2012

SUZUKI ENVIRONMENTAL & SOCIAL REPORT

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

SUZUKI ENVIRONMENTAL & SOCIAL REPORT 2012 contents

- The period covered by this report is the fiscal 2011 (from April 1, 2011 through March 31, 2012). However, this report also contains descriptions on some activities taking place before or after that time period.
- This report covers information about not only Suzuki Motor Corporation, but also Suzuki Group companies. (Unless “related companies”, “dealers”, or “overseas” is indicated in each description, the information is related to Suzuki Motor Corporation.)
- This report was created in accordance with “Environmental Report Guidelines 2007” by the Ministry of Environment, “Sustainability Report Guidelines 2006” by GRI (Global Reporting Initiative), etc.
- Please note that the website addresses indicated in this report may be changed without notice.

Message

Since inauguration of business, we have been making best efforts to develop customer-oriented "valuable products". Also, in line with our growth strategy, we have continuously reevaluated every field and improved our management practices under our basic policy represented by a slogan.
Those efforts result in stable management and steady recovery despite the worst deterioration in Western market condition, rapid appreciation of the yen, and serious disasters in Japan and other countries.

However, we still face such a lot of challenges as yen appreciation, European financial instability, environmental issues, and disaster risks. In order to overcome those challenges, we are working altogether throughout the entire group under a new basic policy: "Let's think hard and make a breakthrough with extra effort and action".

For the environmental issue, we are promoting the manufacture of environmentally friendly compact cars under the slogan of "Small cars for a Big Future". At the same time, we continue to emphasize the Smaller, Fewer, Lighter, Shorter, and Neater concept in terms of production, organization, facility, parts and environment for maintaining the lean, efficient and sound management.

At the same time, in order to accomplish our prayer, we believe that every one of us should observe laws and regulations, social norms, in-house rules, etc. and behave fairly and faithfully, as well as it is indispensable to build and maintain reliable and good relationships with our stakeholders such as customers, business partners, shareholders/investors, local societies, and employees.

In this report, our CSR (Corporate Social Responsibility) activities carried out in fiscal 2011 are divided into the categories related to “Efforts for Environment”, “Efforts for Society”, and “Efforts by Individual Plants and Companies. We hope this report can provide an opportunity to understand our CSR activities.

Chairman & CEO
Osamu Suzuki

(From the left in the back row)

Representative Director and Executive Vice president
Yasuhito Harayama

Representative Director and Executive Vice president
Osamu Honda

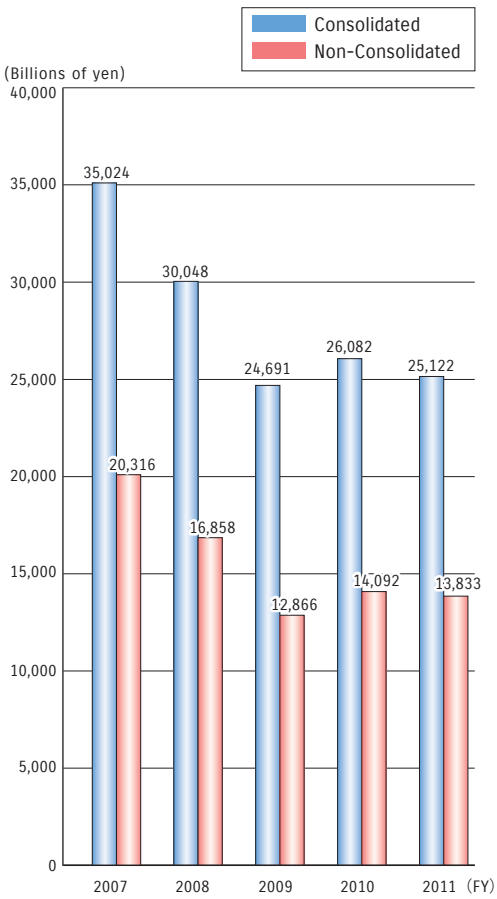
Representative Director and Executive Vice president
Minoru Tamura

Representative Director and Executive Vice president
Toshihiro Suzuki

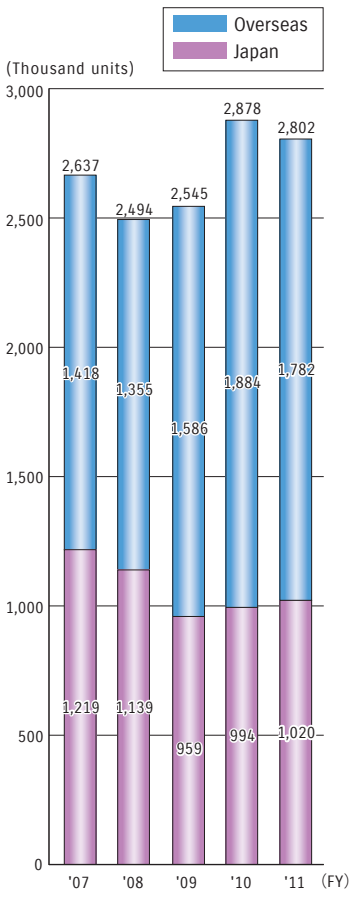
Company Profile

Company Name	SUZUKI MOTOR CORPORATION
Establishment	March 1920
Capital	138,014,760,000 yen (As of March 31, 2012)
Representative	Osamu Suzuki, Chairman & CEO (Chairman & CEO)
Number of employees	14,389 persons (As of March 31, 2012)

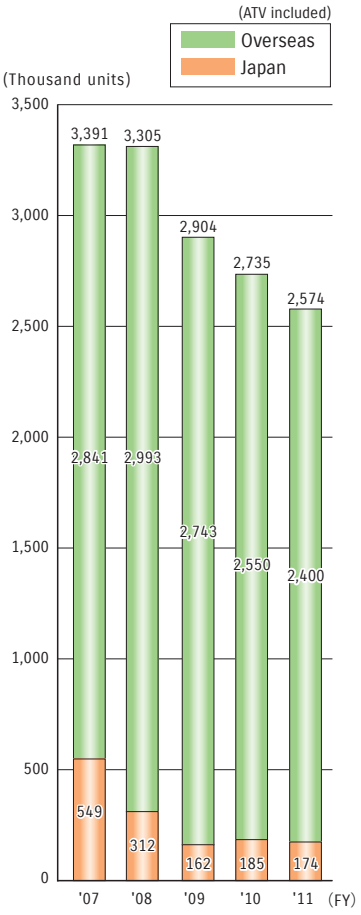
◆Net sales



◆Automobile Production



◆Motorcycle Production



※Production in Japan: CBU+complete knocked-down (CKD) units.
※Overseas production: line-off units at overseas plants.
※Monetary unit: Rounded to the nearest billions of yen.
※Nunber unit: Rounded to the nearest thousand units.

Corporate Philosophy and CSR

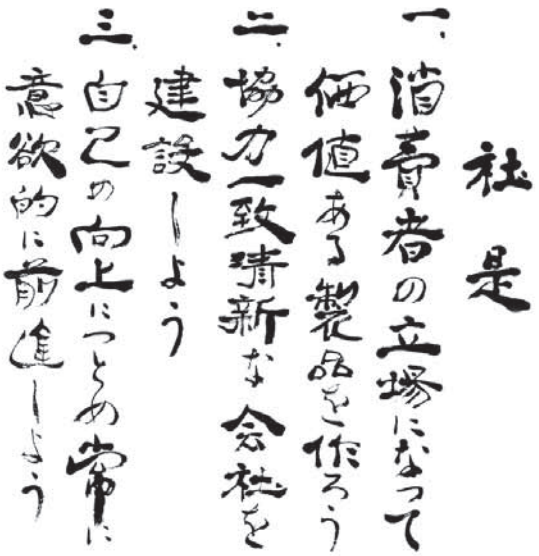
Our mission as a corporation is to fully consider the safety of our customer, take environmental conservation into consideration, obey all laws, regulations and social rules and maintain good relationships with our individual stakeholders as members of society.
This section describes the basic policy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

01 CSR Policy

Corporate Philosophy and CSR

▶Suzuki's basic concept of CSR

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



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

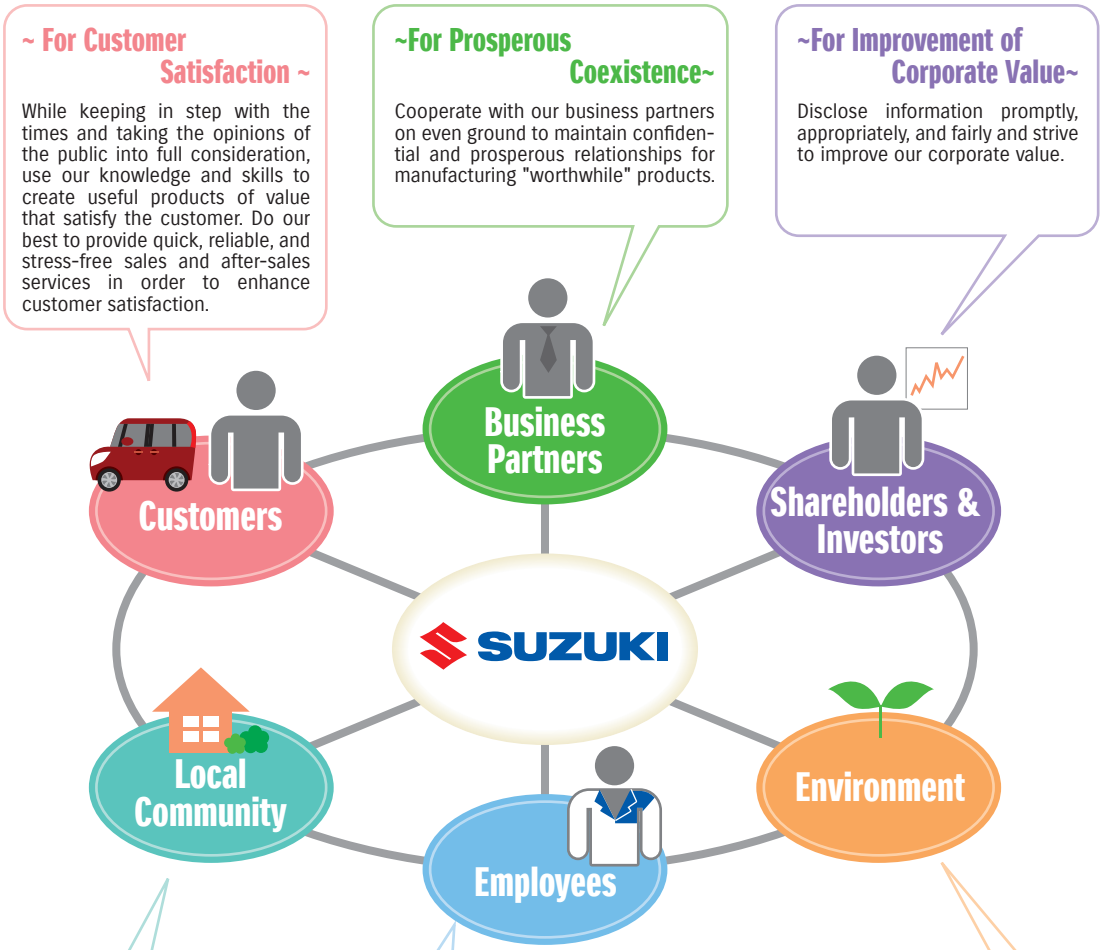
Suzuki Activity Charter

1. Develop and provide truly useful products and services by taking the opinions of our domestic and overseas customers and of society into consideration.
2. Take environmental conservation into full consideration when developing and providing products and services.
3. Obey all laws and rules without yielding to anti-social groups or organizations that are a menace to society.
4. Fully disclose accurate and fair information to the public and keep a proper relationship with society.
5. Achieve long and stable growth through fair, clear, and free competition.
6. Make positive social contributions as a corporate citizen.

02 Corporate Philosophy and CSR
Policy for Stakeholders

Philosophy regarding individual stakeholders

This section describes our policy regarding individual stakeholders.



03 Corporate Philosophy and CSR
CSR Management System

▶Strengthening Corporate Governance

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

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

①Directors and Board of Directors Meeting

For the purpose of enabling the agile corporate management and operations and clarifying the individual responsibilities, we have reduced the number of board members and introduced a Senior Managing Executive and Managing Executive Director system. In that system, each director (excluding outside directors), except Chairman & CEO (and President & COO), also works as a leader for accomplishment of tasks such as Executive General Manager of each division or other functional units to allow for discussion based on site information at board meetings for making proper decisions in line with actual situations of each department.

In addition, at the management planning committee which is a council-system organization involving four executive vice presidents as members, important missions for management at each department are cross-functionally and comprehensively reviewed and basic concepts are adjusted and established . In order to embody the said basic concepts, we have the Management Planning Division. In addition, in order to enhance the management supervisory function, we selected two external board members at the shareholders meeting held on June 28, 2012.

In order to clarify managerial accountability for individual directors and flexibly respond to the changing business environment, the term of each director is set to one year.

②Corporate Auditors and Auditors Meeting

We employ the auditing system. There are five auditors, consisting of two internal and three external auditors, to enhance our auditing function.

Also, all of three external auditors have been reported to Tokyo Stock Exchange according to its regulations as independent executive officers.

Also, in addition to the internal auditing department, a department to audit associated companies has been established. Thus, audits are conducted concerning compliance with laws, internal control and management efficiency from three different angles including the accounting auditors. They always exchange information to strengthen their mutual collaboration.

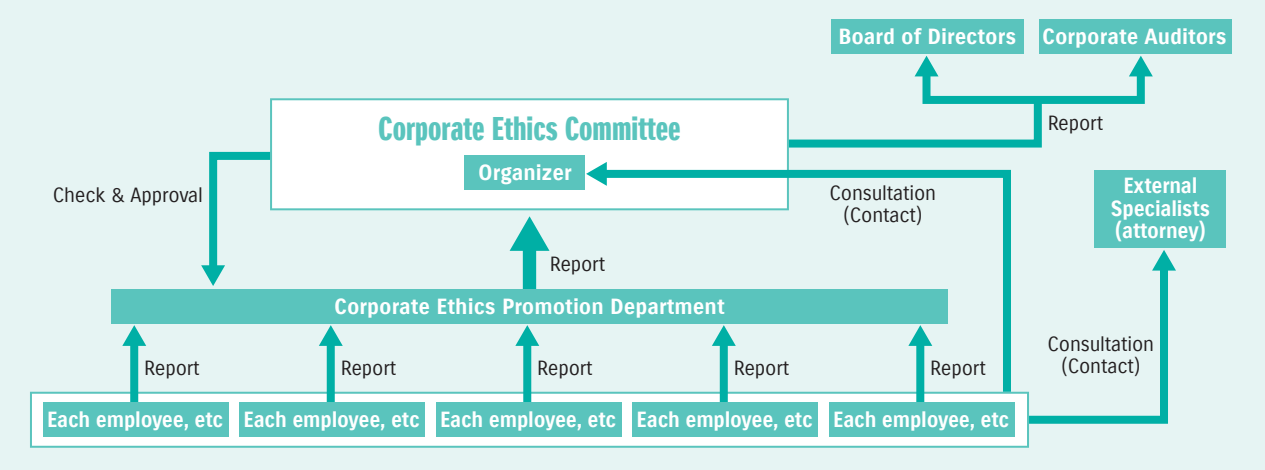
③Compliance (Corporate Ethics) System

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

“Suzuki Rules of Corporate Ethics”Standards of Behavior

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

Corporate Ethics System Organization



Employee Consultation Service

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

Issues that are handled by this service include not only facts or suspected facts of law violation, but also matters on questions and worries regarding various affairs at work, and business improvement.

Moreover, in order to ensure fairness, this system allows employees to directly consult with outside lawyers other than the inhouse consultation service section by telephone or e-mails.

Crisis Management System

Crisis management procedures are laid down within the "Suzuki Rules of Corporate Ethics" as a countermeasure to crisis that may occur from illegalities and injustices inside/outside the company, or natural disasters or terrorism, which are impossible for the company to prevent.

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

Crisis Management Procedures Chart

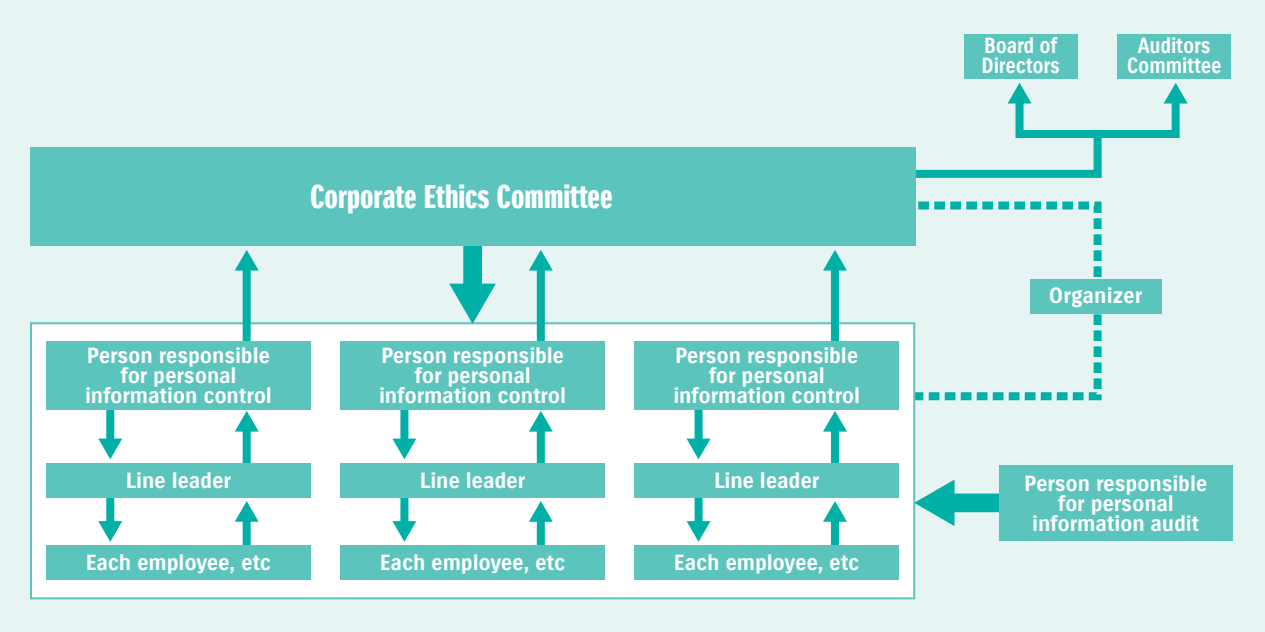
Protecting Personal Information

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

To familiarize our employees with this code, the "Manual for Handling Personal Information (a handling book is included)" was established for use in employee seminars and individual divisions. In addition we provide points to keep in mind when handling personal information through our in-house homepage, and the management office provides a reference service to respond to more detailed questions from individual sections. All employees come to fully understand the proper way to handle personal information through these activities.

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

Personal Information Protection System



For the details on the handling of personal information, refer to the following website.
(http://www.suzuki.co.jp/privacy_statement/index.html) (in Japanese language only)

Corporate Philosophy and CSR

04 Disaster support and disaster prevention measures by Suzuki

Assistance for restoration after disaster

We implemented "Suzuki Kizuna Carry Caravan for Supporting Great East Japan Earthquake Restoration" in Iwate, Miyagi, Fukushima, and Ibaraki prefectures, which had been hit hard by the Great East Japan Earthquake. We visited temporary dwelling, facilities of local governments, etc. to perform free maintenance service for motor scooters personally owned or provided by Suzuki to local governments in disaster-struck areas so that they can use those scooters safely.

(Photographs show the caravan in Ishinomaki City in March 2012.)

Measures against earthquakes and Tsunami taken by Suzuki for local residents

A part of Suzuki's facilities is registered as an emergency shelter for local residents when a disaster occurs. We have a system for an earthquake to deploy watchmen on the roof of the headquarters, let them check occurrence of Tsunami, and sound a siren to notify the residents when the Tsunami is found. Manual and electric sirens are installed on the roof of the headquarters. The electric siren is designed to be operated even with the dedicated electricity generator in case of a power failure.

Measures against earthquakes and Tsunami taken by Suzuki for employees

We have a system to confirm safety of employees immediately when a disaster occurs via satellite telephones set at each plant and sales dealers all over in Japan as an emergency communication tool. We conduct a drill for satellite telephones every month to be ready for an emergency.

In addition, in order to confirm safety of off-duty employees, we introduce the "safety information system" in case an earthquake or Tsunami occurs. In this system, the "safety inquiry mail" is automatically sent to mail addresses that each employee has registered and those who receive the mail send a reply about their own safety situation.

Measures for disasters at plant

In preparation for disasters, an earthquake drill with all employees participated in is conducted at the headquarters and each plant.

A fire drill using fire extinguishers and fire hydrant is conducted at plants so that everyone in a worksite can perform first-aid fire fighting.

Also, water discharge drills by fire engine or small transportable pump are performed for promoting individual disaster prevention activities by the private fire brigade.

Above all, the premises of headquarters, Kosai Plant, Iwata Plant, Osuka Plant, and Toyokawa Plant are certified as cooperative business entities for local fire brigades by Hamamatsu City, Kosai City, Iwata City, Kakegawa City, and Toyokawa City, respectively because of their contribution to reinforcement of local fire-fighting and disaster-prevention system etc.

SUZUKI ENVIRONMENTAL & SOCIAL REPORT 2012 Special Article

01 New Generation Eco Car: New WAGON R

"Small Cars for a big future" Suzuki believes that small cars have their special values and the big potential to offer the promise of a brilliant future.
For that future, we have made efforts to develop mini vehicles that can make customers happy about driving, using and having it by integrating Suzuki's technologies into the regulated narrow range of specifications up to 660cm^3 in displacement, 3.4m in overall length, 1.48m in overall width, and 2m in overall height.
Under such a concept, Suzuki newly developed and started selling New WAGON R in September 2012. With the good points of the previous WAGON R unchanged, the New WAGON R incorporates the most advanced Suzuki's technologies, among which the following mainly describes the technologies that have enabled great improvement of the fuel efficiency.

Since the start of the sale in September 1993, WAGON R has been widely accepted by many users, and about 3,770,000 units have been used in their daily lives so far (as of July 2012). And in September 2012, the 5th generation of WAGON R was born. Suzuki integrated various technologies into the New WAGON R, while transferring the first WAGON R concept of "a comfort and user-friendly vehicle with the first priority given to users" into it.

For the New WAGON R, we put emphasis on three points: fuel efficiency, indoor space, and design, among which we especially emphasized the importance of fuel efficiency. This is because, due to the recent global environment issues and the protracted economic slump, the demand of society for environmentally friendly design and economic efficiency of automobiles has extended to mini vehicles. We tackled the challenge through technical modification, weight reduction and running resistance reduction, and have achieved the low fuel efficiency to 28.8 km/L(*1), which is the lowest consumption among mini wagon type vehicles(*2).

The improvement of fuel efficiency generally requires integrated performance of individual portions of vehicle. For New WAGON R, coordination control is effectively performed on R06A engine, CVT, and three newly-developed technologies for improving the fuel efficiency. This is due to the use of the following three advanced technologies to the upgraded R06A engine of the ALTO Eco designed to reduce friction, and the upgraded CVT (Continuously Variable Transmission) with an auxiliary gearbox: the technology for continuously cutting fuel from when the accelerator is released and automatically stopping the engine at 13km/h or lower during deceleration before stop (Idling Stop System), the mechanism for regenerating energy during deceleration (Ene-Charge), and the technology for highly-efficient air conditioning using an evaporator with a built-in cold storage material during engine stop (Eco-Cool). The combination of these three technologies controls the fuel consumption.

Also, for the Idling Stop System, by taking our customers' opinions into account, we have considered the user-friendliness and comfort by adopting an Idling Stop Lamp that gives notice to the driver just before activation of Idling Stop, and an Engine Restart system that reactivates the engine through the steering wheel operation, following its adoption on the ALTO Eco.

We are also making efforts to reduce the vehicle weight and running resistance for improvement of dynamic performance, which is one of the important factors for improving the fuel efficiency. With regard to the weight reduction, we reviewed and modified the body, suspension and interior parts of the previous WAGON R and changed the engine, resulting in reduction of up to

Introduction of Suzuki Green Technology

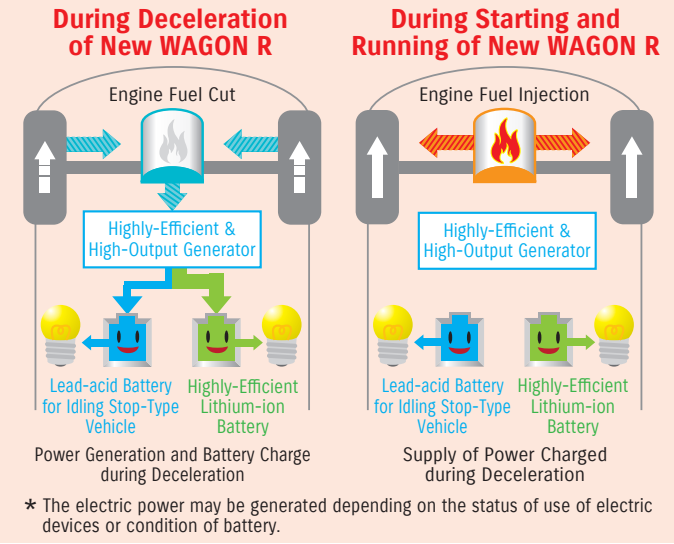
"Suzuki Green Technology" is a collective term indicating new technologies developed and introduced by Suzuki for manufacturing, including environmental technologies, fuel-efficient technologies, and weight reduction technologies.

SUZUKI GREEN Technology

The First among Mini Vehicles*3 ENE-CHARGE

ENE-CHARGE

Due to Suzuki's original system to regenerate energy during deceleration, which concurrently uses lithium-ion batteries, it allows for electric power generation and battery charge during deceleration when the accelerator pedal is released; and reduction of fuel consumption and smooth acceleration when the pedal is stepped on.



* The electric power may be generated depending on the status of use of electric devices or condition of battery.

The First among Mini Vehicles*3 NEW IDLING STOP SYSTEM

IDLING STOP

By expanding the fuel-cut domain by continuously cutting fuel from when the accelerator is released during deceleration before stop and automatically stopping the engine at 13 km/h or lower, the new Idling Stop System that does not consume fuel to maintain idling has been introduced to mini vehicles for the first time.

The First among Mini Vehicles*3 ECO-COOL

eco-COOL

A cold storage material adopted in the air-conditioning unit is frozen with the use of the air conditioner during driving, and then, cool air is released from the frozen storage material in the vehicle interior during idling stop, preventing both the interior temperature rise and the wasteful fuel consumption.

Highest Fuel Efficiency among Mini Wagons *1

JC08 mode NA 2WD Vehicle **28.8km/L***2

JC08 mode Turbo 2WD Vehicle **26.8km/L***2

70kg (compared to the 2WD FX Limited with Idling Stop) and achieving the lightest weight among mini wagons(*4) at 780kg (FX 2WD). Especially, the weight of vehicle body has been reduced by as much as approximately 15kg, with light and tough high-tensile steel plates used in approximately 41% (in weight) of the body. For reduction of running resistance, we have lowered the vehicle height by 2 cm and optimized the body geometry to cope with air resistance. Also, we reduced the rolling resistance by employing newly developed tread rubber and high-pressure tires, modifying the axle bearing structure and CVT differential side bearings, and using low-viscosity oil (in 4WD), etc to improve the fuel efficiency.

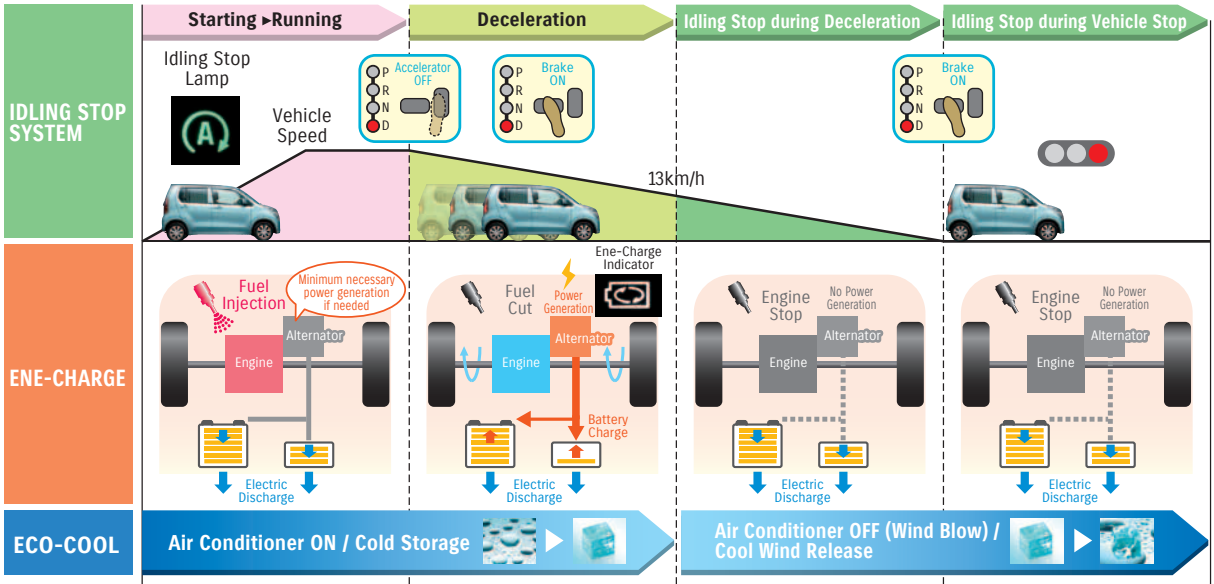
Furthermore, the New WAGON R incorporates various functions to support the fuel-efficient driving by drivers. With this system, when the vehicle reaches a fuel-efficient condition during driving, the light of speedometer changes from blue to green (Eco-Drive Assist Lighting). Also, the driver can know the charging condition in battery during deceleration in real time (Ene-Charge Indicator) and eco-drive performance after driving, by showing the Idling Stop time and the amount of fuel saved by the Idling Stop operation (Eco-Score) on a display. Therefore, while saving the fuel consumption during daily use of a car, the driver can enjoy the eco-driving like playing a game, finding other aspects of a car than as a tool for transfer or transportation.

In recent years, Suzuki, like other automakers, has also put effort into research and development of hybrid vehicles and electric vehicles, acknowledging their practical performance. On the other hand, the potential of gasoline vehicles is still expanding, and we predict that the vehicle engineering will continue to be developed centering on gasoline vehicles. The New WAGON R that we have just started selling is a new-generation eco-car, with all of our fuel-efficient technologies integrated. Therefore, we strongly believe that it will be widely accepted on the market. While considering social circumstances and carefully listening to opinions of users, we will continue to make our best efforts to create vehicles that will be worthy of your support.

*1 The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc.) and driving situations (sudden starting, use of air conditioner, etc.).
*2 Mini wagon = Mini vehicles with the overall height of 1,550 mm or higher. Mesured in JC08 test cycle (verified by the Ministry of Land, Infrastructure, Transport, and Tourism). Suzuki research as of September 2012.
*3 Based on Suzuki research as of September 2012.
*4 Mini wagon = Mini vehicles with the overall height of 1,550mm or higher. Based on Suzuki research as of September 2012.

Special Article 01 New Generation Eco Car: New WAGON R

Contributing to improvement of fuel efficiency through optimum control of Idling Stop, Ene-Charge, and Eco-Cool depending on running condition



High-output alternator generates minimum necessary power to allow for fuel-efficient smooth running. When the Idling Stop System is going to be activated, the Idling Stop Lamp lights up. When the air conditioner is switched on, both the vehicle interior and the cold storage material are cooled down.

When the accelerator pedal is released, the fuel supply is shut down. The high-output alternator generates electric power and charges the two batteries at the same time (Regeneration of deceleration energy). Stepping on the brake pedal increases the amount of generated power. The air conditioner keeps working.

If the brake is stepped on and the vehicle velocity decreases to 13 km/h or lower during deceleration before vehicle stop, the engine, alternator, and air-conditioner compressor will stop. The air conditioner is automatically switched to the wind blow mode, and cool wind is provided from the cold storage material to prevent the interior temperature rise.

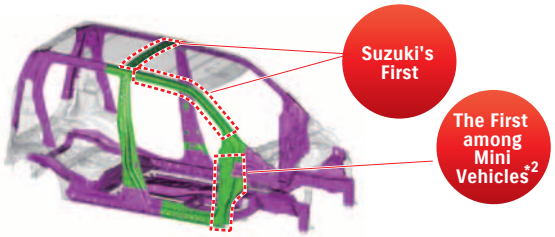
The electric power stored in two batteries enable electric devices to work even during the vehicle stop. Even during use of headlights and wipers, the Idling Stop System is activated and the status is maintained. The air conditioner keeps wind blow. The cool wind prevents the interior temperature from rising, allowing for extension of the Idling Stop time.

With up to 70kg reduced, the lightest vehicle weight among mini wagons, 780kg *1, has been achieved.

With a light and tough high-tensile steel plate used in approximately 41% (in weight) of the body, the weight of vehicle body has been reduced by approximately 15kg, compared to the previous WAGON R. Also, the high-tensile steel plate is used in the outer panels of the front and rear doors, resulting in reduction of the overall door weight by approximately 6kg.

*1 For WAGON R FX LIMITED and WAGON R STINGRAY 2WD equipped with the Idling Stop system, the vehicle weight of 790kg has been achieved, with up to 70kg reduced. For WAGON R FX 2WD, the vehicle weight of 780kg has been achieved through reduction of up to 60kg.

*2 Based on Suzuki research as of June 2012



■High-Tensile Steel Plate Using Area

Super High-Tensile Steel Plate | High-Tensile Steel Plate

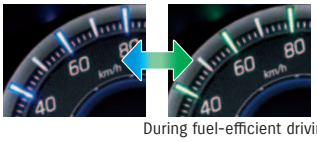
Various support functions designed to support the fuel-efficient driving by drivers are adopted.

ENE-CHARGE INDICATOR

This indicator stays on when the high-output alternator is generating electric power and charging the two batteries during deceleration.

ECO-DRIVE ASSIST LIGHTING

The lighting color of the speedometer changes depending on the driving status. It is blue when the vehicle is started, and changes to green when the driving status is deemed to reach a fuel-efficient level, which is judged from the instantaneous fuel consumption and the accelerator pedal depression levels. Therefore, the driver can know the eco-driving status at a glance in real time.



During fuel-efficient driving

ECO-SCORE (Scoring Function)

Driver's eco-driving skill level during the period from turning on to turning off the ignition key is scored on the basis of 1 to 100 points. When the ignition key is turned off after driving, a score screen is displayed, following the Idling Stop fuel-saving screen and time screen.

IDLING STOP DATA

On the Multi-Information Display, cumulative time of Idling Stop and the amount of fuel that was saved by the Idling Stop are alternately indicated. Therefore, the driver can check the fuel saving record and cumulative time (after resetting) during the period from turning on to turning off the ignition key.

Cumulative idling stop time

Cumulative amount of fuel saved by idling stop

SUZUKI ENVIRONMENTAL & SOCIAL REPORT 2012 Special Article

02 Development of Next-Generation Motorcycles

In January 2012, Suzuki started selling the its first electric motorcycle "e-Let's". This is an eco-friendly and user-friendly motorcycle offering a high level of usefulness. The following describes the features of e-Let's and the latest related information.

Coupled with the growing needs for reduction of both CO_2 emission and fuel consumption, the demand for electric vehicles is increasingly strong, and motorcycles are no exception to such demand. Under such a circumstance, Suzuki started the research and development of electric motorcycles in 2008, and started selling its first electric motorcycle "e-Let's" in January 2012.

With both the eco-friendly and user-friendly performances emphasized, the e-Let's is equipped with various new systems and functions, such as an environmentally friendly next-generation motor, energy regeneration system (during deceleration), eco-mode running function, rear tire drive inhibition (when the center stand is used), and automatic power-off function*.

To allow users of the existing engine-driven models of scooters to easily shift to the electric type, the e-Let's can be used through the same control operations (switches, etc.) with Let's 4, while enabling the torque to be increased gradually according to the throttle openings. Also, to relieve concerns about absence of a receptacle outlet or battery stealing in a car park, it employs a removable battery that can be carried home for charging. In addition, to prepare for battery's running out during moving or in the field, users can store a spare battery or a battery charger in the vehicle.

Pursuing higher levels of convenience, as well as watching the future potential of electric vehicles, Suzuki will continue to promote the development of next-generation electric motorcycles.

* Function to automatically switch off the power if the meter switch and others are not used for 10 minutes.

The battery can be charged from the general household (electrical) power source.

The battery is removable and portable.

