing compact parts, a newly developed engine, newly designed frame, integration of resin parts, etc., we could achieve a 40% reduction in weight, a 30% reduction in parts, and a 50% reduction in the places requiring nuts and bolts compared to previous models.

Choinori

Special Products

In this section we introduce activities related to Suzuki Marine and Power Products (Electric Vehicles, Boats, Outboard Motors, Generators, Ultrasonic Equipment, etc.)

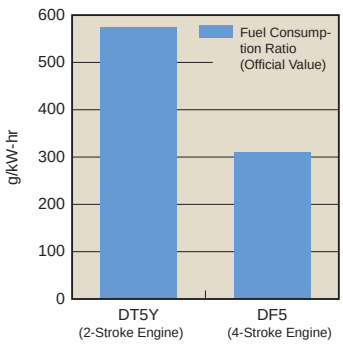
Fuel Economy

Outboard Motors

A new model four-stroke outboard motor has achieved a 45% improvement in fuel economy under maximum performance conditions compared to its two-stroke counterpart, while its four-stroke technology effectively reduces CO_2 emissions.

DF5

Fuel Consumption Ratio at Maximum Performance Levels

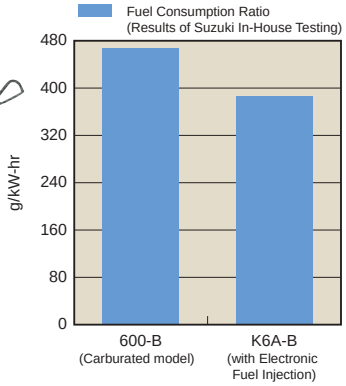


Snowmobiles

The new model equipped with electronically controlled fuel injection has achieved an approximate 17% improvement in fuel economy compared its carburated counterpart.

A snowmobile equipped with a Suzuki engine

Fuel Consumption Ratio at Maximum Performance Levels



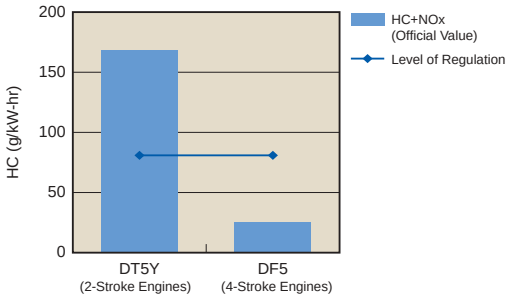
Exhaust Emissions

Outboard Motors

EPA*1 and CARB*2 regulations, which both restrict HC+NOx*3, have been in effect since 1998. Due to the many difficulties involved in conforming two-stroke technology to comply with these regulations, we have introduced new four-stroke engines to the market. With the introduction of the DF6 (export model) in October of 2002, our lineup now offers 14 models that range from 2.9kW (4ps) to 103.0kW (140ps). (12 models, from 3.7kW (5ps) to 103.0kW (140ps) are available domestically.) The change to four-stroke technology in our lineup has led to an approximate 85% reduction in exhaust emissions (Compared with the same output).

*1 The United States Environmental Protection Agency.
*2 California Air Resource Board.
*3 Hydrocarbon + Nitrogen Oxide

2006 EPA Exhaust Emissions Standards



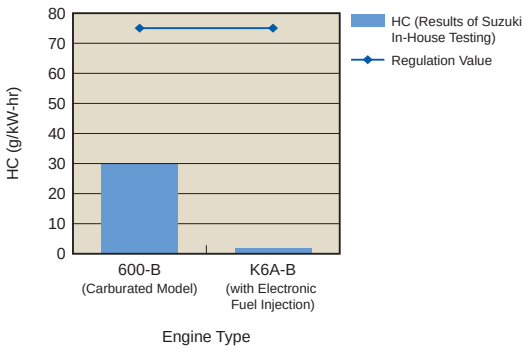
< Comparing Exhaust Emissions Regulations > (HC+NOx: Unit (g/kW-hr)

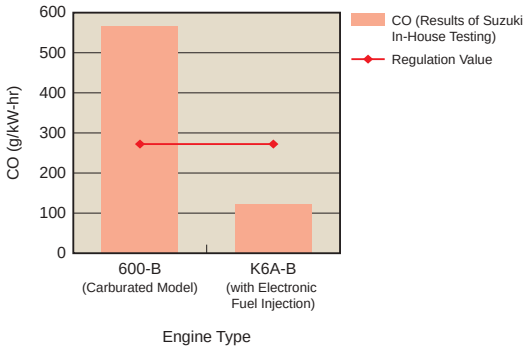
	DF4	DF5	DF6
2006 EPA (Same as the Japan Boating Industry Association's regulations)	81.0		
2004 CARB	64.8		

Snowmobiles

Starting with 2006 models, EPA emissions regulations will be phased in, in two steps. Phase one will require a 30% reduction compared to the current average, and phase two will require a 50% reduction. Although we have already developed four-stroke engines that comply with phase two of the EPA emission regulations (2010 regulation values), we are moving forward in the development of new engines. We have also produced cleaner two-stroke engines through the utilization of electronically controlled fuel injection.

EPA Phase 2 Snowmobile Emission Regulations





< EPA Emission Regulations > Unit (g/kW-hr)

Phase	Model Year	Number of units manufactured that must meet regulations	Regulation Value			FEL Maximum Value		
			HC	HC+ NOx	CO	HC	HC+ NOx	CO
1	2006	50%	100	–	275	–	–	–
1	2007-2009	100%	100	–	275	–	–	–
2	2010-2011	100%	75	–	275	–	–	–
3	After 2012	100%	75	*		150	165	400

* Regulations are more detailed

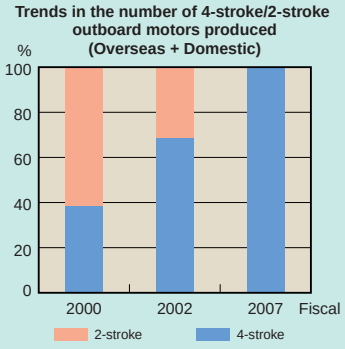
T O P I C S

◆ Proportion of Four-Stroke Outboard Motors

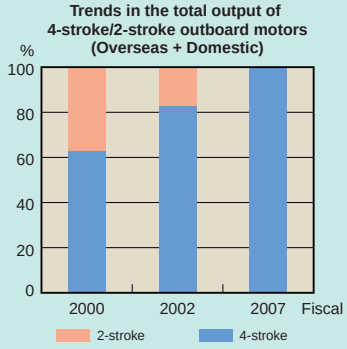
We have expanded the number of four-stroke models offered in our Marine and Power products lineup in our efforts to improve fuel economy.

Current circumstances and future goals in promoting four-stroke outboard motors are shown in the graphs below.

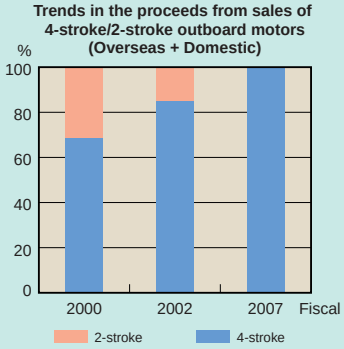
- Between the years 2000 and 2002, four-strokes surpassed two-strokes in the number of units Suzuki manufactured. Changeover to an all four-stroke lineup will be complete by the year 2007.



- In our switchover to four-stroke outboard technology we started with large displacement outboard motors. This can be seen in the graph as the "Number of units manufactured X Output = Total Output" indicates contributions to the environment appear to be greater than the number of units manufactured.



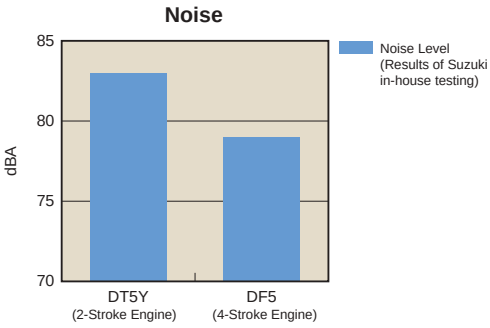
- The same trend can be seen looking at the proceeds from sales in relation to total output.



Noise

Outboard Motors

In addition to switching to four-stroke engines, we have also taken a close look at the intake and exhaust systems for further reduction in noise. With four-stroke engines, we could achieve an approximate 4dBA reduction in noise compared to the former two-stroke engines when operating at full output.



Recycling

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

Recycle Designs

One product that is difficult to recycle is the outboard's body. FRP (glass fiber reinforced resin) used in the outboard design is a very difficult material to recycle but we are developing a method which makes its recycling possible. Suzuki has joined with the Ministry of Land, Infrastructure and Transport's "Recycling System for the Scrapping of FPR Boats" project to develop a system that allows the recycling of FRP boats.
In 2002, we manufactured an Eco-Boat for trial purposes and exhibited it at boat shows.

Materials with Environmental Impact

● Reducing the Amount of Lead

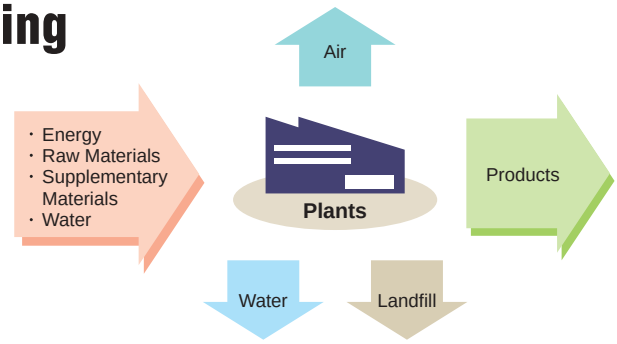
In outboard motors, we have switched to a resin fuel tank from April of 2001. Earlier fuel tanks relied on steel plated with a lead alloy but due to this change, fuel tanks are now lead-free.

● Other Materials with Environmental Impact

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

Manufacturing and Purchasing

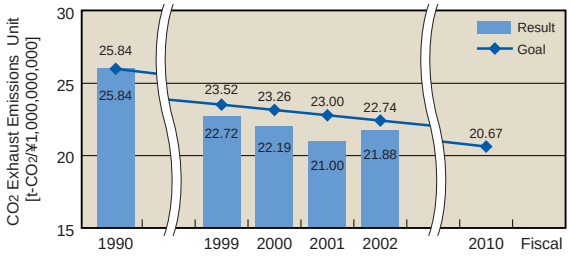
Environmental conservation in our manufacturing activities covers a wide range of activities. Areas related to manufacturing and purchasing that we are actively working in are; energy reduction (reducing CO_2), waste reduction (recycling), chemical substance control, green procurement, proper response to environmental accidents and community communication, etc.



CO_2

As CO_2 exhaust emissions are responsible for global warming, we are working to reduce these emissions in the manufacturing process. The goal of the Suzuki Group is by the year 2010, to reduce the amount of CO_2 emissions per sales by 20%, as compared to 1990 levels. CO_2 reducing measures that have been put into effect to this date are changing the heat source of air-conditioning systems at the Takatsuka Plant, attaching inverters in our manufacturing facilities (pumps, fans), inverter lights, whole zone air-conditioning, and establishing and operating under energy management standards. Through these efforts, we could realize a 15.3% reduction in CO_2 emissions per sales compared to levels in 1990.
Also, a large wind turbine power generator was installed at one of our training centers, and commenced operation on April 8th 2003. Another wind turbine power generator will be installed at our Kosai plant and begin operation from February of 2004.

Trends in and Goals for CO_2 Exhaust Emissions



* To match with other data we have revised the range that makes up the total. (6 Suzuki plants + 8 related companies → 6 Suzuki plants.)
* Long term goal for the amount of CO_2 emissions: Amount of CO_2 emissions per sales in 2010, 20% reduction compared to 1990.

Waste

Through drastic reduction in the amount of waste produced in our domestic plants that is sent to landfills, we achieved zero level* in August of 2001. Even after achieving zero level, we are trying further to reduce waste and promote recycling and from November of 2002, we are maintaining zero level for landfill waste.