Topics

Cooperation for Environmental Events

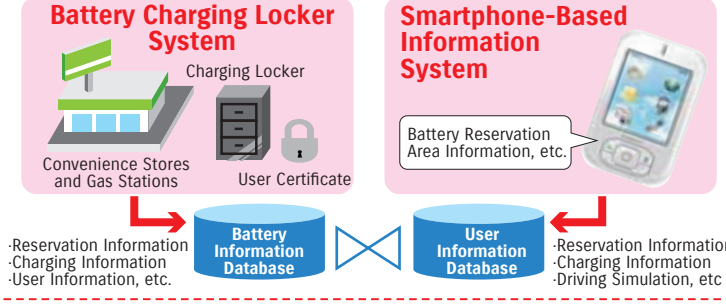
In fiscal 2011, we cooperated in five city marathons by lending e-Let's. At "Fuji-no-kuni Shintomei Marathon", e-Let's equipped with a spare battery was used for transporting referees, AEDs, and liaison persons, supporting the event by running the whole distance of 42.195km with one time charge.

Fuji-no-kuni Shintomei Marathon

Fiscal 2012 Global Warming Countermeasure Technology Development & Experimental Study Project by Ministry of the Environment

Participation in "Experimental Study on Battery Swap Station Business for Promotion of Electric Motorcycles"

Suzuki participates in "Experimental Study on Battery Swap Station Business for Promotion of Electric Motorcycles". The purpose of this experimental study is to develop systems and facilities that enable the battery swap and the reservation and purchase of charged battery (by using smartphone). The experimental study is planned to begin in January 2013.



SUZUKI ENVIRONMENTAL & SOCIAL REPORT 2012 Special Article

03 For Passing Down the Manufacturing Spirit

**Suzuki Plaza is an exhibition facility opened in April 2009 to introduce Suzuki's history and manufacturing spirit to the public.
Visitors can see a lot of our products produced throughout the history of our company and the current automobile manufacturing methods.**

The Suzuki Plaza is utilized by a number of local elementary schools as a good place for field study on the automobile industry. In 2010, we started a museum study and plant tour program to allow pupils to visit not only the Suzuki Plaza, but also our production plant, where they can learn how automobiles are developed and produced in detail.

In addition to the field study event for elementary schools, we hold other periodic events for children three times a year to enhance our relationship with the local community. All of the events are for experience learning related to the history and manufacturing spirit of Suzuki, allowing children to enjoy learning in a different way from textbook-oriented study.

Summer Events

Summer Vacation Experience Learning

"Engine Assembling & Disassembling Experience"
by using motorcycle engines

"Woven Coaster Making Experience"
by using wooden weaving machines

Winter Events

Christmas Festival

"Sacred Rope Making and Christmas Wreath Making Experiences" by using rice straw ropes

Spring Events

"Car Model Making Experience"

This is an experience of making a clay model of car by using tools and materials actually used in our workplace.

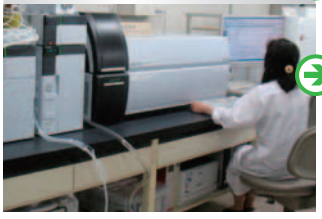
The clay model is a solid model made of special clay to be used at the time of developing a new car. Modelers, who were specialists of clay model making, were sent from Suzuki's Design Department and worked as instructors to teach children how to make it.

In addition, we invited kindergarten children from Kami Kindergarten located near our headquarters and held a picture drawing event, in which the children drew pictures of "their cars of the future". Using examples from vehicles exhibited at previous motor shows, which were displayed on the floor of show room, or vehicles shown in photos, they drew various types of cars. The pictures drawn by them were displayed in the Suzuki Plaza for a certain period, pleasing the eyes of visitors.

Suzuki Plaza will continue to hold such events to stimulate children's interest in "manufacturing". Also, we will continue to make efforts to be appreciated by community residents.

Efforts for Environment

PROMOTION OF GLOBAL ENVIRONMENTAL EFFORTS



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

Promotion of Environmental Management

In order to pass on to the next generation a clean environment and bountiful society, Suzuki regards consideration to environmental issues such as global warming as one of the most important challenges for our business activities. Under such a concept, we aggressively promote reduction of environmental impact that may be generated through our R&D, production, physical distribution, marketing and office activities by establishing a group-wide environmental management system, while maintaining good communications with our individual stakeholders.

01 Promotion of Environmental Management
SUZUKI GLOBAL ENVIRONMENT CHARTER & POLICY

▶Suzuki Global Environment Charter (Established in 2002 and revised in 2006)

[Environmental Concept]

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

[Basic Environmental Policies]

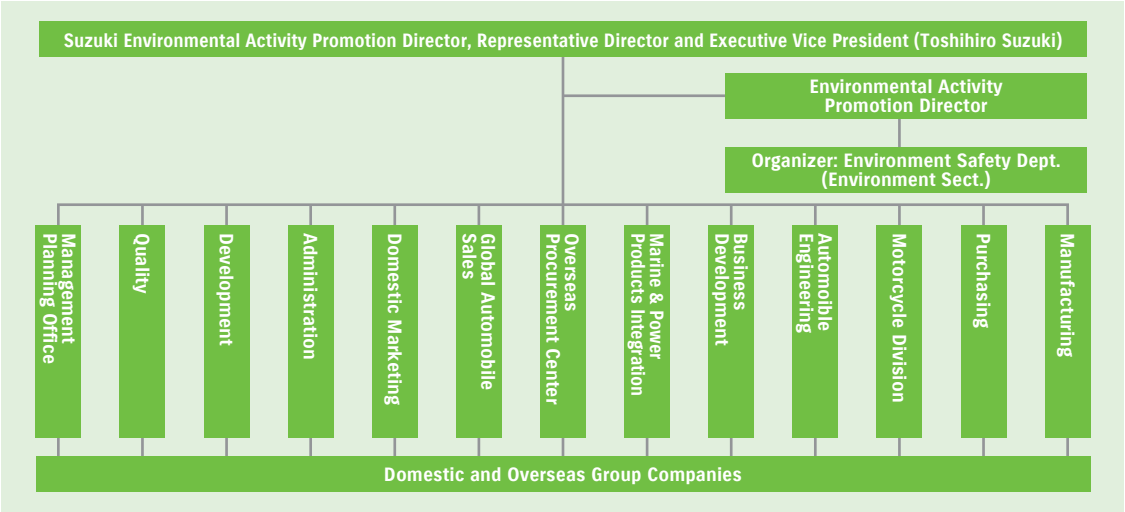
- Strictly observe environmental laws and also follow our own standards.
- Reduce the pressure placed on the environment resulting from our business activities and products.
- Maintain and improve upon our environmental management system.
- Promote environmental communication.

02 Promotion of Environmental Management
Environmental Organizational Chart (Group)

In April 2001, Suzuki established the Suzuki Environmental Committee as the top decision-making body in the environmental management system for the entire Group.

Meetings by Suzuki Environment Committee are held twice a year to determine our environmental policy and long-and mid-term environmental goals, check the progress in the existing issues, and discuss urgent problems.

Environmental Organizational Chart of the Suzuki group



AS OF AUGUST 2012

03 Promotion of Environmental Management
ENVIRONMENTAL PLAN

Suzuki Environmental Protective Activities Plan (Outline)

We have the "Suzuki Environmental Protective Activities Plan" (first established in 1993 and revised in 2007) as a mid- and long-term goal for environmental activities.

Each division and group companies perform PDCA* based on this plan to globally promote environmental activities. In addition, working groups are separately established for cross-functional issues that should be shared by different divisions such as those related to Revised Energy Saving Law and recycling.

Currently, the next mid- and long-term goal is being prepared.

* PDCA: Approach for activities that regards Plan, Do, Check, and Action as one cycle. Because this approach is not only to plan and implement but also to evaluate and review the action, activities can be conducted with constant improvement by feeding back effects or lessons learned.

Environmental Annual Goals and Results

			Fiscal 2011	
			Goals	Results
Environmental Management	Introduction of Environmental Management System		Promote Suzuki Environmental Management System	Promoted targets defined in the Environmental Protective Activities Plan.
Reduction of Global Warming	Development	[Automobile] Improvement of Fuel Efficiency	Promote improvement of fuel efficiency, considering the 2015 fuel efficiency targets.	Achieved the 2015 fuel efficiency standard + 20% for ALTO Eco and MR WAGON Eco, and also achieved the 2015 fuel efficiency standard for nine types of eight models.
		[Motorcycle] Improvement of Fuel Efficiency	Promote to apply techniques for improving fuel efficiency to other models.	Achieved the fuel efficiency target with three models of GSX-R1000, DL650 and UD110, and achieved the fuel efficiency improvement from their respective base models by approximately 10% in GSX-R1000 and DL650, and by approximately 30% in UD110.
		[Outboard Motor] Improvement of Fuel Efficiency	Further improve the fuel efficiency by 10% through adoption of a new engine design, compared to conventional models.	Promoted development of new models for mass production in 2012
		[Automobile/motorcycle] Development of Next-Generation vehicles	Promote development of next-generation vehicles.	[Automobiles] Started the social verification test with the mini commercial EV (EV Every). [Motorcycles] Started the sale of electric motorcycle "e-Let's" in January 2012, and also started the domestic social verification test in Kitakyushu of BURGMAN Fuel Cell Scooter in May 2011.
	Production	Reduction of CO_2 Emission	Further promote reduction of CO_2 emission from plants.	The CO_2 emission from the domestic production plants and manufacturing group companies became equal to the previous year's level (±0.0%) due to slight increase in automobile production and decrease in production of motorcycles and marine & outboard engines. The CO_2 emission per sales unit increased by 1.7% (0.4 ton per 100 million yen).
	Office	Reduction of Energy Consumption	Further promote energy saving and improvement activities.	Reduced the energy consumption per employee by 0.6% in fiscal 2011 from the previous year.
Promotion of 3R	Production	Reduction of Landfill Waste	Maintain the zero-level (less than 1% compared to fiscal 1990) landfill waste.	Achieved the zero-level target of landfill waste.
	Distribution	Reduction of Packaging Materials	Reduce the amount of packaging materials to be used.	Reduced the amount of corrugated boards by approximately 277 tons with the increased use of returnable containers.
			Promote recycling	Recycled approximately 34 tons of used corrugated boards into buffer materials.

			Fiscal 2011	
			Goals	Results
Promotion of 3R	Market	**Promotion of Collection and Recycling of Used Bumpers**	Increase the amount of collected bumpers materials.	Increased the amount of collected bumpers by 10% from the previous year.
		Compliance with Japan's End-of-Life Vehicle Recycling Law	Promote efforts to achieve the 2015 ASR (*1) recycling rate target of 70% or more and reduce cost.	Achieved the ASR recycling rate of 93.2 % (continuously achieving the 2015 legal target of 70% since fiscal 2008).
		Compliance with Overseas End-of-Life Vehicle Recycling Regulations	Promote compliance with overseas end-of-life vehicle recycling regulations.	In Europe, ELV (*2) collection networks have been established in 25 out of 27 countries. In the remaining two countries, the ELV collection networks are now being established in cooperation with industrial associations in each country.
		Promotion of Voluntary Motorcycle Recycling Efforts	Promote the voluntary recycling efforts. Respond to free taking-back of end-of-life motorcycles.	Started taking-back end-of-life motorcycles free of charge on October 1st. In fiscal 2011, 322 units of Suzuki motorcycles were recycled by Suzuki (+7.0% compared to the previous year).
	Office	**Promotion of paper 3R**	Promotion of paper 3R	The amount of paper used increased by 6.6% from the previous year. Recycled 885 tons of paper materials.
Promotion of Environmental Conservation etc.	Development	**[Automobiles] Exhaust Emission Regulation**	Increase the number of certified low-emission vehicles. Switch to JC08 mode.	Increased the number of 4-star certified vehicles under the newly extended standard to 93.3% of the whole. Switched to JC08 mode for mini vehicles and new compact cars.
		[Automobiles] Reduction of VOC (Volatile Organic Compounds) in Car Interior	Meet the JAMA(*3)'s voluntary target of interior VOC value for all new domestic models.	Achieved the JAMA's voluntary target of interior VOC value for all new domestic models.
		[Motorcycles] Exhaust Emission Regulation	Increase models conforming to local regulations.	The following models conforming to local regulations have been newly introduced in the following regions: DL650 and GSX-R1000 in Europe, GW250 and GD110 in China, UP125 in India, and UD110 in Indonesia.
		[Outboard Motors] Exhaust Emission Regulation	Promote compliance with each country's exhaust emission regulations (with special efforts accordingly for EPA (*4) secondary control, which must be conformed to by 2013).	Promoted development of new models to conform to emission regulations in each country.
		[Common] Control and Reduction of Environmental Impact substances	Continuously promote global efforts to disuse environmental impact substances (excluding some exempted parts).	Promoted global reduction of environmental impact substances and reduced four kinds of environmental impact substances in motorcycles exported to China.
		[Common] Compliance with European Chemicals Legislation REACH (*5)/CLP(*6)	Promote global compliance to REACH/CLP.	Continued and promoted the global compliance with the regulations by investigating the amounts and contents (more than 0.1wt% and 1 ton/year) for the reported 73 Substances of Very High Concern (SVHC).
	Production	**Reduction of VOC Emission**	Further promote efforts to achieve the 2011 target (emission of 46.7g/m^2).	Reduced VOC emission to 44.9g/m^2 (by cutting 2.1 g/m^2 from the previous year).
		Reduction of PRTR (*7) Target Substances	Promote reduction of PRTR target substances.	Reduced by 73% compared to fiscal 1999.

*1 Automobile Shredder Residue
*2 End-of-Life Vehicle
*3 Japan Automobile Manufactures Association, Inc.
*4 US Environmental Protection Agency
*5 Registration, Evaluation, Authorization and Restriction of Chemicals
*6 Classification, Labeling and Packaging of substances and mixtures
*7 Pollutant Release and Transfer Register

			Fiscal 2012 target
Environment Management	Introduction of Environmental Management System		Promote the Suzuki Environmental Management System
Reduction of Global Warming	Development	[Automobile] Improvement of Fuel Efficiency	Promote improvement of fuel efficiency, considering the 2015 fuel efficiency targets.
		[Motorcycle] Improvement of Fuel Efficiency	Promote improvement of fuel efficiency by increasing the efficiency of engine.
		[Outboard Motor] Improvement of Fuel Efficiency	Further improve the fuel efficiency by 10% compared to conventional models through adoption of a new engine design.
		[Automoible/motocycle] Development of Next-Generation Vehicles	Promote development of next-generation vehicles.
	Production	Reduction of CO_2 Emission	Further promote reduction of CO_2 emission from plants.
	Office	Reduction of Energy Consumption	Further promote energy saving and improvement activities.
Promotion of 3R	Production	Reduction of Landfill Waste	Maintain the zero-level (less than 1% compared to fiscal 1990) landfill waste.
	Distribution	Reduction of Packaging Materials	Reduce the amount of packaging materials to be used.
			Promote recycling
	Market	Collection and Recycling of Used Bumpers	Increase the amount of collected bumpers.
		Compliance with Japan's End-of-Life Vehicle Recycling Law	Promote efforts to achieve the 2015 ASR (*1) recycling rate target of 70% or more and reduce cost.
		Compliance with Overseas End-of-Life Vehicle Recycling Regulations	Promote compliance with overseas end-of-life vehicle recycling regulations.
		Promotion of Voluntary Motorcycle Recycling Efforts	Promote the voluntary recycling efforts.
	Office	Promotion of paper 3R	Promotion of paper 3R
Promotion of Environmental Conservation etc.	Development	[Automobile] Exhaust Emission Regulation	Increase the number of certified low-emission vehicles. Switch to JC08 mode for all models.
		[Automobile] Reduction of VOC (Volatile Organic Compounds) in car Interior	Meet the JAMA's voluntary target of interior VOC value for all new domestic models.
		[Motorcycle] Exhaust Emission Regulation	Increase models conforming to local regulations.
		[Outboard Motor] Exhaust Emission Regulation	Promote compliance with each country's exhaust emission regulations (with special efforts accordingly for EPA (*2) secondary control, which final conformance deadline is 2013).
		[Common] Promotion of Control and Usage Reduction of Environmental Impact Substances	Continuously promote global efforts to disuse environmental impact substances (excluding some exempted parts).
		[Common] Compliance with European Chemicals Legislation REACH (*3)/CLP (*4)	Promote global compliance to REACH/CLP.
	Production	Reduction of VOC Emission	Further promote efforts to achieve the 2012 target (emission of 43.7 g/m^2).
		Reduction of PRTR (*5) Target Substances	Promote reduction of PRTR target substances.

*1 Automobile Shredder Residue
*2 US Environmental Protection Agency
*3 Registration, Evaluation, Authorization and Restriction of Chemicals
*4 Classification, Labeling and Packaging of substances and mixtures
*5 Pollutant Release and Transfer Register

04 Promotion of Environmental Management
INTRODUCTION OF ENVIRONMENTAL MANAGEMENT SYSTEM

Efforts by Manufacturing Department

Introduction of Environmental Management System

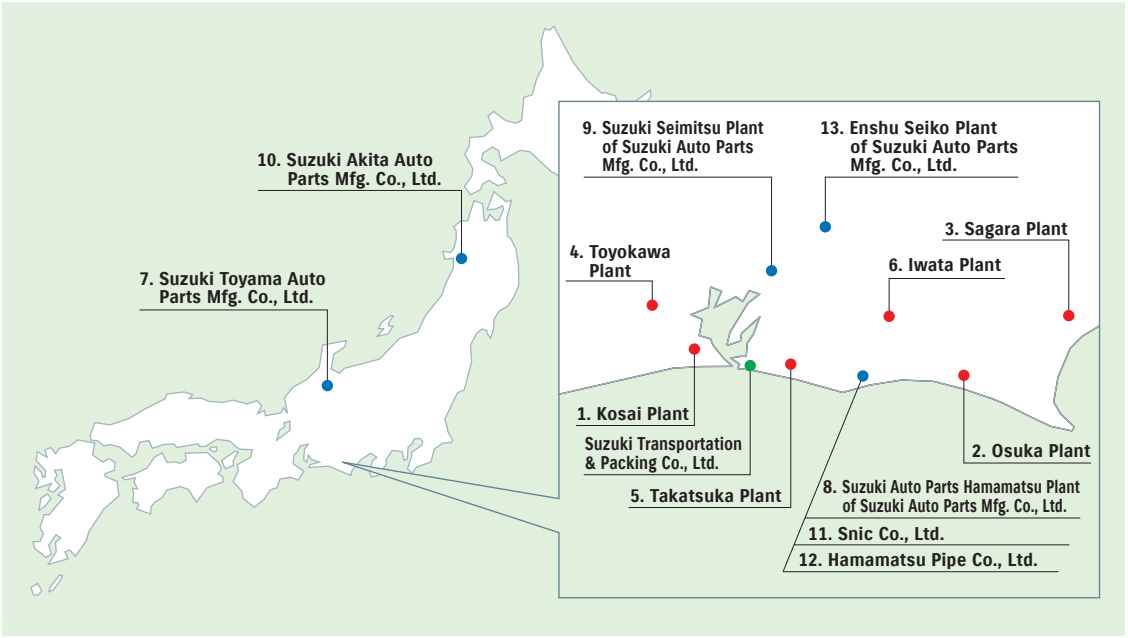
As one of environmental conservation activities, Suzuki is promoting introduction of Environmental Management Systems including ISO14001.

The ISO14001 is an international standard of environmental management system. By obtaining the ISO14001 certificate, Suzuki intends to follow the relevant regulations and reduce the environmental impact substances. Also, through periodical environmental audits, we verify the effectiveness of our environmental management system.

Domestic Companies

All domestic plants (six plants) already acquired the ISO14001 certificate before March 2003. Four manufacturing companies and three plants of Suzuki Auto Parts Mfg. Co., Ltd. obtained the certificate as of April 1, 2012.

Domestic plants and group companies that acquired ISO 14001



[Suzuki]

● Domestic: Six plants

	Company's name	ISO acquisition month
1	Kosai Plant	Jul-98
2	Osuka Plant	Sep-99
3	Sagara Plant	Sep-99
4	Toyokawa Plant	Dec-00
5	Takatsuka Plant	Mar-03
6	Iwata Plant	Mar-03

[Domestic Group Companies]

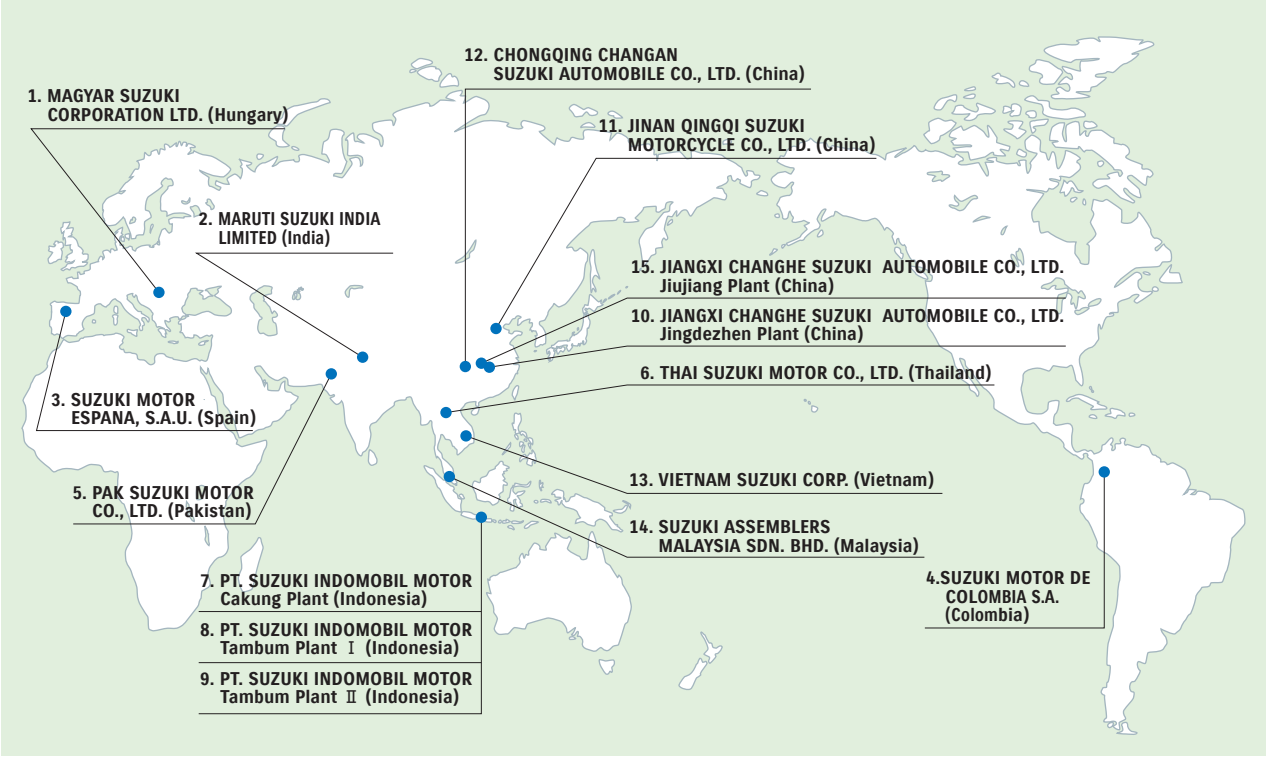
● Manufacturing companies

	Company's name	ISO acquisition month
7	Suzuki Toyama Auto Parts Mfg. Co., Ltd.	Mar-01
8	Suzuki Auto Parts Hamamatsu Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd.)	Jun-01
9	Suzuki Seimitsu Plant of Suzuki Auto Parts Mfg. Co., Ltd., (former Suzuki Seimitsu Industries Co., Ltd.)	Oct-01
10	Suzuki Akita Auto Parts Mfg. Co., Ltd.	Mar-02
11	Snic Co., Ltd.	Mar-05
12	Hamamatsu Pipe Co., Ltd.	May-05
13	Enshu Seiko Plant of Suzuki Auto Parts Mfg. Co., Ltd. (former Enshu Seiko Co., Ltd.)	Jul-05

Overseas Companies

For overseas manufacturing bases, MAGYAR SUZUKI Corporation Ltd. obtained the certification in April 1998 for the first time in our group. As of the end of March 2011, 15 overseas manufacturing companies obtained the ISO14001 certificate. Other group companies are also making best efforts to acquire the certificate.

Overseas group companies that acquired ISO 14001

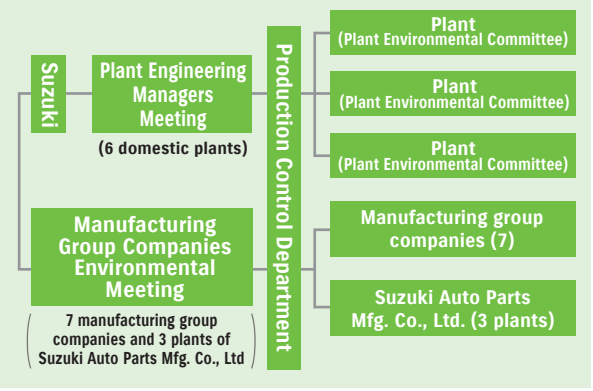


	Company's name	ISO acquisition month
1	MAGYAR SUZUKI CORPORATION LTD. (Hungary)	Apr-98
2	MARUTI SUZUKI INDIA LIMITED (India)	Dec-99
3	SUZUKI MOTOR ESPANA, S.A.U. (Spain)	Feb-00
4	SUZUKI MOTOR DE COLOMBIA S.A. (Colombia)	Dec-03
5	PAK SUZUKI MOTOR CO., LTD. (Pakistan)	Aug-05
6	THAI SUZUKI MOTOR CO., LTD. (Thailand)	Aug-05
7	PT. SUZUKI INDOMOBIL MOTOR Cakung Plant (Indonesia)	Apr-06
8	PT. SUZUKI INDOMOBIL MOTOR Tambum Plant Ⅰ (Indonesia)	Aug-08
9	PT. SUZUKI INDOMOBIL MOTOR Tambum Plant Ⅱ (Indonesia)	Jul-09

	Company's name	ISO acquisition month
10	JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. Jingdezhen Plant (China)	Dec-03
11	JINAN QINGQI SUZUKI MOTORCYCLE CO., LTD. (China)	Aug-04
12	CHONGQING CHANGAN SUZUKI AUTOMOBILE CO., LTD. (China)	Nov-04
13	VIETNAM SUZUKI CORP. (Vietnam)	Mar-05
14	SUZUKI ASSEMBLERS MALAYSIA SDN. BHD. (Malaysia)	Oct-06
15	JIANGXI CHANGHE SUZUKI AUTOMOBILE CO., LTD. Jiujiang Plant (China)	Dec-06

●Environmental Conference

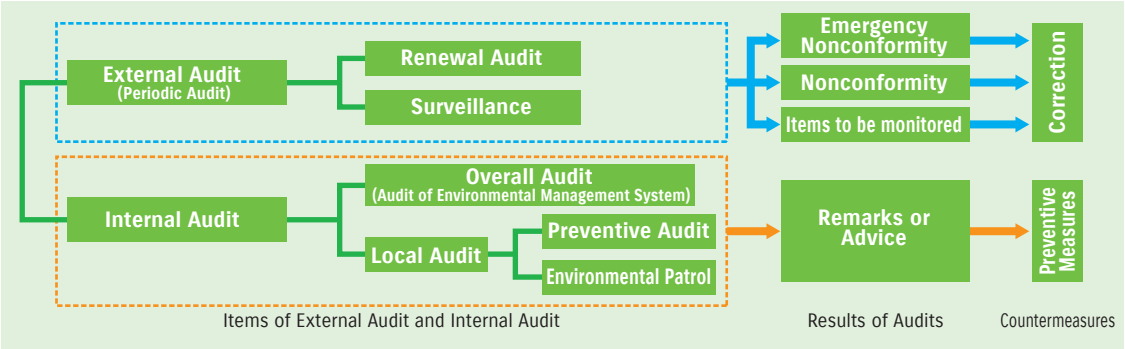
To improve the environmental management of our plants, a plant engineering manager meeting is held once a month. At the meeting, engineering managers of all plants of Suzuki get together to discuss improvements for environmental planning and matters related to all plants, while seeing actual systems. Decisions made at the meetings are rolled out to each plant, contributing to promotion of in-house environmental activities. In addition, a manufacturing group companies environmental meeting is also held arbitrarily to exchange necessary information and enhance the coalition among the Suzuki group companies for environmental activities.



●Environmental Audit

At Suzuki, external audit is conducted once every year by an external auditing agent. In addition, an internal audit is conducted to double-check our environmental management system.

Audit of Suzuki's Environmental Management System



External Audit

We contract independent inspectors to examine documents and carry out on site inspections in regard to the validity and adequacy of our environmental management system, and determine whether or not measures are being properly carried out.

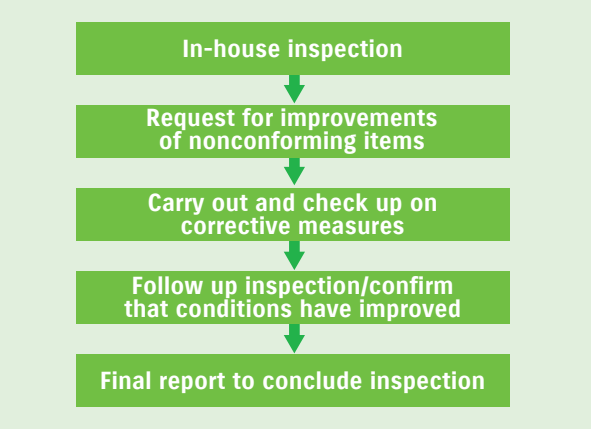
In fiscal 2011, renewal audit at four plants and surveillance at two plants were conducted, resulting in no nonconformity*1 to ISO14001 requirements. Also, there were 28 items to be monitored*2 in total, on which we will make continuous improvement.

*1 "Nonconformity" indicates a defect that needs immediate correction but is not critical to the system operation.
*2 "Items to be monitored" indicate matters that need not be immediately corrected, but continuous improvement is preferable.

Internal Audit

For internal audits, two kinds of audits are conducted: one is an overall audit, and the other is a local audit. We select inspectors that have no direct association with the section being inspected, and they examine whether environmental management is being properly carried out or not.

How in house inspections lead to improvement



Overall Audit

Document inspection and on site checks are used to determine whether environmental management is being properly carried out or not. In fiscal 20011, 11 items were pointed out, and 52 items were advised, all of which have been improved.

Local Audit

●Preventive Inspections

Thorough on-site observations and inspections are carried out in areas that possess a potential for accidents such as drainage disposal facilities, chemical use/storage, and waste disposal facilities. In fiscal 2011, 6 items were pointed out, and 18 items were advised, all of which have been improved.

●Environmental Patrol

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

▶Efforts by Non-Manufacturing Department

Based on the "Suzuki Environmental Protective Activities Plan", which is intended to roll our environmental policy out to all group companies, we are enhancing environmental management and promoting environmental conservation activities throughout the entire group.

Suzuki group's domestic 54 sales companies are promoting activities such as reduction of the energy consumption and the amount of discharged waste, as well as conformance to recycling laws. For overseas companies, we conducted environmental data investigation on 19 group companies including sales distributors, and examine the existing challenges and how to control them.

Suzuki Transportation & Packing Co., Ltd., one of our group companies, acquired the ISO14001 in January 2005 and now conducts the environmental management activities.

05 Promotion of Environmental Management
Environmental Education for Employees

●Education according to Managerial Hierarchy

As part of our employee education program, we provide new employees with awareness-raising workshops concerning such basic environmental subjects as Suzuki's environmental philosophy, policy, issues, and eco-drive concept. Also, we provide other employees with environmental training according to their job functions. In addition, internal auditor training is provided to management level employees. In fiscal 2011, environmental education was provided to 19,500 persons throughout the entire Suzuki group. In individual plants, special educational programs to prevent environmental accidents were carried out especially for employees working in environmentally-important processes. Also various educational programs were provided to new employees, management level employees, and all factory employees.

●Education to Obtain Special Qualifications

We also encourage employees to obtain special qualifications relating to the environmental management. So far, 142 employees have been qualified as pollution prevention managers, 37 as energy managers, and 524 as internal environment system auditors.

●Education for Overseas Trainees

Every year we accept many trainees (mainly among plant managers, production engineers, or R&D staff) from overseas plants, and provide them with our environmental education. In fiscal 2011, we accepted 105 overseas trainees, and provided them with the environmental education on "Suzuki's Environmental Policy", "Measures against Global Warming", "Resources Recycling", and "Reduction of Environmental Impact Substances" to promote the environmental preservation activities on a global scale.

06 Promotion of Environmental Management
Emergency Training

We look for locations and operations that have the potential of causing an environmental accident (*) or emergency and hold emergency drills with employees and other related suppliers. In fiscal 2011, 141 times of emergency drills (including 23 times of night drills) were conducted at domestic plants. These drills were held at our overseas plants.

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

07 Promotion of Environmental Management
Environmental Incidents, etc.

There was no environmental incident.

08 Promotion of Environmental Management
Environmental Accounting

Cost of Environmental Conservation

(Unit: 100 million yen)

Classification	Contents		Change			Fiscal 2012		
			Fiscal 2009	Fiscal 2010	Fiscal 2011	Investment	Expenses	Total
Business Area Costs	Pollution Prevention	For preventing air pollution, water contamination, etc.	10.0	4.5	5.7	0.2	2.5	2.7
	Environmental Conservation	For preventing global warming, ozone layer depletion, etc.	5.3	4.6	2.4	0.2	1.4	1.6
	Recycling of Resources	For effective use of resources, recycling or proper disposal of waste materials, etc.	14.5	7.8	5.6	0.5	4.1	4.6
	Total		29.8	16.9	13.7	0.9	8.0	8.9
Upstream/ Downstream Costs	For collecting, recycling or proper disposal of rejected parts (bumpers, etc), containers, and packaging materials, etc.		0.3	0.1	0.1	–	0.1	0.1
Managerial Costs	For conducting employee training, establishing and operating environmental management system, monitoring and measuring environmental impact, etc.		4.2	3.2	3.5	–	3.3	3.3
Research and Development Costs	For promoting research and development activities to reduce environmental impact, etc.		468.0	407.8	357.5	0.6	408.5	409.1
Social Activities Costs	For promoting nature protection, tree-planting campaign, relationship with local community, publication of environmental information, etc.		2.6	2.0	2.0	–	1.7	1.7
Environmental Damage Costs	For recovering soil, nature, etc.		0.1	0.2	0.1	–	0.1	0.1
Total			505.0	430.2	376.9	1.5	421.7	423.2

Effectiveness of Environmental Conservation

(Unit: 100 million yen)

Items		Fiscal 2009	Fiscal 2010	Fiscal 2011	Fiscal 2012
Economical Effect	Energy Cost Reduction	1.3	1.8	2.9	2.6
	Waste Management Cost Reduction	0.2	0.2	0.1	0.9
	Resource Saving (including recycle and valuable resource disposal)	63.8	32.1	39.7	37.4
	Total	65.3	34.1	42.7	40.9

(Note) These are in-house environmental figures.

09 Promotion of Environmental Management
Coexistence with Local Community

▶Efforts for Biodiversity Protection by Suzuki

●Policy & Guideline (Attitude)

In order to pass on to the next generation a clean environment of beautiful society as stated in "Suzuki Global Environment Charter", Suzuki acknowledges the importance of biodiversity as part of environmental conservation activities and makes active efforts for sustainable utilization of natural blessings.

Through our business activities and product development, we emphasize the measures against global warming, resources recycling, reduction of environmental impact substances, and contamination control on a global scale in order to reduce the effect on biodiversity.

And our plants and subsidiaries in various regions put efforts into forest conservation and environmental cleanup activities, as well as ecological education, as members of local communities, to respond to the expectations toward their contribution to protection of biodiversity.

Aiming to realize a society with sustainable development, Suzuki group will continue to promote the biodiversity protection activities not only within the group, but also in cooperation with business partners and other external people.

[Efforts for Biodiversity Protection by Suzuki]

Classification	Items	Specific example of implementation
Business Activities and Product Development	Measures for Global Warming	• Resource and energy saving • Reduction of CO_2 emission during production, logistics, and office work • Improvement of products' fuel efficiency, Development of next-generation vehicles
	Recycling of Resources	• Reduction of waste, Promotion of 3R • Improvement of recycle-oriented design, Proper disposal of ELV
	Reduction of Environmental Impact Substances	• Compliance with various countries' regulations, Establishment of voluntary standards • Promotion of Suzuki Green Procurement, Reduction of VOC
	Prevention of Environmental Pollution	• Prevention of pollution (from wastewater, smoke exhaust, noise, etc) • Environmental consideration for plant location • Reduction of products' exhaust emission
Cooperation with Local Community	Forest Preservation	• "Suzuki's Forest" volunteer planting project • Shimokawa Proving Grounds: FSC certification program • Nurture and control of forest under "Corporate Forest Preservation Program" led by Forestry Agency
	Environmental Cleanup	• Cleanup activities around plants • Tree plantation with surrounding environment taken into account • Expansion of green procurement ratio
	Environmental Education & Edification	• "Suzuki Plaza" and plant tour to show our production processes • Promotion of eco-driving concept • Participation in environmental events
	Environmental Communication	• Participation in local community cleanup activities • Participation in and cooperation for local community environmental workshops • Disclosure of various environmental information

●Forest Conservation Activities
Suzuki Forest (Hamamatsu City)

Suzuki concluded a "Volunteer Forest" agreement with Tenryu Forest Administration Department of Forestry Agency and started the forestry preservation activities in 2006 at "Suzuki Forest" located in Inasa-cho, Kitak-ku, Hamamatsu City.

Since fiscal 2008, our employees, their family members, and friends have participated in tree planting and underbrush cutting activities. Also, children enjoy experiencing inoculation of Shiitake mushroom in spring, and picking them in autumn. These participants enjoy such activities while preserving the forest.

Suzuki Shimokawa Proving Grounds

Suzuki Proving Grounds is located in Shimokawa Town (Kamikawa County) on the north of Hokkaido, with the forest accounting for about 90% of the total land area.

Key industries of Shimokawa Town are the forest and agricultural industries. Therefore, they aggressively promote proper forest management in order to maintain such valuable natural assets to the future. Shimokawa Town acquired the international FSC Forest Group Certificate for the first time in Hokkaido in 2003.

The 303 hectare forest in the Suzuki Shimokawa Proving Grounds was also recognized to conform to the strict management standard of the FSC certification program, so it has been additionally registered in the FSC Forest Group Certificate for Shimokawa Town since 2006. Residents in Shimokawa Town hold a regional community meeting with Suzuki's employees in February every year since 1993.

Also, under an agreement (1997 through 2029) with the government (Forest Administration Department) based on “Corporate Forest Preservation Program”, we also control and maintain 4.3 hectare of national forest (containing 3,200 trees) in cooperation with the district forest office.

Suzuki will continue to perform business activities, considering coexistence with natural environment and local communities.

Shimokawa Proving Ground (Hokkaido)

In July 2008, Shimokawa Town was certified, together with Yokohama City and Toyama City, as an "Environmental Model Town" that is aggressively promoting CO_2 reduction. And it is actively promoting development of environmentally friendly regions by supporting or encouraging the recycle-based forest management, biomass town concept, and construction of environmental type model houses using local materials.

In December 2011, it was also designated as "Environmental Future City"*1 and "District for Promotion of Regional Revitalization"*2, and it now aims not only to establish a low-CO_2 society, but also to become a town surrounded by forests, where residents can make their livelihoods from woods, learn the nature, play for their mental health, and live happy lives.

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

*2 "District for Promotion of Regional Revitalization" program is also a government support system to promote local revitalization. Under this program, pioneer districts which have high potentiality for revitalization are selected and financially supported, with preferential measures applied.

Communication with Local Communities

Community Information Exchange Meeting

We regularly carry out information exchange meetings with local residents to ask their views and opinions for further environmental improvement. In fiscal 2011, such meetings and events took place six times at six plants. Also, 399 plant tours were conducted at six plants.

Plant-and-community information exchange meeting

Participating in Environment-related Fairs

Suzuki participated in the following environment-related fairs in fiscal 2011.

Events / Reports	Period	Location	Major Organizer
Eco & Safety Kobe Car Life Festa 2011	May 14-15, 2011	Kobe Meriken Park	Ministry of the Environment, Kobe City
Fuel Cell Scooter Demonstration Ceremony	May 17, 2011	Kitakyushu Hydrogen Station	Kitakyushu City, Fukuoka Prefecture Fukuoka Strategy Conference for Hydrogen Energy
Automotive Engineering Exposition 2011	May 18-20, 2011	Pacifico Yokohama	Society of Automotive Engineers of Japan (JSAE)
Mie Traffic Safety Fair 2011	September 25, 2011	AEON Parking Lot, Tsu City, Mie Prefecture	Mie Branch of Chubu District Transport Bureau
EVEX (Electric Vehicle Development Technology Exhibition) 2011	October 12-14, 2011	Pacifico Yokohama	EVEX Organizing Committee
Next-Generation Automobile Project Symposium	February 29, 2012	Shizuoka University (Hamamatsu Campus)	Shizuoka University

Eco & Safety Kobe Car Life Festa

Automotive Engineering Exposition

Next-Generation Automobile Project Symposium

Control of Global Warming

In order to reduce CO_2 emission that is regarded as a cause of global warming, we check the amount of CO_2 emission from individual plants and companies and take necessary countermeasures to reduce it. At the same time, we are making efforts to eliminate CO_2 by developing electric or fuel cell automobiles and motorcycles and producing products with the use of alternative energy.

01 Control of Global Warming
Efforts for Development

▶Suzuki Green Technology

At Suzuki, environmental technologies developed and used in manufacturing and new technologies for fuel-efficiency improvement and vehicle weight reduction are collectively called "Suzuki Green Technologies", which began to be introduced into our products development in September 2012.

Automobiles

In order to reduce CO_2 emissions, which are connected to global warming, we are constantly working to develop and improve products that offer superior fuel economy.

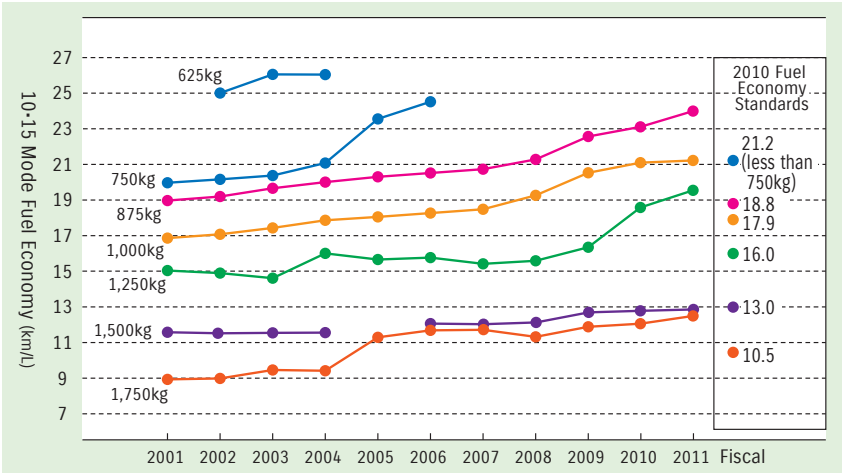
▶Improving Fuel Efficiency

●Trends in Average Fuel Efficiency by Weight Class

In fiscal 2011, our passenger cars achieved the 2010 target level of fuel efficiency. The fuel efficiency could be improved particularly in the light weight class (875kg and 1000kg).

Lighter vehicles tend to allow for better fuel efficiency. Suzuki contributes to improvement of fuel economy for the entire motorized society by providing lightweight automobiles (mini vehicles, compact cars, etc) to as many customers as possible.

Average Fuel Efficiency of Gasoline Vehicles by Body Weight
(Figures after fiscal 2004 exclude OEM vehicles.)

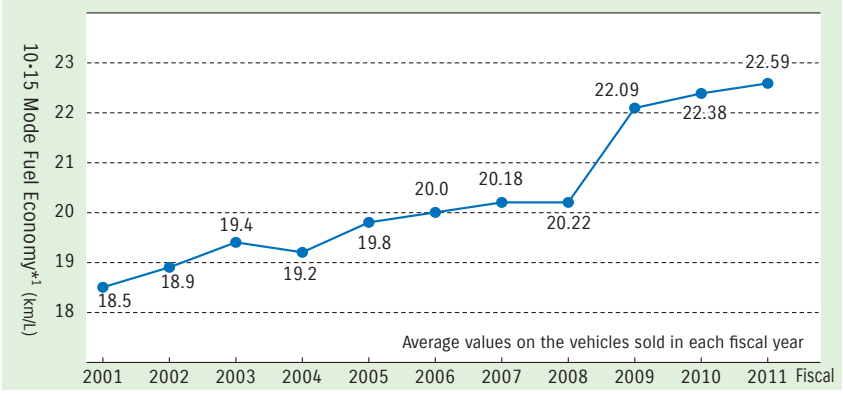


●Fuel Efficiency of Representative Models

WAGON R, one of Suzuki's representative models of mini-tall wagon vehicles, features the 2WD CVT and idling stop system, and achieved low fuel economy of 25.0 km/L*1 (10·15 mode).

*1 The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of air conditioner, etc).

Trends in Fuel Efficiency of Representative Models of Suzuki
(Trends in Average Fuel Efficiency of Suzuki WAGON R 2WD-AT/CVT)



●Efforts for 2015 Fuel Efficiency Target

Considering the 2015 fuel efficiency target, we have made a future plan for further improving fuel efficiency and will put efforts into it.

As of the end of March 2012, of those vehicles released in fiscal 2011, Suzuki has applied the 2015 Fuel Efficiency Standard to 9 types of 8 models (WAGON R, ALTO, ALTO Van, ALTO Lapin, MR WAGON, SWIFT, PALETTE, and SOLIO).

The volume of shipments of the qualified models reached 309,099 units in fiscal 2011, accounting for 51.8% of the total quantity of domestic delivery.

The fiscal 2011 shipment of the vehicles for Eco-Car Tax Reduction was 559,353 units.

Number of Models achieving "2015 Fuel Efficiency Target" in Fiscal 2011

Vehicles achieved 2015 target	8 models	8 types
2015 target + 10%	1 model	1 type
2015 target + 20%	2 models	2 types

Topics

Topics

New ALTO Eco Introduced on the Market: Lowest Fuel Consumption among Gas-powered Vehicles*1 at 30.2 km/L*2

On December 13, 2011, we introduced new ALTO Eco, featuring the lowest fuel consumption*2 among gas-powered vehicles*1, on the market. Without changing the existing functions, equipment, and ease of use available from the previous ALTO, we developed ALTO Eco by integrating all of our technologies for low fuel consumption and by further upgrading energy saving and fuel-efficient functions. It incorporates the next-generation R06A engine, improved sub-transmission-equipped CVT, new Idling Stop system, and various power-saving functions. In addition, the weight was reduced by about 20 kg from the previous model, with the running resistance including air, rotational, and rolling resistance also reduced, resulting in more than 30% improvement of fuel efficiency compared with the standard ALTO.

*1 Measured in JC08 test cycle (verified by the Ministry of Land, Infrastructure and Transport). Excluding hybrid vehicles. Based on Suzuki research as of August 2012.
*2 The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of air conditioner, etc.).

▶Fuel Efficiency Improving Technologies

●Major improvements in fuel efficiency

Installation of the friction-reduced R06A engine and with an auxiliary transmission CVT and adoption of new Idling Stop system, as well as reduction of running resistance and vehicle weight, have made it possible for ALTO Eco to achieve 30.2 km/l in JC08 mode, more than 30% improvement of fuel efficiency compared with the current ALTO.

For the upgraded R06A engine, the mechanical friction has been reduced by 25% through many fuel-efficiency improvements, such as reduction of valve spring load and chain adjuster load, improvement of surface roughness of cam journal, and downsizing of oil pump rotor.

▶Improvement of Transmission

●CVT (Continuously Variable Transmission) with an auxiliary transmission: Fuel efficiency improvement and expanded use

The CVT with an auxiliary transmission which covers a wide range of transmission gear ratio was introduced to PALETTE in September 2009, is now installed in Suzuki's all mini vehicles and compact passenger cars of 1.2L and 1.6L classes.

Employing the low viscosity CVT fluid and the ball bearing for the CVT differential side bearing, ALTO Eco greatly reduces CVT friction, resulting in further improvement of fuel efficiency.

Idling Stop Technology

Adoption of New Idling Stop System

We have upgraded the Idling Stop system, which is one of the important technologies for improvement of fuel efficiency. Unlike the conventional system that is activated after the vehicle stops, the new Idling Stop system is designed to stop the engine during deceleration before stop, allowing for further reduction of unnecessary fuel consumption and contributing to further improvement of fuel efficiency.

Also, a new starter motor system enables smooth restart of engine. The new Idling Stop System has been employed in ALTO Eco, which was introduced on the market in November 2011, achieving the lowest fuel consumption of 30.2 km/L (*1) in JC08 test cycle among gasoline-fueled vehicles. In February 2012, we employed it in MR WAGON ECO and also achieved the lowest fuel consumption of 27.2 km/L (*2) among mini wagon vehicles.

*1 Measured in JC08 test cycle (verified by the Ministry of Land, Infrastructure and Transport). Excluding hybrid vehicles. Based on Suzuki research as of August 2012. The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of airconditioner, etc.).

*2 Mini wagon = Mini vehicles with the overall height of 1,550mm or higher. Measured JC08 test cycle (verified by The Ministry of Land, Infrastructure, Transport, and Tourism) Based on Suzuki research as of February 2012 The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of airconditioner, etc.).

Environmental Symbol Emblem

Suzuki attaches an Environmental Symbol emblem on all vehicles that incorporate eco-friendly technologies, such as Idling Stop. The leaf mark "Suzuki Green" depicted on the emblem represents our efforts not only for environmental load reduction, but also for environmental regeneration, based on our environmental policy, that is, to hand over the beautiful earth to next generations.

Environmental Symbol Emblem

Reduction of vehicle weight

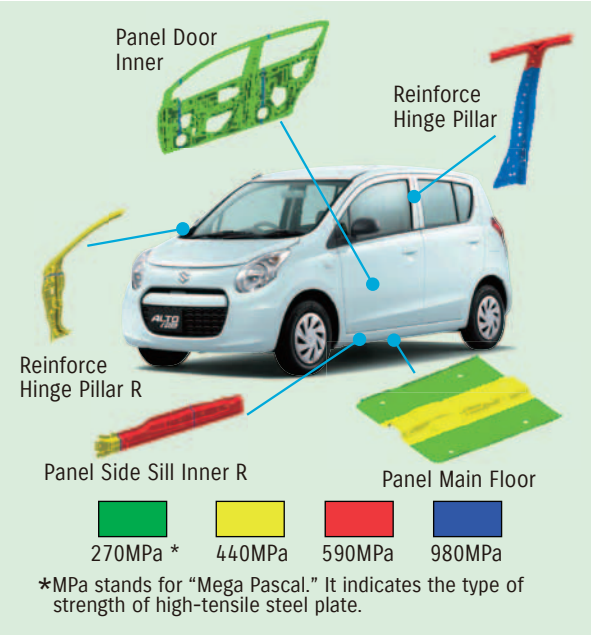
Use of tailored blanks

Tailored blank is a manufacturing method by which steel parts having different thicknesses or materials (high-tensile steel plate, plated steel sheet, etc.) are welded in advance with laser welding, etc., and then pressed together. By applying this method to various panel components, it is possible to locally reinforce specific portions, where special strength is required, without adding any part in order to avoid weight increase.

Extensive Use of High-Tensile Steel Plate (to all Suzuki vehicles)

With the use of high-tensile steel plate featuring excellent strength in vehicle bodies, Suzuki has reduced the number of reinforcement parts in order to both reduce the entire weight and enhance the body strength. We expanded the use of higher-tensile steel: TS*: 980MPa at center pillar of Wagon R (September 2003 and later models) and TS*: 590MPa at apron side member (2012 New Wagon R and later models). As a result, the entire vehicle weight has been reduced, while the same or greater level of collision energy absorption capability than the conventional one is ensured.

* TS: Tensile Strength



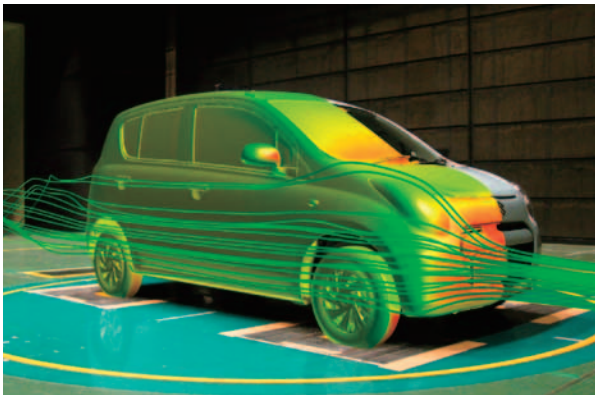
*MPa stands for “Mega Pascal.” It indicates the type of strength of high-tensile steel plate.

Reduction of air resistance

For improvement of fuel efficiency, we use an aerodynamic CAE*1 and the wind-tunnel test to further reduce the air resistance. ALTO Eco has a lower height than the previous ALTO to reduce the air flow in the space between the chassis and ground surface, as well as the air turbulence caused by protruding objects on the chassis surface.

Coupled with the reduction of overall height, we have also optimized the bumper corner shape, considering the air flow around the front bumper. The flat surface on the bumper corner allows for smooth air flow to the side body without separating. As a result, we have achieved the lowest air resistance of its class*2.

*1 Computer Aided Engineering
*2 Mini sedan class



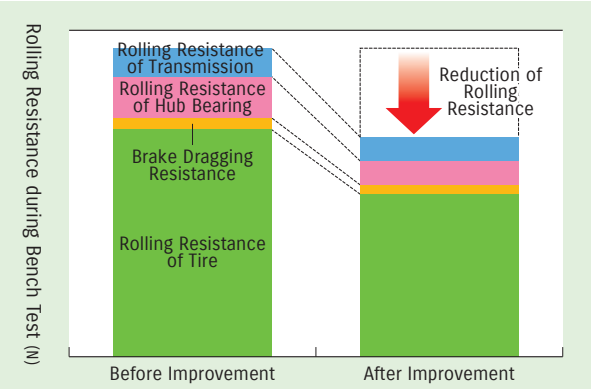
Reduction of Rolling Resistance

During development of ALTO Eco, we focused our attention on reduction of rolling resistance by using various kinds of testing equipment.

For the tires, we employed newly developed tread rubber with the inner pressure increased, resulting in drastic reduction of the rolling resistance, while ride comfort and quiet interior environment are maintained.

Also, in order to reduce rolling resistance, we employ a low compressive distortional pad for brake, unit type hub bearing, low torque sealing, low viscosity oil for transmission, and ball bearings on the differential side.

Tire Rolling Resistance Test Equipment



Installation of eco-drive supporting devices

Installing Fuel Efficiency Indicator

Suzuki has been increasing the number of vehicles equipped with eco-drive supporting devices, such as a fuel efficiency indicator. In fiscal 2011, such devices were employed in 12 out of 16 models of vehicles.

Adoption of Eco-Drive Indicator

The eco-drive indicator has been incorporated in seven types including ALTO Eco, which was introduced on the market in fiscal 2011. When the instantaneous fuel efficiency and accelerator movement indicates proper driving state for fuel economy, the eco-drive indicator located in the meter panel lights up and stays on. The driver can recognize eco-driving at a glance and fuel efficiency can be improved.

Eco-Drive Indicator

Development of next-generation vehicles

SWIFT EV Hybrid

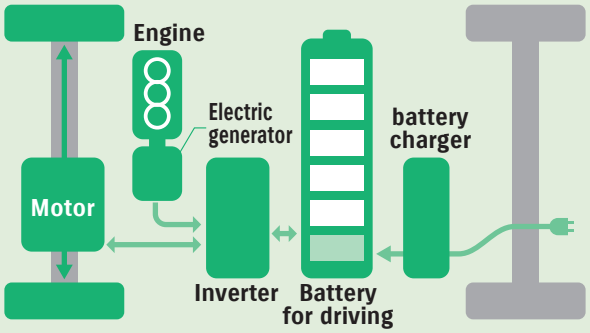
At 2011 Tokyo Motor Show, we unveiled SWIFT EV Hybrid, which is an upgraded version of SWIFT Range Extender.

A basic concept of SWIFT EV Hybrid is a convenient electric vehicle for running daily moving distance, with both the motor and battery system and the electric-generating engine installed. For short-distance moving, such as shopping or commuting, it can run approximately 30km as an electric vehicle with the battery charged from home electric source. When the battery starts to run out, the 0.66L displacement engine generates electric power during running, so there is no need to worry about sudden stopping of vehicle due to dead battery.

Specifications of SWIFT EV Hybrid

- Overall length 3,850mm
- Overall width 1,695mm
- Overall height 1,510mm
- Passenger capacity ..... 5 persons
- Motor ..... AC synchronous generator
- Maximum Motor output 55kW
- EV travel distance*1 ..... Approx. 30km
- Charging time ..... Approx. 1.5 hours / 200V
  ..... Approx. 4.0 hours / 100V

*1 It indicates a running distance when the vehicle uses the electric power charged from an external power source only.



Motorcycles

Suzuki puts emphasis on improvement of fuel efficiency during development and improvement of our products for contributing to reduction of CO_2 emission that causes global warming.

Improving Fuel Efficiency

Activity for All Models

We are promoting switch-over from the conventional carburetor to an electronically controlled fuel injection system that enables more optimum fuel injection control.

In addition, we are also making efforts to improve heat efficiency by improving the combustion mechanism, reducing friction loss, and reducing product weight.

Example of Applied Product

The UD110 (110cm^3 Scooter "nex") for Indonesia announced in December 2011 is designed to improve heat efficiency with a compact combustion chamber and proper flow of intake air, as well as to reduce mechanical loss through reduction of piston and piston pin weights and adoption of a roller rocker arm.

The overall vehicle weight has been reduced to allow for about 30%*1 improvement of fuel efficiency compared with our conventional models, achieving the best fuel efficiency in the 110cm^3 class.

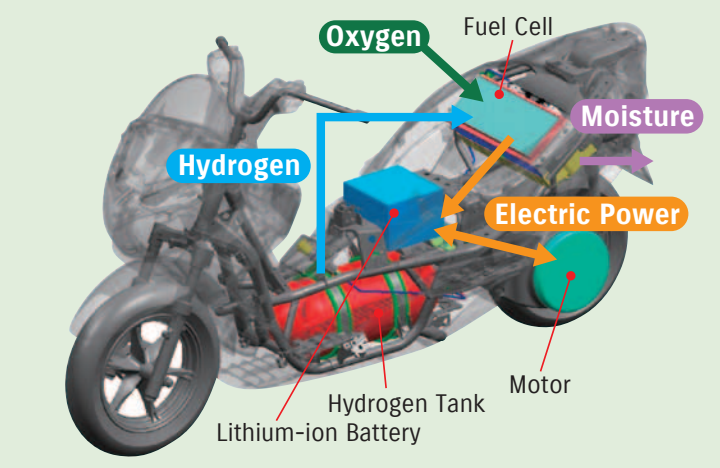
*1 Based on Euro 2 test cycle. The fuel efficiency varies depending on the actual conditions (weather, road, vehicle, driving, maintenance status, etc).

UD110 (110cm^3 Scooter "nex")

Efforts for Fuel Cell Vehicles

In March 2011, BURGMAN Fuel Cell Scooter became the world's first fuel cell vehicle to achieve European Union Whole Vehicle Type Approval (WVTA)*. This is an example of our fuel cell vehicle development.

* WVTA: In Europe, every vehicle type needs to be approved by every EU (European Union) member nation before sale of vehicles. The WVTA (Whole Vehicle Type Approval) allows us to sell our vehicles in all EU member countries.



Basic Concept of BURGMAN Fuel Cell Scooter

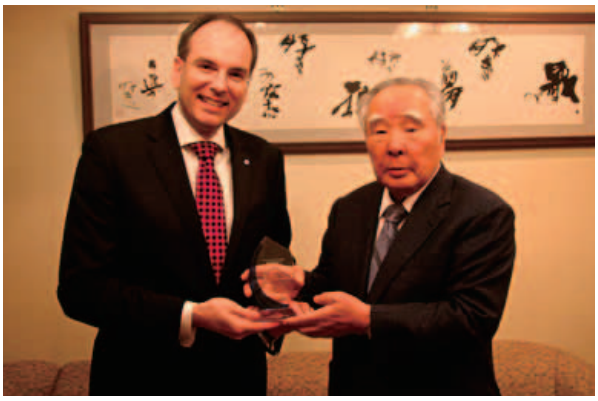
Topics

Topics

Suzuki and IE establish a joint venture company to develop and produce fuel cell systems.

In February 2012, Suzuki established a joint venture company called SMILE FC System Corporation to develop and manufacture fuel cell systems together with Intelligent Energy Holdings PLC, which has a fuel cell developing company Intelligent Energy Ltd. in UK under its umbrella.

For full-scale development and installation of fuel cells in motorcycles and automobiles, SMILE FC will develop mass production technology for air-cooled fuel cell systems that lead to reduction of weight, size and cost of our products, and we are making efforts for establishment of global supply chain for fuel cell parts and widespread use of fuel cell vehicles.



CEO of Intelligent Energy Ltd.
Dr. Henri Winand

Chairman &
Chief Executive Officer of
Suzuki Motor Corporation
Osamu Suzuki

Topics

Topics

A concept model "Q-concept" unveiled as a reference exhibit

At the 42nd Tokyo Motor Show in 2011, Suzuki unveiled a concept model "Q-concept", which is designed to move within daily living areas (10km or so in radius).

With overall length of 2.5m, Q-concept is a two-seater (front and rear) vehicle that falls between the existing motorcycles and automobiles. Its running distance per charge is 50km. Without emitting CO_2, it can turn in a smaller radius than automobiles, requiring smaller parking space. Also, having a cabin, it offers more comfortable drive than motorcycles, and can be easily and conveniently used for shopping, commuting, going to hospital, and child transportation.

Q-concept

Life Cycle Assessment (LCA)

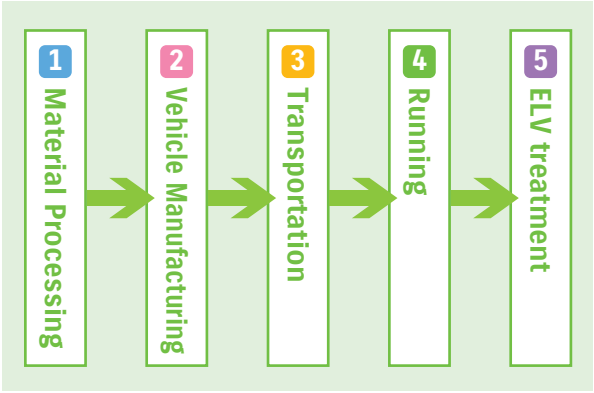
Suzuki employs Life Cycle Assessment (LCA), which is a method for quantitative assessment of environmental impact in all stages of a product life cycle from material processing to product disposal.

In fiscal 2011, the LCA was conducted on several models, including ALTO Eco and New SOLIO.

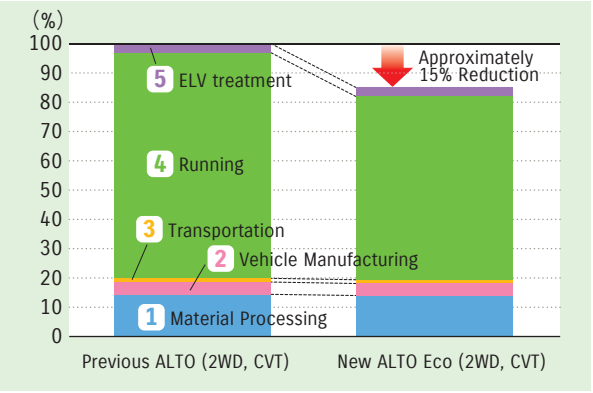
Because the amount of CO_2 emission generated during driving accounts for 80% of the total amount of CO_2 emission to be generated during a vehicle life cycle, we have installed an advanced engine and the CVT to new ALTO Eco, resulting in about 30% improvement of fuel efficiency (compared to old ALTO) and accordingly reduction of CO_2 emission generated during driving.

The graph below shows the ratio of CO_2 emissions over the product life cycle of old ALTO and new ALTO Eco. The total amount of CO_2 emission can be cut by approximately 15% through the improvement of the fuel efficiency.

Suzuki LCA Stages

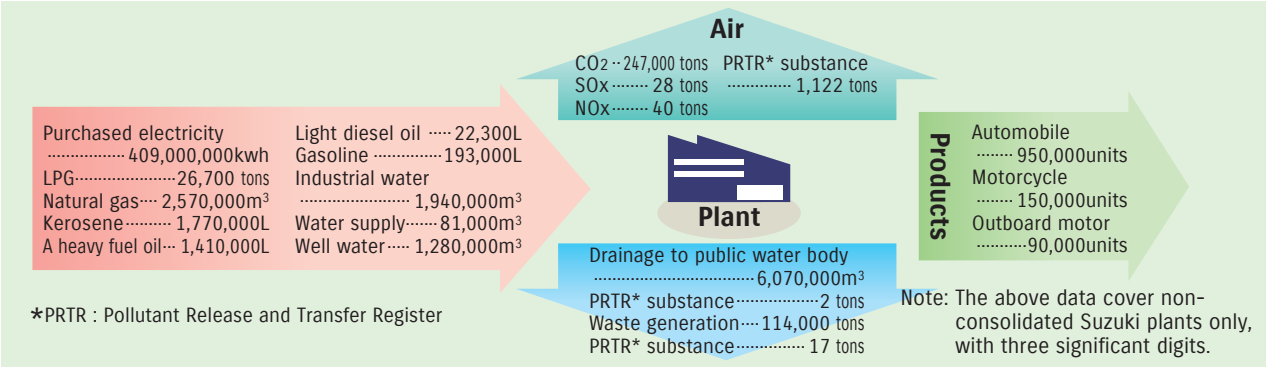


CO_2 emission in each stage of product life cycle of New ALTO



02 Control of Global Warming
Efforts for Manufacturing

Manufacturing activity and Environmental impact



▶CO2 Reduction by Suzuki Plants and Manufacturing Group Companies

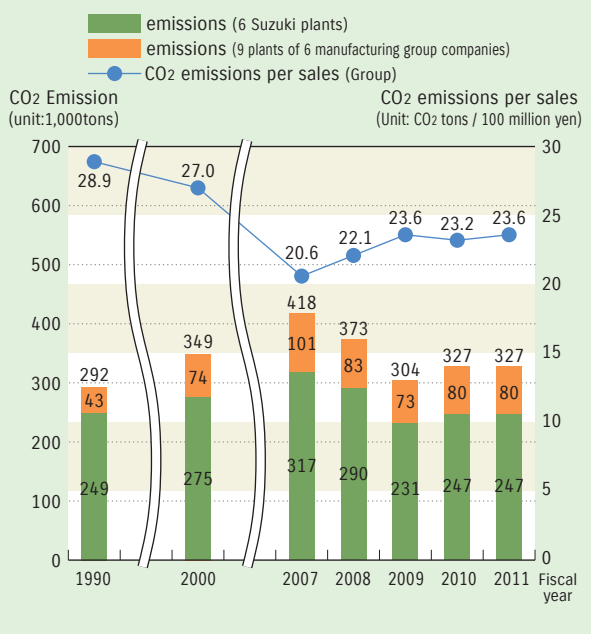
CO2 emissions coming from energy in manufacturing plants during fiscal 2011 were 327,000 tons (±0% from the previous year). The CO2 emission per sales amount decreased by 18.3% from the value in 1990. (It indicated a 1.7% increase from last year.) At our production plants, energy saving activities were mainly focused on reduction of stand-by energy through power-off of the increased number of idle facilities and improvement of heat retaining capability of cast retaining furnace. At Kosai Plant, LPG has begun to be replaced by LNG that generates less CO2. We will continue to plan for changing the fuel type to the one with less CO2 emission or to use natural energy.

Total CO2 emissions coming from energy in overseas manufacturing plants (18 plants) during fiscal 2011 were 448,000 tons.

CO2 Emission by Plant

	CO2 emission (1000 tons)		CO2 emission (1000 tons)
Takatsuka Plant	6.1	Toyokawa Plant	7.0
Iwata Plant	44.1	Osuka Plant	44.3
Kosai Plant	77.3	Sagara Plant	67.8

Trends in CO2 emissions from domestic production plants



▶Energy Saving Activities at Plants

Energy saving efforts at individual production plants range from technical ones, such as increase of efficiency of pressure control for air compressors and use of inverters for fans of various pumps which require capital investment, to less technical ones including reduction of air leakage* and light-out during recess time. Such activities have been conducted throughout the entire plant and have brought successful results every year.

Reduced amount of CO2 and individual items of efforts

		Six domestic plants	Overseas plants
Reduced amount of CO2 from the previous year [tons of CO2 per year]		9,095	4,861
Major activities	Stopping power supply when each line does not work and light-out when not needed	2,252	438
	Performing proper facility operations and optimizing operating conditions	3,630	3,547
	Employing inverters and higher efficiency equipment	1,045	413
	Consolidating and downsizing facilities	1,695	463
	Changing the type of fuel (Kosai Plant)	473	–

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

In-Plant Parts and Products Transfer

For transfer of components and completed vehicles in each plant, Suzuki employs battery-type automated guided vehicles (AGV). The AGVs are driven by batteries without generating CO_2, and they are working at every Suzuki plant.

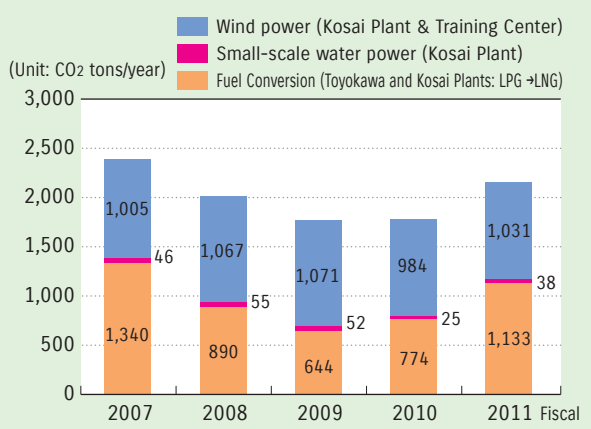
Promoting the Use of Alternative Energy

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

Electric Power Generated by Alternative Energies

	Electric power [kWh]
Wind power (Kosai Plant & Training Center)	1,580,947
Small-scale water power (Kosai Plant)	58,809

CO_2 Reduced by Alternative Energies



03 Control of Global Warming
Efforts for Logistics

Reduction of CO_2 Emission

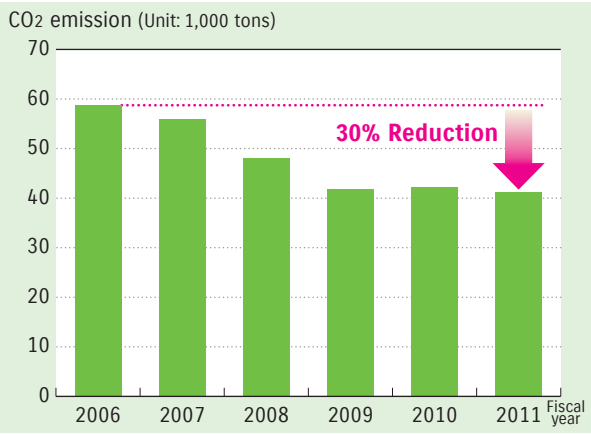
Since the revised Energy Saving Law came into effect in April 2006, Suzuki has promoted reorganization of in-house environmental system. We will further promote improvement of transportation efficiency and energy saving.

●Trends in CO_2 emissions from domestic transportation

We are trying to reduce transportation distance, improve transportation efficiency, implement modal shift, increase fuel efficiency of transportation vehicles, etc. in order to reduce CO_2 emissions due to domestic transportation.

As a result, CO_2 emissions during fiscal 2011 were cut by 30% compared to fiscal 2006.

We will continue to make these efforts to further reduce CO_2 emissions in fiscal 2012.

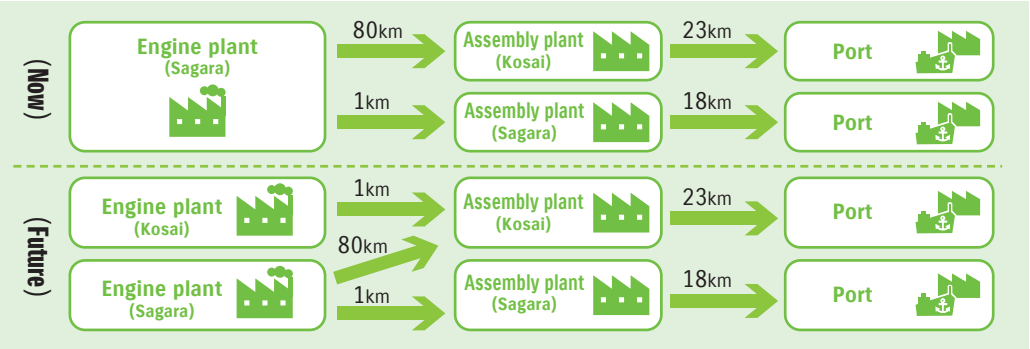


Improvement of Transportation Efficiency

Reduction of Transportation Distance (for exported automobiles and engines)

As of fiscal 2011, automobile engines are manufactured at Sagara Plant and transported to Kosai Plant for assembling.

In fiscal 2012, Kosai Plant will perform engine production and vehicle assembling for some models to shorten the transportation distance.



Enhancement of Transportation Efficiency (Motorcycle)

For efficient product transportation from production plants to dealers, distribution bases have been centralized in a large consuming region. Also, for transportation from the distribution bases to dealers, cooperative transport with other companies is conducted to increase transportation efficiency.

Reduction of Transportation Distance (for imported parts to plants)

In the process of importing parts, they are once stored at warehouses and then delivered to plants. By requesting plants to store parts, we are now reducing the use of warehouses to avoid temporary storage of parts*. Also for delivery of tires, some of our plants directly receive tires from tire manufacturers to eliminate the need for temporary storage.

* Temporary storage of parts: Parts to be used for production are temporarily stored at warehouses, and then delivered to the relevant plants as necessary.

Implementation of Modal Shift

For domestic transportation of automobiles, Suzuki uses two types of transportation methods: by sea and by land.

For transportation to destinations further north from Tohoku and further west from the Chugoku and Shikoku areas, we encourage the use of ocean transportation, considering the economic efficiency and reduction of CO_2 emissions. Now, the ocean transportation accounts for more than one third of the total transport.