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

Amount of Waste and Landfill Waste

< 2002 Results of Waste in Domestic Manufacturing Plants >

(Unit : t)

Plant	Total Amount of Waste	Manner of Disposal			Amount of Landfill Wastes *1
		Company Disposal	Recycling	Disposal by Consignment	
Takatsuka Plant	2,126	1,059	974	93	4.4
Iwata Plant	2,361	1,526	835	0	0
Kosai Plant	7,078	4,027	3,051	0	0
Toyokawa Plant	769	505	260	4	0.4
Osuka Plant	18,536	531	18,004	1	0
Sagara Plant	5,394	1,007	4,387	0	0
Total	36,166	8,655	27,511	98	4.8*2

*1 The amount of landfill waste is the actual amount of waste after subtracting waste that is taken by consignment.
*2 Compared to 1990 levels: about 0.02%

< 2002 Results of Waste in Subsidiary Domestic Manufacturing Companies >

(Unit : t)

Company	Total Amount of Waste	Manner of Disposal			Amount of Landfill Wastes *1
		Company Disposal	Recycling	Disposal by Consignment	
Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.	233	0	71	162	136
Suzuki Precision Industries Co., Ltd.	1,303	0	754	549	16
Hamamatsu Pipe Co., Ltd.	27	0	15	12	9
Suzuki Akita Auto Parts Mfg. Co., Ltd.	786	0	274	512	99
Enshu Seiko Co., Ltd.	406	0	145	261	22
S. Tech Co., Ltd.	131	0	0	131	7
Snic Co., Ltd.	497	58	366	73	73
Suzuki Toyama Auto Parts Mfg. Co., Ltd.	326	0	21	305	250
Total	3,709	58	1,646	2,005	612

*1 The amount of landfill waste is the actual amount of waste after subtracting waste that is taken by consignment.

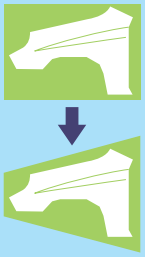
● Promoting the Effective Use of Resources

To control the occurrence of by-products such as metal waste and waste casting sand, as required by the "Promoting the effective use of resources" law which went into effect in April of 2001, we must create a "Controlling the Occurrence of By-products Plan" and report its results.
In 2002, we promoted the use of leftover materials and different shaped blanks in an effort to control the amount of steel waste produced by press production.

< Example 1 >
Using leftover materials

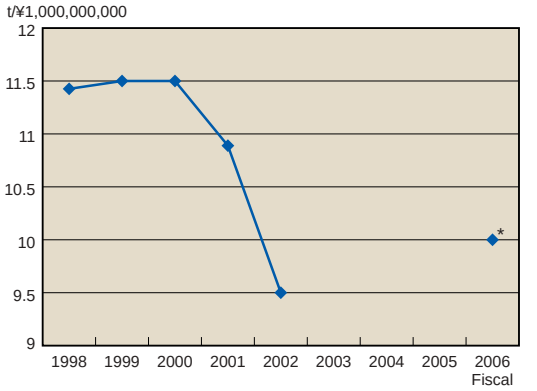
* Using the leftover section to produce another part, we could achieve a 0.9kg reduction in steel waste.

< Example 2 >
Using different shaped blank material



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

Amount of By-products Produced per Shipping Value

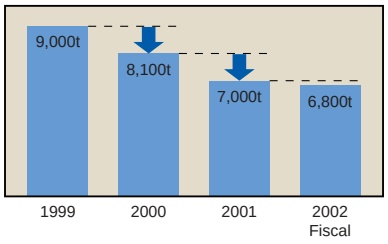


* The value marked for fiscal 2006 is the value set in accordance with the "Promoting the effective use of resources" law.

Amount of Incinerated Waste

Dioxin compliant incinerators at our Kosai plant are used in reducing waste by collectively disposing of burnable waste, and using the produced heat effectively. We are also working to reduce the amount of waste that is burned in our incinerators. In 1999, we burned 9,000 tons of waste but by 2002, we could reduce the amount to 6,800 tons.

Amount of Incinerated Waste



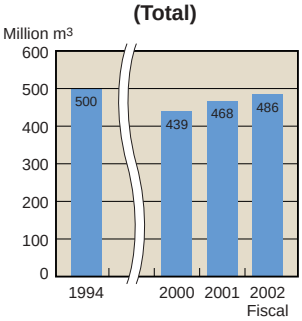
Dioxin

O_2 control for our incineration management, etc., has resulted in reduced dioxin levels. Dioxin was 0.092ngTEQ/Nm^3 in fiscal 2002. Since this value is about 1/50 of the 2002 regulatory limit of 5ngTEQ/Nm^3, it is sufficiently low.

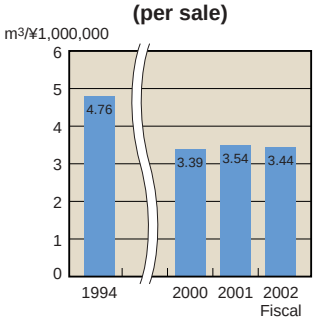
Amount of Water Used

We are working to conserve water and reuse wastewater in order to reduce the amount of water used in our domestic manufacturing plants.
Some methods we are utilizing are airtight cooling towers, compact air-conditioners, water conserving faucets, rainwater collection, collection of water from coolers, and reuse of wastewater.

Amount of Water Used (Total)



Amount of Water Used (per sale)

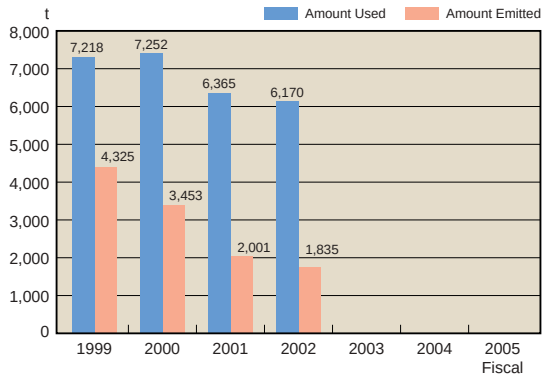


Materials with Environmental Impact

PRTR (Pollutant Release and Transfer Register) Targeted Substances

To reduce materials with environmental impact, we are working to reduce PRTR targeted substances.
In 2002, efforts were made to reduce the number of PRTR targeted substances used in paints or cleaning thinner used in the Iwata plant. In doing so we could reduce the number of PRTR targeted substances that are used and emitted.

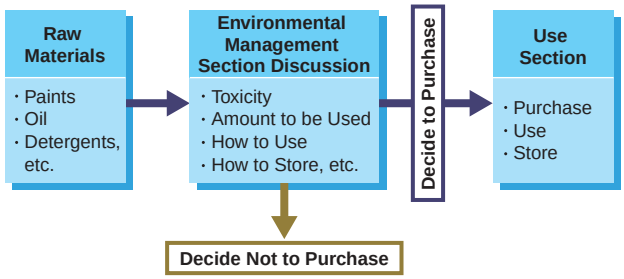
Amount of PRTR Materials that are Used and Emitted



Purchasing New Substances

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

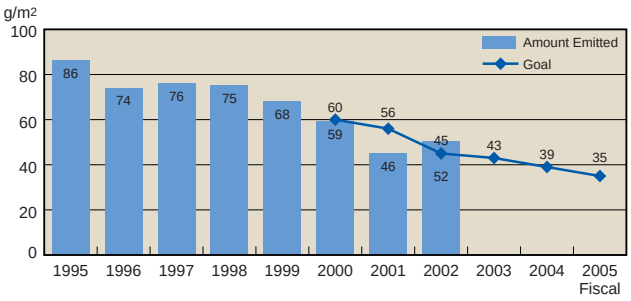
Management Flow for Purchasing New Substances



VOC (Volatile Organic Compounds)

VOC materials are mainly solvents used in the painting process. We are working to reduce the amount of VOC that is emitted in the automobile body paint process to 35g/m^2 by fiscal 2005.
In fiscal 2002, we improved the collection rate of electrostatic paint, unified the coat thickness of the electrostatic paint, and shortened the coating distance in topcoating to reduce the amount of VOC emissions.
In our overseas plants, we are also working to reduce the amount of VOC emissions. In Magyar Suzuki (Hungary), we are utilizing water-soluble paints for the metallic base paint to reduce the amount of VOC emissions to less than 45g/m^2. Also, SMAC in the USA (ATV manufacturing plant) which started operation in May of 2002, is utilizing powder paint for the top coat to eliminate the use of organic solvents.

Amount of VOC Emissions



Specified Freon (CFC-12, CFC-22)

In 1969, we started the utilization of an absorbent type water-heater/cooler that does not use CFC-22. This is now utilized in all of our plants.

Freon Substitution

In our automobile manufacturing lines, we are working to reduce the amount of automobile air-conditioner refrigerant that is discharged into the air. In 2002, we took measures to reduce air-gauge leakage in our Iwata plant and Kosai plant. This effort resulted in a 64% reduction in emission compared to the previous year.

PCB (Polychlorinated Biphenyls)

Concerning transformers and condensers that use PCBs (polychlorinated biphenyls), we have a total of 1,097 such devices in our 5 plants. 12 of these are still being used in two of our plants while the remainder of the devices, 1,085 in all, are safely stored in a secure storage facility.
Also, based on the "Special Measures to Promote Proper PCB Waste Disposal", which was enacted in July of 2001, we completed the proper notification of PCB storage conditions, etc.

Reducing the Usage of Lead

The electrostatic painting process (undercoat) of both motorcycles and automobiles in all of our domestic plants is lead-free. (March 2001)
Six overseas plants in six countries are also using lead-free electrodeposition coating and three other plants in three countries are currently converting.

Green Procurement

Even in our relationships with suppliers, we try to promote the production of products that are environmentally friendly, and purchase products and materials that have less impact on the environment.

We are working together with related companies to reduce lead, hexavalent chromium, mercury, cadmium, etc., to comply with regulations by the European ELV.
In our overseas plants, 23 companies in 16 countries are also working to reduce materials with environmental impact that are found in supplies or materials being purchased.

Communication

We regularly hold meetings with residents in the local community to ask their opinions, which are used to improve our company activities. In 2002, we held four community meetings in three of our plants. We also held 511 study observations in 6 plants.

Environmental Incidents, Emergency Compliance, etc.

Related to Environmental Incidents, etc.

In 2002, we had two environmental incidents. The two incidents were related to discharged water at our Kosai plant and both received quick response with countermeasures.
We received five complaints. One concerned foam that had spread from the Takatsuka Plant to neighboring properties and was met with a quick response and countermeasures. In the other four complaints, three of them concerned offensive odors and the other noise at our Iwata plant. In regard to the odor, there have been no further complaints after completing steps in November to reduce the smell from materials used in the painting process, etc. We are working to improve the noise problem through adjustment of the air-conditioner's balance, etc.
Environmental data for each of our plants can be found on pages 47 – 52.
Environmental management systems are also being created for our overseas plants to prevent environmental incidents from occurring in manufacturing activities.

Organic Chlorine Chemical Compound

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

Emergency Response Drills

Assuming that an environmental accident has the potential of occurring anywhere in the workplace we practice emergency procedures with our employees, transportation companies, etc. In 2002, we held a total of 117 emergency drills.

Environmental Conservation in Developing Countries

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

Distribution

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

Distribution Within Plants

This section concerns the distribution within our manufacturing plants.

Automobiles • Transporting Vehicles Within the Plant

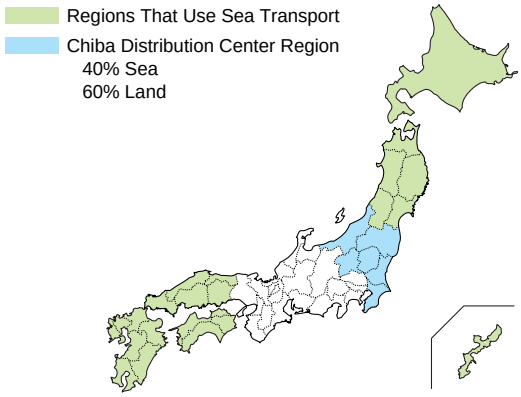
A battery powered Automatic Guided Vehicle (AGV) system allows us to move completed vehicles and parts within our plant thereby eliminating the CO_2 that would be produced from driving the completed vehicles.

Product Distribution

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

Automobiles • Transport by Sea

We have encouraged the use of sea transport for automobiles being mainly sent to distant domestic locations. In fiscal 2002, approximately 40% of all automobiles were transported to Hokkaido, Tohoku, Chugoku, Shikoku, and Kyushu regions via ship.
Transportation to the Chiba Distribution Center also utilizes sea transport via Chiba Port.
Compared to land transportation by truck, the utilization of sea transport produces about 25% of the CO_2 per ton. Compared to transporting everything by truck, the utilization of ship reduces the production of CO_2 by approximately 30%.



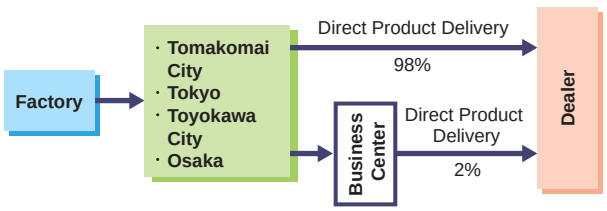
Motorcycles • Direct Delivery System

Our present day society requires a rational and efficient distribution system. To reduce environmental impact related to shipping manufactured motorcycles from the plant to the dealer, we have rethought how our motorcycle distribution system works.
Up to this time, transporting finished motorcycles to dealers meant having to pass through many distribution points such as business centers, etc. In order to reduce energy loss and to shorten transport time, we are encouraging the merger of distribution points promoting a direct delivery system from the plant to create a more rational and efficient distribution system.

< Direct to Dealer Delivery System > (Unit : %)

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

The Motorcycle Distribution System (Merging Distribution and Relay Points)



Distribution of Parts, Accessories

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

Reducing the Amount of Cardboard

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

Reusing Cardboard

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

Recycling

Packing Materials

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

① From Wood Crates to Steel Containers and Returnable Racks

We initiated a plan to reduce the amount of wood used in shipping crates by switching to steel containers, however, the one-way nature of the shipments results in scrapping of the containers.
We have already switched to returnable racks for shipping engine and transmission components. For other parts, we are planning to change to a similar system from this year.

② Wood Free Crating*

From 2002 we started the use of an open crate design which does not use wood to hold the parts being shipped. At present, we have nearly eliminated the use of wood. In March of 2003, only 75 crates out of 29,138 used wood lining.

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

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

① Returnable Crates

② Wood Free Crating

Using Wood

Changed to Steel

Sales and Service

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

Recycling, Proper Disposal

Used Parts, End-of-Life Vehicles

● Preventing the Discharge of Freon

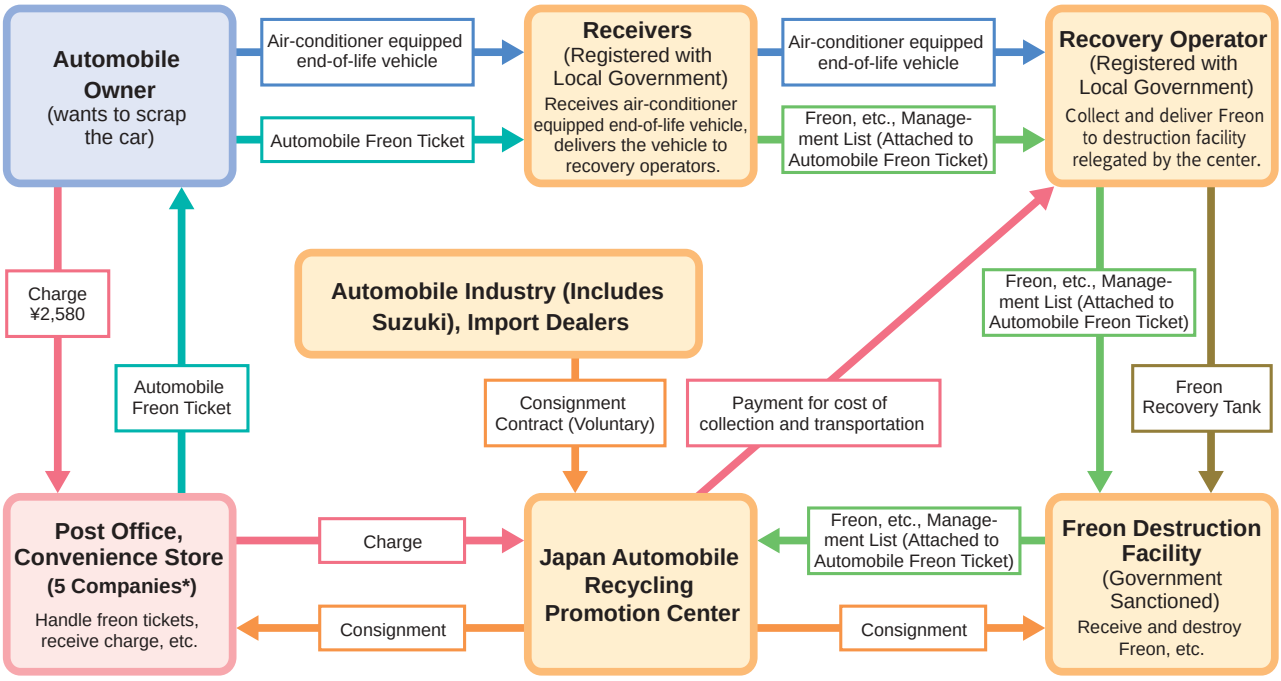
By April of 2000, we had installed Freon collecting machines in all of our certified and designated service centers and used car sales bases of domestic distributors to collect the Freon (CFC12 and HFC134a)*1 gas used in automobile air conditioners rather than discharge it into the atmosphere.

In cooperation with the "Law regarding the collection and destruction of Freon"*2 which was enacted in October of 2002, we created and put into operation an "Automobile Freon Collection and Destruction System", and all of our automobile dealers have been registered as receivers. In doing this, any of our dealers receive an end-of-life vehicle equipped with an air conditioner from a customer and deliver these vehicles to a registered Freon recovery operator.

*1 CFC12 is recognized as a substance connected to the depletion of the ozone layer and global warming, and HFC134a is recognized as a substance connected to global warming.

*2 The law's official name is "Fluorocarbons Recovery and Destruction Law" and was established to prevent the depletion of the ozone layer and global warming through the collection and destruction of Freon used in air-conditioners of end-of-life vehicles, in the cause of healthy and cultural life.

Concept of the "Automobile Freon Collection and Destruction System"



* Seven-Eleven, Lawson, Family Mart, Circle K, Sunkus

T O P I C S

◆ About the fee charged on Suzuki Automobiles for the air-conditioning related "Fluorocarbons Recovery and Destruction Law" (Reported July 29th, 2002)

In compliance with the air-conditioning related "Fluorocarbons Recovery and Destruction Law" Suzuki and the Japan Automobile Recycling Promotion Center entered into a consignment contract. According to this contract, the recovery fee for recovering Freon from a Suzuki automobile would be fixed at ¥2,580 per vehicle (including tax). When scrapping a car, the owner must purchase an "Automobile Freon Ticket" at any Post Office, or convenience store and present it with the automobile. We are working with the center to ensure that the recovery of Freon is carried out smoothly and safely in accordance with the "Fluorocarbons Recovery and Destruction Law".

財団法人 自動車リサイクル促進センター
Japan Automobile Recycling Promotion Center

● Collecting and Disposal of Air Bag Inflators*

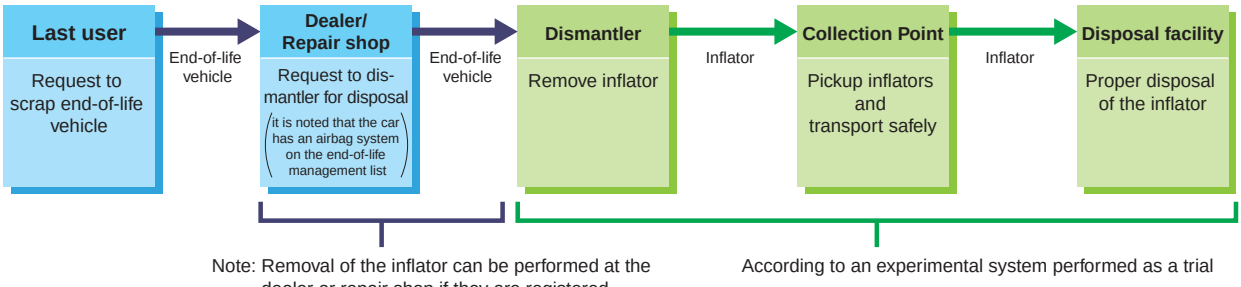
We collect and dispose air bag inflators* since the automobile industry considers that the collection and disposal of unused air bag systems can be dangerous. From September of 1999, Suzuki worked hard in distributing a manual and providing guidance, etc., to its nationwide dealers.

* Air bag inflator:
This unit integrates a gas generating propellant, ignition agent and an ignition system to inflate the airbag.

Reference from the Japan Automobile Manufacturers Association, Inc.

End-Of-Life Vehicle Inflator Removal Manual

Airbag Disposal System Flow and Related Roles



Note: Removal of the inflator can be performed at the dealer or repair shop if they are registered.

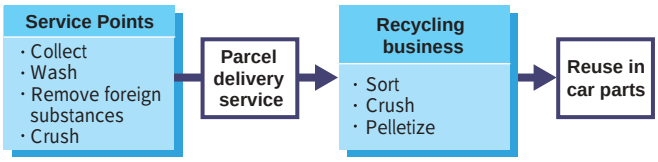
According to an experimental system performed as a trial

Japan Automobile Manufacturers Association, Inc.

● Collecting and Recycling Bumpers

Used bumpers that have been removed due to repair or exchange are collected and recycled. From 1994, we started collection of these bumpers in Shizuoka Prefecture and parts of the Kanto region, increasing areas until the program went nationwide in 2001. From 2000, we introduced a newly developed bumper crushing machine to improve the efficiency of transportation.

Collecting and Recycling Used Bumpers



< Bumper collecting Areas and Collection Points > (as of April 2003)

Hokkaido Region	Hokkaido	Suzuki Motor Sales Hokkaido Inc.
Tohoku Region	Aomori Prefecture	Suzuki Motor Sales Aomori Inc.
	Iwate Prefecture	Suzuki Motor Sales Iwate Inc.
	Miyagi Prefecture	Suzuki Motor Sales Miyagi Inc.
	Akita Prefecture	Akita Suzuki, Inc.
	Yamagata Prefecture	Suzuki Motor Sales Yamagata Inc.
	Fukushima Prefecture	Suzuki Motor Sales Fukushima Inc.
Kanto Region	Ibaragi Prefecture	Suzuki Motor Sales Ibaragi Inc.
	Tochigi Prefecture	Suzuki Motor Sales Tochigi Inc.
	Gunma Prefecture	Suzuki Motor Sales Gunma Inc.
	Saitama Prefecture	Suzuki Motor Sales Saitama Inc.
		Suzuki Bp Center Saitama, Inc.
	Chiba Prefecture	Suzuki Motor Sales Chiba Inc.
	Tokyo	Suzuki Motor Sales Tokyo Inc.
	Kanagawa Prefecture	Suzuki Motor Sales Kanagawa Inc.

Chubu Region	Niigata Prefecture	Suzuki Motor Sales Niigata Inc.
	Toyama Prefecture	Suzuki Motor Sales Toyama Inc.
	Ishikawa Prefecture	Suzuki Motor Sales Hokuriku Inc.
	Fukui Prefecture	Suzuki Motor Sales Hokuriku Inc.
	Yamanashi Prefecture	Yamanashi Suzuki Hanbai, Inc.
	Nagano Prefecture	Suzuki Motor Sales Nanshin Inc.
	Gifu Prefecture	Gifu Suzuki Hanbai, Inc.
	Shizuoka Prefecture	Suzuki Motor Sales Shizuoka Inc.
		Suzuki Motor Sales Hamamatsu Inc.
	Aichi Prefecture	Suzuki Motor Sales Chubu Inc.
Kinki Region	Mie Prefecture	Suzuki Motor Sales Mie Inc.
	Shiga Prefecture	Suzuki Motor Sales Shiga Inc.
	Kyoto	Suzuki Motor Sales Kyoto Inc.
		Suzuki Bp Center Kinki, Inc.
	Osaka	Suzuki Motor Sales Kinki Inc.
	Hyogo Prefecture	Suzuki Motor Sales Hyogo Inc.
	Nara Prefecture	Suzuki Motor Sales Nara Inc.
	Wakayama Prefecture	Suzuki Motor Sales Wakayama Inc.

Chugoku Region	Tottori Prefecture	Suzuki Motor Sales Tottori Inc.
	Shimane Prefecture	Suzuki Motor Sales Shimane Inc.
	Okayama Prefecture	Higashi Chugoku Suzuki Motor, Inc.
		Suzuki Okayama Hanbai, Inc.
	Hiroshima Prefecture	Suzuki Motor Sales Hiroshima Inc.
	Yamaguchi Prefecture	Suzuki Motor Sales Yamaguchi Inc.
Shikoku Region	Tokushima Prefecture	Suzuki Motor Sales Tokushima Inc.
	Kagawa Prefecture	Suzuki Motor Sales Kagawa Inc.
	Ehime Prefecture	Suzuki Motor Sales Matsuyama Inc.
	Kochi Prefecture	Suzuki Motor Sales Kochi Inc.
Kyushu Region	Fukuoka Prefecture	Suzuki Motor Sales Fukuoka Inc.
	Saga Prefecture	Suzuki Motor Sales Saga Inc.
	Nagasaki Prefecture	Suzuki Motor Sales Nagasaki Inc.
	Kumamoto Prefecture	Suzuki Motor Sales Kumamoto Inc.
	Oita Prefecture	Suzuki Motor Sales Ohita Inc.
	Miyazaki Prefecture	Suzuki Motor Sales Miyazagi Inc.
	Kagoshima Prefecture	Suzuki Motor Sales Kagoshima Inc.
	Okinawa Prefecture	Suzuki Motor Sales Okinawa Inc.

The Manifest System (End-Of-Life Vehicle Management List)

To promote the proper disposal of end-of-life vehicles, a manifest system was introduced in December 1998. This system was revised and strengthened after disposal laws were amended in April 2001. The manifest system is used to manage and check whether the dismantling and disposal of end-of-life vehicles is properly carried out or not. Suzuki has distributed pamphlets to dealers and makes regular inspections to enforce the manifest system.