At present, the ocean transportation accounts for more than one third of all transportation. The amount of CO_2 emitted by ocean transportation is only about 25% of the one emitted by truck transport. And the use of ocean transportation brings about 30% reduction of CO_2 emission, compared with the case where only truck transport is used.

Reduction of Packaging Materials

For transporting repair bumpers, we changed the packaging style from cardboard boxes to air cushion materials, resulting in reduction of the packaging material weight by 50% and the average cubic volume by about 75%.

Moreover, lowering the height of transfer pallets has enabled two-tier loading on a truck box, greatly improving the between-plants truck transportation efficiency. The packaging style for bumper transportation was changed at Kosai Plant in fiscal 2008, and then at Sagara Plant in fiscal 2009.

Promotion of Driver Training

Promotion of Eco-Driving

We are promoting eco-driving for truck transport, and at the same time, have increased the use of trucks equipped with eco-driving support devices and idling stop system. As a result, the overall fuel efficiency during transportation has been greatly improved.

Suzuki Transportation & Packing Co., Ltd., a member company of Suzuki group, transporting various kinds of Suzuki products and parts to sales distributors and dealers, conduct driver training for eco-driving and safe driving as needed to ensure both safety and environment conservation.

04 Control of Global Warming
Efforts at Offices

Promotion of Energy Saving and CO_2 Reduction

We determined the Standard of Employee Behavior in fiscal 2008, and all of our employees get together and are now promoting energy saving at offices and reduction of CO_2 emissions. In addition, we put the progress of each activity in relation to the Standard of Employee Behavior on the internal homepage so that individual employee can check the result of their activities. As a result of those energy-saving and CO_2 reduction activities, the amount of CO_2 emission per employee decreased by 0.6% in fiscal 2011 from the previous year. Details about those activities are as follows:

●Standard of Employee Behavior

We have established Standard of Employee Behavior (for In-house Cost Cutting Activities), which covers a wide range of activities, for the purpose of promoting energy saving and CO_2 reduction by individual employees.

[Standard of Behavior for In-house Cost Cutting Activities (Excerpt)]

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

●Visualization of various activities in relation to the Standard of Employee Behavior

To allow individual employees to check the effect of energy saving activities, we put the following information in our internal homepage: changes in electric consumption at each of major offices and plant buildings, consumption of printing paper, and the progress of each activity specified in the Standard of Behavior.

●Introduction of Energy Saving Facilities

For promotion of energy saving at offices, Suzuki is now considering installation of LED illuminations for indoor lighting. We are planning to install LED array illuminations in some portions of office in and after June 2012 on trial, and based on the results, we will consider introduction of them in other portions.

Efforts for Energy Saving and CO_2 Reduction by Dealers

For the purposes of energy saving and CO_2 reduction, Suzuki sales companies and dealers are actively improving their day-to-day operations by installing high-efficiency air conditioner, blind, and ceiling fan in their offices and show rooms; by employing Cool Biz (summer version clothes) and Warm Biz (winter version clothes); by adequately controlling air conditioners; and by turning off unnecessary lights. Some of newly established sales companies implemented Rooftop Gardening. Also, in July 2011, LED array illuminations started to be introduced in show rooms, offices, outdoor exhibition space, and advertising display (sign pole) for further promotion of energy saving.

LED Sign Pole Light


Rooftop Gardening

Promotion of Eco-Driving

Eco-drive education for employees

Previously, we provided eco-drive education as a part of environmental education. In fiscal 2009, we started a special seminar focusing on eco-drive at the headquarters and each plant/office. This seminar has been attended by 1,895 persons so far, and it has brought about an effect of improvement in fuel efficiency of in-house cars by 0.7km/L.

Promotion of Customers' Eco-Drive

We prepared a leaflet "Easy Eco-Drive Technique" to allow our customers to understand eco-driving and drive their cars in an environmental-friendly and economical manner. This leaflet describes 10 points in relation to eco-driving using illustrations and examples in an easy-to-understand manner. This leaflet is distributed to Suzuki sales dealers all over Japan and utilized for promotion of eco-driving.

The contents described in this leaflet are also available from our homepage.
http://www.suzuki.co.jp/car/carlife/ecodrive/index.html (in Japanese language only)

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

In every department, we are promoting the Three Rs (Reduce, Reuse, and Recycle) in order to effectively use limited resources. We are performing efficient, eco-friendly and proper activities, such as recycle design, zero-level landfill waste, reuse of packaging materials, and recycling of ELVs.

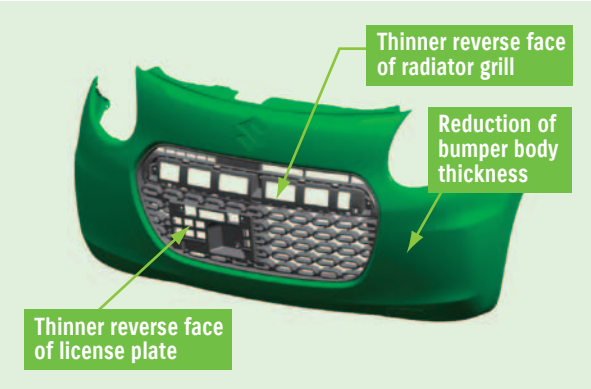
01 Promoting the Three Rs (Reduce, Reuse, and Recycle)
Efforts for Development

Automobiles

▶Reducing

Among 3Rs*, the first priority should be "Reducing (emission reduction)". Under the policy of making parts Smaller, Fewer, Lighter, Shorter (and Neater), Suzuki is promoting reduction of emission by thoroughly reducing materials to be used and saving weight. For example, the front bumper of ALTO ECO has been slimmed through reduction of the wall thickness of bumper body and reverse face of the license plate and radiator grill.

Efforts for Reducing (Example: front bumper of ALTO Eco)

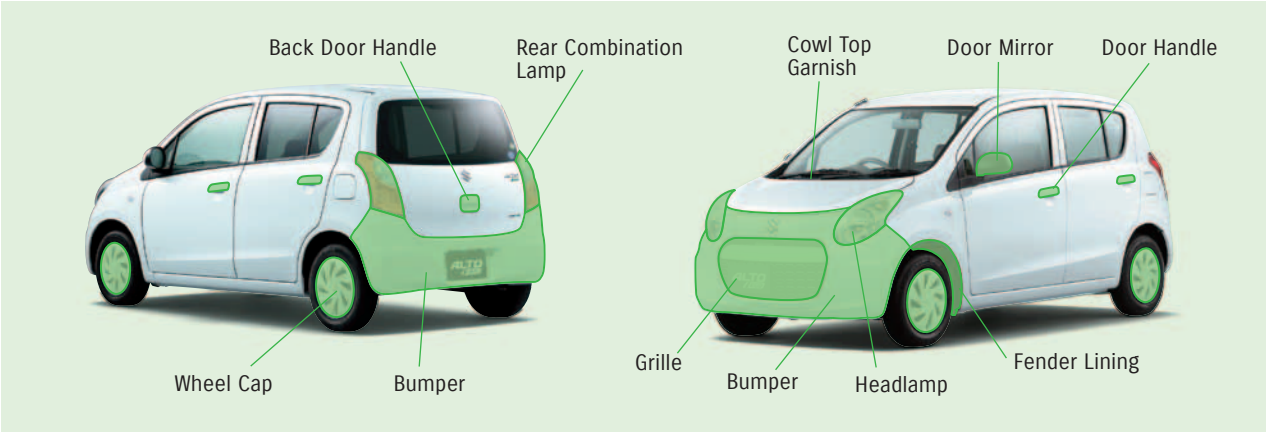


▶Recyclable design

●Recyclable Design (Automobiles)

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

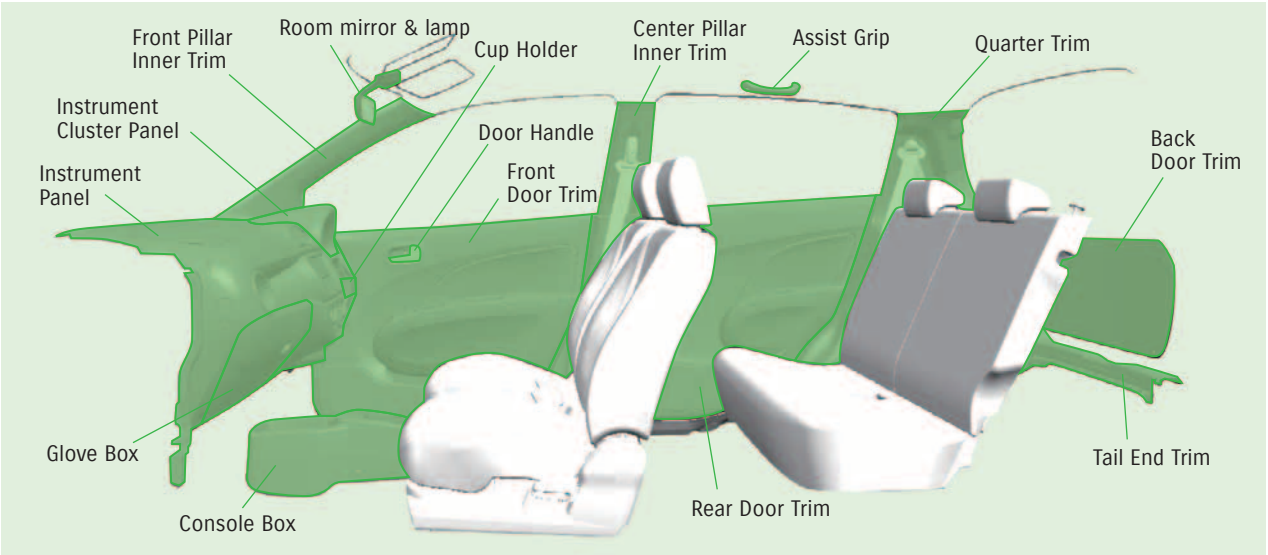
Major Components Using Recyclable Resinous Materials (Example: Exterior of ALTO Eco)



Use of Easily Recyclable Resinous Materials

Plastic is roughly divided into two types: “Thermoset resin”*1 and “Thermoplastic resin”*2.
By applying the thermoplastic resin to almost all plastic parts, Suzuki is promoting environmentally-friendly vehicle manufacturing.

Major Components Using Recyclable Resinous Materials (Example: Interior of ALTO Eco)



Component Names

Room mirror & lamp	Housing
	Stay
	Lens
Center Pillar Inner Trim	Upper
	Lower
Assist Grip	
Quarter Trim	Inner
	Upper

Glove Box	Box
	Lid
Console Box	
Cup Holder	Lid
	Tray
Instrument Cluster Panel	
Instrument Panel	
Front Pillar Inner Trim	

Door Handle		
Door Trim	Front	Board
		Armrest
	Rear	Board
		Armrest
	Back	Cover skin
		Base
Tail End Trim		

*1 Thermoset resin
This type of resin material will not soften or melt after being hardened by heat or pressure. It is like a biscuit or ceramic.
*2 Thermoplastic resin:
Even after being formed, this type of resin material can be softened or melted by reheating and will be solidified by cooling. It is reusable through repetitive melting and solidifying. It is like a chocolate or candy.

Topics

Topics

Suzuki received "Engineering Development Award of the 61st JSAE EXPOSITION AWARD" for "development of the rear lower arm made of aluminum-extruded material that realized weight reduction at low costs".

On May 19, 2011, three of Suzuki's engineers received "The 61st JSAE EXPOSITION AWARD" from the Society of Automotive Engineers of Japan, Inc. (JSAE). It was the award for "development of the rear lower arm made of aluminum-extruded material that realized weight reduction at low costs". The fresh idea for cost and weight reduction by using aluminum-extruded material for the rear lower arm, which connects the suspension frame and knuckle joint, as well as the technology newly developed to realize it, was highly evaluated.

At present, this method is employed in production of the automobile "KIZASHI", and will be increasingly adopted for car bodies that need weight reduction.

Motorcycles

Consideration to design for improving recyclability among other 3R designs is explained here using examples of Address V125 and Bandit 1250F.

ADDRESS V125S LIMITED

Bandit 1250F

Recyclable design

●Use of Colored PP* Resin Materials and Recyclable PP Materials

Materials that can be recycled easily or recycled materials are used for motorcycle parts in order to improve recyclability. Colored PP parts are used for the foot board or rear fender of Address V125 series, and recycled PP materials for the movable fender, fixed fender, and U-lock holder.

*PP: Polypropylene

●Ease of Disassembling

We are pursuing ease of disassembly of parts for promoting recyclable design. For Address V125 series, the resin parts fitting structure has been optimized to enable easy disassembly of the exterior parts without using any special tool. For Bandit 1250F, on the other hand, the number of resin parts is reduced approximately by 30% by integrating parts of the body cowl, under cowl, meter panel, etc. so that these components can be disassembled more easily.

Topics

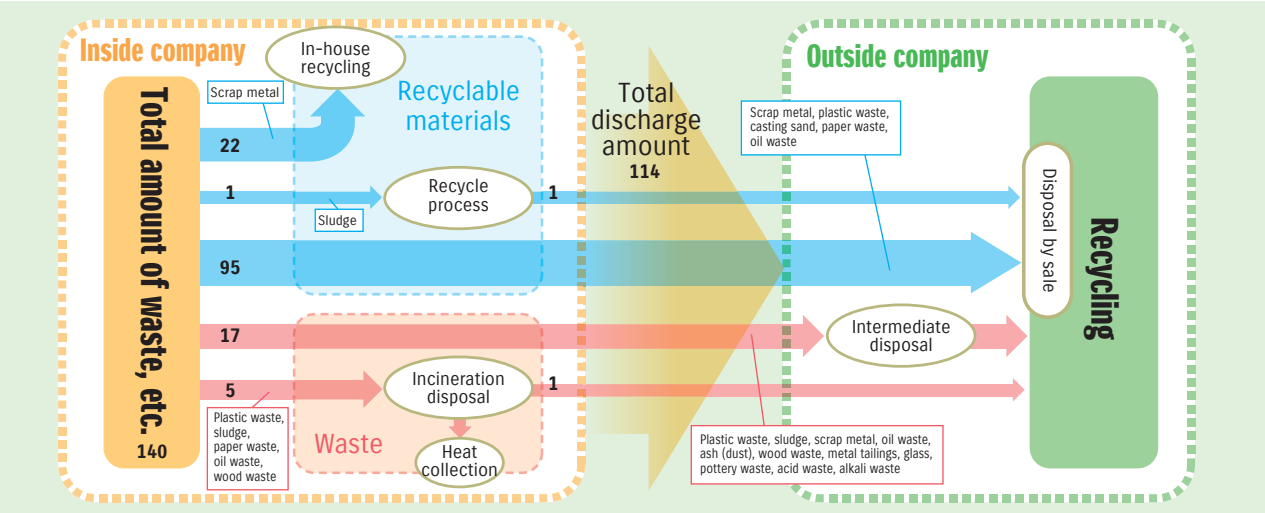
Topics

A new outboard motor DF300AP won Innovation Award of NMMA.

On February 17, 2012, our new outboard motor "DF300AP" won the "Innovation Award (Technical Innovation Award)" of NMMA (National Marine Manufacturers Association of America) at the 2012 International Boat Show held in Miami, Florida, U.S.A. The DF300AP employs the "Suzuki Selective Rotation", which is the world's first technology that enables integrated control of the normal and reverse rotations of propeller, allowing the propeller shaft rotation to be shifted in either normal or reverse direction simply by switching an electric circuit in the outboard motor. Conventionally, when a boat equipped with two (or more) large outboard motors moves in a straight line, individual engines need to provide different rotational directions of propeller, one for normal and one for reverse, respectively. DF300AP has eliminated that need. In addition, for further boosting the performance, we have improved and reinforced the reverse gear that works for the reverse rotation mode to make it have the same characteristics with the forward gear, with the specifications and materials of the both gears optimized, and the bearing layout improved. Development of DF300AP contributes to effective use of resources, and also it leads to avoidance of excessive inventory at dealers and quick delivery to users.

02 Promoting the Three Rs (Reduce, Reuse, and Recycle)
Efforts for Manufacturing

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



* Waste, etc.: Wastes and recyclable materials

Note: Data is collected for non-consolidated Suzuki

Waste Reduction

Reduction of waste and landfill

At our six domestic plants, the zero-level landfill waste*1 was achieved in August 2001 through reduction of waste and promotion of recycling. Then, since 2007, the zero level has been maintained.

Also, domestic manufacturing group companies achieved the zero-level*2, with the landfill waste decreasing to less than 1% of the amount (1,370 tons) recorded in fiscal 2002, when the collection of the landfill waste data was started.

We will promote further reduction of waste, while maintaining the zero level of landfill waste.

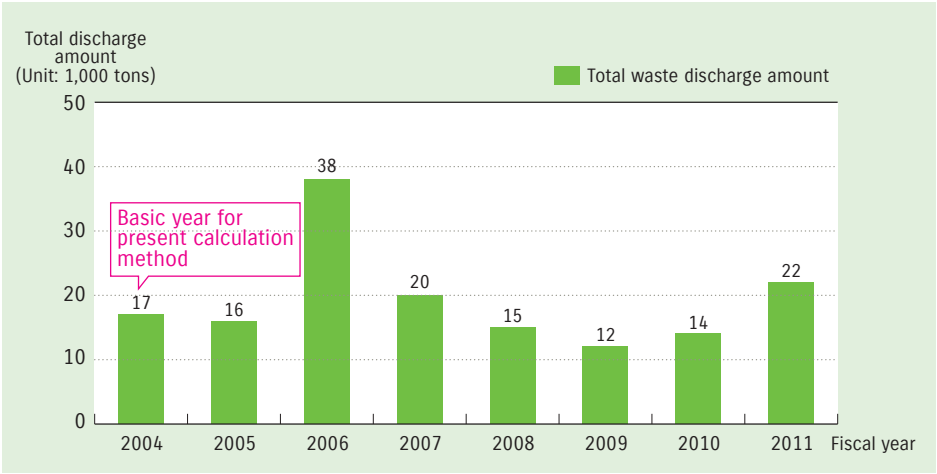
At overseas manufacturing group companies, the total waste discharge amount and landfill waste amount data are now being collected.

*1 Definition of Suzuki's zero level
Landfill waste shall be less than 1% of the amount recorded in 1990 (24,675 tons).
*2 Definition of zero level of domestic manufacturing group companies
Landfill waste shall be less than 1% of the amount recorded in fiscal 2002 (1,370 tons).
(The fiscal 2002 is the year when the waste reduction efforts were started by domestic manufacturing group companies.)

Total waste discharge amount and the amount per one-million-yen sales at six domestic plants

* In this fiscal year, the total waste discharge amount was 114,000 tons (down 4.2% from the previous fiscal year), and the total waste discharge amount per one-million-yen sales was 82.4kg/million yen (down 2.4% from the previous fiscal year).

Total waste discharge amount at domestic manufacturing group (9 plants of 6 companies)

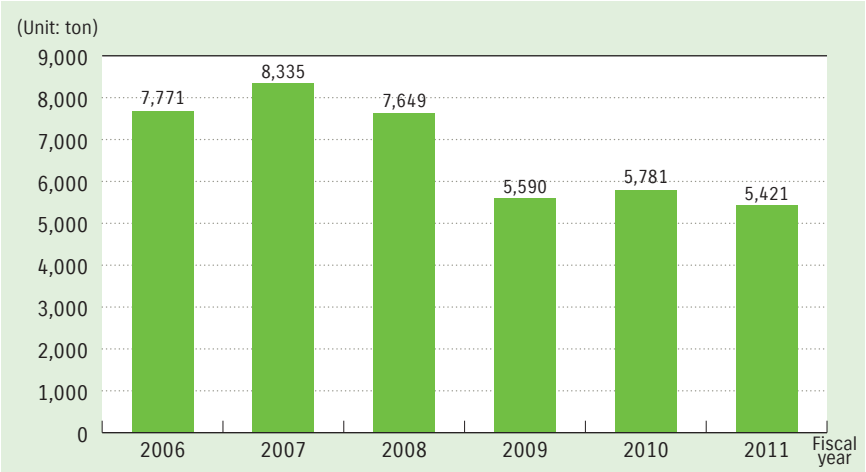


* In this fiscal year, the total waste discharge amount was 22,000 tons (up 57.1% from the previous fiscal year).

●Reduction of Incinerated Wastes

The amount of incinerated wastes was reduced by 33.0% from the amount recorded in 2000. Dioxin compliant incinerator at our Kosai Plant is used to dispose of burnable waste to reduce waste and use effectively the heat energy. In addition, the amount of dioxin emission is reduced by the oxygen control function incorporated in our incinerator management system. As a result, the dioxin level in fiscal 2011 was 0.740ng-TEQ/Nm3, which was well below the regulatory level (5ng-TEQ/Nm3).

Amount of Incinerated Waste

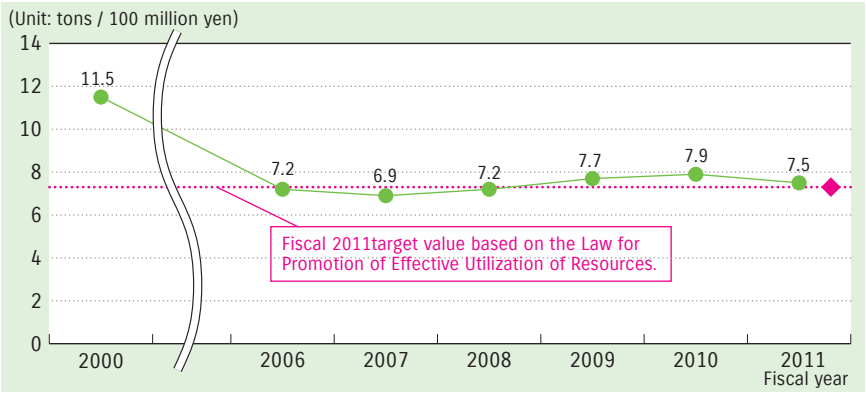


Note: The data cover non-consolidated Suzuki.

▶Activities for the Effective Use of Resources Law

Based on the "Promoting the Effective Use of Resources" law, which went into effect in April 2001, we created a "Controlling the Occurrence of By-products Plan" and reported the plan's results. The purpose of this plan is to control the occurrence of by-products, such as scrap metal and waste casting sand. In fiscal 2011, we reduced those by-products to 7.5 tons per 100 million yen of shipment value. We will continue to make efforts to reduce them.

Amount of By-products Produced per Sales

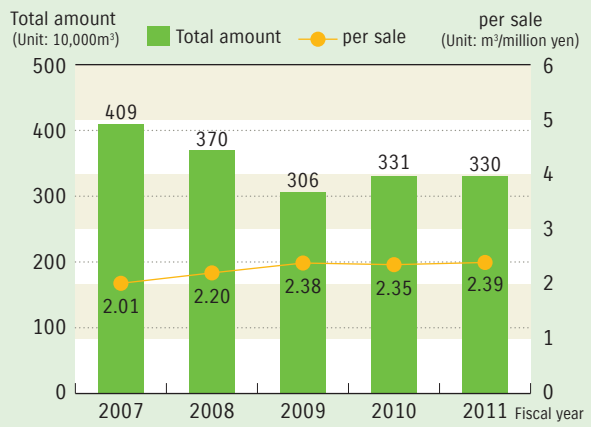


Water usage measures

We are working on ways to conserve water and reuse wastewater in order to reduce the amount of water used in our domestic manufacturing plants. For this purpose, we are utilizing airtight cooling towers, air cooled compact air conditioners, water conserving faucets, rain water collection, and collection of water from coolers.

In fiscal 2011, the amount of water used decreased by 0.3% from the previous fiscal year to 3,300,000m³.

Amount of Water Used



The above data cover non-consolidated Suzuki (domestic six plants).
* Since the recorded amount of water used in fiscal 2007 through 2010 included the water used outside plants, we reviewed the previous data announced last year.

03 Efforts for Distribution

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

Efforts through Reducing and Reusing

Using Returnable Containers

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

In fiscal 2011, returnable containers accounted for 23% of the total number of containers used in shipments out of our plants, reducing the use of cardboard by approximately 86 tons. Also, returnable containers used for receiving shipments accounted for 57% of all receiving containers used during the fiscal year, resulting in reduction of approximately 191 tons of cardboard.

Promotion of using returnable containers for packaging materials

Suzuki encourages employees to use returnable racks instead of steel cases, which used to be discarded at local plants, in order to reduce the amount of packing and packaging materials used.

In fiscal 2011, we began to use returnable racks for Thailand. In addition, we have already used returnable racks in Hungary, India, Indonesia, Taiwan, Pakistan, U.S.A, China, and Ecuador. As a result, approximately 68% of the total parts and materials were transported with the use of returnable racks.

Efforts through Recycling

Reusing Cardboard

We reuse cardboard materials already used in factories as cushioning materials. Since a machine that produces cushioning materials was introduced in 2003, we have promoted reuse of waste cardboards. In fiscal 2011, we reused approximately 34 tons of them.

Cushioning material made of the recycled waste cardboard boxes

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

Automobiles

▶Domestic Recycling Promotion

●Efforts for the ELV Recycling Law

Suzuki exercises our duty to collect and recycle ASR*1, airbags, and Freon of end-of-life vehicles according to the ELV Recycling Law*2 executed in January 2005. We conducted the following in fiscal 2011 (from April 2011 to March 2012).

●Collection and Recycling of ASR

In fiscal 2011, we achieved the ASR recycling rate of 93.2% and, since fiscal 2008, have continuously satisfied the legal requirement for the year 2015 "70% or higher".

We are promoting collection and recycling of ASR through the ART*3 that we organized in cooperation with other 13 automobile manufacturers (as of March 31, 2012), such as Nissan Motor Co., Ltd., Mazda Motor Corporation, and Mitsubishi Motors Corporation in order to work together with recycling companies throughout the nation for conforming to the relevant regulations, properly disposing waste, increasing the recycling rate, and reducing the disposal cost.

●Collection and Recycling of Air Bags and Freon

In fiscal 2011, the airbag recycling rate at Suzuki was as high as 93.4%, and we have maintained the level higher than the legal standard "85% or higher" since 2004. Also, we collected and disposed 70,640kg of CFC materials.

For collection and recycle of air bags and collection and disposal of Freon (HFC) materials, we organized Japan Auto Recycling Partnership with other automobile manufacturers to cooperate with recycling companies throughout the nation.

We will make continuous efforts to promote the recycling activities, while designing easy-to-recycle products, saving and effectively using resources, reducing the amount of wastes, reducing the cost of recycling, and establishing a stable recycling system.

*1 Automobile Shredder Residue
*2 ELV Recycling Law: Formal name "Act on Recycling, etc. of End-of-Life Vehicles"
*3 Abbreviation for Automobile shredder residue Recycling promotion Team

Result of recycling in fiscal 2011

<Results of recycling or treatment of specified three items>

ASR	Total weight of ASR taken back / Total number of ELVs taken back	37,707 tons / 319,894 units
	Weight of ASR taken back	36,233 tons
	ASR recycling ratio	93.2%
Airbags	Total weight / Total number of ELVs	20,476kg / 79,741 units
	Total weight of recycled airbags	19,131kg
	Airbag recycling ratio	93.4%
Freon	Weight of CFC / Number of ELVs	70,640kg / 259,050 units

<Balance of Payments>

(Unit: yen)

Amount of official credit deposit received	2,049,033,508
Amount of recycling cost	1,920,496,820
Balance of payments	128,536,688

Promotion of Recycling Abroad

In Europe, End-of-Life Vehicle Directive (ELV Directive: 2000/53/EC) came into effect in 2000, requiring automobile manufacturers and importers to establish a proper system for collecting and disposing disused automobiles. Suzuki is creating ELV collection network systems suitable for respective conditions of individual countries. In addition, we are obliged to provide disposal companies with the dismantling information of new model automobiles and give such information through the international information system IDIS (International Dismantling Information System) organized by automobile manufacturers.

Also, under the RRR (Reusability, Recyclability, Recoverability) Directive (2005/64/EC), which came into force in 2005, we were audited by an authorized auditing agency on our systems for collecting material data and verifying environmental impact substances, and acquired the Certificate of Compliance (COCom) in August 2008. We obtained the RRR Directive approval for all of our vehicles sold in Europe. Then, the European RRR Directive was revised (2009/1/EC), requiring a new COCom for new models to be certified in and after January 2012. However, we obtained the new COCom in October 2011 through audits by an authorized organization.

In China, an automobile recycling law is now under consideration, so we are conducting the regulatory trend survey by keeping close contacts with our local subsidiary to prepare for conformance to the new regulation.

Promotion of Voluntary Recycling Efforts

Efforts for Recycling of Bumpers

In an effort to use resources more effectively, we have been collecting and recycling used bumpers that have been removed from automobiles by distributors at the time of repair or replacement.

Initially, used bumpers were collected from distributors in the original form. Since 2000, however, they have been collected after being shredded by a shredding machine, which has been installed in almost all of our distributors (with some exception). As a result, the cubic volume of the (shredded) bumpers for transportation was reduced to 1/6 of the previous volume, allowing for reduction of CO_2 emission during transportation due to efficient transfer and handling of the downsized materials.

The collected bumpers are recycled and reused to produce such automotive parts as battery holders, engine undercover, foot rest, etc.

Examples of parts using recycled materials

Engine Undercover

Foot Rest

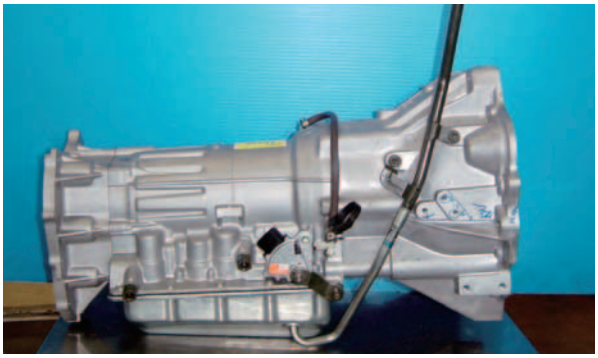
Battery Holder

Supply of Rebuilt Parts for Repair (with Reused Materials)*

For effective use of natural resources and reduction of customers' economic burden, Suzuki deals in rebuilt parts for automatic transmission.

In fiscal 2011, the sales of rebuilt parts accounted for 68% of the total sales quantity of target parts.

* Rebuilt parts are the aftermarket parts that are removed and collected at the time of repair, reproduced with the damaged or worn portions replaced, and finally inspected.



Automatic Transmission

Motorcycles

Regarding Voluntary Recycling of Motorcycles

We have autonomously operated the "motorcycle recycling system" together with three other companies including domestic motorcycle manufacturers and twelve import business operators since October 2004 in order to ensure proper disposition and recycling of discarded motorcycles.

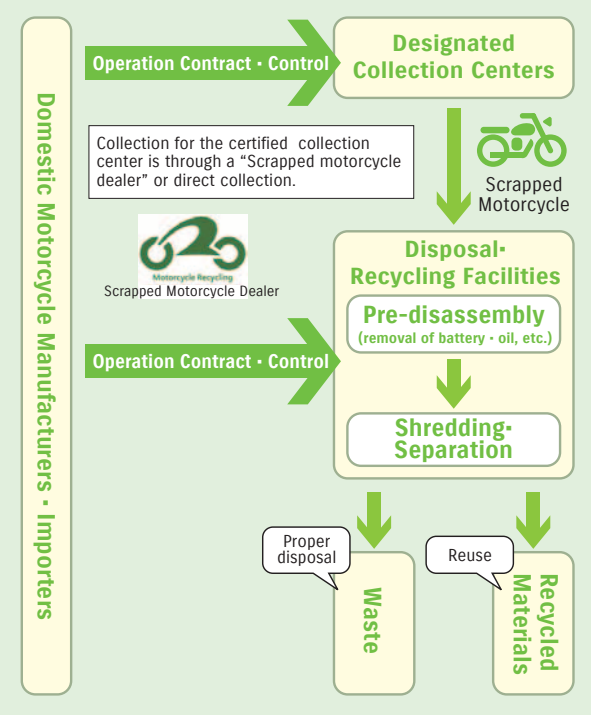
End-of-life motorcycles are taken back at "scrapped motorcycle dealers" and "designated collection centers" throughout the nation for convenience of our customers. These discarded motorcycles are then collected at fourteen scrapping/recycling facilities, and disassembled, shredded, and sorted. Those that can be used as recycled materials are reused, while other waste materials are properly disposed of. The recycling rate in fiscal 2011 is 89.5% of the weight basis.

Also, on October 1, 2011, we started taking back the end-of-life motorcycles free of charge, which had been domestically sold by participating companies, whether there is a recycle mark or not.

For more details, access the following websites(in japanese language only).

Details on Voluntary Motorcycle Recycling Efforts by Suzuki.
http://www2.suzuki.co.jp/motor/recycle/index.html

Details of Japan Automobile Recycling Promotion Center.
(for motorcycle recycling)
http://www.jarc.or.jp/motorcycle/



Outboard Motors

Voluntary Efforts for Recycling FRP* Boats

Suzuki aggressively participates in a program called the "FRP Boat Recycling System" autonomously promoted by the Japan Boating Industry Association together with other six major manufacturing companies.

The "FRP Boat Recycling System" started in ten prefectures in west Japan in 2005 and was developed to the whole country in 2007 in order to prevent inappropriate scrapping of boats due to product characteristics (such as high strength, long durability, and widely and shallowly used) and to facilitate such scrapping for users. Discarded FRP boats are collected to 38 designated scrapping business companies through registered centers at approximately 450 locations all over Japan, and finally recycled by cement combustion.

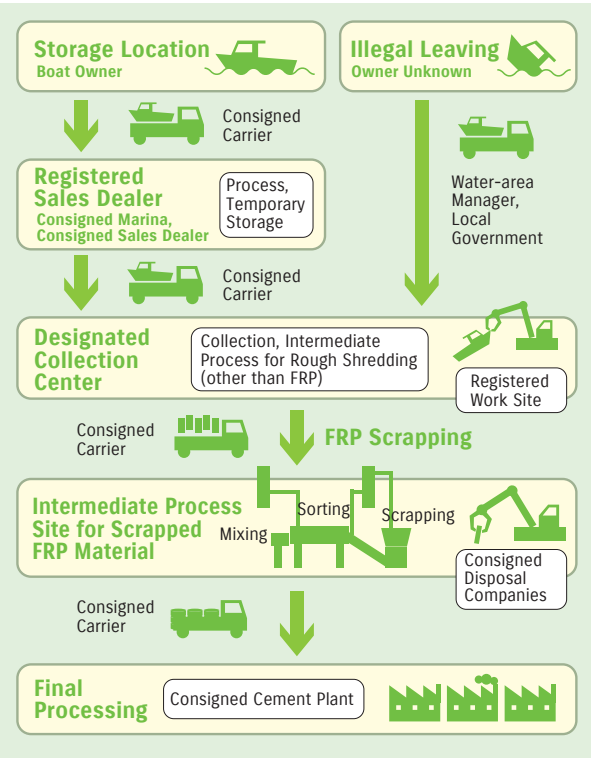
Suzuki has participated in this system certified by verification tests of the Ministry of Land, Infrastructure, and Transport since its foundation, and widely accomplishes the responsibility for appropriate scrapping and recycling of FRP boats.

* FRP (Fiber-Reinforced Plastic)

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

Suzuki Voluntary Actions for FRP Boat Recycling System (Details)
http://www1.suzuki.co.jp/marine/info/index_002.html

Japan Boating Industry Association (FRP Boat Recycling System)
http://www.marine-jbia.or.jp/recycle/index.html



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

Under the policy of making parts Smaller, Fewer, Lighter, Shorter, and Neater, Suzuki is making efforts for paper reduction and material recycling.

Efforts through Reducing and Recycling

Paper Reduction

For the purpose of reducing the amount of paper used, Suzuki has been aggressively conducting company-wide paperless and paper reduction activities by promoting computerization of various documentary forms, use of backing paper, and reduction of documents used at meetings.

Promotion of Material Recycling of Paper Waste

At Suzuki head quarters, paper wastes were previously burnt for thermal recycling (reused as heat energy). Since July 2005, however, material recycling has been conducted, instead of the thermal recycling, through separate collection of office documents, newspapers and magazines, cardboard boxes, etc. In fiscal 2011, 885 tons of paper wastes were recycled.

Suzuki´s end-of-life vehicle collection and recycle network

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

Promotion of Environmental Conservation etc.

We are promoting environmental conservation in the fields of R&D, production, etc to manufacture products which our customers can use without concerning about environmental problems. Since exhaust gas (emission), noise and chemical substances can be dangers to public health, Suzuki not only conforms to the relevant regulations and industrial standards, but also voluntarily sets its own higher level targets and is making best efforts to achieve them.