End of Life Automobile Management List (Manifest) Practical Manual

Reference from the Japan Automobile Manufacturers Association, Inc.

End of Life Motorcycle Management List (Manifest) Practical Manual

Reference from the Japan Automobile Manufacturers Association, Inc.

Vehicle Dismantling Information

When dismantling vehicles, Suzuki follows the manual “Removal Manual Prior to Dismantling of Automobiles and Motorcycles” put out by the Japan Automobile Manufacturers Association, and its own manual “Dismantling Manual for Automobiles”, to properly dispose of end-of-life vehicles.
Also, to deal with ELV (End-of-Life Vehicle) laws in the EU, Suzuki, in 1999, cooperated with the IDIS (International Dismantling Information System) to provide dismantling businesses in the EU with dismantling information on CD-ROM or from a web site.

Dismantling Manual for Automobiles

Reference from Suzuki

Removal Manual Prior to Dismantling of Automobiles and Motorcycles

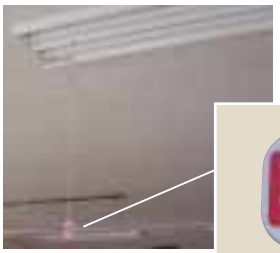
Reference from the Japan Automobile Manufacturers Association, Inc.

Management, General

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

Zero Waste

Efforts to improve work efficiency in the office place started in 1985 and in 1992, the movement was named "Zero Waste Movement". Through increased work efficiency and waste reduction, our goal is to reduce the amount of energy and resources used in the office place, and to strive for further recycling.



"Save energy"

Reducing Energy

To promote energy saving, we turn off lights, office equipment such as computers, printers, and copy machines, etc. during lunch breaks, after work, and when we are out.

T O P I C S

◆ **Renewal of Suzuki's "Stop Idling Campaign" Poster**

April 1st 2002 marks the start of the second year of our company wide "Stop Idling Campaign". Last year, we worked to make the campaign known to all of our employees, as well as domestic related and subsidiary companies. And this year being the second year, we are working to ensure that the campaign is being fully carried out. In conjunction with this, we have renewed the Idling Stop Campaign poster to provide the campaign with a fresh feeling.

◆ **Notice**

The Ministry of Economy, Trade and Industry's Resource Energy Agency is offering subsidies to those who purchase a vehicle equipped with an Idling Stop System. Suzuki's "Alto EPO Lean Burn Engine equipped with an Idling Stop" model was selected as being eligible for the program. (Between May 2003 and February 2004.) For more information, contact the "Reducing Energy Center" steering office.

Reducing Resources, Recycling

We strive to achieve a paperless office through the use of computer equipment and we use recycled paper and the reverse side of already used papers in copy machines and printers as much as possible.

Example) Document approval is done electronically and the use of electronic forms from our host computer has been implemented.

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

< Flow of Waste Disposal >

Waste Type	Disposal Within Company					Disposal Through Contracted Operators						Remarks
	Collection/ Transportation		Mid Disposal			Collection/ Transportation		Mid Disposal	Handling Method	Final Disposal	Handling Method	
Newspapers, Magazines, Catalogs	→	→	→		→	(Private Operator)	→	(Private Operator)	Compression	(Private Operator)	Melting	Recycled as Paper
Cardboard												Recycled as Cardboard
Wastepaper	(Private Operator)	→	Incinerate within company (Kosai Incineration Facility)	Soot	→				Melting		Shredding	Used as Road Building Material
Confidential Documents				Cinders					Sorted		Sintering	Mixed with Cement
Wastepaper from New Employee Dormitory	→		→					Hamamatsu City South Garbage Plant	Incineration	Hamamatsu City Heiwa Garbage Plant	Landfill	Ash disposal in landfill
Weekend Waste From Head Office												

< Amount Disposed > Unit : Kg

	Newspapers, Magazines, Catalogs	Cardboard
Fiscal 2000	31,130	147,240
Fiscal 2001	34,140	161,660
Fiscal 2002	30,160	187,600

< Cost of Disposal > Unit : ¥

	Newspapers, Magazines, Catalogs	Cardboard
Fiscal 2000	337,500	761,870
Fiscal 2001	337,500	1,158,330
Fiscal 2002	350,000	1,217,075

Green Procurement

To reduce environmental impact we use recycled paper for office paper, name cards, etc. used in the office. We are also working to increase the amount of environmentally friendly office supplies, office appliances, etc.

Introducing Low Emission Vehicles

Low emission vehicles are being introduced into our fleet of business vehicles (company vehicles used for business activities by our employees). Out of a fleet of 311 vehicles, a total of 113 low emission vehicles (36%) were in the fleet as of March 2003. Two of the vehicles are "Twin Hybrid" models, which have started selling from January of 2003.

In the future, aging fleet vehicles will be replaced with low emission vehicles. Our goal is to have 50% fleet of low emission vehicles by the end of March 2005, and 70% by the end of March 2007.

T O P I C S

◆ Twin Hybrid Introduced as Business Vehicle (Reported March 15th, 2003)

Suzuki introduced two of its own Twin Hybrid vehicles into its fleet of business vehicles. This gives our employees the chance to evaluate the vehicle from the consumer's point of view. Employee opinions, along with those of the consumer, are then used in improving our hybrid vehicles.

◆ Suzuki Creates "Low Pollution Vehicle Sticker"

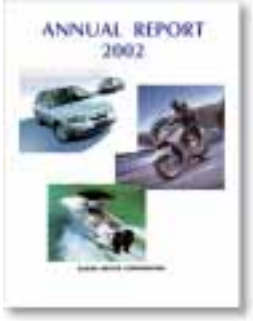
Starting April 1st, "Low Emission Vehicle" stickers created by Suzuki have been attached to low emission vehicles in our fleet of business vehicles (company vehicles used for business activities by our employees). It is hoped that the stickers will educate our employees, provide easier management of low emission vehicles, and provide public relations to the local communities.

The fleet will be expanded with more such vehicles in the future.

Providing Environmental Information

To provide the public with environmental related information, we have used news releases, our corporate web site, Annual Reports (in English), Company Guide, new product data, etc., in addition to this report. Whenever necessary, we prepare and distribute information on environmental activities or countermeasures to our related companies to promote and advance environmental activities.

Corporate Web Site



Annual Report

Company Guide

Social Contributions

This section introduces environmental events (low pollution vehicle exhibitions or community environmental cleanup events) that we participate in, and the results of the Suzuki Foundation in the fostering human resources and new technology development.

Low Pollution Vehicle Exhibitions, etc.

Suzuki participated in low pollution vehicle exhibitions sponsored by the government, local public bodies, etc. We hope that we can contribute to the promotion of low pollution vehicles by increasing the public's awareness of our low pollution vehicles.
The results of exhibitions in 2002 are as follows.

Event Name	Description	Sponsor	Location	Date
Eco Car World 2002	Exhibit natural gas and electric powered vehicles	Tokyo Metropolitan Government and the Environmental Agency	Yoyogi Park	2002, 6/1 – 6/2
Katsushika Environment • Green Fair	Exhibit natural gas vehicles	Katsushika District	Techno Plaza Katsushika	6/8
Low Pollution Vehicle Fair Nagoya 2002	Exhibit natural gas vehicles	Low Pollution Vehicle Fair Nagoya Organizing Committee	Tsurumai Park	9/21 – 9/22
Shizuoka Environment, Welfare, and Technology Exhibition	Exhibit natural gas and electric powered vehicles	Shizuoka Prefecture, Shizuoka City	Twin Messe Shizuoka	9/27 – 9/29
Low Pollution Vehicle Fair in Osaka	Exhibit natural gas vehicles	OITFC, RITE, JSIM	INTECS Osaka	10/16 – 10/19
Odawara city Low Pollution Vehicle Test Drive	Exhibit natural gas vehicles	Odawara City	Dyna City West	10/20
			Hakone-en Garden	11/2
Natural Gas Vehicle Exhibition 2002	Exhibit and test drive of natural gas vehicles	Japan Gas Association	Shinjuku Park Tower	11/13 – 11/15
Osaka Low Pollution Vehicle Fair	Exhibit natural gas vehicles	Osaka-fu	Osaka Business Park	11/22 – 11/23
Nagoya International Meeting on Transportation and the Environment	Exhibit hybrid vehicles	OECD, Environmental Agency, Ministry of Transportation	Nagoya International Conference Hall	2003, 3/23 – 3/25

Eco Car Word 2002

Shizuoka Environment, Welfare, Technology Exhibition

Natural Gas Vehicles Exhibition 2002

Nagoya International Meeting on Transportation and the Environment

Community Environmental Cleanup

To contribute to our community and increase environmental awareness, our employees voluntarily participate in community cleanups.
Every year we participate in the "Island Clean Campaign" sponsored by RENGO, and the "Archipelago Cleanup Operation" sponsored by Small Kindness Movement Shizuoka, contributing to the cleanup of local environments through beach cleanups, riverside cleanups, park cleanups, etc.

Event Name	Description	Sponsor	Location	Date	Number of Participants	
Island Clean Campaign	Riverside Cleanup	RENGO SHIZUOKA, Chuuen Regional Council	Iwata Town Fukude Cho Riverbed	11/23	Total: 107	Employees: 7
	Riverside Cleanup	RENGO SHIZUOKA, Shimada/Haibara Regional Council	Oi River	10/27	Total: 200	Employees: 5
	Riverside Cleanup	RENGO SHIZUOKA, Hamamatsu Regional Council	Tenryu River	10/26	Total: 300	Employees: 50
	Weed Pulling	RENGO SHIZUOKA	Fuji City Rengo No Mori	7/27	Total: 140	Employees: 1
	Beach Cleanup	RENGO SHIZUOKA, Kosai Regional Council	Shirasuka Beach	6/2	Total: 200	Employees: 30
	Kosai City Cleanup	RENGO SHIZUOKA, Kosai Regional Council	Vicinity of Kosai City Hall	9/4	Total: 300	Employees: 50
Forest Experience (Green Pal)	Reforestation	RENGO SHIZUOKA, Seibu Regional Council	Inasa Town Kannon Mountain	2/17	Total: 500	Employees: 27
Archipelago Cleanup Operation	Beach Cleanup	"Small Kindness" Movement, Shizuoka Prefecture Main Office	Nakatajima Kite Festival Park & Beach	5/12	Total: 890	Employees: 24
	Beach Cleanup		Nakatajima Kite Festival Park & Beach	8/31	Total: 370	Employees: 39
	Park Cleanup		Tenryu River Green Park	11/19	Total: 420	Employees: 33

Archipelago Cleanup Operation (Nakatajima "Kite Festival" Park and Beach)

Island Clean Campaign (Tenryu River Riverside)

The SUZUKI Foundation Contributes to Research

The SUZUKI Foundation was established to support human resources and research in the development of new technologies.

No.	Research Themes	University/Research Institute	Fiscal Year
1	Develop a passive type atmospheric particle sampler utilizing microscopic observations	Tokyo University	2002
2	Research and develop basic technology for a portable fuel cell utilizing organic hydride	Hokaido University Catalytic Chemistry Research Center	
3	Develop a compact direct methanol type fuel cell and apply it to motorcycle use	Musashi Institute of Technology	
4	Utilize a barium catalyst to remove through direct decomposition, nitrogen oxide from vehicle exhaust emissions	Kyoto University	
5	Create a thin, highly efficient proton conducing oxide filter and apply its technology to fuel cell electrolytes	Chiba Institute of Technology	

T O P I C S

< Environmental Study for Kids >

◆ Suzuki's "Kid's Question Box" is featured on our web site (Reported January 15th, 2003)

Suzuki's corporate web site features a "Suzuki Kid's Question Box" which is aimed at youths from mid-grade school level and above. Using a Question & Answer format along with illustrations or photos, the page offers information covering 91 items such as Manufacturing, Development, Environment, Sales, Overseas, etc. so that young people can gain a better understanding of our manufacturing activities. (Environmentally related examples: What is a hybrid vehicle? What is Suzuki doing in regard to the environment?)

◆ 117,000 Children Invited to the Pacific Flora 2004 (Reported October 17th, 2002)

Admission tickets to the Shizuoka International Garden and Horticulture Exhibition "Pacific Flora 2004" (held from 4/8 through 10/11, 2004) are presented to grade school, junior high school, and high school students who attend schools in the 9 cities and towns in which Suzuki or its subsidiary companies have factories. The cities and towns in Shizuoka prefecture are; Hamamatsu city, Kosai city, Iwata city, Osuka town, Sagara town, Ryuyo town, Inasa town, Tenryu city, and in Aichi prefecture; Toyokawa city. The total number of advance tickets is about 117,000 with a value of approximately ¥90,000,000.