01 Promotion of Environmental Conservation etc.
Efforts for Development

Automobiles

▶Reducing Exhaust Emission

●Compliance with domestic exhaust emission regulations

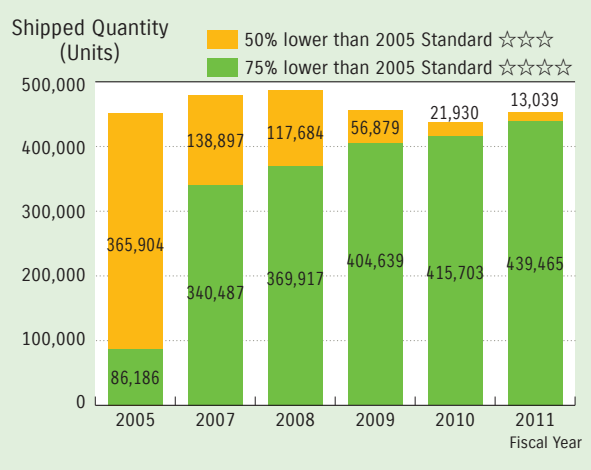
At Suzuki, all of new vehicles are designed to meet the 2005 exhaust emissions standards (new long-term standards). Among vehicles introduced on the market in fiscal 2011, the numbers of types and models that were certified as ☆☆☆☆ low-emission vehicles were 14 types of 10 models, respectively, as of the end of March 2011.

We will further promote activities to reduce exhaust emission in order to increase the types and models that will be certified as ☆☆☆☆ low-emission vehicles.

Vehicles Conforming to Exhaust Emission Regulations

	Number of models and types
Equal to 2005 Emission Standard	6 models 6 types
☆☆☆ Low-Emission Vehicle: 50% lower than 2005 Emission Standard	7 models 10 types
☆☆☆☆ Low-Emission Vehicle 75% lower than 2005 Emission Standard	10 models 14 types

Shipment Record of Certified Low-Fuel Consumption and Low-Emission Vehicles



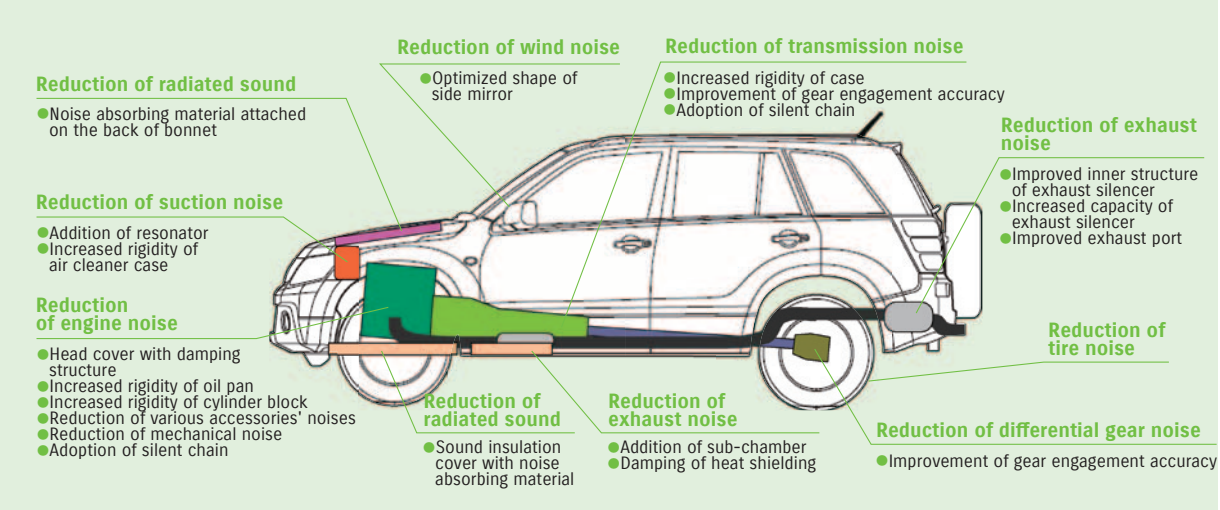
Reducing Noise

●Efforts for Vehicle Exterior Noise

We are working to reduce vehicle noise, aiming for reduction of road traffic noise, which is regarded as one of the environmental issues. Specifically, we are reducing various kinds of noises from the engine, transmission, air-intake and exhaust systems, and tires. At the same time, we are optimizing the design of the sound insulation cover that is used to prevent the inside noises from being released to the outside of vehicle.

And we are incorporating those improvements in vehicles which are in production.

Major Noise Prevention Measures



●Vehicle Interior Noise

Also, to provide comfort and quiet interior environment to users, we are promoting reduction of vehicle interior noise by improving noise sources and taking sound absorption, sound insulation, and vibration damping measures, while improving fuel efficiency.

●Examples of Noise Reduction Measures for ALTO Eco

- ·Adoption of a new-type engine.
- ·Changed the engine mount supporting method and adopted a hydraulic engine mount.
- ·Improvement of the body structure.
- ·Adoption of low-vibration bush for the front suspension.
- ·Employment of a sound absorption type ceiling.
- ·Enlarge the firewall silencer.
- ·Installation of a sound insulation cover in the fender.

ALTO Eco

Motorcycles

Reducing Exhaust Emission

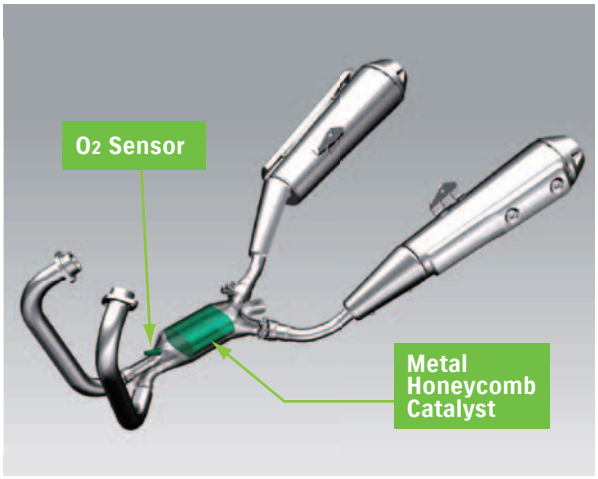
Activity for All Models

Suzuki is working to conform to the Euro 3 regulations in Europe, Chinese Ⅲ regulation, and other countries' various emission regulations to reduce emissions from its motorcycles. In fiscal 2011, we developed and sold the following models conforming to each region's or country's emission regulation: DL650 and GSX-R1000 for Europe, GW250 and GD110 for China, UP125 for India, and UD110 for Indonesia.

Example of Applied Product

GW250 released (for China) in January 2012 is equipped with the PAIR*, O_2 sensor feedback control, and metal honeycomb catalyst to reduce gas emissions, and conforms to Chinese Ⅲ regulation.

* PAIR : Pulsed-AIR injection



Reducing Noise

Example of Applied Product

The following describes our noise reduction efforts, taking an example of GW250.

GW250 is designed to minimize the weight increase, while employing many noise reduction structures in order to satisfy the local noise requirements.

❶As for mufflers that reduce exhaust sound, the structure in the muffler is optimized by CAE analysis to assure both damping performance and weight reduction.

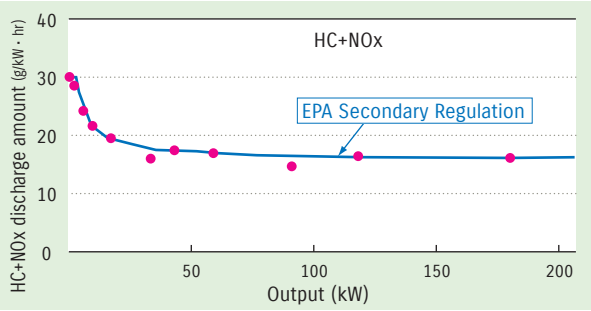
❷The rib structure on the back of the engine sprocket cover is optimized by CAE analysis to assure both the resonant sound measures and weight reduction.

Outboard Motors

Reducing Exhaust Emission

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

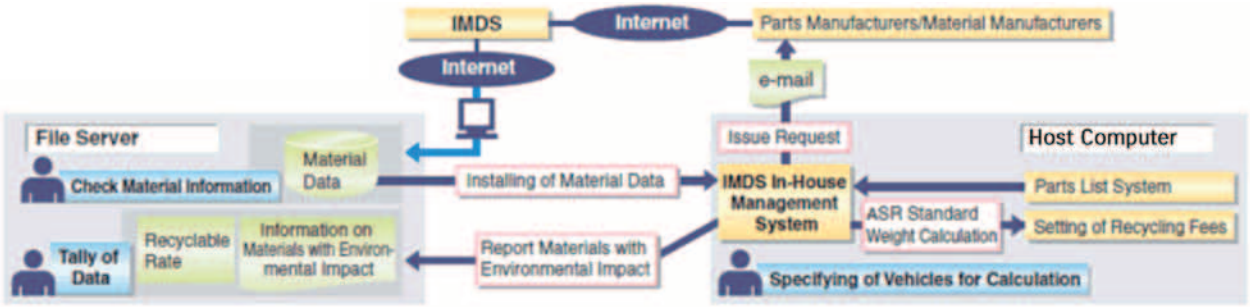
Secondary EPA Regulation Values and Suzuki Model's Emission Values



Managing Materials with Environmental Impact

In 2003 we introduced IMDS (International Material Data System), which is a material data collection system focused on automobile industries. And based on it, we established an in-house environmental impact substances control system (see the chart below). This system allows us to control not only the four heavy-metal substances (lead, mercury, hexavalent chromium, and cadmium) targeted by European ELV Directive, but also Substances of Very High Concern (SVHC) specified in the REACH regulation (Registration, Evaluation, Authorization and Restriction of Chemicals). In fiscal 2011, we identified 25 models of automobiles, motorcycles and outboard motors in total to be in compliance with the environmental impact substances-related laws and regulations.

So far, using this system, we have identified the compliance with the environmental impact substances-related laws and regulations on the products produced by domestic plants, Magyar Suzuki (Hungary), and Maruti Suzuki (India). From now on, we will try to use this system for the products produced by Suzuki Motor Thailand, which is our new automobile production base.



Reduction of Environmental Impact

Suzuki not only strictly follows the goals set by Japan Automobile Manufacturers Association (JAMA) and European ELV Directives, but also aggressively promotes reduction of the four kinds of heavy-metal environmental impact substances for all models of automobiles, motorcycles, and outboard motors even in business areas where specific regulations do not apply. Following the non-chrome treatment technique (white) on galvanization practically introduced in fiscal 2009 to further reduce environmental impact substances, we have developed black non-chrome treatment technique on galvanization in fiscal 2010. This new technique is currently evaluated for practical use. In many countries, various environmental impact substances-related regulations have been tightened, such as REACH which became effective in June 2007 to control chemical substances in Europe. Under such a circumstance, Suzuki also carries out hexavalent chrome reduction activities for automobiles in Asian countries such as including India. It is said that reduction of hexavalent chrome is difficult for outboard motors. However, we achieved complete abolishment of hexavalent chrome for all outboard motor models manufactured in domestic plants by July 2011. Also, we are promoting the plan to abolish hexavalent chrome in plants in Thailand by 2013.

Black Non-Chrome Galvanized Bolt

Reduction target set by JAMA (new vehicles)

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

Developing of Lead-Free Soldering

We are developing a technology for replacing the lead-containing solder used in the Electric Control Unit (ECU) with a lead-free solder to reduce the environmental impact. And we have introduced the lead-free solder into the EPI (Electronic Petrol Injection) controller installed in some Suzuki vehicles since fiscal 2004.

Compliance with European Chemical Control Regulation (REACH・CLP)

In June 2007, the environmental impact substances-related regulation REACH (Regulation concerning the Registration, Evaluation, Authorization and Restriction of Chemicals) became effective to protect people and environments in Europe from hazardous chemical substances. Concerning hazardous chemical substances to be used in manufacturing and/or to be imported, REACH requires companies to list, evaluate, register, report, and disclose them (to customers). For compliance with REACH, cooperation throughout the supply chain is crucial. In order to prevent turmoil in the world's automobile industry, a task force has been organized in cooperation with European, U.S., Korean, and Japanese automobile and parts manufacturers to determine a common policy for the compliance. While going with the task force and cooperating with our European plants, distributors and customers, Suzuki promoted compliance with REACH and completed the necessary preliminary registry before December 2008. In addition, we have completed the report on Substances of Very High Concern (SVHC) of which deadline is June 1, 2011. The new regulation (CLP) for classification, labeling, and packing of chemical substances and compounding became effective in Europe in December 2008. Similarly to the action for the REACH, Suzuki promoted actions for the CLP while cooperating with our local plants, distributors, and customers, and has already completed the report on hazardous substances (listed in the CLP) contained in substances and compounds to ECHA (European Chemicals Agency), of which deadline is December 2010. Also, we have completed the report, which will be required after 2011, on hazardous substances contained in new chemical products and compounds to ECHA.

We will keep close relations with suppliers not only to communicate the supply chain information necessary for registration of REACH, but also to respond to the requirements for the certificate on Substances of Very High Concern (SVHC) and licensed/controlled materials, and additional submission for CLP.

Reducing VOCs (Volatile Organic Compounds *1) in Car Interior

In order to further improve interior environment, we will continue to make efforts to reduce the amount of VOC by reviewing the materials, bonding agents, painting methods for interior parts, etc. For all new domestic four-wheel vehicle models sold since January 2006, we have successfully achieved lower interior VOC levels than the target set by the Ministry of Health, Labor and Welfare, which is deemed as the automobile industry's voluntary goal*2. We intend to further reduce the VOC value for all models to be sold in Japan. In fiscal 2011, we also started efforts for reduction of interior VOC for vehicles to be sold in international markets including China and Europe.

Also, we have added the target for TVOC (Total Volatile Organic Compounds) in the in-house regulation to further improve interior environment by reducing other VOC not specified by the Ministry of Health, Labor and Welfare.

Vehicle interior VOC measuring test (WAGON R)

*1 VOC is deemed as a cause of sick building syndrome (bringing about a headache and/or sore throat) and is known as a danger substance to public health.

*2 JAMA (The Japan Automobile Manufacturers' Association, Inc.) takes a voluntary approach to reducing the vehicle cabin VOCs of 13 different substances defined by Japan's Ministry of Health, Labor and Welfare to lower levels than the governmental target by imposing the voluntary targets on new model passenger cars to be marketed in and after April 2007 and new model commercial vehicles to be sold in and after April 2008.

Reduction of Freon (HFC) (By reducing air conditioner refrigerant and using alternative refrigerant)

Reducing Air Conditioner Refrigerant

For the purpose of reducing the usage of air conditioner refrigerant (HFC-134a) that is one of the factors causing global warming, we have optimized the design of air conditioning systems, and at the same time, are making efforts for downsizing the heat exchanger and introducing a sub-cooling system. The air conditioner system of the refrigerant saving type is adopted in all models by domestic production car and adopts it to an oversea production car sequentially.

Use of Alternative Refrigerant

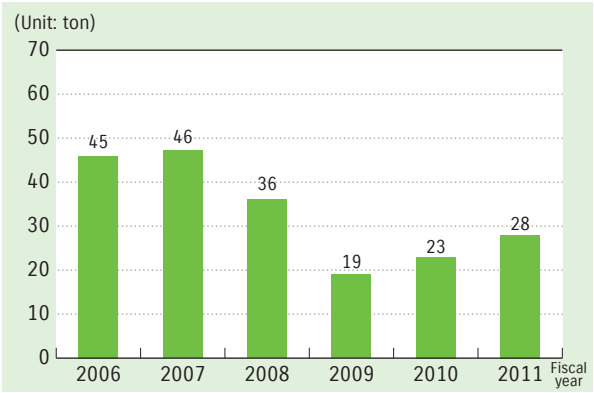
We are now conducting research and development of a next-generation air-conditioning system using an environmentally friendly refrigerant (HFO-1234yf) that can replace the current air conditioner refrigerant (HFC-134a) to minimize the effects of global warming.

02 Promotion of Environmental Conservation etc.
Efforts for Manufacturing

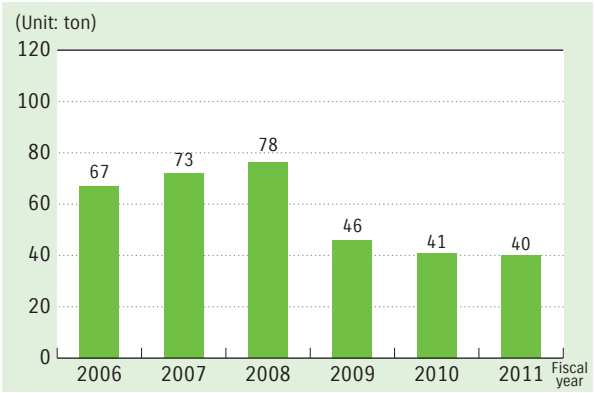
Control of SOx and NOx Exhaust Amount (at our six domestic plants)

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

SOx exhaust amount



NOx exhaust amount



Reduction of Odor and Noise

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

Promoting Green Procurement

We have established “Suzuki Green Procurement Guideline” as our policy to purchase eco-friendly parts and materials from suppliers that are aggressively conducting environmental conservation activities. Suppliers who agree to this Guideline submit “Suzuki Green Procurement Promotion Agreement” to us.

In May 2011, we partially revised this Guideline by changing the expression "parts, raw materials, etc" to"parts, accessories, raw materials, and sub materials" to clarify applicable items, and adding the words "packing materials, machines and equipment" to expand the scope of application. According to the revised guideline, we will implement the green procurement activities with consideration for both environment and people concerning not only Suzuki's products, but also packaging materials used for transportation of purchased parts etc., as well as machines and equipment used for production and development.

Moreover, to the "Suzuki List of Controlled Chemical Substances", we have added some substances that are not listed in the GADSL* but covered by Japan's Act on the Evaluation of Chemical Substances and Regulation of Their Manufacture, etc. and Labor Safety and Sanitation Law as prohibited materials so that overseas suppliers can understand prohibited substances regulated by the Japanese laws.

Also, we are going hand in hand with suppliers to conform to conventional regulations, such as "European ELV Directive" and "European Regulation concerning the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH)", and other various environment-related laws and regulations to be established in future.

* GADSL: Global Automobile Declarable Substance List
* “Green Procurement Guideline”: http://www.globalsuzuki.com/corporate/environmental/pdf/suzukiGreenGuideline.pdf

Purchasing New Substances

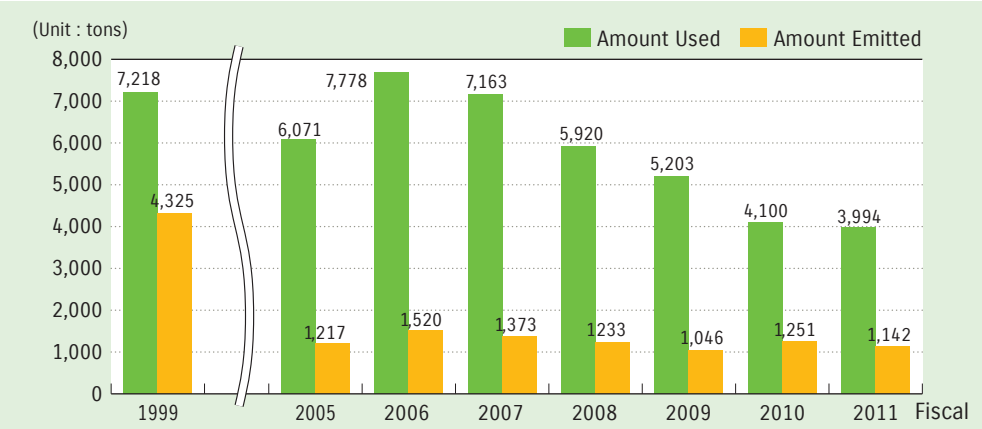
When the purchase of materials such as paints, oil, detergents, etc. is necessary, our environmental management section discusses the substance's toxicity, how much of it will be used, how it will be used, how it will be stored, etc., then decides whether the substance should be purchased or not. Data gained from these investigations is used and managed as PRTR*1 data, which is then utilized when working to reduce the volume of these materials. Also, the most up-to-date data and information is used to manage MSDS*2 for raw materials.

*1 PRTR: Pollutant Release and Transfer Register
*2 MSDS (Material Safety Data Sheet): This sheet lists name, physicochemical behavior, hazards, and handling cautions, etc. of chemical substances

PRTR (Pollutant Release and Transfer Register) Targeted Substances

To reduce materials with environmental impact, we are working to reduce PRTR targeted substances. As a result of the efforts to reduce PRTR-related substances contained in paints and cleaning thinners, the amount of emissions of them was 1,142 tons in fiscal 2011.

Amount of PRTR Materials that are Used and Emitted



VOC (Volatile Organic Compounds)

VOC is a chemical contained in solvents mainly used in the painting process. Suzuki is working to reduce the amount of VOC emission in the painting process. In fiscal 2011, the amount of VOC emissions from the automobile body, bumper and motorcycle paints was 44.9g/m^2, which indicates a reduction of 2.1g/m^2 from the previous year. Our activities in fiscal 2011 included reduction of washing solvent consumption, change of the bumper paint to a less-VOC high solid type, and improvement of painting method for more efficient painting. We will continue to improve the painting method to reduce the VOC discharge amount.

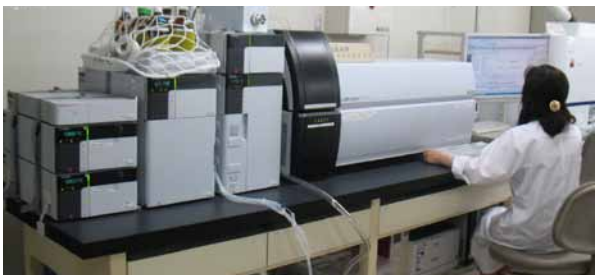
Soil and Groundwater Protection

After organic chlorine compounds (trichloroethylene and cis-1, 2-dichloroethylen) were discovered in the groundwater at the Takatsuka Plant in January of 1999, we initiated a continuous cleanup effort of the groundwater and took measurements along the site boundaries.

Preventing the Leakage of Sewage

Our analysis department periodically analyzes plant effluent, groundwater, water used in factory processes, and industrial water from individual plants and related companies for the purpose of water quality management and maintenance to prevent sewage from leaking from them. In addition to water quality, we also investigate components in soil and inspect industrial wastes.

If any abnormality should be found in water quality or soil, the related section will be immediately informed and suitable measures will be systematically carried out.



Analysis

Controlling PCB (Polychlorinated Biphenyl)

We have properly stored PCB and reported to the authorities on the storing condition of PCB according to the Act on Special Measures concerning Promotion of Proper Treatment of PCB Waste which came into force in July 2001.

We started the treatment in fiscal 2011, and as of March 2012, a total of 1,589 units of transformers, condensers, and stabilizers which contain PCB (polychlorinated biphenyl) are stored and controlled at five plants.

Efforts for Society

Suzuki, For the Benefit of All

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

With Our Customers

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

01 With Our Customers
Customer Relations Office

Suzuki's Customer Relations Office receives more than 120,000 calls of customer inquiries for one year (based on the data of fiscal 2011).
The Customer Relations Office, as a "window allowing for direct contact with customers," always keeps in mind to put ourselves in our customers' place and to provide quick, correct, and generous actions for various customer inquiries, and constantly makes efforts to improve customer services that assure customer satisfaction.

Improving correspondence quality

With the advancement of car navigation systems (linkable with smart phones) and fuel-economy technologies (idling stop, CVT, etc), automobile structures and applications are getting more and more complex. The Customer Relations Office responds to various kinds of inquiries ranging from obvious questions from beginner drivers to questions about advanced technologies, and always tries to give clear and concise explanations. In addition, we are enhancing the customer support system to assure quick and appropriate actions for customers. In the case where on-the-spot customer services are required for purchase, maintenance, etc. of our products, we use the nationwide Suzuki Network to provide appropriate supports.

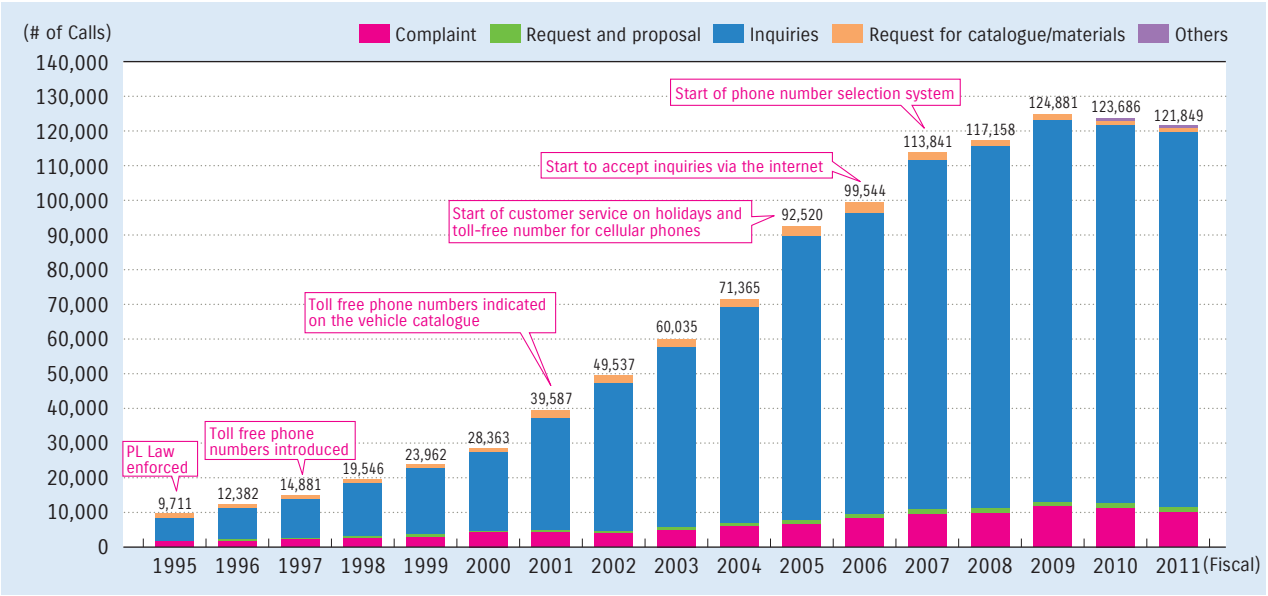
Improving customer-friendliness

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

Improving products and service quality

We recognize that "the voices of customers are very important information to improve the quality and services," and distribute those opinions and suggestions to related departments in order to develop better products and improve manufacturing, quality, sales, and after-sales services. That important information is carefully handled and collected into a data integration system for efficient information management and posted in our intranet system, with the personal data carefully protected. Also, we have established a system enabling such information to be promptly fed back to the relevant persons in charge depending on the criticality of the information. While not only responding to users' requests and opinions, but also fully examining the collected information, we often summarize potential customer needs and inform the relevant departments.
For providing more reliable and convenient services, the Customer Relations Office will continuously make efforts for further improvement of operations.

Trends in Access to the Customer Relations Office



02 With Our Customers
CS (Customer Satisfaction) Activities

Launch of Fans Net Declaration

For the purpose of creating as many fans of Suzuki as possible, the Fans Net Declaration activity has been conducted by our domestic automobile dealers since 2008. This program intends to make each staff member of dealers, who is making face-to-face customer contact, think of what to do for customers and do it. At each activity base, Fans Net meetings are periodically held by selected promotion committee members.

For example, equipment proposed at a Fans Net meeting for better customer service include a “large monitor system” which helps customers easily understand the features of products. Also, customer-friendly services, attractive events, and better attitudes toward taking care of customers (through telephone or daily conversations) are discussed. Moreover, they are making efforts to establish close relations with customers by providing better after-sale services with the use of the “customer information system”.

A placard behavioral policy indicating what we should do for customers is stuck up in each show room so that customers also can see it. This policy was established through discussions at the nationwide Fans Net promotion committee meetings under the theme of “How to create bond with customers”.

Management Trainee System for Suzuki Dealers

We support our domestic privately owned dealerships in creating local community-based networks. The “Management Trainee System for Suzuki Dealers” program in particular, which was launched in 1979, intends to train successors to privately owned dealers of Suzuki products at a Suzuki's sales company for a certain period of time. They will work as employees of the sales company, where Suzuki assists them to learn both sales and technical skills necessary for future dealer operations and to acquire various licenses. This program contributes to high quality customer services by dealers, not only creating stronger ties between the Suzuki group and privately owned dealerships, but also providing greater reliability to customers.

03 With Our Customers
Electric Vehicles

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

Electric Wheelchairs*1

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

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

Senior Car

The electric wheelchair equipped with a user-controlling steering wheel began to be sold in 1985. This electric wheelchair is designed to enable senior citizens to easily go out. It is capable of moving at adjustable speeds ranging from 2 km/h to 6km/h.

Town Cart

Introduced in 2005 on the market, the compact type of the senior car, "Town Cart", is designed to allow the user to travel in public facilities, housing complexes, shopping malls and metropolitan areas. It is capable of moving at adjustable speeds ranging from 1km/h to 6km/h. With the turning radius of 1.1 meters, it can provide small turns. It is permitted to be used in the Tokaido, Sanyo, and Khushu Shinkansen N700-type bullet train between Tokyo and Kagoshima Chuo Stations. (A specific preliminary procedure is required.)

Motor Chair

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

Topics

Topics

Suzuki Senior Car has acquired a JIS (Japan Industrial Standards) certificate based on a new standard that considers safety and convenience of the steering wheel-type electric wheelchair. In this standard, the product performance is shown in levels by the number of stars (★) so that users can select and use products appropriate for their usage style. The model has been certified by JIS T 9208:2009 and its performance is represented in three levels by the number of stars (★) to help customers choose and use the most appropriate product. Suzuki Senior Car "ET4D" and "ET4E" acquire the permission to display three stars for "turning stability" and "capability for getting over steps," and one star for "rotation performance." In addition, the city-type Senior Car "Town Cart" acquires the permission to display three stars for all of these categories.

●Safe Driving Training Program "For Preventing Accidents"

In order for people to enjoy using our electric wheelchair in a safe manner, Suzuki is making efforts to promote better understanding of operation method by conducting face-to-face sales through full-time sales persons and showing potential customers how to operate an actual wheelchair. Furthermore, we conduct the "Suzuki Electric Wheelchair Safe Driving Program," which is a training session for the people who are currently using our electric wheelchair, working in conjunction with local police departments, traffic safety committee, etc. At the same time, we are making efforts to foster trainers for that program. We try to improve the trainee's awareness of traffic safety and prevention of traffic accidents etc. through seminars and practical training.

●Electric Wheelchair Association Safety Activities

The Electric Wheelchair Safety Promotion Association was established by manufacturers and dealers to promote safe and proper use of electric wheelchairs for the disabled and senior citizens. Program workshops contribute to smoother and safer traffic flow and help putting the electric wheelchairs to practical use. As a member of the association, and as an organizer, Suzuki works with authorities and other related groups to educate the public on the safe use of these devices, and create a society in which wheelchairs can be used safely.

●Electric Wheelchair Safety Instruction Commendation System

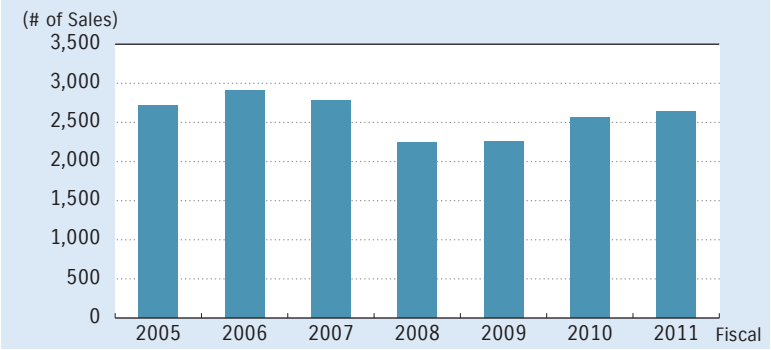
Sponsored by the Traffic Bureau of the National Police Agency, the Electric Wheelchair Safety Instruction Commendation System promotes traffic safety public education and recognizes and commends concerned parties that take an active role in the prevention of wheelchair related traffic accidents. Suzuki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

04 With Our Customers
Welfare Vehicles ("With" Series)

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

At present, four different models and two types, "Courtesy Type" and "Lifting Seat Type" are available. We are working to develop a lineup of vehicles that accommodate specific needs and situations.

"With" Series Sales



▶Wheelchair Courtesy Vehicle

Wheelchair courtesy vehicles make it easy for persons requiring special care to get into and out of the rear of the vehicle while seated in the wheelchair. The low floor vehicle allows the helper to easily support the passengers who require special care during getting on and off. This vehicle can accommodate either a manual or electric wheelchair. Wagon R, Every Wagon, and Every can be fitted with the lifting passenger seat.

▶Lifting Seat Type Vehicle

This type of vehicle enables the passenger seat for the person requiring nursing care to be moved up, rotated and moved down by remote control. Since the seat can be brought into a position that makes it easy for the person requiring nursing care to get in and out of, the stress on the assistant is reduced. The Wagon R can be equipped with the lifting passenger seat.

*As of August 2012

05 With Our Customers
Efforts for Safety Assurance

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

Safety assurance technologies incorporated in Suzuki's vehicles include Active Safety Technologies that are designed to prevent accidents, such as ABS (Antilock Brake System), ESP* (Electronic Stability Program), and brake assist system; and Passive Safety Technologies that are designed to minimize the damage in case of accidents, such as TECT (Total Effective Control Technology, a lightweight shockabsorbing body), body for relieving pedestrian's damage, SRS air-bags, and head impact absorbing systems. In addition, as a member of community and society, Suzuki will continue to participate in traffic safety campaigns and conduct the driving safety guidance activities.

* ESP is a trademark registered by Daimler AG.

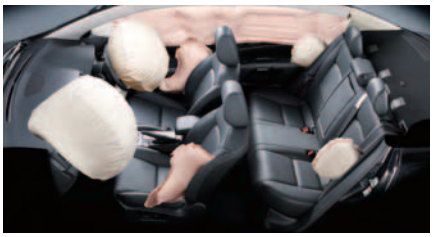


Photo: An image of airbag deployment

Knee airbag

Collision Mitigation Brake (Pre-crash Safety System (PRECRS))

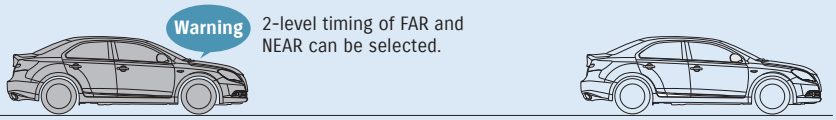
This system is designed to measure the distance to a proceeding vehicle using millimeter-wave radar which is not strongly affected by the weather. If a risk of collision is detected, the warning indication on the multi-information display and buzzer will warn the driver. If a risk of collision further rises, the pre-crash braking assist operates when the driver steps on the brake in order to increase braking force. Then, if it is determined that collision is unavoidable, the pre-crash brake automatically operates.

While reducing the impact speed, this system mitigates damages by activating the pre-crash seat belt (on driver's and passenger's seats) to automatically wind* the seat belts before collision occurs and to increase the effect of the pretensioner. This system is available as an option for 2WD model of Kizashi (for Japanese specification only).

Image of operation of pre-crash safety system

1 Determines that there is a risk of collision.

Warn the driver by a buzzer etc.



2-level timing of FAR and NEAR can be selected.

2 Determines that a risk of collision is high.

When the driver steps on the brake, the pre-crash braking assist operates to increase braking force.

3 Determines that collision cannot be avoided.

The pre-crash brake automatically operates to reduce the impact speed. At the same time, the pre-crash seat belt operates to hold occupants in the front seats.

Speed upon collision is reduced to mitigate damages.

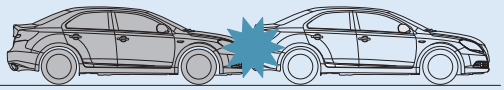
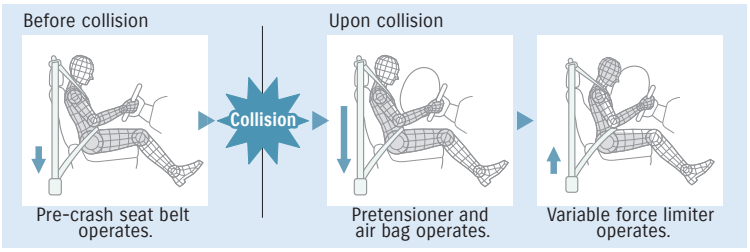


Image of operation of front seat belt



* Seat belts of the driver's and passenger's seats are automatically wound also when braking operation is regarded as an emergency brake according to the stepping speed of the brake.

- The pre-crash safety system is not intended to stop a vehicle safely or perfectly avoid collision. There is a limit to detection of a proceeding vehicle or reduction of damage upon collision. Always keep safe driving in mind.
- The pre-crash safety system is designed to always operate unless the PRECRS OFF switch is pressed. If the OFF switch is pressed, the PRECRS indication in the meter flashes to notify you of that this system is turned off. Even while this system is off, the indication on the multi-information display, warning buzzer, and the function to automatically wind the seat belts of the driver's and passenger's seats in emergency brake operation are activated.

06 With Our Customers
Activities for Motorcycles

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

As a member of Japan Motorcycle Safety Association, Suzuki sends some instructors to various motorcycle safe riding schools and holds safe driving seminars such as "Good Rider Meeting," in cooperation with Motorcycle Safe Riding Promotion Committee. Also, we are promoting the “Good Rider Anti-Theft Registration” activity for registration of motorcycles to prevent theft.

We cooperate for the promotion of "Motorcycle Safe Riding Trainer Training Session" and "Centralized Training Workshop" organized by JTSA (Japan Traffic Safety Association) by sending instructors. In addition, we are also involved in the annual "National Motorcycle Safe Riding Competition" organized by JTSA by sending judges and motorcycles for the competition in order to widely enlighten safety for motorcycles.