Environmental Data

This section contains data and values resulting from business activities in Fiscal 2002 (April 2002-March 2003).

Vehicles that Meet Law on Promoting Green Purchasing

The Law on Promoting Green Purchasing specifies low pollution vehicles*1 as; alternate fuel vehicles*2 and gasoline vehicles with low exhaust emissions (☆, ☆☆, ☆☆☆) and excellent fuel economy*3. Among the vehicles sold in 2002 we introduced automobiles that come under this category.

*1 From 2003 only vehicles with a ☆☆☆ rating in exhaust emission performance are eligible. Vehicles with a ☆ or ☆☆ rating will not be eligible. (No change in fuel economy performance.)

*2 Fuel cell vehicles, hybrid vehicles, natural gas vehicles, electric vehicles.

*3 Meets 2010 fuel economy standards.

< Mini Passenger Cars >

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Low Emission Level (See note)	Regulations Adopted	Comment	Model Name (Specification)
Alto	LA-HA23S	K6A	0.658	2WD	5MT	Excellent	2010 Fuel Economy Standard	3 Door	N-1
	TA-HA23S	K6A	0.658	2WD	5MT	Good	2010 Fuel Economy Standard	5 Door	Epo Lean Burn Engine
	UA-HA23S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	Epo
	LA-HA23S	K6A	0.658	2WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	N-1, Lb
	LA-HA23S	K6A	0.658	4WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	N-1, Lb
Alto Lapin	UA-HE21S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	G, X, X2, Mode
Kei	UA-HN22S	K6A	0.658	2WD	5MT	Ultra	2010 Fuel Economy Standard	5 Door	E, E (A Package), E (B Package)
	UA-HN22S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	E, E (A Package), E (B Package)
	TA-HN22S	K6A	0.658	2WD	5MT	Good	2010 Fuel Economy Standard	5 Door	N-1
	TA-HN22S	K6A	0.658	4WD	5MT	Good	2010 Fuel Economy Standard	5 Door	N-1
	TA-HN22S	K6A	0.658	2WD	5MT	Good	2010 Fuel Economy Standard	5 Door	Works
	TA-HN22S	K6A	0.658	4WD	5MT	Good	2010 Fuel Economy Standard	5 Door	Works
Wagon R	UA-MC22S	K6A	0.658	2WD	5MT	Ultra	2010 Fuel Economy Standard	5 Door	N-1
	UA-MC22S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	N-1, FM Aero
	LA-MC22S	K6A	0.658	4WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	N-1
MR Wagon	UA-MF21S	K6A	0.658	2WD	4AT	Ultra	2010 Fuel Economy Standard	5 Door	E, N-1, N-1 Aero, X, X Navigation Package
Twin	UA-EC22S	K6A	0.658	2WD	5MT	Ultra	2010 Fuel Economy Standard	3 Door	Gasoline A
	UA-EC22S	K6A	0.658	2WD	3AT	Ultra	2010 Fuel Economy Standard	3 Door	Gasoline B

< Mini Commercial Vehicles >

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

< Passenger Cars >

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Low Emission Level (See note)	Regulations Adopted	Comment	Model Name (Specification)
Aerio	LA-RB21S	M15A	1.49	2WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	XR
	LA-RB21S	M15A	1.49	2WD	4AT	Excellent	2010 Fuel Economy Standard	5 Door	XR
	LA-RB21S	M15A	1.49	4WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	XR
Aerio Sedan	LA-RA21S	M15A	1.49	2WD	5MT	Excellent	2010 Fuel Economy Standard	4 Door	X
	LA-RA21S	M15A	1.49	2WD	4AT	Excellent	2010 Fuel Economy Standard	4 Door	X
	LA-RA21S	M15A	1.49	4WD	5MT	Excellent	2010 Fuel Economy Standard	4 Door	X
Swift	LA-HT51S	M13A	1.328	2WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	SE–Z, SF
	LA-HT51S	M13A	1.328	4WD	5MT	Excellent	2010 Fuel Economy Standard	5 Door	SE–Z, SF
Wagon R Solio	LA-MA34S	M13A	1.328	2WD	4AT	Excellent	2010 Fuel Economy Standard	5 Door	1.3E, 1.3WELL, 1.3WELL S, 1.3SWT

< Low Pollution Vehicles >

Model	Vehicle Type	Engine	Displacement (L)	Drive System	Transmission	Standards Judged By	Comment	Model Name (Specification)
Every	LE-DA62V (improved)	MEV40K	—	2WD	AT	Low Pollution Vehicles	Electric Vehicle	
Wagon R	LA-MC22S (improved)	K6A (improved)	0.658	2WD	AT	Low Pollution Vehicles	Natural Gas Vehicle	
Every	LE-DA62V (improved)	K6A (improved)	0.658	2WD	MT, AT	Low Pollution Vehicles	Natural Gas Vehicle	
Twin	UA-EC22S (improved)	K6A, MS05PA	0.658	2WD	AT	Low Pollution Vehicles	Hybrid Vehicle	Engine + Motor

(Note) Exhaust Emission Levels

Good: A 25% reduction compared to 2000 standards.
Excellent: A 50% reduction compared to 2000 standards.
Ultra: A 75% reduction compared to 2000 standards.

◎ Standards

Ministry of the Environment: Green Acquisition Law Standard

The Number of Low Pollution Vehicles Shipped

Suzuki's low pollution vehicles are developed utilizing advanced environmental technologies. In fiscal 2002, we contributed to environmental conservation by shipping about 430,000* low pollution vehicles.

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

< Shipping Results from 2002 > * OEM (sales of goods manufactured for other brands) not included. — denotes that there are no equivalent models.

		Automobiles		Truck		Total
		Standard/Small	Mini Vehicles	Standard/Small	Mini Vehicles	
Low Pollution Vehicles	Electric Vehicles	—	—	—	3	3
	Hybrid Vehicle	0	0	—	—	0
	Natural Gas Vehicles	—	30	—	89	119
Low Fuel Economy and Low Exhaust Emission Certified Vehicles*	☆☆☆	0	224,318	0	467	224,785
	☆☆	19,399	22,387	0	151,328	193,114
	☆	0	5,062	0	4,021	9,083
Total		19,399	251,797	0	155,908	427,104

* • These vehicles have achieved early conformity to fuel economy standards based on the law concerning the rational use of energy, and are certified as low exhaust emission gas vehicles based on the implementation of certification for low exhaust emission gas vehicles.
  • Vehicles with low exhaust gas certification
  ☆☆☆ (Ultra-Low Emissions) : A 75% reduction compared to 2000 standards.
  ☆☆ (Excellent-Low Emissions) : A 50% reduction compared to 2000 standards.
  ☆ (Good-Low Emissions) : A 25% reduction compared to 2000 standards.

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

We contribute to improving air quality by developing consumer vehicles with reduced exhaust emissions. The results of our efforts in 2002 are as follows.

In fiscal 2002, new models featuring improved exhaust gas performance were introduced to the market.

	Good-Low Emission Gas Vehicle	Excellent-Low Emission Gas Vehicle	Ultra-Low Emission Gas Vehicle
Alto			1 Type
MR Wagon	1 Type	1 Type	1 Type
Wagon R	1 Type	1 Type	1 Type
Alto Lapin	1 Type		
Kei	1 Type		1 Type
Twin			2 Types
Swift		1 Type	
Wagon R Solio		1 Type	
Cruze		1 Type	
Aerio		1 Type	
Aerio Sedan		1 Type	
Carry		1 Type	
Alto			1 Type
Total	4 Types	8 Types	7 Types

Environmental Data for New Products

The following pages contain environmental information on new products introduced in 2002. The latest vehicle information is available to the public on our web site.

Automobiles

< Mini Passenger Cars >

Vehicle Name				Alto	MR Wagon			Wagon R		
Date Sales Began				2002.4.10	2002.4.25		2002.6.11	2002.9.3		
Specifications	Vehicle Type			UA-HA23S	UA-MF21S	LA-MF21S	TA-MF21S	UA-MC22S	LA-MC22S	TA-MC22S
	Engine	Model		K6A	K6A		K6A	K6A		
		Displacement (L)		0.658	0.658		0.658	0.658		
		Type		In-Line 3-Cylinder DOHC12-Valve VVT	In-Line 3-Cylinder DOHC12-Valve VVT		In-Line 3-Cylinder DOHC12-Valve Intercooler Turbo	In-Line 3-Cylinder DOHC12-Valve VVT		In-Line 3-Cylinder DOHC12-Valve Intercooler Turbo
		Fuel Type		Unleaded Regular Gasoline						
		Fuel System		Electronic Fuel Injection Equipment						
Drive Train	Drive System			2WD	2WD	4WD	2WD/4WD	2WD	4WD	2WD/4WD
	Transmission		MT	5MT	—	—	—	5MT	5MT	—
			AT	4AT	4AT	4AT	4AT	4AT	4AT	4AT
Weight (kg)			MT	690	—	—	—	810	860	—
			AT	710	840	880	860 – 900	820	870	850 – 900
Maximum Load Capacity (kg)				—	—	—	—	—	—	—
Environmental Information	Fuel Consumption Rate	*10・15 Mode Fuel Economy (km/l)	MT	24.0	—	—	—	22.5	19.4	—
			AT	20.0	18.4	16.8	16.4 – 17.4	19.8	16.8	16.8
		CO_2 Emissions (10・15 Mode) (g/km)		98 – 118	128	140	136 – 144	105 – 119	122 – 140	140
		2010 Fuel Economy Standard Achieved		Achieved	Achieved			Achieved	Achieved*	
	Exhaust Emissions	Regulations Adopted		2000	2000	2000	2000	2000	2000	2000
		Certification Level of Low Emission Vehicles	Good-Low Exhaust Emission				○			○
			Excellent-Low Exhaust Emission			◎			◎	
			Ultra-Low Exhaust Emission	◇	◇			◇		
		10・15 Mode Regulation Figures (g/km)	CO	0.67	0.67	0.67	0.67	0.67	0.67	0.67
			HC	0.02	0.02	0.04	0.06	0.02	0.04	0.06
			NOx	0.02	0.02	0.04	0.06	0.02	0.04	0.06
	Noise	Regulations Adopted		1998	1998			1998		
		Acceleration Noise Regulation Figures (dB(A))		76	76			76		
	Amount of Refrigerant Used (g)			500	350			500		
	Recycle Related			Battery Tray, Tank Lower Cover, Dash Silencer	Battery Tray, Under Seat Tray			Battery Tray, Under Seat Box, Dash Silencer		
	Amount of Lead Used (Achieved 1/3 compared to 1996)			Achieved	Achieved			Achieved		

Vehicle Name				Alto Lapin	Kei		Twin	Twin Hybrid
Date Sales Began				2002.10.17	2002.11.12		2003.1.22	
Specifications	Vehicle Type			TA-HE21S	UA-HN22S	TA-HN22S	UA-EC22S	UA-EC22S (improved)
	Engine	Model		K6A	K6A		K6A	
		Displacement (L)		0.658	0.658		0.658	
		Type		In-Line 3-Cylinder DOHC12-Valve Intercooler Turbo	In-Line 3-Cylinder DOHC12-Valve VVT	In-Line 3-Cylinder DOHC12-Valve Intercooler Turbo	In-Line 3-Cylinder DOHC12-Valve	In-Line 3-Cylinder DOHC12-Valve + Motor
		Fuel Type		Unleaded Regular Gasoline				
		Fuel System		Electronic Fuel Injection Equipment				
Drive Train	Drive System			2WD/4WD	2WD	2WD/4WD	2WD	2WD
	Transmission		MT	—	5MT	5MT	5MT	—
			AT	4AT	4AT	4AT	3AT	4AT
Weight (kg)			MT	—	760	780 – 820	560	—
			AT	800 – 840	770	790 – 830	600	700 (730)
Maximum Load Capacity (kg)				—	—	—	—	
Environmental Information	Fuel Consumption Rate	*10・15 Mode Fuel Economy (km/l)	MT	—	22.5	19.6	26.0	—
			AT	16.8 – 17.4	19.8	16.6 – 18.2	22.0	34.0 (32.0)
		CO_2 Emissions (10・15 Mode) (g/km)		136 – 140	105 – 119	120 – 142	91 – 107	69 – 74
		2010 Fuel Economy Standard Achieved			Achieved	Achieved*	Achieved	Achieved
	Exhaust Emissions	Regulations Adopted		2000	2000	2000	2000	
		Certification Level of Low Emission Vehicles	Good-Low Exhaust Emission	○		○		
			Excellent-Low Exhaust Emission					
			Ultra-Low Exhaust Emission		◇		◇	
		10・15 Mode Regulation Figures (g/km)	CO	0.67	0.67	0.67	0.67	
			HC	0.06	0.02	0.06	0.02	
			NOx	0.06	0.02	0.06	0.02	
	Noise	Regulations Adopted		1998	1998		1998	
		Acceleration Noise Regulation Figures (dB(A))		76	76		76	
	Amount of Refrigerant Used (g)			500	500		530	
	Recycle Related			Battery Tray, Tank Lower Cover, Dash Silencer	Battery Tray, Under Seat Box, Dash Silencer		Dash Silencer	
	Amount of Lead Used (Achieved 1/3 compared to 1996)			Achieved	Achieved		Achieved	

* This mark indicates that not all vehicles are in compliance.

< Passenger Cars >

Vehicle Name					Swift	Wagon R Solio	Cruze	Aerio	Aerio Sedan
Date Sales Began					2002.6.6	2002.6.14	2002.12.16	2003.1.14	2003.1.14
Specifications	Vehicle Type				LA-HT51S	LA-MA34S	LA-HR81S	LA-RD51S	LA-RC51S
	Engine	Model			M13A	M13A	M15A	M18A	M18A
		Displacement (L)			1.328	1.328	1.490	1.796	1.796
		Type			In-Line 4-Cylinder DOHC 16-Vale VVT	In-Line 4-Cylinder DOHC 16-Vale VVT	In-Line 4-Cylinder DOHC 16-Vale	In-Line 4-Cylinder DOHC 16-Vale VVT	In-Line 4-Cylinder DOHC 16-Vale VVT
		Fuel Type			Unleaded Regular Gasoline				
		Fuel System			Electronic Fuel Injection Equipment				
Drive Train		Drive System			2WD/4WD	2WD/4WD	2WD/4WD	2WD/4WD	2WD/4WD
		Transmission		MT	5MT	—	—	—	—
				AT	4AT	4AT	4AT	4AT	4AT
Weight (kg)				MT	890 – 930	—	—	—	—
				AT	920 – 960	970 – 1010	940 – 990	1,190 – 1,250	1,170 – 1,230
Maximum Load Capacity (kg)					—	—	—	—	—
Environmental Information	Fuel Consumption Rate	*10・15 Mode Fuel Economy (km/l)		MT	18.0 – 18.6	—	—	—	—
				AT	16.4 – 17.4	16.4 – 18.0	16.2 – 17.0	12.8 – 14.0	12.8 – 14.0
		CO_2 Emissions (10・15 Mode) (g/km)			127 – 144	131 – 144	139 – 146	169 – 184	169 – 184
		2010 Fuel Economy Standard Achieved			Achieved*	Achieved*			
	Exhaust Emissions	Regulations Adopted			2000	2000	2000	2000	2000
		Certification Level of Low Emission Vehicles	Good-Low Exhaust Emission						
			Excellent-Low Exhaust Emission		◎	◎	◎	◎	◎
			Ultra-Low Exhaust Emission						
		10・15 Mode Regulation Figures (g/km)	CO		0.67	0.67	0.67	0.67	0.67
			HC		0.04	0.04	0.04	0.04	0.04
			NOx		0.04	0.04	0.04	0.04	0.04
	Noise	Regulations Adopted			1998	1998	1998	1998	1998
		Acceleration Noise Regulation Figures (dB(A))			76	76	76	76	76
	Amount of Refrigerant Used (g)				360	480	380	500	500
	Recycle Related				Battery Tray, Under Seat Box, Dash Silencer	Battery Tray, Under Seat Box, Dash Silencer	Battery Tray, Under Seat Box, Dash Silencer	Foot Rest Pedal, Battery Tray, Dash Silencer	Foot Rest Pedal, Battery Tray, Dash Silencer
	Amount of Lead Used (Achieved 1/3 compared to 1996)				Achieved	Achieved	Achieved	Achieved	Achieved

* This mark indicates that not all vehicles are in compliance.

< Mini Truck >

Vehicle Name					Carry	Alto
Date Sales Began					2002.5.16	2002.4.10
Specifications	Vehicle Type				LE-DA63T	UE-HA23V
	Engine	Model			K6A	K6A
		Displacement (L)			0.658	0.658
		Type			In-Line 3-Cylinder DOHC12-Valve	In-Line 3-Cylinder DOHC12-Valve VVT
		Fuel Type			Unleaded Regular Gasoline	
		Fuel System			Electronic Fuel Injection Equipment	
Drive Train		Drive System			2WD/4WD	2WD
		Transmission		MT	5MT	5MT
				AT	3AT	4AT
Weight (kg)				MT	1,160 – 1,220	630
				AT	1,170 – 1,230	650
Maximum Load Capacity (kg)					350	200
Environmental Information	Fuel Consumption Rate	*10・15 Mode Fuel Economy (km/l)		MT	16.8 – 17.2	24.0
				AT	15.8	20.5
		CO_2 Emissions (10・15 Mode) (g/km)			137 – 149	98 – 118
		2010 Fuel Economy Standard Achieved			Achieved	Achieved
	Exhaust Emissions	Regulations Adopted			2002	2002
		Certification Level of Low Emission Vehicles	Good-Low Exhaust Emission			
			Excellent-Low Exhaust Emission		◎	
			Ultra-Low Exhaust Emission			◇
		10・15 Mode Regulation Figures (g/km)	CO		3.30	3.30
			HC		0.07	0.03
			NOx		0.07	0.03
	Noise	Regulations Adopted			2000	1999
		Acceleration Noise Regulation Figures (dB(A))			76	76
	Amount of Refrigerant Used (g)				530	500
	Recycle Related				Battery Tray, Engine Under Cover, Radiator Under Cover	Battery Tray, Tank Lower Cover, Dash Silencer
	Amount of Lead Used (Achieved 1/3 compared to 1996)				Achieved	Achieved

* This mark indicates that not all vehicles are in compliance.

Motorcycles

< Motorcycles >

Vehicle Name			Sky Wave 650	Sky Wave 250	Sky Wave 400	SV400	Choinori	SV1000S
Date Sales Began			2002.6.1	2002.8.8	2002.9.20	2002.11.12	2003.2.11	2003.3.27
Specifications	Vehicle Type		BC-CP51A	BA-CJ43A	BC-CK43A	BC-VK53A	BA-CZ41A	BC-VT54A
	Engine Model		P509	J436	K429	K508	Z401	T508
	Type		Water-Cooled 4-Stroke	Water-Cooled 4-Stroke	Water-Cooled 4-Stroke	Water-Cooled 4-Stroke	Air Cooled 4-Stroke	Water-Cooled 4-Stroke
	Displacement (cm^3)		638	249	385	399	49	995
	Transmission		Variable Ratio V-Belt	Variable Ratio V-Belt	Variable Ratio V-Belt	6-Speed Return	Variable Ratio V-Belt	6-Speed Return
	Weight (kg)		270	189	199	188	43	217
Fuel Consumption Rate	60km Constant Speed Test Value (km/l)		27.0	41.0	36.0	37.0	—	29.0
	30km Constant Speed Test Value (km/l)		—	—	—	—	76.0	—
Exhaust Emissions	Regulations Adopted		1999	1998	1999	1999	1998	1999
	Motorcycle Mode Regulation Figures (g/km)	CO	13.0	13.0	13.0	13.0	13.0	13.0
		HC	2.00	2.00	2.00	2.00	2.00	2.00
		NOx	0.30	0.30	0.30	0.30	0.30	0.30
Noise	Regulations Adopted		2001	1998	2001	1998	1998	2001
	Acceleration Noise Regulation Figures (dB(A))		73	73	73	73	71	73

Marine and Power Products

Category		Outboard Motor			Snowmobile (Engines)
Model Name		DF4	DF5	DF6	K6A-B
Date Sales Began		January, 2002	January, 2002 *1	October, 2002	December, 2002
Specifications	Type	00401F	00501F	00601F	—
	Engine Type	4 Stroke Single Cylinder OHV			4 Stroke 3-Cylinder DOHC
	Displacement (cm^3)	138			658
	Fuel System	Carburetor			Electronic Controlled Fuel Injection Equipment
Weight (kg)		25 (Transom S), 26 (Transom L)			—
Exhaust Emission	Compliance with 2006 EPA Marine Engine Exhaust Emissions Regulations	○	○	○	Not Applicable
	Compliance with 2006 Japan Boat Manufacturer's Association Voluntary Engine Exhaust Emissions Regulations	○	○	○	Not Applicable
	Compliance with 2004 CARB Marine Engine Exhaust Emissions Regulations	○	○	○	Not Applicable
	Compliance with 2010 EPA Snowmobile Exhaust Emissions Regulations Phase 2	Not Applicable	Not Applicable	Not Applicable	○
	CO (g/kw-hr)	—	—	—	124 *3
	HC (g/kw-hr)	—	—	—	7 *3
	NOx (g/kw-hr)	—	—	—	—
	HC+NOx (g/kw-hr)	14.6 *2			—
Fuel Economy	Fuel Consumption Rate at Maximum Output (g/kw-hr)	—	310 *2	—	387 *3
Noise	Operator Noise (dBA)	—	79 *3	—	—

*1 Only the DF5 is sold domestically. Date sales began: May 15, 2002.
*2 Data provided to the EPA, CARB, and Japan Boating Industry Association
*3 In-House Test Data

Plant Site Environmental Data

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

< Notations >

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

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

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

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

Suzuki's Domestic Plants

● Takatsuka Plant

Plant Manager:
Tomoyuki Kume

[Location]	300, Takatsuka-cho, Hamamatsu-shi, Shizuoka
[Site Area (Building Area)]	205,000m^2 (125,000m^2)
[Main Products]	Motorcycle Engine Assembly, Machine Processing
[Number of Employees]	8,010 (Head Office + Takatsuka Plant)

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	6.7 – 8.0	7.5
BOD	20	2.5 or less	1.09
SS	30	0.5 – 8.4	4.13
Oil Content	5.0	0.4 – 2.9	0.79
Lead	0.1	0.02 or less	0.003
Hexavalent Chromium	0.1	0.005 or less	under 0.005
Nitrogen	60	15.7 – 68.2*	35.2
Phosphorus	8	0.06 – 0.21	0.11

* The value of 60mg/l that is found in the Regulated Values column is the daily average value. The value of 68.2mg/l that is found in the Results column is a one-instance peak value.

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Small Boiler	—	100 – 110	105
SOx (K value)	Small Boiler	7.0	2.17 – 4.0	2.79
Particulates	Small Boiler	—	0.04 or less	0.02
Chlorine	Aluminum Melting Furnace	30	under 1	under 1
Hydrogen Chloride	Aluminum Melting Furnace	80	under 5	under 5
Fluoride/ Hydrogen Fluoride	Aluminum Melting Furnace	3	under 0.2	under 0.2

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

Unit: kg/Year

Substance Number	Substance Name	Amount Handled *	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
40	Ethyl Benzene	11,000	20	0	0	0	0	0	0	11,000	0
63	Xylene	47,000	94	0	0	0	0	0	0	47,000	0
227	Toluene	84,000	570	0	0	0	0	0	0	83,000	0
231	Nickel	20,000	0	3.5	0	0	0	0	14,000	0	5,700
232	Nickel Compounds	2,500	0	0	0	0	0	0	1,800	0	740
283	Hydrogen Fluoride and its water-soluble salts	7,200	0	98	0	0	0	7,100	0	0	0
299	Benzene	3,700	7.0	0	0	0	0	0	0	3,700	0

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

● Iwata Plant

Plant Manager:
Tsuneo Ohashi

[Location] 2500, Iwai, Iwata-shi, Shizuoka
[Site Area (Building Area)] 298,000m² (170,000m²)
[Main Products] Complete Assembly of EVERY, CARRY, JIMNY, EXCEED
[Number of Employees] 1,730

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.2 – 8.1	7.6
BOD	15	1.0 – 7.0	3.2
SS	30	0.3 – 5.4	2.5
Oil Content	3	0.1 – 1.2	0.36
Cadmium	0.1	0	0
Lead	0.1	under 0.01	0
Hexavalent Chromium	0.5	under 0.005	under 0.005
Nitrogen	60	6.8 – 21.6	13.7
Phosphorus	8	0.2 – 1.2	0.6

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Boiler	150	86 – 110	98
	Small Boiler	—	120 – 130	125
	Hot Water Boiler, etc.	150	120	120
SOx (K value)	Boiler	17.5	2.34 – 2.63	2.49
	Small Boiler	17.5	0.65 – 0.80	0.73
Particulates	Boiler	0.25, 0.3	under 0.01	under 0.01
	Small Boiler	—	under 0.01	under 0.01
	Hot Water Boiler, etc.	0.1	under 0.01	under 0.01

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

Unit: kg/Year

Substance Name	Substance Name	Amount Handled *	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
40	Ethyl Benzene	82,000	40,000	0	0	0	0	0	21,000	5,000	16,000
43	Ethylene Glycol	840,000	0	0	0	0	0	0	0	0	840,000
63	Xylene	300,000	150,000	0	0	0	0	0	73,000	9,900	70,000
224	1, 3, 5 Trimethyl Benzene	33,000	22,000	0	0	0	0	0	11,000	620	0
227	Toluene	280,000	110,000	0	0	0	0	0	52,000	8,800	100,000
232	Nickel Compounds	8,500	0	58	0	0	0	5,900	0	0	2,600
272	Bis (2-Ethylhexyl) Phthalate	49,000	0	0	0	0	0	1,500	0	0	47,000
299	Benzene	6,000	29	0	0	0	0	0	0	250	5,800
310	Formaldehyde	5,300	50	0	0	0	0	0	0	5,200	0
311	Manganese and its compounds	5,400	0	13	0	0	0	2,100	0	0	3,200

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

● Kosai Plant

Plant Manager:
Director Naoki Aizawa

[Location]	4520, Shirasuka, Kosai-shi, Shizuoka
[Site Area (Building Area)]	1,102,000m² (410,000m²)
[Main Products]	Complete Assembly of ALTO, ALTO LAPIN, WAGON R, KEI, MR WAGON, CHEVROLET CRUZE, SWIFT, WAGON R SOLIO
[Number of Employees]	2,620

< Water Pollution Data (Discharge) >

First Discharge (Plant #1, Plant #2)

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.0 – 8.7 *1	7.5
BOD	15	1.0 – 6.9	3.1
SS	15	0.8 – 4.4	2.4
Oil Content	2 (3 when raining)	1.4 or less	0.6
Cadmium	0.002	under 0.0005	under 0.0005
Lead	0.1	0.005 – 0.01	0.008
Hexavalent Chromium	0.1	under 0.05	under 0.005
Nitrogen	12	0 – 12.82 *2	3.13
Phosphorus	2	0.026 – 1.03	0.363
Zinc	1	0.05 – 0.8	0.12

*1 Alkali drainage occurred due to concrete construction (countermeasures already applied).
*2 The biological treatment tank's effectiveness decreases during long holidays (countermeasures already applied).