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

ABS Test-Ride Event

Suzuki collaborates with designated driver's schools etc. all over Japan and holds an "ABS-equipped motorcycle test-ride" for promotion of ABS-equipped motorcycles. In 2011, more than 1,800 customers experienced the test-ride for activation of ABS at 60 event locations.

We are planning to have "ABS-equipped motorcycle test-ride" all over Japan also in 2012 to continue promotion of ABS of motorcycles.

Suzuki Safety School

Since fiscal 2008, we hold Suzuki Safety School periodically at the motorcycle school area in Ryuyo Proving Ground to teach users of Suzuki motorcycles how to enjoy riding safely. We accept a broad range of participants including beginners, return riders (who didn't ride their motorcycles for a long time), and veteran riders (who want to learn new traffic rules).

We hold this school as a practical event enabling people to learn, with fun, not only such basic techniques as how to run, turn and stop, but also such safety techniques as "hazard anticipation" and "riding with ABS".

Cooperation with “Hamamatsu, the hometown of the Motorcycle”

“Hamamatsu, the hometown of the Motorcycle” is an event to spread information, attractions, and the culture of Hamamatsu, where the domestic motorcycle industry was born, nationwide. This has become one of the biggest events attracting more than 15,000 visitors every year, and the year 2012 is its 10th anniversary.

Suzuki is contributing to foster personnel resources to those who have dreams on motorcycle and take the lead in manufacturing in next generation, and to create the town where motorcycle lovers get together through touring project and industrial tourism by cooperating this event.

In-House Safe Driving Seminars

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

In fiscal 2011, we held "Motorcycle Safe Riding Seminars" ten times for our new employees, motorcycle commuters, and employees of related companies and distributors.

We will continue to conduct such seminars to train them to improve their safe riding awareness, basic motorcycle operation, and riding manner, as well as to follow the traffic rules, as employees working for motorcycle companies, who must be the role models for other riders.

Sunday SRF in Ryuyo Off-Road Seminar

To promote off-road motor sports, a technical riding school for a broad range of motocross riders, from beginners to experienced riders, who purchased Suzuki’s competition model "RM series" motorcycles, is held at the Ryuyo Off-Road Course every year. A rider with International A License is invited as an instructor to provide one-on-one coaching session.

We had the school four times in 2011 and 177 participants in total.

Many Suzuki customers have taken part in this event and learned basic and high-level motocross riding techniques. This event will be held on a regular basis.

* SRF (Suzuki Riding Forum) is a club organization aiming to upgrade the off-road riding technique of users of Suzuki competition model motorcycles for safe and proper use of them, as well as to familiarize the off-road motor sports in Japan through not only lessons in riding technique, but also mental training.

With Our Business Partners

Suzuki intends to make a social contribution under the primary motto: “Develop products of superior value by focusing in the customer”. In creating such valuable products, we believe that the procurement section’s role is to work in mutual cooperation with our business partners so that both parties may prosper. Those business partners are selected through an impartial procedure based on quality, cost, deadline delivery, and technical development capabilities. And we have an open door policy, which offers the chance of teaming up with Suzuki regardless of size or track record.

01 With Our Business Partners

Sustainable Relationships

In creating trusting relationships with our business partners we aim to establish sustainable relationships. For that purpose, we regard the mutual communications as the most important factor, so that we encourage the sharing of ideas not only between the top and middle managements, but also between managements and individuals responsible for daily business operations.

02 With Our Business Partners

Global Procurement

We will accelerate global procurement activities by working with worldwide manufacturing bases. Previously, procurement activities were carried out mainly on individual local bases, but we have shifted to a more global-basis approach to obtain the most suitable parts at competitive prices. That benefits not only Suzuki, but also our business partners who can stably receive orders and accumulate various technologies. By sharing those merits we can build more confident relationships.

03 With Our Business Partners

Business Continuity Plan

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

Suzuki Foundation Activities

01 Suzuki Foundation Activities
Suzuki Foundation

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

Policy

Coupled with today's worsening problems with energy, global warming, etc., the need for automobiles that save energy and reduce environmental loads is growing. Accordingly, the compact car industry is at the stage of further progress by satisfying such need of the time. In such a situation, we believe that the compact car makers must make more efforts to quickly respond to the public need. For that purpose, further development of the related mechanical industries and cultivation of engineers are very important. The Suzuki Foundation was established with collaboration from Ministry of Economy, Trade and Industry and other various organizations to continuously support and finance those mechanical industries related to compact cars for promoting technological development and attracting young people to this industry. (The Suzuki Foundation was established in 1980, commemorating the 60th anniversary of Suzuki's founding, with the funds deposited with affiliated companies, and made new start as a public interest incorporated foundation on April 1, 2011.)

Foundation Activities

●Grants for Basic and Original Project

The Suzuki Foundation offers grants for basic and creative projects related to environmental, information, control, material and medical technologies, which are the framework of social development. We have contributed to the basic research for development of technologies by providing grants totaling 1,122,320,000 yen to 821 researchers (as of April 1, 2012) at universities, junior colleges, and research institutes.

●Grants for Theme-Based Project Assignments

We also finance projects that concentrate the combined intellect of researchers in finding solutions of high priority concerns such as global environmental conservation and natural energy resource saving. Since the start of our financial aid in 2003, we have financed 13 projects including the "Development of emission gas purification system for mini and compact vehicles" and amounting to 103,610,000 yen to date (as of April 1, 2012).

●Grants for further development of findings and for overseas training of researchers

The foundation partially provides grants to symposiums and conferences held in Japan and other countries for the purpose of further development of findings from basic or creative scientific researches. So far (as of April 1, 2012), it has provided grants totaling 128,360,000 yen for 358 symposiums and conferences.

●Grants for Joint Project with Foreign Researchers

Based on the researchers exchange agreement between Shizuoka University and Budapest University of Technology and Economics (Hungary), the two universities tied up with the Suzuki Foundation in 1999 and have been working on this project. We have funded ten researchers who came from Budapest University of Technology and Economics. The projects they have been working on include those for international collaborative research development.

●Supporting Inter Academia

For international exchange activity, Shizuoka University and eight European universities hold international conferences (Inter Academia) for the purpose of mainly announcing the results from the researches conducted by students and instructors under social programs. Suzuki Foundation also actively supports those activities.

●Number and amount of grants

·Number of grants in fiscal 2011: 58 (Accumulated total: 1,202 as of April 1, 2012)
·Total amount of grants in fiscal 2011: 47,900,000 yen (Accumulated total: 1,375,960,000 yen as of April 1, 2012)

●Supporting Public Interest "Motoo Kimura Evolutionary Studies Fund"

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

02 Suzuki Foundation Activities
Suzuki Education and Culture Foundation

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

The foundation offers scholarships to high school students living in Shizuoka Prefecture or university students who are graduates of high schools in Shizuoka Prefecture who, due to economic hardship, are unable to continue their studies, or students of universities in Shizuoka who have a strong desire to learn. We also support sports and educational programs for children and students, and schools for foreigners to make contributions to nurturing of healthy youths and international exchanges.

·Gross assets: 1,998,220,000 yen
·Total amount of grants (Accumulated total as of April 1, 2012): 182,060,000 yen
·Scholarships (Fiscal 2011): 69 scholarships (21,360,000 yen)
·Number of grants to schools for foreigners in fiscal 2011: 1 (15,000,000 yen)
·Grants to Shizuoka University of Art and Culture for scholarship in fiscal 2011: 1,800,000 yen

A ceremony of receiving scholarship certificates

03 Suzuki Foundation Activities
Management Assistance for the Mundo de Alegria School for Japanese-South Americans

The Mundo de Alegria School located in Yuto-cho, Nishi-ku, Hamamatsu City is a school for Japanese-South American children. The school was established to accept children who cannot attend Japanese schools due to the language barrier or international schools due to the economic hardship so that they can experience the joys of learning and adjust to the Japanese society.

The school was established in February 2003 with private donations, however it was difficult to manage the school privately. Suzuki decided to support the continuance of the school encouraging collaboration from the local industries in Hamamatsu. And about 60 local companies joined the supportive action. In August 2005, the school became the first domestically incorporated school for the Japanese-South American students, receiving subsidies from the prefectural and municipal governments. With the consistent efforts gradually recognized, the number of supporters and collaborators is increasing. And people from the local industrial community take part as board members (founder, trustee, whip, and councilor) of the school. Now, the number of students has exceeded 200 persons.

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

04 Suzuki Opens Endowment Lectures at University

Suzuki Foundation Activities

Introduction of Suzuki's way of manufacturing to local students

For the purposes of cultivation of human resources and activation of researches, we give "Suzuki Endowment Lectures" at a local university by sending lecturers from Suzuki. Also, we create an endowed chair to inform students on what are happening in the industrial world.

Endowment lectures

Suzuki has presented lectures at Shizuoka University (Engineering Dept.) since 2003 on various kinds of automobile element technologies for the purposes of cultivation of researchers, promotion of learning, and contribution to society.

·Major research themes in fiscal 2011: Creation of new catalyst material substitute for rare metal
Improvement of friction characteristics of engine parts for improving fuel efficiency
·Lectures: An employee was sent from Suzuki as a special assistant professor.
·Term : 9 years f3rom April 2003 to March 2012

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

Endowment Lectures

We contribute with endowment lectures that introduce current industrial status and activities for problems at two universities; Shizuoka Sangyo University and Hamamatsu University.

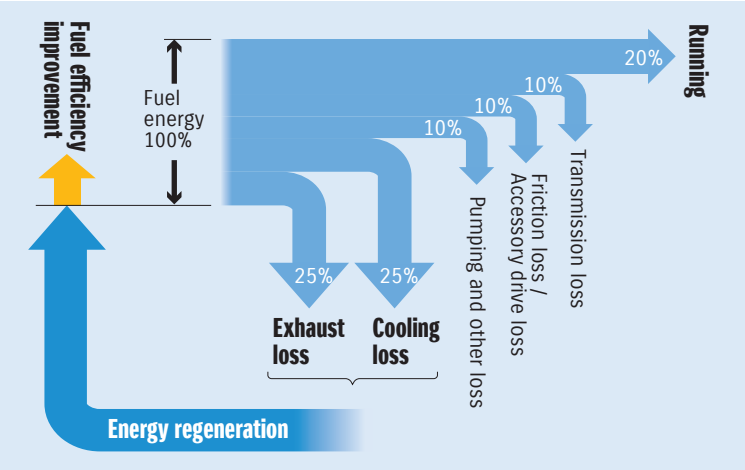
·Theme : Fiscal 2011 Suzuki's approach to growing into a global company
·Lectures: Corporate board members or executives depending upon the theme
·Term : 15 lectures per year (one lecture is 90 minutes)

Topics

Topics

Since April 2012, the course has been renewed under the title of "Advanced Vehicle Energy Engineering", and two special lecturers were newly sent from Suzuki. The advanced vehicle energy engineering covered by the new course is intended for prevention of global warming through effective utilization of waste heat energy generated in internal-combustion engine, which leads to improvement of fuel efficiency and reduction of CO_2 emission, and the research is advanced under a three-year plan.

In the current internal-combustion engines, only about 20% of fuel energy is converted into the energy for running, while about 50% is released into air as heat energy. Through regeneration of the heat energy, we intend to improve the fuel efficiency and reduce CO_2 emission.



With Our Employees

At Suzuki we believe that the foundation of our business activities lies in employees cooperating to manufacture products of value, and communication through which opinions are freely exchanged regardless of rank or division to keep company vitality high.
In regard to employee relationships, we strive to create systems and environments that promote development of a group that works in good faith and look to the future rather than rely past methods. In this we place emphasis on the following points.

❶ Create a safe and healthy workplace for our employees.
❷ Create a system that fairly evaluates and supports those who want to take the initiative in advancing their careers.
❸ Create good and stable relationships between the employer and employees.

01 With Our Employees
Safety, Health and Traffic Safety Related Activities

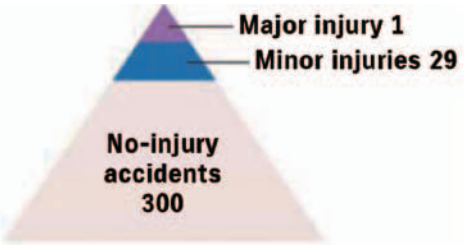
▶Safety and Health

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

Basic Safety Concept ·Make safety a priority ·All accidents are preventable ·Safety is our responsibility

If any accident occurs, it is specified without exception, regardless of seriousness, in a relevant report that is circulated in the company (for horizontal deployment) to prevent recurrence of the same accident or occurrence of similar ones. We will continue to raise employees' safety awareness to sense potential risks, review or revise our safety operation manual, and improve any risk factor in our workplaces.
As the saying goes, "For every accident that causes a major injury, there are 29 accidents that cause minor injuries, 300 accidents that cause no injuries".* In order to prevent accidents from occurring, we need to implement activities that eliminate careless mistakes.
Since 2001, we have relied on risk assessment, which looks at case examples of no-injury accidents in order to counter and improve them.

Heinrich's Law (1:29:300)



* Heinrich's Law

▶Health Management

Starting 12 years ago, we require that all employees 40 years and older have medical and dental checkups for early detection and rapid cure of illness. As a follow up to health checks, we regularly carry out health education, nutrition instruction, etc.
We also provide the following programs as measurements for stress and mental health problems, which have been on the rise in recent years.

- Provide health information on mental health and others through the corporate intranet and seminars to allow employees to perform effective self-care.
- Provide mental health seminars by external industrial physicians mainly to supervisors and managers in order for them to take care of mental health of workers at each workplace.
- To make consultation easier, we opened a mental counseling corner by psychiatrists and clinical psychotherapists in our company medical clinic.

Traffic Safety

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

- Create commuting route accident maps
- Training in traffic carelessness and risk prediction by small group.
- Instruction on and strict control of traffic rules not only on public roads, but also within the plant site
- Traffic safety education at the jurisdictional police stations
- Individual instruction with driving simulators and proper driving checks
- Alert employees to traffic safety before long holidays

02 With Our Employees
Activities for Career Advancement

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

Goal Challenge System

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

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

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

Self-Actualization Systems

We are pursuing a standard that can be used to accurately evaluate employee performance and a corporate culture that enables employees to maximize their abilities. A self-actualization system has been implemented as a support system that lets employees fully exercise their abilities in jobs that they choose to do and that allows employees to request transfers.

03 With Our Employees
Secure and Comfortable Working Environment

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

Child-Care Shortening Hours System

We have adopted a system to shorten daily working hours based on self application by employees who need child-care for pre-elementary school children.

The employees applying for this system may be exempted from overtime work in principle. Also, they can use the company's parking area, allowing them to use cars for easy pick-up of their children.

This system enabling employees with small children to choose from various working styles creates a working environment where employees with motivation and ability can keep working. Also, the short-time working system enhances awareness of child-care support in the entire workplace and promotes Strong Working Atmosphere which can support those short-time workers.

Childcare, Caring of an Aged Family Member System

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

Re-employment System

Since July 1991, far earlier than the revision of the Law Concerning Stabilization of Employment of the Older Persons in April 2006, we have adopted a re-employment system for hiring people after retirement age of 60 years old. This system offers employment to the people who are willing and able to work after retirement age of 60 years old. Now, they are using their abundant experience and acquired skills in each working place.

Employee Consultation Service

Since 2002, we have rolled out the “Employees Consultation Service” throughout the company as part of CSR Management System. In April 2007, the coverage of this service was expanded to include not only Suzuki Motor's regular employees, but also all persons working in the business locations (including nonregular, apprentice, probationary, dispatched, temporary, part time, seasonal, and seconded workers and Suzuki's employees working in other companies' locations) in consideration of the actual circumstance.) In addition, the consultation service is also available to employees of other Suzuki group companies. It provides a broad range of consultation from trouble in the workplace, such as sexual harassment or power abuse, to questions, problems, improvements related to their individual jobs via e-mail or phone service. In addition, consultation with an outside lawyer is possible to maintain fairness. Quick and fair solutions to individual problems can maintain a comfortable working environment. Also, it is ensured that any report or consultation request will not cause any disadvantage to the reporting person.

In addition to the consultation service, an “Improvement Proposal Box” is located at worksite cafeterias and offices, allowing every employee to easily make a proposal on work improvement or request for consultation.

Acquiring the accreditation mark "KURUMIN" based on the Law for Measures to Support the Development of the Next-Generation from the Ministry of Health, Labor and Welfare

Suzuki was accredited by the Ministry of Health, Labor and Welfare according to the Law for Measures to Support the Development of the Next-Generation as a company that supports child care. The Law for Measures to Support the Development of the Next-Generation was established to oblige companies that have 101 or more full-time employees to prepare and submit the action plan to build employment environments that support balancing of childbirth/childcare and work, etc. in order to create the society with health upbringing of children who bear the next-generation society. Suzuki will further promote building of working environments where our employees can work comfortably and keep balancing the work and child care.

04 With Our Employees
In-House Education System

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

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

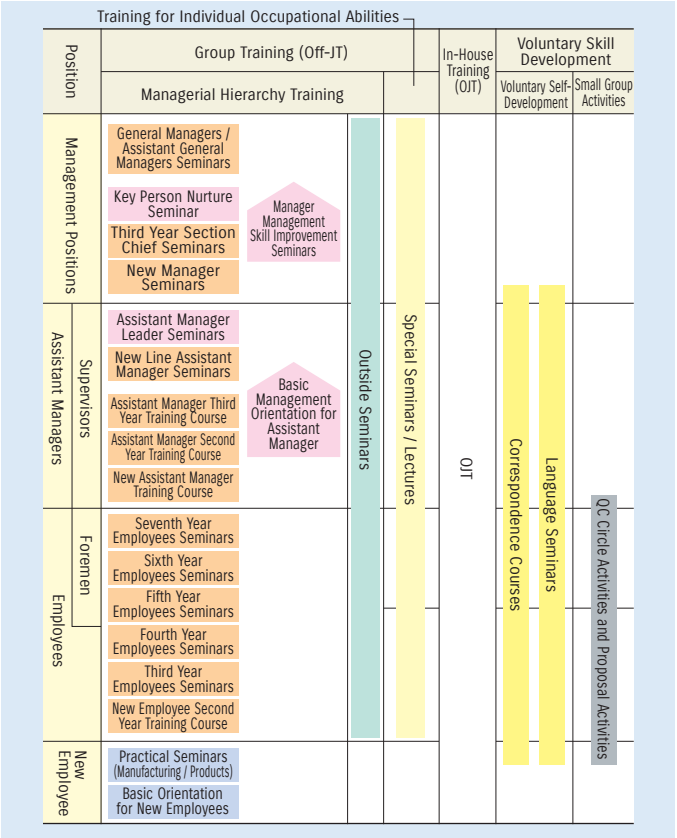
Group Training, also known as "Off the Job Training" consists of seminars given in our in-house school, training center, etc. and out of company training seminars, etc. Seminars are generally given according to management hierarchy * and cover basic knowledge, technology and skills necessary to pursue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

* Management hierarchy: Seminars that are carried out according to corporate rank such as General Manager/Assistant General Manager Seminars, Section Chief Seminars, Chief Seminars, Foreman Seminars, Section Leader Seminars, etc.

Number of Seminar Participants (Overall Suzuki Group)

Fiscal 2003	17,700 persons	Fiscal 2008	19,000 persons
Fiscal 2004	14,400 persons	Fiscal 2009	17,300 persons
Fiscal 2005	14,500 persons	Fiscal 2010	16,300 persons
Fiscal 2006	15,500 persons	Fiscal 2011	19,600 persons
Fiscal 2007	18,200 persons		

Suzuki in-house training programs



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

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

Voluntary Skill Development

Self-Development

Scholarships are available to support those employees who actively work to improve vocational skills on their own through correspondence courses or language seminars. Providing our employees with support so that our employees can gain further knowledge and skills, we provide support so that they can attend seminars held by groups outside of the company.

Small Group Activities

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

05 With Our Employees
Employee Relations

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

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

Employee Communication

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

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

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

The Suzuki Group has 134 member companies (manufacturers, non-manufacturers, sales companies) at home and abroad. It is our hope that those 134 member companies are individually trusted by the local residents, society, and customers.

At Suzuki, seminars are given to union officials and labor union leaders of overseas companies to make them understand the importance of cooperative relationship and smooth communication between labor and management, as well as the need for a fair, equal and clear personnel management system, etc. We also work with the labor union to promote global personnel exchanges both domestically and abroad, and we strive to establish a work climate which allows our 54,000 employees in 134 companies to enjoy working with a highly creative and stable labor-management relationship.

06 With Our Employees
Deployment of an Affiliate "Suzuki Support"

Suzuki Support Co., Ltd, a special affiliate company established in February 2005, has reached its eighth year of conducting business activities. As of the end of May 2012, 47 disabled employees including those having severe intellectual disabilities are brightly and vigorously performing janitorial service and stationery management service at Suzuki's main office, employee dormitories and related facilities.

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

In line with the corporate philosophy, which is intended to make a contribution to society, Suzuki Support will further provide job assistance for people with disabilities in order for them to feel happy through working and to build their experience through social participation.

[Summary of Suzuki Support]

1. Company Name	Suzuki Support Corporation
2. Capital	10 million yen
3. Capital Investor	Suzuki Motor Corporation
4. Location	300 Takatsuka-cho, Minami-ku, Hamamatsu City, Shizuoka Prefecture
5. Establishment	February 2005
6. Business category	Janitorial services, etc.
7. Representative	Hiroyasu Uchida, President (also Managing Executive Officer, Administration Executive General Manager, Suzuki Motor Corp.)
8 Number of employees	63 (47 employees with disabilities)

Our Shareholders and Investors

01 Improving Corporate Value

Our Shareholders and Investors

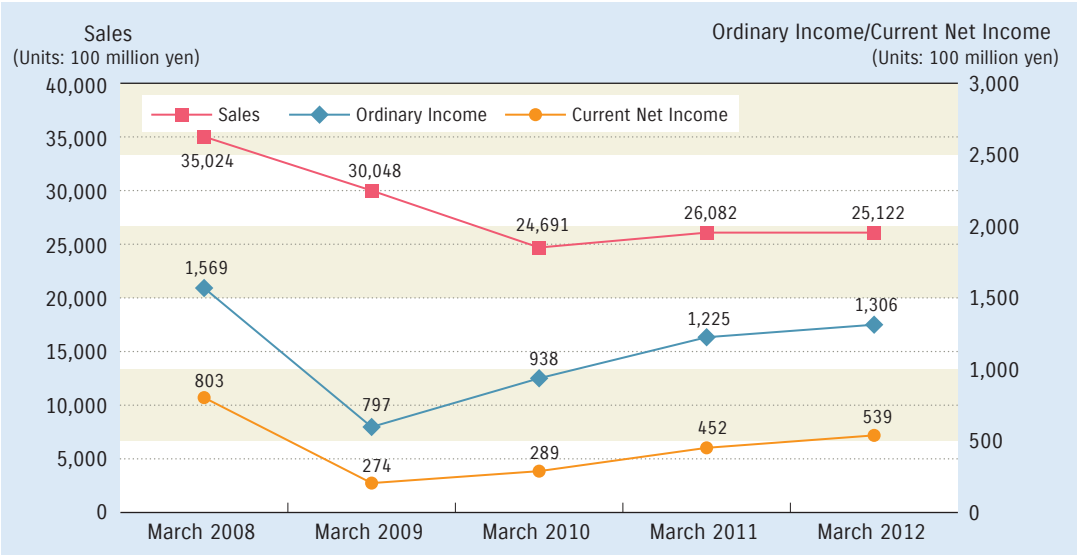
Suzuki has made the best efforts to improve the corporate value to live up to expectations from shareholders and investors and in line with our growth strategy, we have continuously reevaluated every field and improved our management practices under our basic policy represented by the slogan – Let's review our current practices and stay true to the basics in order to survice the competition.

Those efforts result in stable management and steady recovery despite the worst deterioration in Western market condition, rapid appreciation of the yen, and serious disasters in Japan and other countries.

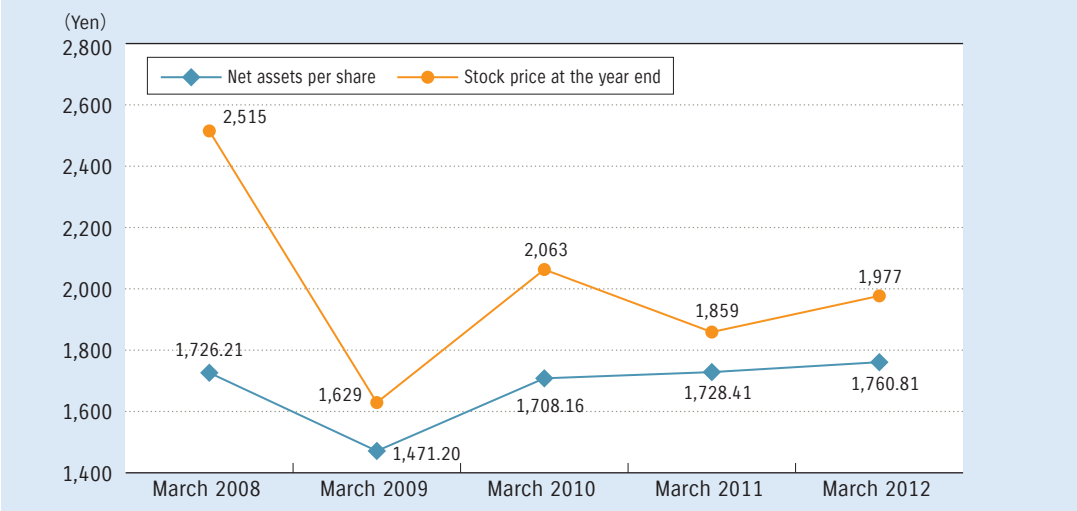
However, we still face such a lot of challenges as yen appreciation, European financial instability, environmental issues, and disaster risks.

In order to overcome those challenges, we are working altogether throughout the entire group under a new basic policy: Let's think hard and make a breakthrough with extra efforts and action.

Changes in consolidated results



Net asset per share and stock price at the year end



02 Our Shareholders and Investors
For Our Shareholders and Investors

Suzuki's basic profit sharing policy is focused on maintaining a continuous and stable dividend. At the same time, however, from a mid and long-term perspective, we always consider how to improve business performance, dividend payout ratio, and internal reserves as a basis for enhancement of our corporate structure to prepare to expand our business operations in the future.

The Suzuki Group's business performance largely depends on overseas production plants, mainly in developing countries, and is subject to exchange rate fluctuations. Therefore, for further stable growth of Suzuki Group, it is important to enhance corporate strength and prepare for any contingency.

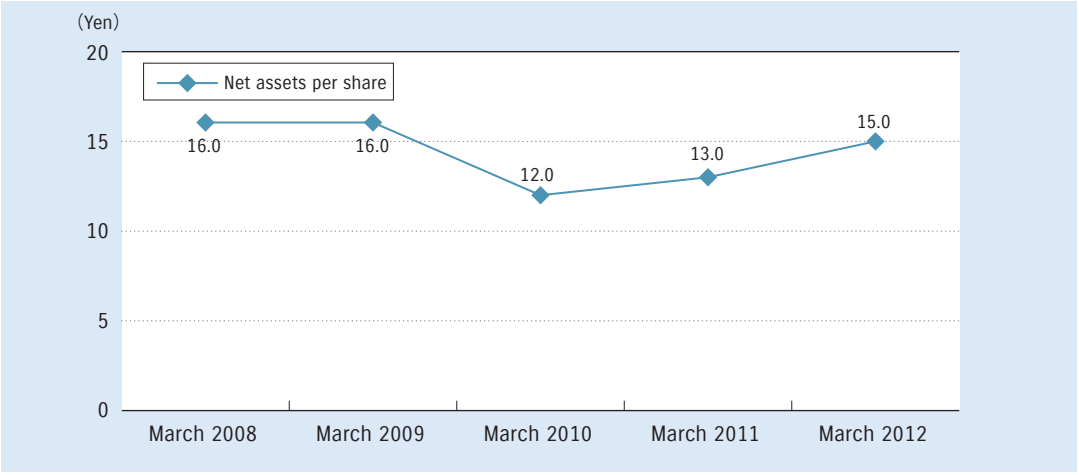
As for the current fiscal year, although we were in difficult situations due to influences by appreciation of yen, the Great East Japan Earthquake, and the flood in Thailand, we have successfully recorded a profit exceeding the previous fiscal year, resulting from thorough expenditure cut.

The business environment still shows a grim outlook, but we have set the annual cash dividend to 15 yen per share and the year-end dividend to 8 yen per share. The annual cash dividend was increased by two yen per share from the previous fiscal year.

As mentioned above, we will determine the annual cash dividend by considering the fiscal year's business performance.

In line with our basic policy, the surplus is distributed twice a year in the forms of the interim dividend and the year-end dividend. According to the resolution of our Board of Directors, the interim dividend is available for the shareholders as of September 30 every year as the record date, which is stipulated in our company contract. The decision-making meetings for the dividends are the Meeting of the Board of Directors for the interim dividend, and the Ordinary General meeting of Shareholders for the year-end dividend.

Cash dividends per share



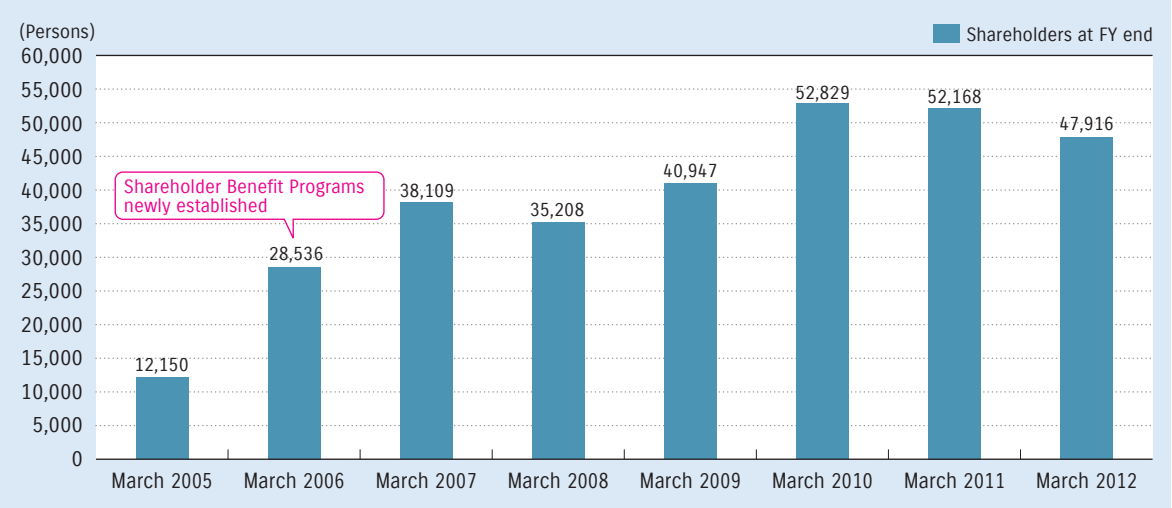
03 Our Shareholders and Investors
Shareholder Benefit Program

As a token of appreciation for the shareholders' continuous support for Suzuki and in hope of further patronage of Suzuki's products, we offer a shareholder benefit program.

This program was established in December 2005 in commemoration of winning two awards: "RJC Car of The Year" and 2005-2006 Japan Car of The Year Special Award "Most Fun" Prize for the Suzuki's world strategic model SWIFT. Also in December 2005, we started to sell our own 5 million shares in order to expand the number of individual shareholders of Suzuki fans.

The number of shareholders has been changing as shown below.

Changes in the number of shareholders at fiscal year ends



●Eligible shareholders

Eligible shareholders are defined as those who are registered in the list of shareholders, and are on the list of actual shareholders and hold a minimum unit of shares (100 shares) as of March 31 every year.

●Gift content

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

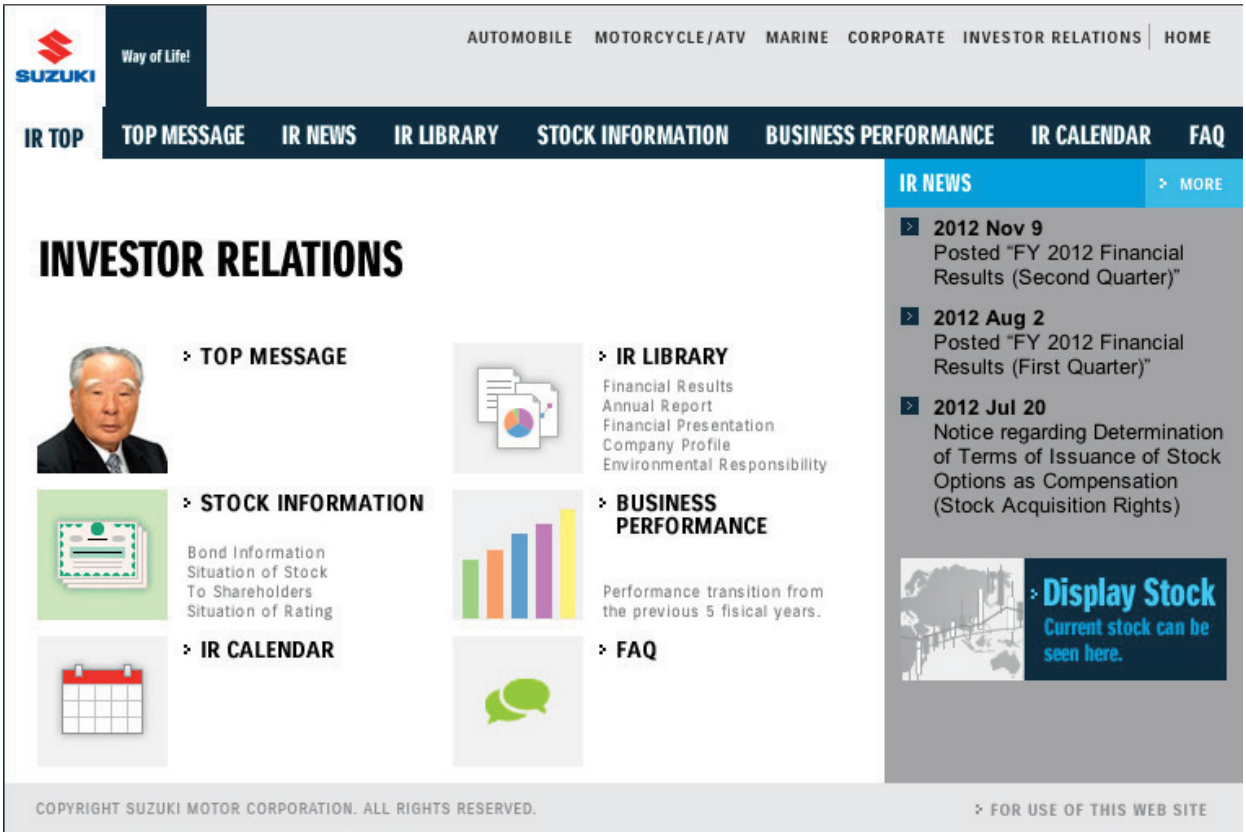
A gift set of Hungarian Acacia honey and rock salt

04 Our Shareholders and Investors
Investor Relations*

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

IR materials on Homepage

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



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

Open periodical seminar for analysts and corporate investors.

We hold an analyst seminar by the Representative Director every quarter.
In addition, investors' conference and other presentation meetings, domestic/international IR meetings, new model announcement shows (to invite analysts), and plant tour events for analysts are held as well.

Set-up of department for IR

We have IR-related sections in Tokyo as Tokyo Branch IR Section under Corporate Planning Office and in the headquarters as Corporate Planning Management IR Section. Also, Planning & IR Section has been established in Finance Department for preparing materials to be disclosed, such as brief note on the settlement of accounts.

IR for foreign investors

The following IR activities are conducted for foreign investors.

- Providing IR information for foreign investors on the website
  We provide English information on financial summary, financial presentation for investors, notice of convocation and resolution of Ordinary General Meeting of shareholders, company announcements to Tokyo Stock Exchange, IR news, etc, which are provided in the Japanese IR homepage for domestic investors.
- Representative Director attending domestic IR conferences for foreign investors
- Implementing overseas IR activities
  We hold IR meetings or individual meetings for foreign investors in Europe, North America, etc with attendance of the Representative or responsible Directors.
- Providing English data on to TDnet (Timely Disclosure Network) Database Service (since March 2012) of Tokyo Stock Exchange

IR event for individuals

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

Suzuki Plaza outline

Visit to the Suzuki Plaza

With Local Communities

01 With Local Communities
Cleanup Activities

Improving Goodwill and Manners

In order to encourage employees to improve their manners, aggressively participate in volunteer activities, and increase awareness of environmental preservation, Suzuki takes part in a program called “Hamamatsu City Road and River Preservation Foster Group Program”*. Since we became the foster group (responsible organization) for the Takatsuka underground passage and the roads in its vicinity in September 2004, we have carried out cleanup activities in those areas. In fiscal 2011, the cleanup activities were performed 15 times, with a total of 1,019 employees collecting burnable and unburnable litter, etc., which filled up 10 mini-trucks.