Second Discharge (KD Plant)

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.1 – 7.9	7.5
BOD	15	0.2 – 2.5	0.76
SS	15	5.0 or less	1.2
Oil Content	2 (3 when raining)	1.0 or less	0.2
Cadmium	0.002	under 0.0005	under 0.0005
Lead	0.1	0.005 – 0.011	0.007
Hexavalent Chromium	0.1	under 0.005	under 0.005
Nitrogen	12	0.15 – 5.85	2.29
Phosphorus	2	0.018 – 0.261	0.134
Zinc	1	0.03 – 0.55	0.16

< Air Pollution Data (Discharged) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Small Boiler	150*	78 – 98	89
	Incinerator	200	100 – 120	110
	Gas Turbine 1	70	24 – 38	33
	Gas Turbine 2	70	30 – 44	36
	Drying Oven	230	61 – 70	66
	Water Heater/ Cooler 1	150	61	61
	Water Heater/ Cooler 2	150	68	68
	Water Tube Boiler	150	98 – 100	99
SOx (K value)	Small Boiler	7	0.09 – 0.34	0.22
	Incinerator	7	0.32 – 0.5	0.4
	Gas Turbine 1	7	0.18	0.18
	Gas Turbine 2	7	0.16 – 0.25	0.21
	Drying Oven	7	0.14	0.14
Particulates	Small Boiler	0.1*	under 0.01	under 0.01
	Incinerator	0.15	under 0.01	under 0.01
	Gas Turbine 1	0.05	under 0.01	under 0.01
	Gas Turbine 2	0.05	under 0.01	under 0.01
	Drying Oven	0.2	under 0.01	under 0.01
	Water Heater/ Cooler 1	0.1	under 0.01	under 0.01
	Water Heater/ Cooler 2	0.1	under 0.01	under 0.01
	Water Tube Boiler	0.1	under 0.01	under 0.01
Hydrogen Chloride	Incinerator	150	60 – 70	63
Dioxin	Incinerator	80	0.092	0.092

* Agreement Value

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

Unit: kg/Year (Dioxins: mg-TEQNm³)

Substance Name	Substance Name	Amount Handled *	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
30	polymer of 4,4'-isopropylidenediphenol and 1-chloro-2,3-epoxypropane (liquid); bisphenol A type epoxy resin (liquid)	19,000	0	0	0	0	0	0	5,100	0	14,000
40	Ethyl Benzene	400,000	240,000	0	0	0	0	0	120,000	20,000	28,000
43	Ethylene Glycol	1,000,000	0	0	0	0	0	0	0	0	1,000,000
63	Xylene	1,400,000	860,000	0	0	0	0	0	410,000	31,000	120,000
179	Dioxins	—	3.5	0.67	0	0	0	350	0	0	0
224	1, 3, 5 Trimethyl Benzene	30,000	18,000	0	0	0	0	0	9,500	2,700	0
227	Toluene	630,000	270,000	0	0	0	0	0	140,000	37,000	180,000
232	Nickel Compounds	7,100	0	180	0	0	0	0	4,800	0	2,100
272	Bis (2-Ethylhexyl) Phthalate	20,000	0	0	0	0	0	0	610	0	20,000
283	Hydrogen Fluoride and its water-soluble salts	22,000	0	1,000	0	0	0	0	19,000	0	0
299	Benzene	10,000	300	0	0	0	0	0	0	190	9,900
310	Formaldehyde	20,000	1,400	0	0	0	0	0	0	18,000	0
311	Manganese and its compounds	17,000	0	280	0	0	0	0	5,800	0	10,000

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

● Toyokawa Plant

Plant Manager:
Kunio Iwata

[Location]	1-2, Utari, Shiratori-cho, Toyokawa-shi, Aichi
[Site Area (Building Area)]	185,000m² (70,000m²)
[Main Products]	Motorcycle Assembly, Outboard Motor Assembly, Knock Down Components
[Number of Employees]	776

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.0 – 7.4	7.2
BOD	20	1.0 – 8.1	4.9
SS	20	5.0 – 12.5	6.9
Oil Content	5	0.5 – 1.7	0.8
Cadmium	0.1	under 0.0005	0
Lead	0.1	0.01 or less	0.005
Hexavalent Chromium	0.5	0.05	0.05
Nitrogen	15	6.61 – 7.32	6.97
Phosphorus	2	0.30 – 0.44	0.37

< Air Pollution Data (Discharge) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Small Boiler	—	76 – 100	85
	Oven	230	5	5
Particulates	Small Boiler	—	0.01	0.01
	Oven	0.2	0.01	0.01

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

Unit: kg/Year

Substance Name	Substance Name	Amount Handled *	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
40	Ethyl Benzene	28,000	16,000	0	0	0	0	0	8,000	2,300	2,200
43	Ethyl Glycol	240,000	0	0	0	0	0	0	0	0	240,000
63	Xylene	49,000	21,000	0	0	0	0	0	11,000	6,600	9,500
69	Chromium (VI) Compounds	1,600	0	1.6	0	0	0	11	0	0	1,600
227	Toluene	91,000	48,000	0	0	0	0	0	23,000	5,000	14,000
299	Benzene	1,000	23	0	0	0	0	0	0	210	780

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

● Osuka Plant

Plant Manager:
Shousei Yamamoto

[Location]	6333, Nishiobuchi, Osuka-cho, Ogasa-gun, Shizuoka
[Site Area (Building Area)]	149,000m² (47,000m²)
[Main Products]	Cast Parts Manufacturing
[Number of Employees]	420

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	6.8 – 7.2	7.1
BOD	10	1.5 – 8.2	4.8
SS	10	0.6 – 6.1	2.3
Oil Content	2	0.2 – 1.5	0.8
Cadmium	0.1	0.004 – 0.005	0
Lead	0.1	0	0
Hexavalent Chromium	0.5	under 0.005	under 0.005
Nitrogen	60	1.52 – 5.26	3.49
Phosphorus	8	0.18 – 0.39	0.24

< Air Pollution Data (Discharged) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Gas Turbine	70	6 – 12	9.6
Particulates	Casting Furnace	0.1	under 0.01	under 0.01
	Gas Turbine	0.05	under 0.01	under 0.01
	Aluminum Melting Furnace	0.2	under 0.01	under 0.01
	Aluminum Heating Furnace	0.2	0.01 or less	under 0.01
Chlorine	Aluminum Melting Furnace	10	under 1	under 1
	Aluminum Heating Furnace	10	under 1	under 1
Hydrogen Chloride	Aluminum Melting Furnace	20	under 5	under 5
	Aluminum Heating Furnace	20	under 5	under 5
Fluoride/ Hydrogen Fluoride	Aluminum Melting Furnace	1	under 0.2	under 0.2
	Aluminum Heating Furnace	1	0.2 or less	under 0.2

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

Unit: kg/Year

Substance Name	Substance Name	Amount Handled *	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
227	Toluene	5,200	1,400	0	0	0	0	650	0	3,100	0
311	Manganese and its Compounds	140,000	0	0	0	0	0	2,800	0	0	140,000

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

● Sagara Plant

Plant Manager:
Tamao Momose

[Location]	1111, Shirai, Sagara-cho, Haibara-gun, Shizuoka
[Site Area (Building Area)]	1,936,000m² (50,000m²)
[Main Products]	Automobile Engine Assembly, Casting and Machine Processing of Main Components for Engine
[Number of Employees]	760

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.4 – 8.2	7.6
BOD	15	0.5 – 11.5	6.9
SS	30	0.6 – 7.2	2.1
Oil Content	3	0.29 – 1.64	0.85
Cadmium	0.05	under 0.0005	0
Lead	0.05	under 0.005	0
Hexavalent Chromium	0.25	under 0.005	under 0.005
Nitrogen	60	0.2 – 22.7	11.8
Phosphorus	8	0.1 – 1.0	0.26

< Air Pollution Data (Discharged) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Gas Turbine	70	21 – 29	25.3
	Heat Treatment	180	37 – 44	40.5
Particulates	Gas Turbine	0.05	under 0.01	under 0.01
	Heat Treatment	0.2	0.01	0.01
	Aluminum Melting Furnace	0.2	under 0.01	under 0.01
Chlorine	Aluminum Melting Furnace	10	under 1	under 1
Hydrogen Chloride	Aluminum Melting Furnace	20	under 5	under 5
Fluoride/Hydrogen Fluoride	Aluminum Melting Furnace	1	under 0.2	under 0.2

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

[Sagara Plant]

Unit: kg/Year

Substance Name	Substance Name	Amount Handled *	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
63	Xylene	18,000	180	0	0	0	0	0	0	18,000	0
227	Toluene	31,000	190	0	0	0	0	0	0	31,000	0
299	Benzene	3,100	10	0	0	0	0	0	0	3,100	0

[Ryuyo Proving Grounds]

Unit: kg/Year

Substance Name	Substance Name	Amount Handled *	Discharge		Transfer				Recycling	Disposal by Incineration	Products
			Air	River	Ground	Landfill	Sewage	Waste			
63	Xylene	21,000	130	0	0	0	0	0	0	21,000	0
227	Toluene	43,000	210	0	0	0	0	0	0	42,000	0
299	Benzene	5,800	44	0	0	0	0	0	0	5,800	0

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

Domestic Manufacturing Subsidiaries

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

[Location] 7-3 Minamihiramatsu, Ryuyo-cho, Iwata-gun, Shizuoka
[Site Area] 64,525m^2
[Main Products] Casting motorcycle and automobile parts, machine processing
[Number of Employees] 284

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	6.8 – 7.8	7.3
BOD	20	2.2 – 17.0	6.9
SS	40	2.8 – 7.2	4.6
Nitrogen	60	5.1 – 15.0	9.1

< Air Pollution Data (Discharged) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Aluminum Melting Furnace	—	0.016 – 0.019	0.0175
Particulates	Aluminum Melting Furnace	—	1 – 3	2
Chlorine	Aluminum Melting Furnace	30	0.79 – 0.87	0.83
Hydrogen Chloride	Aluminum Melting Furnace	80	2.43 – 2.69	2.56
Fluoride/ Hydrogen Fluoride	Aluminum Melting Furnace	3	0.66 – 0.73	0.695

● Suzuki Precision Industries Co., Ltd.