* This program allows individual groups to determine the areas they will take care of and the activities they will perform (such as road cleanup) as foster groups (responsible organizations). And the foster group application is submitted to the mayor.

Participation and cooperation in Lake Hamana Environmental Network

The Lake Hamana Environmental Network was established in March 2005 for the purpose of environmental conservation activities by local resident groups, various bodies, and business groups that are interested in or have connections to Lake Hamana. As of March 2012, 67 groups and bodies are registered in this Network, which is now the largest "place for gathering" for environmental conservation of Lake Hamana. Since its inauguration, Suzuki has had an active involvement and cooperation as part of volunteer activities by employees.

In fiscal 2011, the following events were held: "Lake Hamana Eco-Kids Experimental Learning Activity" which is a kind of environmental learning for children, "Lake Hamana Eco-Workshop" where various environmental conservation activities are mutually introduced for cooperation, and "Lake Hamana Environment Forum" where specialists of different fields (including Tenryu River-related organization and NPO) were invited in March.

From Suzuki, 25 families (74 persons) of employees participated in those activities throughout the year including the lakeside beach cleaning and learned the history, living cultures, and natural environment around Lake Hamana.

Through lectures and experiential learning, we will continue to encourage as many people as possible to re-recognize the state of the brackish water lake, Lake Hamana, which is a valuable asset for the community, and will further promote the environmental preservation activities.

●"Lake Hamana Eco-Kids Experimental Learning Activity in Kanzanji"

●Sea lettuce recovery efforts ●Observation of waterweed on excursion boat ●Stocking of blue (swimming) crab

●"Lake Hamana Eco-Kids Experimental Learning Activity in Oisuka"

●Observation of mangrove swamps ●Cleanup work on the lakeside beach ●Release of fry young fish of red sea bream




▶Activity for "Clean-Up-the-World Campaign"

On June 18, 2011, Suzuki Marine implemented clean-up activity at Nakatajima Sand Hill in Hamamatsu City as part of "Clean-Up-The-World Campaign" advocated by Suzuki. The activity was performed by 55 persons including the company's employees for environmental preservation.

02 With Local Communities
Supporting Disaster Struck Areas

In fiscal 2011, Suzuki made the following donations to domestic and overseas disaster struck areas.

	Details of donations
Donations to the areas damaged by heavy rain in Niigata and Fukushima prefectures	One million yen to each prefecture via Japanese Red Cross Society
Donations to the areas damaged by heavy rain in West Japan	One million yen to Red Cross Society offices in Mie, Nara and Wakayama Prefecture, and Tamano City, Okayama Prefecture respectively 500,000 yen to Yurihama-cho, Tottori Prefecture
Donation to the area damaged by flood in Thailand	20 million yen in total as Suzuki Group including local subsidiaries, Thai Suzuki Motor (producing and selling motorcycles and outboard motors) and Suzuki Motor Thailand (producing and selling automobiles)

03 With Local Communities
Promoting Sports and Education (supporting the main purport)

At the Suzuki Hamamatsu Athlete Club, top athletes who participated in the London Olympic Games, such as Mr. Murakami (javelin throw), Ms. Ebihara (javelin throw), and Mr. Ushiro (decathlon), coach children to develop next Olympians. The Athlete Club will continue the activities to awaken children's emotions through the athletic sports.

04 With Local Communities
Contribution to Local Community

Donated electric wheelchairs to Hamanako Garden Park

Suzuki donated three electric wheelchairs (Senior Car and Town Cart) to Hamanako Garden Park. A lot of elderly people visit the Hamanako Garden Park, and there was a request for electric wheelchairs to allow them to move around the Park more easily. Therefore, Suzuki responded to such a request from the Hamanako Garden Park as part of the elderly citizen service by donating Senior Cars.
We are willing to continue to be of assistance to local people in one way or another.

Lectured at elementary schools

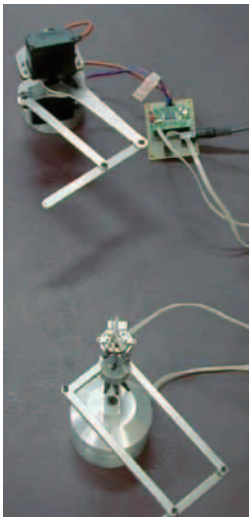
Lectures were provided at two elementary schools in Hamamatsu and Makinohara cities by engineers of Suzuki as lecturers. The theme of the lecture was "Capability of Computers," and the elementary school children learned how computers work for development, production and sale of automobiles. In addition, race cars, which are hard for the children to find in daily life, were displayed. Through those lectures, we sincerely hope children will find the importance of getting interested in various things and making efforts to realizing their dreams.

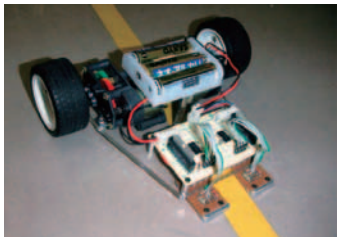
Efforts by Plants

Efforts by Individual Domestic Plants and Companies

Activities at the Development Promotion Department of CSR Development Division (Yokohama R&D Center)

Again in this fiscal year, some engineers were sent from the Suzuki Yokohama R&D Center for a lecture aimed at junior high school students in line with a program called “Dr. Tsuzuki Club School” sponsored by the Tsuzuki Ward Administration Promotion Section (Yokohama City). In fiscal 2011, a lecture under the theme of “Robots” was provided to 61 students of three junior high schools. With the effective use of a personal computer, projector, comprehensible charts, graphs, pictures, animations, real robots, etc., the presentation was made in an easily understood manner. Robots demonstrated there include H8 microcomputer-equipped master&slave type robots, a line tracing robot that follows a line with its infrared sensor, PIC microcomputer-based LED display unit, and radio-controlled electric wheelchair soccer robots (4 units). They were used to show the actual robot motions and functions. While touching those actually moving state-of-the-art robots in front of their eyes, the students were listening to the instructor's explanation with keen interest. During the question and answer session after the lecture, the students asked questions and talked about their dreams, wishes and opinions concerning robots. Also, we sometimes receive thank-you letters and reports from the students and their teachers. The opinions and impressions we receive from those whom we came in contact with through such activities are a source of inspiration and encouragement for the next lecture.





Activities of Motorcycle Technology Center (Ryuyo Proving Grounds)

Opening Ryuyo Proving Grounds to the Public for Sports Competitions

In fiscal 2011, we opened Ryuyo Proving Ground to public sports competitions, in reply to a request by local sports groups and school representatives, as follows.

①Sunrise Iwata in Ryuyo (triathlon competition)
②Friendly Duathlon & Enduro in Iwata (duathlon + bicycle 3-hour endurance race)
③Shizuoka Prefecture Seibu Junior High School Marathon Relay Race
④Iwata City Marathon Relay Race
⑤Training for National Police Motorcycle Safe Riding Competition (training for balanced riding competition by female police officers of Shizuoka Prefectural Police Department)

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

Traffic Safety Guidance around Marine Technical Center

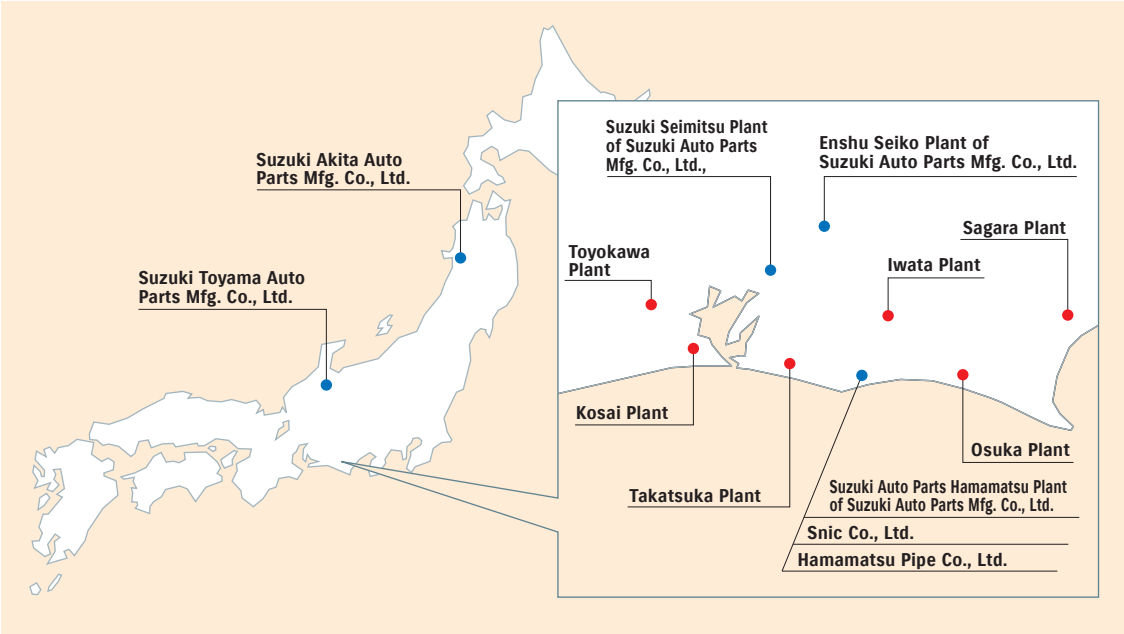
The Marine Technical Center conducts traffic safety guidance activities at the entrance of the Center and intersections near the Center in the morning on working days during the period of the spring/fall nation-wide traffic safety campaigns and the summer/year-end prefectural traffic safety campaign. We hope that both our employees and neighbors of the Center become more aware of traffic safety through these activities.

July 2012: Summer Prefectural Traffic Safety Campaign

Efforts by Suzuki's Domestic Plants and Domestic Manufacturing Group Companies

To be a community-friendly company, we are actively participating in communication activities with local communities, social action programs, environmental protection activities, etc. This section describes the communication activities and environmental data collected at each of six domestic plants, and environmental data at six manufacturing group companies in fiscal 2011.

Six domestic plants and six manufacturing group companies



<Environment-Related Data>

Each plant follows laws, regulations and agreements for environmental control, and is promoting the reduction of environmental impact, based on the strictest regulation values. Moreover, the in-house standard values are set to 70% of the strictest regulation values to aggressively reduce the environmentally unfriendly substances, as well as to prevent environmental incidents.

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

Suzuki's Domestic Plants

Kosai Plant

[Operations] Assembling of mini and compact passenger cars
[Plant site area] 1,190,000 m2
[Building area] 466,000 m2
[Number of employees] 2,452 persons
[Location] 4520 Shirasuka, Kosai City, Shizuoka Prefecture

<Efforts for Communication Activities, etc.>

●Elementary School Children's Plant Tour

We invited a total of 13,000 fifth-grade students from 150 elementary schools in Shizuoka Prefecture to the Kosai Plant tour as an out-of-classroom social lesson in fiscal 2011.

In this plant tour, we showed the video about "how to manufacture Suzuki automobiles," allowed children to see the assembly plant and wind-driven power generating facility, and introduced the assembly conveyor systems and production of environmentally-friendly vehicles.

●Exchange Meeting with Local Community Association

Believing that we could enhance mutual understanding with local residents by exchanging information, we hold the exchange meeting with the local community association (Kosai Plant Tour) once a year. At this exchange meeting, we introduced our business activities, environmentally-friendly automobile production, traffic safety guidance for commuters, and 5S* activities around the plant. Also, in addition to the automobile assembly lines, the environment-related facilities, such as incineration site and wind-driven power generating facility, were shown to visitors.

●5S Activities around Kosai Plant

As part of environmental conservation, we performed cleanup activities on roads around the plant three times a year together with affiliated companies located in the plant site (as a total of 150 persons). Also, employees and suppliers are strictly prohibited from littering and encouraged to raise environmental awareness.

*5S: Capital letters of five Japanese words Seiri (organize), Seiton (in order), Seiketsu (clean), Seisou (clean-up), and Shitsuke (discipline).

●Requesting vendors and suppliers for cooperation

Carriers transporting cargoes to and from Kosai Plant are also requested to understand its environmental policy and activities, and cooperate in "Prohibition of littering,", "Promotion of idling stop campaign," and "Preferential utilization of central highway."

●Traffic Safety Guidance around Kosai Plant

We conduct traffic safety guidance on commuter roads and crossings around the plant to check employees' seatbelt usage, improve traffic manners mainly at intersections, and prevent traffic accidents. 600 employees in total participated in this activity on streets and cooperated to building of safe and comfortable town in fiscal 2011.

●Participation in Lake Hamana Cleanup Campaign

We participated in Lake Hamana Cleanup Campaign led by Kosai City and cleaned the Shirasuka coast. Approximately 100 employees participated in this cleaning through the Kosai branch of labor union in fiscal 2011.

<Environment-Related Data>

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8-8.6	7.3-8.1	7.7
BOD	15	0.8-4.5	1.9
SS	15	0.3-4.9	1.2
Oil content	2	0.0-1.0	0.42
Lead	0.1	0.005-0.012	0.008
Chrome	0.4	0.04-0.04	0.04
Total nitrogen	12	0.31-4.92	2.27
Total phosphorous	2	0.04-0.82	0.35
Zinc	1	0.04-0.74	0.18

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small-sized boiler	150	61-94	80
	Small-sized boiler 2	150	69-75	72
	Water-tube boiler	150	Not in use	Not in use
	Cooling and heating machine 1	Disused		
	Cooling and heating machine 2	150	Not in use	Not in use
	Cooling and heating machine 3	150	49-81	62
	Incinerator	200	86-94	89
	Electrodeposition drying furnace 1	230	64-64	64
	Electrodeposition drying furnace 2	230	14-15	15
SOx (K VALUE)	Small-sized boiler 1	7	Under 0.09	Under 0.09
	Incinerator	7	0.57-0.81	0.66
	Electrodeposition drying furnace	7	Under 0.02	Under 0.02
Particulates	Small-sized boiler 1	0.1	Under 0.01	Under 0.01
	Small-sized boiler 2	0.1	Under 0.01	Under 0.01
	Water-tube boiler	0.1	Not in use	Not in use
	Cooling and heating machine 1	Disused		
	Cooling and heating machine 2	0.1	Not in use	Not in use
	Cooling and heating machine 3	0.1	Under 0.01	Under 0.01
	Incinerator	0.15	Under 0.01 - 0.01	0.01
	Electrodeposition drying furnace 1	0.2	Under 0.02	Under 0.02
	Electrodeposition drying furnace 2	0.2	Under 0.02	Under 0.02
Hydrogen chloride	Incinerator	150	8-71	36
Dioxin	Incinerator	5	0.74	0.74
CO	Incinerator	100	17	17

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

Unit: kg/year

Substance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	41,000	0	250	0	0	0	0.6	12,000	0	29,000
53	Ethyl benzene	240,000	130,000	0	0	0	0	0	68,000	14,000	28,000
80	Xylene	420,000	180,000	0	0	0	0	0	88,000	37,000	120,000
83	Cumene	5,200	3,600	0	0	0	0	0	0	1,600	0
239	Organic tin compound	17,000	0	0	0	0	0	0	850	0	16,000
296	1,2,4-trimetyl benzene	220,000	110,000	0	0	0	0	0	14,000	37,000	62,000
297	1,3,5-trimetyl benzene	68,000	40,000	0	0	0	0	0	21,000	6,500	0.4
300	Toluene	540,000	210,000	0	0	0	0	2.3	110,000	27,000	200,000
302	Naphthalene	8,400	4,700	0	0	0	0	0	0	3,700	0
309	Nickel compounds	6,100	0	67	0	0	0	250	3,900	0	1,800
355	Bis phthalate (2-ethylhexyl)	150,000	0	0	0	0	0	0	0	2,300	150,000
374	Hydrogen fluoride and its water-soluble salt	4,700	0	660	0	0	0	0	4,100	0	0
392	Normal-hexane	80,000	1,300	0	0	0	0	0	0	2,100	77,000
400	Benzene	14,000	110	0	0	0	0	0	0	420	13,000
407	Poly (oxyethylene) alkyl ether (alkyl group: C12 - C15)	2,500	0	190	0	0	0	0	0	2,300	0
411	Formaldehyde	7,500	5,900	0	0	0	0	0	7.3	1,600	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Iwata Plant

[Operations] Assembling of mini and compact passenger / commercial cars
[Plant site area] 298,000 m2
[Building area] 163,000 m2
[Number of employees] 1,450 persons
[Location] 2500 Iwai, Iwata City, Shizuoka Prefecture

<Efforts for Communication Activities, etc.>

●Voluntary Cleanup around the Plant

For the purpose of maintaining the clean environment in surrounding areas, the plant's managerial staff and employees perform cleanup by picking up trash around the plant once a month.

In addition, it is further promoting environmental preservation around the plant by providing environmental education to employees and requesting vendors and suppliers for cooperation to our environmental preservation activities.

●Deepening Exchanges with Local Residents

Aiming to "develop with the community," the plant invites board members of local residents' association and other interested persons for the plant tour, providing them with information on our environmental activities and freely exchanging opinions.

Also, we explain the implementation progress of the environmental measures at Iwata Plant to the local residents' association once per three months to further deepen mutual understanding.

●Participation in Groundwater Cultivation Business

We participate in the annually-held groundwater cultivation business cosponsored by the Council for Groundwater Usage in Chuen Area and the Iwata City Environment Preservations Section, and work for forest conservation activities together with other companies by planting and thinning out trees.

●Traffic Manner Check & Guidance

Traffic safety guidance activities are carried out on public streets around the plant by the plant's traffic safety group members to improve or check traffic manners of employees.

●Plant Tour for Elementary and Junior High School Students, etc

We accept students from the local schools, as part of the outdoor social studies program, and provide them with a plant tour. In fiscal 2011, 156 students from five schools joined the plant tours. The plant tour, which enables them to learn how automobiles are actually assembled, is helpful for their better understanding of the real world of manufacturing.

Topics

Topics

Efforts for Proper Control of Industrial Waste

Mitsuo Kohda, who has made efforts for proper control of industrial waste for more than 40 years in our Iwata Plant, was awarded by Shizuoka Prefecture Industrial Waste Association as an excellent pursuer in March 2012. We will continue to promote good management of industrial waste. (Mr.Kohda is the second person from the left on the stage.)

<Environment-Related Data>

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8-8.6	6.4-7.7	7.3
BOD	15/20	0.2-8.4	3.4
SS	30/40	0.1-5.2	2.0
Oil content	3	0.1-1.1	0.4
Lead	0.1	0.0	0.0
Chrome	2	Under 0.1-0.2	0.2
Total nitrogen	60	4.6-18.8	11.6
Total phosphorous	8	0.4-3.7	2.3
Zinc	1	0.0-0.3	0.2

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	130	52-55	54
	Boiler 3	150	82-89	86
	Hot Water Boiler 1	150	100	100
	Hot Water Boiler 2	150	95	95
	Cooling and heating machine 1	150	80-100	90
	Cooling and heating machine 2	150	63-68	66
	Cooling and heating machine 3	150	74-110	92
SOx (K VALUE)	Boiler 3	17.5	2-4	3
Particulates	Boiler 1	0.1	-	-
	Boiler 3	0.3	Under 0.01	Under 0.01
	Hot Water Boiler 1 2	0.1	-	-
	Cooling and heating machine 1 2 3	0.1	-	-

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	17,000	0	100	0	0	0	0	0	5,000	12,000
53	Ethyl benzene	140,000	72,000	0	0	0	0	0	38,000	11,000	17,000
80	Xylene	200,000	76,000	0	0	0	0	0	40,000	11,000	72,000
239	Organic tin compound	15,000	0	0	0	0	0	770	0	0	15,000
296	1, 2, 4 - trimetyl benzene	97,000	49,000	0	0	0	0	0	6,800	3,500	38,000
297	1, 3, 5 - trimetyl benzene	27,000	16,000	0	0	0	0	0	8,500	2,500	0
300	Toluene	310,000	110,000	0	0	0	0	16	57,000	16,000	120,000
302	Naphthalene	4,800	2,700	0	0	0	0	0	260	1,900	0
309	Nickel compounds	1,900	0	21	0	0	0	1,300	0.1	0	560
355	Bis phthalate (2-ethylhexyl)	110,000	0	0	0	0	0	3,300	0	0.0	110,000
392	Normal-hexane	48,000	140	0	0	0	0	0	0	620	47,000
400	Benzene	8,200	17	0	0	0	0	0	1.0	120	8,100
411	Formaldehyde	3,900	2,700	0	0	0	0	0	77	1,100	0
412	Manganese and its compounds	4,500	0	210	0	0	0	1,200	0	0	3,200
413	Phtahlic anhydride	1,500	0	0	0	0	0	45	0	0	1,500
438	Methylnaphthalene	11,000	54	0	0	0	0	0	0	11,000	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Sagara Plant

[Operations] Assembling of compact cars and automobile engines
Casting and machining of main engine parts
[Plant site area] 1,970,000 m2
[Building area] 268,000 m2
[Number of employees] 1,623 persons
[Location] 1111 Shirai, Makinohara City, Shizuoka Prefecture

<Efforts for Communication Activities, etc.>

●Voluntary Cleanup around the Plant

As part of global environmental preservation activities, Sagara Plant carries out joint cleanup activities three times a year in cooperation with Sagara Proving Grounds, Suzuki Nousei Nakanihon Sagara Plant, Suzuki Kasei, Snic and subcontractors.

Also, it is further promoting environmental preservation activities by providing environmental education to employees and requesting vendors and suppliers for cooperation.

●Deepening Exchange with Local Residents

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

In fiscal 2011, the meeting was held in February 2012 and attended by 20 persons, including representatives of local residents, city councilors, and person in charge of Makinohara area.

●Efforts for Traffic Safety

Awarded by Makinohara Police Office and Haibara District Safe Driving Management Association as a "2011 Safe Driving Management Promotion Company", we performed activities to eliminate traffic accidents and improve driver's manners for ensuring traffic safety in the region.

●Plant Tour for Local Elementary Schools

In fiscal 2011, we started accepting local elementary school students for plant tours. After learning how to produce cars through video presentation, they walk around the production site where cars are actually manufactured. We have received favorable comments from them such as "It was good experience for us to know about the efforts for making good cars".

●Participation in "Eco Cap Collection Activities"

Since July 2011, we have participated in "Eco Cap Collection Activities" to contribute to reduction of CO_2 emission and provision of polio vaccine.

[Fiscal 2011 results]

Number of caps collected: 103,800pcs. / Amount of CO_2 emission to be reduced: 817kg / Number of people who can receive a polio vaccine: 129 persons

<Environment-Related Data>

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8-8.6	7.2-7.5	7.3
BOD	15/20	1.3-6.3	3.0
SS	30/40	Under 1.0 - Under 1.0	Under 1.0
Oil content	2.5	Under 0.5 - Under 0.5	Under 0.5
Lead	0.1	Under 0.01	Under 0.01
Chrome	1	0.04-0.04	0.04
Total nitrogen	60/120	7.7-16	10.5
Total phosphorous	8/16	1.3-4.6	3.6
Zinc	1	0.13-0.4	0.2

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Cooling and heating machine 1	150	71-99	85
	Cooling and heating machine 2	150	75-110	93
	Cooling and heating machine 3	150	72-96	84
	Cooling and heating machine 4	150	89-120	105
	Heat-treating furnace	180	42-46	44
	Melting furnace 1	180	37-49	43
	Melting furnace 2	180	31-39	35
	Dry type dust collector 1	180	Under 5.0	Under 5.0
	Dry type dust collector 2	180	Under 5.0	Under 5.0
	Electrodeposition drying furnace	230	23-33	28
Particulates	Cooling and heating machine 1	0.1	Under 0.01	Under 0.01
	Cooling and heating machine 2	0.1	Under 0.01	Under 0.01
	Cooling and heating machine 3	0.1	Under 0.01	Under 0.01
	Cooling and heating machine 4	0.1	Under 0.01	Under 0.01
	Heat-treating furnace	0.2	Under 0.01	Under 0.01
	Melting furnace 1	0.2	Under 0.01 - 0.02	0.01
	Melting furnace 2	0.2	Under 0.01	Under 0.01
	Dry type dust collector 1	0.2	Under 0.01	Under 0.01
	Dry type dust collector 2	0.2	Under 0.01	Under 0.01
	Electrodeposition drying furnace	0.2	Under 0.04	Under 0.04
Chlorine	Dry type dust collector 1	30	Under 1.0	Under 1.0
	Dry type dust collector 2	30	Under 1.0	Under 1.0
Hydrogen chloride	Dry type dust collector 1	80	Under 5.0	Under 5.0
	Dry type dust collector 2	80	Under 5.0	Under 5.0
Fluorine & Hydrogen fluoride	Dry type dust collector 1	3	Under 0.3	Under 0.3
	Dry type dust collector 2	3	Under 0.3	Under 0.3
Dioxin	Melting furnace 1	1	0.0000004	0.0000004
	Chip drying furnace	1	0.00000055	0.00000055

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	9,700	0	58	0	0	0	0	0	2,800	6,800
53	Ethyl benzene	29,000	8,900	0	0	0	0	0	4,400	5,000	10,000
80	Xylene	75,000	8,900	0	0	0	0	0	4,300	19,000	43,000
239	Organic tin compound	1,900	0	0	0	0	0	94	0	0	1,800
296	1, 2, 4 - trimetyl benzene	43,000	11,000	0	0	0	0	0	1,900	7,400	23,000
297	1, 3, 5 - trimetyl benzene	8,200	4,400	0	0	0	0	0	2,300	1,500	0
300	Toluene	140,000.0	17,000	0	0	0	0	0.1	8,400	41,000	73,000
309	Nickel compounds	1,100	0	12	0	0	0	730	0.1	0	320
355	Bis phthalate (2-ethylhexyl)	3,400	0	0	0	0	0	0	0	0	3,400
392	Normal-hexane	36,000	340	0	0	0	0	0.0	0	7,700	28,000
400	Benzene	6,600	31	0	0	0	0	0	0	1,700	4,900
411	Formaldehyde	600	520	0	0	0	0	0	0.1	77	0
412	Manganese and its compounds	1,900	0	120	0	0	0	660	0	0	1,200

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Takatsuka Plant

[Operations] Assembling and machining, etc. of motorcycle engines
[Plant site area] 182,000 m2 (including headquarters area)
[Building area] 155,000 m2 (including headquarters area)
[Number of employees] 352 persons (excluding headquarters staff)
[Location] 300 Takatsuka-cho, Minami-ku, Hamamatsu City, Shizuoka Prefecture

<Efforts for Communication Activities, etc.>

●Deepening Exchange with Local Residents

On July 6, we invited board members of the local residents' association to our social gathering and plant tour for exchange of opinions and explanation of Suzuki's business activities and efforts for environmental preservation, as well as promotion of mutual communication.

●Voluntary Cleanup around the Plant

Plant employees voluntarily conducted cleanup around the plant ("Manner Improvement Activities at Takatsuka Motorcycle Plant") every three months.

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

●Noise Monitoring Activity on the West of Plant

We conducted monitoring activities (patrol early in the morning and at night) on the west side of the plant to check noises from the plant three times throughout the fiscal year. We checked noises at 6:00 and 22:00 which was quiet time to make sure that there was no problem.

Through that activity, we ensure protection of local residents' living environment against noise.

●Odor Monitoring on West Side of Plant

To check the odor from the plant, odor measurement was performed by an outside specialist once a year and by ourselves once a month at a boundary of the site on the west side of plant.

We checked that there was no problem with odor during the plant operating hours. Through that activity, we ensure protection of local residents' living environment against odor.

<Environment-Related Data>

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8-8.6	7.3-7.7	7.4
BOD	20/30	1.0-1.92	1.1
SS	30/40	1.4-5.6	3.4
Oil content	5	0.5-0.98	0.6
Total nitrogen	60/120	3.2-16.6	7.4
Total phosphorous	8/16	0.07-0.78	0.38
Zinc	1	0.02-0.12	0.10

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Small-sized boiler	140	82-110	96
	LPG-fueled air conditioner	150	69-92	80.5
SOx (K VALUE)	Small-sized boiler	7	1.9-3.2	2.55
	LPG-fueled air conditioner	7	-	-
Particulates	Small-sized boiler	180	10-20	13

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
53	Ethyl benzene	16,000	150	0	0	0	0	7.3	3.1	15,000	0
80	Xylene	69,000	170	0	0	0	0	7.5	5.2	69,000	0
296	1, 2, 4 - trimetyl benzene	23,000	3.4	1.1	0	0	0	0	5.1	23,000	0
297	1, 3, 5 - trimetyl benzene	4,500	0.5	0	0	0	0	0	0.2	4,500	0
300	Toluene	170,000	660	0	0	0	0	0.4	90	170,000	9.2
308	Nickel	5,700	0	0	0	0	0	0	4,000	0	1,700
309	Nickel compounds	6,100	0	0	0	0	0	0	4,300	0	1,800
374	Hydrogen fluoride and its water-soluble salt	8,800	0	800	0	0	0	0	0	8,000	0
392	Normal-hexane	27,000	89	0	0	0	0	0.0	0	27,000	0
400	Benzene	6,600	0.3	0	0	0	0	0	0	6,600	0
438	Methylnaphthalene	15,000	75	0	0	0	0	0	0	15,000	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Toyokawa Plant

[Operations] Assembling of motorcycles and outboard motors
[Plant site area] 134,000 m2
[Building area] 75,000 m2
[Number of employees] 588 persons
[Location] 1-2 Utari, Shirotori-cho, Toyokawa City, Aichi Prefecture

<Efforts for Communication Activities, etc.>

●Cooperation to Environmental Activities on "Cleanup Days in Toyokawa City"

On cleanup days in Toyokawa City in May and September, the plant employees cooperated for environmental cleanup activities. Approximately 40 employees participated in the each of the cleanup events by picking up trash around the plant.

●Community Information Exchange Meeting

In June, we invited representatives of two neighborhood associations to our plant for frank exchange of views with them. We explained the outline of the plant and our efforts for environmental improvement, showed them our wastewater disposal facilities, and asked their views and opinions about our activities.

●Traffic Safety Guidance Activities

Traffic safety guidance and crossing guard activities were performed on surrounding public streets by managerial staff on the 10th, 20th and 30th days every month. Every employee's observance of safety driving rules was carefully checked, and any inadequacies were pointed out on the spot.

Also, we cooperated with Japan Traffic Safety Association by participating in the prefectural traffic safety campaign through street activities.

<Environment-Related Data>

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8-8.6	6.6-7.3	6.9
BOD	25	2.3-3.9	3.4
SS	30	1.2-3.4	2.8
Oil content	5	0.5-1.4	0.6
Lead	0.1	0.005-0.011	0.007
Chrome	0.5	0.00-0.10	0.90
COD (total amount)	26.63	0.10-8.63	2.45
Total nitrogen (total amount)	18.58	0.31-3.29	1.35
Total phosphorous (total amount)	2.46	0.01-1.29	0.24
Zinc	2	0.06-0.18	0.11

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler 1	-	60-74	67
	Absorption type cooling and heating machine 1	150	59-70	65
	Boiler 2	-	59	59
Particulates	Absorption type cooling and heating machine 1	0.1	Under 0.01	Under 0.01
	Boiler 2	0.3	Under 0.01	Under 0.01
	Absorption type cooling and heating machine 2	0.3	Under 0.01	Under 0.01
	Drying furnace 1	0.4	Under 0.01	Under 0.01
	Drying furnace 2	0.4	Under 0.01	Under 0.01

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
53	Ethyl benzene	13,000	7,500	0	0	0	0	590	3,200	1,500	380
80	Xylene	20,000	9,600	0	0	0	0	860	4,000	4,400	1,600
296	1, 2, 4 - trimetyl benzene	6,300	2,200	0	0	0	0	140	930	2,200	840
297	1, 3, 5 - trimetyl benzene	1,900	1,100	0	0	0	0	140	460	180	0
300	Toluene	61,000	30,000	0	0	0	0	3,100	13,000	11,000	3,100
392	Normal-hexane	3,400	27	0	0	0	0	0	0	2,400	1,000
400	Benzene	600	2.4	0	0	0	0	0	0	410	190

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Osuka Plant

[Operations] Cast parts manufacturing, etc.
[Plant site area] 151,000 m2
[Building area] 55,000 m2
[Number of employees] 415 persons
[Location] 6333 Nishi Ohbuchi, Kakegawa City, Shizuoka Prefecture

<Efforts for Communication Activities, etc.>

●Voluntary Cleanup around the Plant

For the purpose of maintaining the clean environment in surrounding areas, the plant's employees perform cleanup activity around the plant once a month. In June 2011 and January 2012, we conducted wide-area cleanup activities. In fiscal 2012, we will continue to make efforts for environmental preservation through cleanup activities to become a friendly plant to local residents and community association members.

●Cleanup Activities after Local Shrine Festival

After the Mikumano Shrine Grand Festival, we performed the cleanup activity around the shrine every year. In April 2012, after the festival, our volunteering employees and new employees performed the cleanup activity. We received appreciative words from local residents after the activity. We will continue to perform the cleanup activities.

●Deepening Exchange with Local Residents

We hold a social gathering and plant tour by inviting members of local residents' association once a year. In fiscal 2011, members of seven neighborhood community associations participated in the gathering.

At the meeting, we discussed not only environmental matters, but also measures against earthquakes and tsunami, and exchanged important information.

●Traffic Safety Guidance

Safety guidance activities were carried out at the entrance and exit of the plant site in order to improve traffic manners of employees. Also, we participate in the safety guidance activities led by Kakegawa District Safe Driving Management Association twice a year.

<Environment-Related Data>

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8-8.6	6.8-7.4	7.2
BOD	10	0.7-6.3	2.2
SS	10	0.0-7.2	1.4
Oil content	2	0.1-0.7	0.3
Lead	0.1	0.005-0.012	0.008
Chrome	2	0.0-Under 0.1	Under 0.1
Total nitrogen	60	1.4-6.4	3.4
Total phosphorous	8	0.1-0.5	0.2
Zinc	1	0.04-0.16	0.11

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
Particulates	Cast iron melting furnace	0.1	Under 0.01 - 0.03	Under 0.01
	Aluminum melting furnace	0.2	Under 0.01	Under 0.01
	Aluminum melting & holding furnace	0.2	Under 0.01	Under 0.01
Chlorine	Aluminum melting furnace	10	Under 1.0	Under 1.0
	Aluminum melting & holding furnace	10	Under 1.0	Under 1.0
Hydrogen chloride	Aluminum melting furnace	20	Under 5.0	Under 5.0
	Aluminum melting & holding furnace	20	Under 5.0	Under 5.0
Fluorine & Hydrogen fluoride	Aluminum melting furnace	1	Under 0.3	Under 0.3
	Aluminum melting & holding furnace	1	Under 0.3	Under 0.3

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
80	Xylene	3,300	2,000	0	0	0	0	0	570	730	0
300	Toluene	5,400	3,100	0	0	0	0	180	1,100	980	0
321	Vanadium compounds	1,000	0	0	0	0	0	20	0	0	980
412	Manganese and its compounds	150,000	0	0	0	0	0	3,100	0	0	150,000
453	Molybdenum and its compounds	2,500	0	0	0	0	0	50	0	0	2,400

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Domestic Manufacturing Group Companies

Suzuki Auto Parts Hamamatsu Plant of Suzuki Auto Parts Mfg. Co., Ltd.

[Operations] Machining of automobile parts, Die-casting and machining
[Location] 7-3 Minami Hiramatsu, Iwata City, Shizuoka Prefecture

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8-8.6	6.9-8.0	7.2
BOD	25	1.0-5.2	1.9
SS	40	2.0-7.2	3.3
Oil content	5	0.5-1.2	0.6
Total nitrogen	60	2.2-9.2	4.1
Zinc	1.4	0.05-0.17	0.07

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Aluminum melting furnace	150	79	79
Particulates	Aluminum melting furnace	75	Under 10	Under 10
Chlorine	Aluminum melting furnace	30	0.7	0.7
Hydrogen chloride	Aluminum melting furnace	80	Under 1.2	Under 1.2
Fluorine & Hydrogen fluoride	Aluminum melting furnace	3	0.7	0.7

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
333	Hydrazine	17	0	0	0	0	0	17	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Suzuki Seimitsu Plant of Suzuki Auto Parts Mfg. Co., Ltd.

[Operations] Casting of automobile parts, Heat treatment and gear-cutting
[Location] 500 Inoya, Inasa-cho, Kita-ku, Hamamatsu City, Shizuoka Prefecture

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	5.8-8.6	7.3-7.7	7.5
BOD	15	2.5-7.8	5.1
SS	20	0.8-2	1.8
Oil content	5	0.5-1.6	0.9
Total nitrogen	60	8.1-18	13.8
Total phosphorous	8	0.06-0.18	0.07
Zinc	1	0.06-0.22	0.09

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Continuous carburizing furnace	180	45-49	47.8
	Annealing furnace	180	48-49	48.5
	Water cooling and heating machine	150	43-61	50.5
SOx (K VALUE)	Continuous carburizing furnace	17.5	0.08-0.09	0.09
	Annealing furnace	17.5	0.08	0.08
	Water cooling and heating machine	17.5	0.07-0.16	0.12
Particulates	Continuous carburizing furnace	0.2	0.01	0.01
	Annealing furnace	0.2	0.01	0.01
	Water cooling and heating machine	0.1	0.01	0.01

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	1,728	173	0	0	0	0	346	864	0	173
30	Linear alkyl benzene sulfonate	108	22	0	0	0	0	0	0	0	87
188	N, N, dicyclohexylamine	1,294	91	0	0	0	39	194	194	0	776
296	1, 2, 4 - trimetyl benzene	141	28	0	28	0	14	0	0	0	70
300	Toluene	650	325	0	0	0	0	0	0	0	325
412	Manganese and its compounds	565	57	0	0	0	56	282	0	0	169
447	Methylenebis (4,1-cyclohexylene) diisocyanate	120	12	0	0	0	0	24	60	0	12
460	Tritolyl phosphate	156	94	0	0	0	16	8	31	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Enshu Seiko Plant of Suzuki Auto Parts Mfg. Co., Ltd.