[Location] 500 Iinoya, Inasa-cho, Inasa-gun, Shizuoka
[Site Area] 80,000m^2
[Main Products] Processing and assembly of gears, etc., for motorcycles, automobiles, and outboards.
[Number of Employees] 656 (including temporary staff and staff of companies located within the compound)

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	6.8 – 8.2	7.6
BOD	15	1 – 13	4.0
SS	20	2 – 3.4	2.2
Oil Content	5	0.5 – 1.4	0.7
Nitrogen	120	4.4 – 24.0	14.2
Phosphorus	16	0.06 – 0.1	0.07
Zinc	1	0.05 – 0.23	0.11

< Air Pollution Data (Discharged) >

Sub-stance	Facilities	Regulated Values	Results	Average
NOx	Continuous Carburizing Furnace No.1	180	47 – 50	49.3
	Continuous Carburizing Furnace No.2	180	48 – 50	49.5
	Continuous Carburizing Furnace No.3	180	42 – 50	48.0
	Continuous Carburizing Furnace No.4	180	50 – 50	50.0
	Atmosphere Controled Isothermal Annealing Furnace	180	48 – 50	49.3
	Atmosphere Controled Spheroidal Annealing Furnace	180	48 – 50	49.5
	Hot and Chilld Water Generator No.1	150	46 – 55	50.5
	Hot and Chilld Water Generator No.2	150	40 – 50	45.0
SOx (K value)	Continuous Carburizing Furnace No.1	17.5	0.08 – 0.09	0.085
	Continuous Carburizing Furnace No.2	17.5	0.08 – 0.08	0.08
	Continuous Carburizing Furnace No.3	17.5	0.09 – 0.09	0.09
	Continuous Carburizing Furnace No.4	17.5	0.09 – 0.09	0.09
	Atmosphere Controled Isothermal Annealing Furnace	17.5	0.08 – 0.08	0.08
	Atmosphere Controled Spheroidal Annealing Furnace	17.5	0.08 – 0.08	0.08
	Hot and Chilld Water Generator No.1	17.5	0.16 – 0.16	0.16
	Hot and Chilld Water Generator No.2	17.5	0.07 – 0.07	0.07
Particu-lates	Continuous Carburizing Furnace No.1	0.2	0.01 – 0.01	0.01
	Continuous Carburizing Furnace No.2	0.2	0.01 – 0.01	0.01
	Continuous Carburizing Furnace No.3	0.2	0.01 – 0.01	0.01
	Continuous Carburizing Furnace No.4	0.2	0.01 – 0.01	0.01
	Atmosphere Controled Isothermal Annealing Furnace	0.2	0.01 – 0.01	0.01
	Atmosphere Controled Spheroidal Annealing Furnace	0.2	0.01 – 0.01	0.01
	Hot and Chilld Water Generator No.1	0.1	0.01 – 0.01	0.01
	Hot and Chilld Water Generator No.2	0.1	0.01 – 0.01	0.01

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

[Location] 192-1 Ienohigashi, Hamaikawa, Ikawa-cho, Minamiakita-gun, Akita
[Site Area] 1,995,000m²
[Main Products] Parts for motorcycles and automobiles
[Number of Employees] 449 (including outsource staff: 485)

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	6.0 – 8.5	7.0 – 7.4	7.2
BOD	20	2.7 – 17	7.2
SS	30	9 – 19	13.4
Oil Content	4	0.5 – 1.1	0.8
Lead	0.1	under 0.01	under 0.01
Hexavalent Chromium	0.2	under 0.05	under 0.05
Nitrogen	60	4.7 – 9	6.9
Phosphorus	8	0.08 – 0.8	0.5

< Air Pollution Data (Discharged) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Small Boiler	180	18 – 58	43.3
	Annealer	170	33 – 49	41.0
SOx (K value)	Small Boiler	87.6	under 0.01	under 0.01
	Annealer	87.6	0.04 – 0.05	0.045
Particulates	Small Boiler	0.3	under 0.01	under 0.01
	Annealer	0.2	under 0.01	under 0.01

● Enshu Seiko Co., Ltd.

[Location] 1246-1 Yamahigashi, Tenryu-shi, Shizuoka
[Site Area] 23,071m²
[Main Products] Manufacturing aluminum parts for motorcycles, automobiles, and outboards.
[Number of Employees] 256 (includes workers on loan, etc.)

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	6.5 – 8.2	7.3 – 8.0	7.7
BOD	10	1.2 – 7.8	2.6
COD	35	1.9 – 8.6	3.8
SS	15	2 – 11	4.2
Oil Content	3	0.5 – 2.5	1.0
Hexavalent Chromium	0.5	0.05	0.05

● Snic Co., Ltd.

[Location] 1403 Higashihiramatsu, Ryuyo-cho, Iwata-gun, Shizuoka
[Site Area] 20,873m²
[Main Products] Manufacturing of seats
[Number of Employees] 380

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	5.8 – 8.6	7.1 – 8.0	7.5
BOD	20	1 – 11	4.6
SS	40	2 – 12	5.7
Oil Content	5	0.5 – 1.2	0.8
Zinc	—	0.05 – 0.28	0.23

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

[Location] 3200 Mizushima, Oyabe-shi, Toyama
[Site Area] 75,000m²
[Main Products] Manufacturing of parts and accessories for motorcycles and automobiles, assembling car audio and manufacturing aluminum die-cast
[Number of Employees] 403

< Water Pollution Data (Discharge) >

Items	Regulated Values	Results	Average
pH	6 – 8	6.8 – 7.7	7.1
BOD	15	1.0 – 14.0	6.4
SS	15	1.6 – 14	5.2
Oil Content	5	0.5 – 1.5	1.0
Cadmium	0.02	under 0.005	under 0.005
Lead	0.02	0.002 – 0.0052	0.002
Hexavalent Chromium	0.1	under 0.05	under 0.05
Nitrogen	120	0.76 – 11.0	5.38
Phosphorus	16	0.11 – 2.20	0.98
Zinc	5	0.05 – 0.36	0.10

< Air Pollution Data (Discharged) >

Substance	Facilities	Regulated Values	Results	Average
NOx	Small Boiler	150	80 – 91	84.3
	Aluminum Melting Furnace	180	44 – 62	50.3
SOx (K value)	Small Boiler	17.5	0.12 – 0.25	0.19
	Aluminum Melting Furnace	17.5	0.00 – 0.09	0.038
Particulates	Small Boiler	0.30	0.009	0.009
	Aluminum Melting Furnace	0.20	0.009 – 0.018	0.013

Glossary

This section provides brief explanations for some of the technical words and abbreviations used in this report.
Please refer to this list when reading the report.

4dBa	A unit used to indicate sound level.
Aluminum Die-cast	A manufacturing process in which molten aluminum is poured into a mold (aluminum casting).
Catalyst	A device that removes some of the pollutants found in exhaust emissions.
CVT (Electronically Controlled Continuously Variable Transmission)	An electronically controlled transmission that provides an infinite number of possible ratios.
Cylinder Plating	Plating treatment applied to the cylinder inside the engine.
Differential	A mechanism that allows the automobile's tires to rotate smoothly when cornering.
Direct Injection	A fuel injection device that uses pressure to inject the fuel directly into the combustion chamber.
EGR (Electronically Controlled Exhaust Gas Returner)	The EGR returns a portion of the exhaust gases back into the cylinder to control combustion. Electronic control is used to fine-tune the system.
Exhaust Chamber	A chamber in the exhaust system designed to control the velocity of exhaust gases.
Exhaust Manifold	The section of the exhaust system that attaches directly to the engine.
Four-Stroke	A type of engine system in which the combustion cycle is completed in two complete revolution of the crankshaft. This engine is complicated and heavy however combustion is easier to control.
FRP Boats (Recycling System for the Scrapping of FPR Boats)	A Ministry of Land, Infrastructure and Transportation project to recycle retired boats.
Helical Gear	A gear that has its teeth cut at an angle to the gear's axis.
Honeycomb Catalyst	A catalyst design with passageways shaped like a honeycomb through which the exhaust passes.
Insulator	A device that absorbs vibrations.
K-Engine	This is one of Suzuki's engine types. Other types include the M-Engine, etc.
Linear Sensor (Linear Air-Fuel Ratio Sensor)	A highly accurate censor that measures exhaust gas to determine the air to fuel ratio.
Lockup Clutch Slip Control	Depending upon driving conditions, this system controls the lockup clutch that is used to reduce transmission power loss while offering both economy and comfort.
Low Viscosity Oil	An oil that has a low viscosity. It is useful in improving fuel economy.
M18A Engine	An 1800cc engine type found in Suzuki's M type engine series.
Mechanical Loss	Frictional resistance of moving parts caused by parts rubbing against each other.
PUR	Polyurethane.
Resonator	A resonating pipe that is mainly used to reduce noise.
Secondary Air System	This system injects fresh air (oxygen) into the exhaust pipe and fully combust any remaining fuel.
Stepper Motor	A type of motor that can control the rotation of its axis in multiple steps.
Two-Stroke	A type of engine system where the combustion cycle is completed in one complete revolution of the crankshaft. This engine is simple and light in weight however, combustion is difficult to control.
Urethane	A flexible, lightweight resin that is normally used as a foam padding.
Variable Valve Timing (VVT)	Changes the opening and closing timing of the engine's valves in association with operating conditions.
Wheel Balancing Weight	A weight attached to the wheel to control vibrations produced when the wheel and tire rotate.

A History of Suzuki's Environmental Activities

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

Suzuki's Environmental Chronology

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

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

Company Overview

Global recognition of the S trademark — with acceptance and reputation.

Starting business in 1909 as Suzuki Loom Works, the firm was incorporated in 1920. Since foundation in Hamamatsu, Japan, SUZUKI has steadily grown and expanded. After W.W.II, our motorized bike "Power free"* which earned a good reputation was followed by our 125cc motorcycle "Colleda", and later by the pioneering "Suzulight"* lightweight car that helped bring Japan's automotive revolution. Each of these was epoch-making in their own right as they were developed and manufactured by optimizing the most advanced technologies of that period. Today, constantly going forward to meet changing lifestyles, the SUZUKI name is seen on a full range of motorcycles, automobiles, outboard motors and related products such as generators and motorized wheelchairs, and even prefabricated storage sheds and houses. The S trademark is recognized by people throughout the world as a brand of quality products that offer both reliability and originality. SUZUKI stands behind this global symbol with a sure determination to maintain this confidence in the future as well, never stopping in creating such advanced "value-packed products".

*This and following model names are for products marketed in Japan.

◆ **Company Name**
SUZUKI MOTOR CORPORATION

◆ **Date of Incorporation**
March 1920 Incorporated as Suzuki Loom Manufacturing Co.
June 1954 Name changed to Suzuki Motor Co., Ltd.
October 1990 Name changed to Suzuki Motor Corporation

◆ **Capital**
Yen 120,210 million (as of March 31, 2003)

◆ **Chairman & CEO**
Osamu Suzuki

◆ **President & COO**
Hiroshi Tsuda

◆ **Total Number of Employees**
13,920 (as of April 1st, 2003)

◆ **Sales**
Consolidated: Yen 2,015,300 millions
Non-consolidated: Yen 1,411,400 millions (Fiscal 2002)

◆ **Main Products**
Motorcycles, automobiles, outboard motors, generators, welders, general purpose engines, boats, motorized wheelchairs, electro-scooters, ultrasonic-related products (cleaner, cutter, etc)

◆ **Head Office, Plants and Facilities**

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

◆ **Land, buildings, and number of personnel at the Head Office and individual plants** (as of July 1st, 2003)

Name	Land (m^2)	Buildings (m^2)	Number of personnel
Head Office	205,000	125,000	8,170
Takatsuka Plant			
Toyokawa Plant	185,000	70,000	680
Kosai Plant	1,104,000	407,000	2,340
Iwata Plant	289,000	169,000	1,580
Osuka Plant	149,000	47,000	370
Sagara Plant	1,936,000	50,000	780

◆ **The Suzuki Group Principal subsidiaries of the Suzuki group in Japan** (as of July 1st, 2003)

Manufacturing companies	Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd. Suzuki Precision Industries Co., Ltd. Hamamatsu Pipe Co., Ltd. Suzuki Akita Auto Parts Mfg. Co., Ltd. Enshu Seiko Co., Ltd. S. Tech Co., Ltd. Snic Co., Ltd. Suzuki Toyama Auto Parts Mfg. Co., Ltd.
Non-manufacturing companies	Suzuki Transportation and Packing Co., Ltd. Suzuki Business Co., Ltd. Bell Art Co., Ltd. Suzuki Nousei Center Co., Ltd. Suzuki Works Techno Ltd.
Sales companies	Suzuki Marin Co., Ltd. 82 directly managed domestic distribution companies, 24 directly managed overseas distribution companies

Editor's Note

This environmental report is published as a complete work. The fiscal 2002 report was created and published as an "Additional Data Version" due to the timing and such of its publication between fiscal 2001 and fiscal 2002. To please the many readers who requested the publication of a "Complete Work" we have published this environmental report as a complete work. Annual reports in the future will also be published as a complete work. We would like to know your opinions so that we can create future reports that are more readable and understandable.

In regard to third-party certificate, the number of companies which list third-party certificate is gradually increasing, and the Environmental Agency, etc., are holding discussions on this topic. We have not, however, reported on gaining certification or on third-party reports as of yet. Also, in regard to changing over to a Sustainability Report, the number of companies publishing such reports has been on the rise. This, together with the third-party certificate issue will be taken under consideration.

For all inquiries, please contact

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This report is also available on our homepage.
http://www.globalsuzuki.com/

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