[Operations] Machining of automobile parts
[Location] 1246-1 Yamahigashi, Tenryu-ku, Hamamatsu City, Shizuoka Prefecture

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	6.5-8.2	7.2-7.5	7.4
BOD	10	1.0-7.9	2.2
COD	35	1.2-8.5	3.2
SS	15	2.0-2.0	2.0
Oil content	3	0.5-1.0	0.6
Chrome	2	0.05-0.31	0.07
Total nitrogen	100	0.94-3.9	1.71
Zinc	2	0.05-0.06	0.05

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
Hydrogen chloride	Aluminum central melting furnace	80	Under 5.0	Under 5.0
Chlorine	Aluminum central melting furnace	30	Under 1.0	Under 1.0
Fluorine compound	Aluminum central melting furnace	3	Under 1.0	Under 1.0

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
80	Xylene	1,047	860	0	0	0	0	187	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Hamamatsu Pipe Co., Ltd.

[Operations] Manufacturing of automobile pipe parts
[Location] 6-2 Minami Hiramatsu, Iwata City, Shizuoka Prefecture

<Water Quality Data (at drain outlets)>

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

<Air Quality Data (at exhaust outlets)>

No applicable facilities

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
87	Chromium, trivalent chromium and their compounds	16,890	169	0	0	0	0	0	422	0	16,299
308	Nickel	6,670	67	0	0	0	0	0	167	0	6,436
412	Manganese and its compounds	2,095	21	0	0	0	0	0	52	0	2,022

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Suzuki Akita Auto Parts Mfg. Co., Ltd.

[Operations] Casting and machining of automobile parts
[Location] 192-1 Ienohigashi, Hamaikawa, Ikawa Town, Minamiakita County, Akita Prefecture

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	6.0-8.5	7.2-7.8	7.4
BOD	20	1.0-21	5.8
SS	30	5.8-14.9	9.8
Oil content	4	0.5-1.5	0.9
Total nitrogen	39.5	1.2-4.5	2.3
Total phosphorous	4	0.01-0.24	0.3
Zinc	2	0.07-0.49	0.1

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler	180	51-67	59
SOx (K VALUE)	Boiler	0.26	Under 0.01	Under 0.01
Particulates	Boiler	0.3	Under 0.01	Under 0.01

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
1	Zinc compound (water-soluble)	3,078	0	0	0	0	0	0	3,078	0	0
40	Ferric chloride	1,762	0	0	0	0	0	0	1,762	0	0
80	Xylene	1,775	90	0	0	0	0	0	0	1,685	0
188	N, N, dicyclohexylamine	1,406	0	0	0	0	0	0	1,406	0	0
224	1, 2, 4 - trimetyl benzene	2,382	30	0	0	0	0	0	0	2,352	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Snic Co., Ltd.

[Operations] Manufacturing of automobile internal trim parts
[Location] 1403 Higashi Hiramatsu, Iwata City, Shizuoka Prefecture

<Water Quality Data (at drain outlets)>

No applicable facilities

<Air Pollution Data (at exhaust outlets)>

No applicable facilities

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
297	1, 3, 5 - trimetyl benzene	1,410	1,410	0	0	0	0	0	0	0	0
298	Tolylenediisocyanate	900,758	0	0	0	0	0	480	0	0	900,278
448	Methyl-1,3-phenylene = diisocyanate	83,320	0	0	0	0	0	120	0	0	83,200

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Suzuki Toyama Auto Parts Mfg. Co., Ltd.

[Operations] Machining of automobile parts
[Location] 3200 Mizushima, Oyabe City, Toyama Prefecture

<Water Quality Data (at drain outlets)>

Items	Regulation values	Results	Averages
pH	6-8	6.9-7.7	7.3
BOD	15	1.0-11	4.1
SS	15	1.6-10	4.6
Oil content	5	Under 0.5-1.5	0.6
Lead	0.08	0.001-0.001	0.001
Chrome	2	0.0-0.04	Under 0.02
Total nitrogen	120	0.7-10	3.7
Total phosphorous	16	0.1-0.731	0.3
Zinc	2	0.1-0.22	0.11

<Air Pollution Data (at exhaust outlets)>

Substances	Facilities	Regulation values	Results	Averages
NOx	Boiler	150	78-110	97
SOx (K VALUE)	Boiler	17.5	0.06-0.41	0.19
Particulates	Boiler	0.3	0.0011-0.0056	0.0028

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

Unit: kg/year

Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
53	Ethyl benzene	1,500	1,500	0	0	0	0	0	0	0	0
80	Xylene	3,600	3,600	0	0	0	0	0	0	0	0
300	Toluene	1,900	1,900	0	0	0	0	0	0	0	0
309	Nickel compounds	6,800	0	150	0	0	0	490	335	0	5,825

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Suzuki Kasei Co., Ltd.

[Operations] Manufacturing of automobile internal trim parts
[Location] 5158-1 Hiraguchi, Hamakita-ku, Hamamatsu City, Shizuoka Prefecture

<Water Quality Data (at drain outlets)>

No applicable facilities

<Air Pollution Data (at exhaust outlets)>

No applicable facilities

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

Unit: kg/year

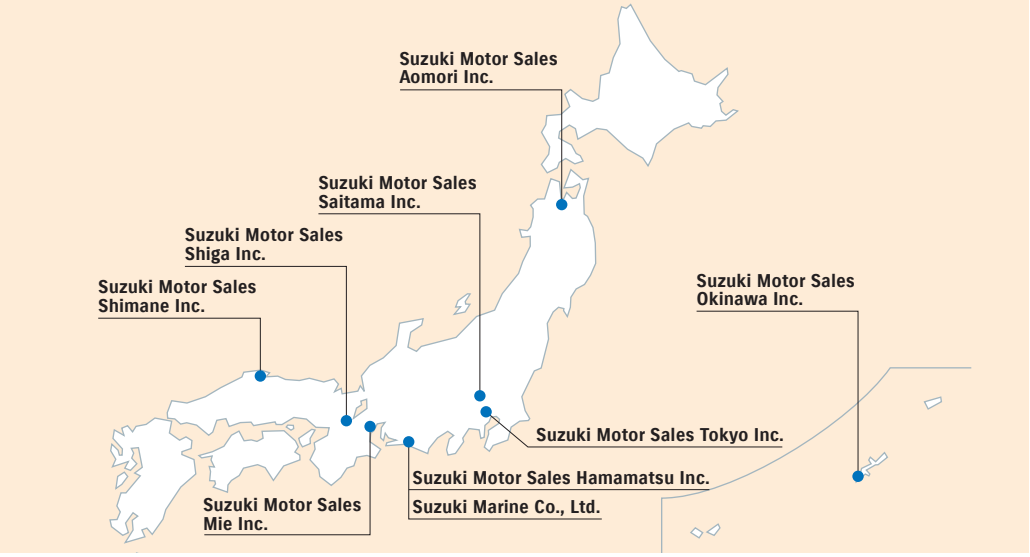
Sub-stance No.	Substance names	Amount*	Discharge				Transfer		Recycled amount	Decomposition disposal	Product inclusion
			Air	Rivers	Soil	Landfill	Sewerage	Waste materials			
80	Xylene	3,592	3,236	0	0	0	0	356	0	0	0
300	Toluene	7,702	7,239	0	0	0	0	463	0	0	0

* Since the calculation was made with two effective digits, the amount may not be consistent with the total of the right columns (Discharge, Transfer, Recycled, Incineration disposal, and Products).

Efforts by Domestic Non-manufacturing Group Companies

Suzuki group companies value reliable relationship with customers and local societies, and hope to have good fellowship with them for many years in future. We promote communication activities by providing the information about products and services, and participating or cooperating in welfare supports or other events. Also, we put the focus on education for employees to assure customer satisfaction for products and services we provide.

Efforts by Domestic Non-manufacturing Group Companies



Suzuki Motor Sales Aomori Inc.

(http://suzuki-j-aomori.jp/) (In Japanese language only)

●Implementation of Cleanup Program

On October 7, 2011, 142 employees participated in "Cleanup Program" to clean around the company.

Suzuki Motor Sales Saitama Inc.

(http://sj-saitama.jp/) (In Japanese language only)

●Participation in "Car's Day Campaign"

On November 12, 2011, we participated in "Car's Day Campaign" (an eco-activity day for car dealers) led by Saitama Automobile Dealers Association to perform cleanup activities. Having on a yellow apron, all of our employees cleaned up around our company.

Suzuki Motor Sales Tokyo Inc.

(http://suzuki-tokyo.co.jp/) (In Japanese language only)

●Participation in "Power Saving Action Program"

During the period between July and September 2011, we participated in the power saving program (called "Power Saving GO") led by Resources and Energy Agency as part of cooperation for "Summer Power Saving Measures" resulting from the Great East Japan Earthquake. We set a goal to reduce the maximum power consumption by 15% during the peak hours (9:00 to 20:00 on weekdays) and achieved the goal in the entire company.

Suzuki Motor Sales Hamamatsu Inc.

(http://sj-hamamatsu.jp/) (In Japanese language only)

●Implementation of "Role Playing Competition"

On November 10, 2011, we implemented "The 2nd Role Playing Competition" in our company. It is a competition in which the staff members of the sales and service engineering departments demonstrate how to talk with customers and how to explain products and services in front of all other employees, not only to compete on their performances, but also to provide the relevant knowledge and technique to other members.

Suzuki Motor Sales Mie Inc.

(http://suzuki-mie.co.jp/) (In Japanese language only)

●Cooperation for "Comprehensive Learning (Outdoor Study)" for Elementary School Pupils

On November 8 and 14, 2011, we cooperated for "Comprehensive Learning" activity at the request of a local elementary school. To six elementary school pupils who visited our company, we explained our business activities and everyday work in an easily understood manner, and let them experience what we are doing.

Suzuki Motor Sales Shiga Inc.

(http://sj-shiga.jp/) (In Japanese language only)

●Efforts by "Environment Meister"

On November 25, 2011, four employees of Suzuki Motor Sales Shiga were certified as the "Environment Meister", which program is promoted by Shiga Branch of The Japan Automobile Dealers Association. The Environment Meister assume the role of providing important information to customers for the purpose of global environmental protection. Led by the Environment Meister, we will provide proper advice and support to our customers for promotion of use of eco-cars and encouragement of eco-driving.

●Collection of Plastic Bottle Caps

Caps of plastic bottles are recyclable and valuable materials. Activities to donate polio vaccines to worldwide children by collecting those caps are now expanding. Assenting to the purpose of the activity, Suzuki Arena Mizukuchi started collecting the caps in August 2011. As of November 17, 2011, we donated 3,900 pieces of collected caps to a support organization. (Those caps were converted into polio vaccines for 4.9 children.)

Suzuki Motor Sales Shimane Inc.

(http://sj-shimane.jp/) (In Japanese language only)

●Implementation of Cleanup Program for Lake Shinji

On May 1, 2011, we implemented the eco-project "Lake Shinji Cleanup Program". This is the third cleanup project, following the first "Lake Shinji Cleanup Project" and the second "Kirara Beach Cleanup Campaign", and about 120 employees and their family members participated actively in it. Mainly around the Lake Shinji, we collected burnable and unburnable litter, etc., which filled up about 20 mini-trucks.

Suzuki Motor Sales Okinawa Inc.

(http://sj-okinawa.jp/) (In Japanese language only)

●"Service Engineering Skill Contest"

On February 8, 2012, we conducted a service engineering skill contest to improve knowledge and skills of maintenance engineering of the service engineering department staff. The written examination and practical skills contest were performed to check both knowledge and capability concerning products and automobile engineering matters, such as inspection points and fault-finding technique.

Suzuki Marine Co., Ltd.

(http://www.suzukimarine.co.jp/) (In Japanese language only)

●Implementation of Joint Lifesaving Drill

On June 23, 2011, we participated in a lifesaving drill jointly conducted by Shizuoka Marina Association (West Branch) and Kosai Fire Department. We provided rescue boats and drilled in rescuing persons who needed help in the sea. In case of occurrence of water accidents, we will make use of this experience for taking proper action.

●Implementation of "Boat-Taking Experience Gathering (Marine Week)"

On August 4, 2011, we held a gathering for giving an experience of taking a boat for the fifth and sixth grades pupils of local elementary schools. Apart from the boat-taking experience, we provided quizzes to stimulate their interest in boats and sea.

Efforts by Overseas Group Companies

India

The Corporate Social Responsibility programmes of Maruti Suzuki concentrate on mainly four areas: road safety, skill training, community development and employee volunteering. In 2011-12, the company's CSR programmes saw considerable expansion and their benefits reached a larger number of people.

Road Safety

Maruti Suzuki's nationwide road safety programme focuses on driver training. The Company's road safety programmes offer a well-structured and scientifically designed driving training programme for new and existing drivers. The training is provided through two formats- IDTR (Institute of Driving and Traffic Research) and MDS (Maruti Driving Schools). In 2011-12, Maruti Suzuki added a new format to its driving training programme in RSKC (Road Safety Knowledge Centres).

In 2011-12, Maruti Suzuki achieved a landmark of training 1 million people in safe driving since the start of road safety programme in 2000.

Maruti Suzuki had launched the National Road Safety Mission in 2008 as a time bound programme. Under the Mission, the Company committed to train 500,000 persons in safe driving over a three year period. In December 2011, the programme was successfully completed. Of the 500,000 people trained under the programme, over 100,000 were from economically weaker sections and the Company sponsored their training.

Skill Training

Maruti Suzuki has partnered with state governments for upgrading ITI (Industrial Training Institutes). These technical training institutes offer skill training in various trades and develop a pool of technicians for the industry.

The Company is presently working with ten Government ITIs in five Indian states. Three of these partnerships were forged in 2011-12. As affirmative action, Maruti Suzuki has chosen to work with an ITI that specifically caters to the Scheduled Caste and Scheduled Tribe (SC/ST) community and two ITIs for women.

Under its programme to upgrade the ITIs, Maruti Suzuki has taken up several initiatives that have collectively led to an improvement in the quality of education at the Institutes. These initiatives include basic infrastructure development, repair and maintenance of machines, provision of teaching materials, and industry exposure for students and faculty through factory visits and internships. The curriculum at the Institutes is augmented with additional modules such as spoken English, interpersonal skills and work ethics. Technical modules such shop floor practices, advanced technologies, automobile systems, safety, and quality are also included.

In 2011-12, about 5,000 youth benefited from the Company's intervention in the Industrial Training Institutes. Besides completely overhauling 10 ITIs, the Company is also upgrading the automobile trade in 31 ITIs across the country. Several students from these Institutes have been absorbed in the Maruti Suzuki service network.

Employee Volunteering

Maruti Suzuki encourages its employees to contribute their time and skill for the benefit of society. A robust employee volunteering programme is in place to facilitate employees in volunteering activities. In 2011-12, employees contributed 4,142 volunteering hours, taking the cumulative volunteering hours to 13,191 volunteering hours.

In 2011-12, the president of the workers' union and his fellow associates were among those who participated in the volunteering program and reached out to neighbouring communities in Gurgaon.

Community Development

Maruti Suzuki regularly engages with four neighbouring communities in Manesar on issues relevant to the people. In the reporting year, the Company's focus was on infrastructure development, education support and skill training.

Infrastructure development

The Company's interventions are decided in close consultation with the local community, and have so far covered areas like drinking water facility, toilets, pathways, class rooms, teaching aids etc. Considering the improved infrastructure of schools, the state government upgraded two schools from primary level to middle level. Over the last five years, the enrolment of students in two schools upgraded by Maruti Suzuki has doubled. In one school, the maximum marks in a nationwide examination taken by students reached 90% for the first time.

Education support

To support first generation learners, the Company runs evening support classes at two villages for the school children. The Centre is open to the entire community and short-term courses on computer literacy are run here. The Company set up a new computer education centre within the premises of one of the Government school during in 2011-12.

Skill training

The Company runs a sewing and tailoring centre for village women. The women learn the basics of sewing and tailoring in classes held every afternoon.

Efforts for Environmental Preservation

Aiming to become an environmentally friendly company, Maruti Suzuki is actively making efforts for reduction of environmental burdens, such as CO_2 emission. We are the first Indian company participating in the CDM (Clean Development Mechanism) Project (based on climate change convention), and is promoting the modal shift in about 1,140-km transportation from Manesar Plant to Mundra Port by changing the transportation method from trucks to railroads. (As of March 31, 2012, the first phase has been completed, and the railroad transportation is implemented from Patory Station to Mundra Port. At the same time, in our plant site, we are reducing energy consumption and CO_2 emission through the introduction of high-efficiency power generation facilities and solar photovoltaic power generation system, the increased shift to CNG (Compressed Natural Gas) energy, use of LED in lighting equipment for offices, meeting rooms, and outdoor light. Among automobile manufacturing plants in India, our Manesar B Plant is the first plant where LED is used in the overall plant site.

Environmental Education for Employees

Since 2007, Suzuki Motorcycle India Private Limited has annually held an event called "Environment Week" during the period of World Environment Day (June 4 through 9). In 2011, we planted 81 trees of five kinds (Neem, Keisya, Sisam, Kari Patta, and Jamun) on our company property, and in addition, we arranged contests of ecology-related posters, catchwords, and quizzes. Winners of individual contests got a prize, and excellent posters and catchwords were displayed in our company to promote ecological education and stimulate interest among employees.

Cambodia

Commended by Cambodian Minister of Environment

When established, Cambodia Suzuki Motor Co., Ltd started business only with a motorcycle assembling process. In 2010 and 2011, we expanded our plant to introduce the welding and painting processes and effluent treatment facilities in addition to the existing assembling process. Before expanding the plant, we conducted EIA (Environmental Impact Assessment) and obtained the agreement from the government and the consent of the local residents. With such environmental care highly evaluated, we received the letter of appreciation from Cambodian Minister of Environment in April 2012.

* EIA is a system that requires investigating and predicting what kinds of influence a new or expanded plant will provide to the surrounding natural and regional environments, making a proper plan for environmental protection, and obtaining the consent of local residents and the government through explanatory meetings before starting the construction.

In front of effluent treatment facility

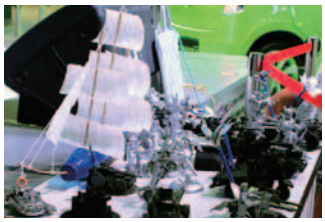
Letter of appreciation received from Cambodian Minister of Environment

Indonesia

Recycling Workshop

PT. SUZUKI INDOMOBIL SALES (SIS) participated in a CSR program 'The 19th Indonesian International Motor Show' in Jakarta Int'l Expo-Kemayoran, Jakarta, namely 'Student's Day'. SIS held a beneficial 'Recycle Workshop' for 200 students from 4 junior high school in Jakarta area at Suzuki booth. The students were taught about environmental friendliness by utilization of used goods to be worthwhile.

This activity was in line with theme of Suzuki booth and Suzuki products that are environmentally friendly.



Education support

SIS donated education equipment; stationary 10 million Rupiah to Al Bustan Kebun School in West Java.

PT. SUZUKI INDOMOBIL MOTOR (SIM) and SIS donated 1 unit of APV engine to APKRIND Institute of Science & Technology in Yogyakarta, Central Java in order to support educational activity.

Pakistan

Vocational Training Institute (VTI) Setup in Multan, Lahore and Karachi

By setting up Vocational Training Institutes (VTI), Pak Suzuki is supporting the training of service mechanics nationwide. We provided workshop equipments and motorcycles for skill training to the VTI in April 2011.

Technical Trainings at Vocational Training Institutes (VTI) and Memon Industrial & Technical Institute (MITI)

Technical training was conducted for a total of 84 VTI students at Khan Pur, Khan Bela and Multan cities in April 2011.

Training was conducted for a total of 121 students at MITI and VTI of Karachi, D.G Khan, Dajal, and Khanewal cities in May 2011.

Training was conducted for a total of 104 students at VTI of Bhalwal, Silanwali, and Gojra cities in August 2011.

VTI Teachers Refresher Course was conducted at PVTC (Punjab Vocational Training Centre), headquarters, in Lahore in September 2011. 20 teaching staff attended this refresher course which contains theory, assembly and disassembly of engine.

Successfully conducted training about Suzuki products for 155 VTI students in Jam Pur, Layyah, Vehari, Luddan and Mukhdum Aali cities.

Training for 18 VTI instructors was conducted in January, 2012 in Lahore at PVTC.

In-house Awareness Sessions

Computer Literacy Program 2011

Pak Suzuki arranged in-house 'Computer Literacy Program' for the children of employees from 10 to 17 years of age by utilizing summer vacations in June and July 2011. A total of 99 children participated in 7 sessions, and they were eventually equipped with basic computer skills. Our employees played role of trainers and each session enjoyed the plant visit also.


Health & Safety Awareness Session

Pak Suzuki conducted a session on "Health & Safety Awareness" for children of its employees in October, 2011. The session highlighted the importance of health and safety and encouraged the practicing of health and safety measures in their routine life. Plant visit was also organized for visiting children.


Assistance to Career Starters

Pak Suzuki conducted a session on "Assistance to Career Starters" for children of its employees in December, 2011. The ultimate aim of this session was to provide youth with confidence and increased enthusiasm before they enter their professional life in any reputable organization. Important tips on the preparation for interview and how to make a sound resume were given to them.


Road Safety Awareness Sessions for Pool Drivers and Employees

Two Road Safety Awareness Sessions were organized in April 2011 and March 2012 with the help of Motorway Police (training unit). The sessions covered areas of institutional responsibility of road safety, awareness and understanding of road safety problems, safe driving tips, traffic safety legislation, enforcement of traffic laws, and monitoring and evaluation of the effectiveness of road safety activities.


Educational Support Activities for University Students

Pak Suzuki has conducted a 4-week industrial internship program for the students of management schools & engineering universities during June and July 2011. Total 19 students from 11 different universities were accommodated in Supply Chain Management, Production, Quality Assurance, Operations, Finance, and Information Technology divisions.

Through the above internship program, the students learned about automobile manufacturing/assembling processes and general management practices.


Blood Donation Campaign

Pak Suzuki conducted 'Blood Donation Campaign' in collaboration with "Fatimid Foundation" in the company premises for two days in December 2011. A total of 61 pints (27,450ml) of blood was donated by our employees for saving the lives of those innocent children who are suffering from Thalassemia - a life threatening disease.

Donation of Vehicle

Pak Suzuki donated a Suzuki Bolan Van to Alleviate Addiction Suffering Trust (AAS) in February 2012 at Malir unit of AAS, where rehabilitation of drug addicts especially for street children performed; Mr. Hirofumi Nagao, MD Pak Suzuki presented the key to Mr. Allana, Chairman AAS Trust.

Mr. Hirofumi Nagao, MD Pak Suzuki said in his speech that "Pak Suzuki understands that eradication of menace of drug addiction is in need of time and every possible measure is necessary to be considered. Pak Suzuki is always there to help these children in getting a better life as education and health are primary privileges of a nation and a key to success".

Inauguration of Renovation and Construction Project in School:

Pak Suzuki has undertaken the responsibility of improvement in education system in less privileged areas. Mr. Hirofumi Nagao, MD Pak Suzuki inaugurated the reconstructing and renovation of Govt. Boys Sindhi Primary Masjid School located at Bin Qasim in March 2012. The project includes construction of additional classrooms, (with necessary items, i.e. furniture, blackboard, etc) as well as renovation of old building. The ultimate aim of this project was to facilitate less privileged students with basic educational needs and to promote education in the locality.

1st Free Medical Campaign

Pak Suzuki arranged 1st Free Medical Camp for two days at Pir Sarhandi Goth in Bin Qasim, Karachi in January 2012 where free medical checkup and quality medicines were provided to the patients. Total 450 people availed this facility.

China

Public-Interest Activities

Date	Activist	Field of activity	Activities/Photos
May 31, 2011	Labor Union, Engine Mfg. Dept., Chongqing Changan Suzuki Automobile Co., Ltd.	Zhengzi School, Xinsheng Town, Chongqing City, Qijiang Prefecture	Donated money (13,364 yuan), clothes, books, etc.  
September 2011	Labor Union Executives, Chongqing Changan Suzuki Automobile Co., Ltd.	All traffic police stations in Banan District, Chongqing City,	Donated cold drinks to policemen at the height of summer. 
September 6, 2011	Labor Union, Chongqing Changan Suzuki Automobile Co., Ltd.	Handicapped Children Rehabilitation Hospital, Banan District, Daojiao, Chongqing City	Visited disabled children and donated moon cakes to them for mid-autumn harvest festival. 
November 27, 2011	Labor Union, Chongqing Changan Suzuki Automobile Co., Ltd.	Fengsheng Town, Banan District, Chongqing City	Donated school bags, stationery goods and money (3,000 yuan) to five children in financial difficulties 
January 5, 2012	Party Committee, Chongqing Changan Suzuki Automobile Co., Ltd.	Dajiang Primary School, Banan District, Chongqing City	Visited 15 children who lost their parents during the earthquake and donated stuffed animals, etc.  
March 2012	Party Committee, Chongqing Changan Suzuki Automobile Co., Ltd.	Nanwenquansen, Banan District, Chongqing City	Planted trees as a "pioneer of green activities and a model of energy saving company". 
May 25, 2012	Labor Union, Chongqing Changan Suzuki Automobile Co., Ltd.	Shamu Primary School, Xinglong Town, Fengjie Prefecture	Donated book coupons worth 10,000 yuan to children who lost their parents during the earthquake. 
May 30, 2012	Labor Union, Chongqing Changan Suzuki Automobile Co., Ltd.	Qijiangmajing Primary School, Chongqing City	Donated two personal computers, 300 books, etc. equivalent to 11,000 yuan in total on the occasion of Children's Day (June 1).  

Hungary

Suzuki Kindergarten

Maintaining kindergarten operations for children whose parents work for MSC

Support for sports activities

MSC Supports several sports activities in Komarom/Esztergom County including Esztergom Rowing Club, Esztergom Knights Rugby Team, Esztergom Kick Box Association, Movement Dancing Group, Esztergom Tabletennis Association, Suzuki youth football squad.

MSC supported Puskas Suzuki Cup for the 5th time to promote football for the youth and prepare them for a dynamic, healthy lifestyle.

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

Support for cultural activities

MSC supports several cultural associations such as the Esztergom Summer Theatre every year.

Contribution to the yearly 'Spring Voices' concert held in Hungarian Music Academy as a combined Japanese-Hungarian musical event provided by the excellent graduating students of the Academy.

Activities that contribute to the local community

Volunteer activities to share knowledge with local and regional elementary and secondary school students through factory tours and conferences.

Monor Children's Home visit to MSC factory. On the 22nd of June. a small group of children without parents living under hard circumstances wished to see the factory and got familiar with the basic manufacturing procedures as a kind of study tour. MSC contributed to their transportation to the factory and held a factory visit to them.

Countrywide waste collection program to which individuals and corporations could join. Magyar Suzuki voluntary employees gathered in the assigned areas in Esztergom and cleaned the areas by picking up the waste.

Presentation and exchange experience with small/medium size entrepreneurs, suppliers, business partners, automotive industry players during conferences and roundtable discussions

Voluntary donation of blood organized by Hungarian Red Cross by MSC employees twice a year.

Italy

Efforts for Environmental Preservation

Suzuki Italia Spa is carrying out the "Suzuki & Save the Green" project for environmental preservation in all parts of Italy. On March 31, 2012, our employees, their family members and friends (50 adults and more than 20 children) performed the cleanup activities around the Po River in the Po Nature Reserve (Carignano, Torino), in cooperation with the local government and fire department. We collected 400 bags of litter weighing about 20 tons, contributing to the regional environment preservation.

U.K.

On May 27, 2011 Suzuki GB Marine Sales and Marketing team cleaned up a beach near Chichester, West Sussex with the staff of PR agency MindWorks Marketing.

Germany

On May 27, 2011 Suzuki International Europe GmbH cleaned up a river side of Main River. 48 people, including 18 local students participated and collected approximately 250kg of trash.

U.S.A.

On May 22, 2011 American Suzuki Motor CORP. had a cleanup activity at Long Beach, California. 24 participants spread into groups of two to four people and picked up trash around the parkways and beach.

Mexico

On May 29, 2011 Suzuki Motor De Mexico had a cleanup activity at Lake Guadalupe in Cuautitlan-Isukari, Mexico State. 131 children and youth participated in this activity, which gave them a great opportunity to be interested in caring the environmental conservation.

Supporting the Development of Human Resources in Overseas Manufacturing Companies

Suzuki participates in the trainee acceptance program led by HIDA* (former AOTS) and directly accepts trainees from overseas manufacturing companies to provide practical on-the-job training in individual section of the company. Effective training in practical techniques and skills for overseas companies that support the manufacturing sector contributes to developing industries in developing countries and promotes mutual understanding and friendship between each country.

* AOTS (Association for Overseas Technical Scholarship) merged with JODC (Japan Overseas Development Corporation) on March 30, 2012 to become HIDA (The Overseas Human Resources and Industry Development Association).

Companies Accepting Overseas Trainees (fiscal 2011)

Country		Name of Company
Asia	India	MARUTI SUZUKI INDIA LIMITED
		SUZUKI POWERTRAIN INDIA LIMITED
	Thailand	SUZUKI MOTOR THAILAND CO., LTD.
	Indonesia	PT. SUZUKI INDOMOBIL MOTOR
	China	JINAN QINGQI SUZUKI MOTORCYCLE CO., LTD.

- Number of overseas trainees accepted in fiscal 2011: 190 persons
- Accumulated total number of overseas trainees: 22,115 persons (From 1983 to 2011)

Environmental Data




Environment-Related Data of Key New Products in Fiscal 2011

The environmental data on key new products launched in fiscal 2011 are as follows. The environment-related data of automobiles and motorcycles (vehicle type-specific environmental information) and automobile models that conform to the Law on Promoting Green Purchasing are available on the following website (Japanese language only).
<Vehicle type-specific environmental information> http://www.suzuki.co.jp/about/csr/environmentalInfo/index.html
<Automobile models that conform to the Law on Promoting Green Purchasing> http://www.suzuki.co.jp/about/csr/green/index.html

Automobiles

Car Name				WAGON R 									
Passenger Capacity (Persons)				4									
Basic Information	Vehicle Type			DBA-MH23S									
	Engine	Model		K6A									
		Total Piston Displacement (L)		0.658									
		Type		In-line Three-Cylinder Engine: DOHC12V VVT									
		Applicable Fuel		Lead-free Regular Gasoline									
		Fuel Supply System		Electronically Controlled Fuel Injection									
		Max. output (net) [kW (PS) / rpm]		40 (54) / 6,500									
		Max. Torque [N·m (kgf·m) / rpm]		63 (6.4) / 3,500									
	Drive Train	Drive System		2WD						4WD			
		Transmission		5MT	4AT		CVT			5MT	4AT		CVT
	Vehicle Weight (kg)			800	810	830	850	840	860	850	860	880	900
	Remarks							Idling Stop					
Environmental Performance Information	Fuel Consumption Rate	10-15 mode	Fuel efficiency (km/L)	23.5	22.0	21.0	23.5	25.0		21.5	20.0		22.5
			CO_2 Emission (g/km)	99	106	111	99	93		108	116		103
			Reference	2010 Fuel Efficiency Standard + 25% Achieved	2010 Fuel Efficiency Standard + 15% Achieved		2010 Fuel Efficiency Standard + 25% Achieved			2010 Fuel Efficiency Standard + 20% Achieved	2010 Fuel Efficiency Standard + 10% Achieved		2010 Fuel Efficiency Standard + 25% Achieved
		JC08 mode	Fuel efficiency (km/L)	22.0	20.4		22.4	23.6	22.8	20.6	19.0		21.0
			CO_2 Emission (g/km)	106	114		104	98	102	113	122		111
			Reference	Vehicles achieved 2015 fuel efficiency target	–		Vehicles achieved 2015 fuel efficiency target			–			Vehicles achieved 2015 fuel efficiency target
	Exhaust Emission	Applicable standard / certification level		SU-LEV (75% lower than 2005 Exhaust Emission Standard)									
		Test mode		JC08H+JC08C Mode									
		Regulation / Certification Values, etc. (g/km)	CO	1.15									
			NMHC	0.013									
			NOx	0.013									
	Standard for the Designation of Low-Emission Vehicles, etc.			Meet the Standard for Nine-prefectures/cities Designation of Low-Emission Vehicles.									
	Vehicles Subject to Eco-Car Tax Reduction (Note 1)			○	○	○	○	○	○	○	–	–	○
	Vehicles that Conform to the Law on Promoting Green Purchasing			○	○	○	○	○	○	○	○	○	○
	Noise	Applicable standard level		Conforming to 1998 Standard Acceleration Noise Regulation Value: 76 dB (A)									
	Air conditioner refrigerant consumption			CFC's substitute: HFC-134a, 320g									
	Interior VOC			Meet the JAMA's Target (Lower Interior VOC Levels than the Target Set by the Ministry of Health, Labor, and Welfare)									
	Reduce environmental impact substances.	Lead*1		Meet the JAMA's Target (1/10 or Lower of the Usage in 1996).									
		Mercury*2		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2005).									
		Hexavalent chromium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2008)									
		Cadmium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2007).									
	Parts Not Subject to JAMA's Target			*1 Lead acid battery (excluded because the collection route for recycling is established) *2 LCD such as for navigation system, combination meter, discharge head lamp, room lamp (excluding the ultratrace level of usage in parts indispensable for traffic safety)									
Efforts for Environment	Recycling			Consider ease of recycling (use of materials that can be recycled easily, indication of material names on resin parts, structure that can be easily disassembled, etc.). Use recycled materials for the firewall silencer.									
	Usage of Environmental Impact Substances			Lead is used in electronic boards, piezoelectric element (PZT sensor), etc.									
	Others												
Specifications				FX		FX Limited		FX Idling Stop	FX Limited Idling Stop	FX		FX Limited	

(Note 1) A measure for tax reduction when a new car is purchased according to the "tax system to promote the use of eco-friendly vehicle". Applicable to new car registrations till March 31, 2012 for the automobile acquisition tax and till April 30, 2012 for the automobile weight tax.

* The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc.) and driving situations (sudden starting, use of air conditioner, etc.).

Environment-Related Data of Key New Products in Fiscal 2011

Automobiles

Car Name				WAGON R, STINGRAY 				
Passenger Capacity (Persons)				4				
Basic Information	Vehicle Type			DBA-MH23S				CBA-MH23S
	Engine	Model		K6A				
		Total Piston Displacement (L)		0.658				
		Type		In-line Three-Cylinder Engine: DOHC12V VVT			In-line Three-Cylinder Engine: DOHC12V (intercooler turbo)	
		Applicable Fuel		Lead-free Regular Gasoline				
		Fuel Supply System		Electronically Controlled Fuel Injection				
		Max. output (net) [kW (PS) / rpm]		40 (54) / 6,500			47 (64) / 6,000	
		Max. Torque [N·m (kgf·m) / rpm]		63 (6.4) / 3,500			95 (9.7) / 3,000	
	Drive Train	Drive System		2WD		4WD	2WD	4WD
		Transmission		CVT				
	Vehicle Weight (kg)			860	870	910	880	930
	Remarks				Idling Stop			
Environmental Performance Information	Fuel Consumption Rate	10-15 mode	Fuel efficiency (km/L)	23.5	25.0	22.5	21.5	20.5
			CO_2 Emission (g/km)	99	93	103	108	113
			Reference	2010 Fuel Efficiency Standard + 25% Achieved			2010 Fuel Efficiency Standard + 20% Achieved	2010 Fuel Efficiency Standard + 10% Achieved
		JC08 mode	Fuel efficiency (km/L)	21.6	22.8	21.0	19.0	18.4
			CO_2 Emission (g/km)	107	102	111	122	126
			Reference	Vehicles achieved 2015 fuel efficiency target			–	
	Exhaust Emission	Applicable standard / certification level		SU-LEV (75% lower than 2005 Exhaust Emission Standard)				SU-LEV (50% lower than 2005 Exhaust Emission Standard)
		Test mode		JC08H+JC08C Mode				
		Regulation / Certification Values, etc. (g/km)	CO	1.15				1.15
			NMHC	0.013				0.025
			NOx	0.013				0.025
	Standard for the Designation of Low-Emission Vehicles, etc.			Meet the Standard for Nine-prefectures/cities Designation of Low-Emission Vehicles.				
	Vehicles Subject to Eco-Car Tax Reduction (Note 1)			○	○	○	○	–
	Vehicles that Conform to the Law on Promoting Green Purchasing			○	○	○	○	○
	Noise	Applicable standard level		Conforming to 1998 Standard Acceleration Noise Regulation Value: 76 dB (A)				
	Air conditioner refrigerant consumption			CFC's substitute: HFC-134a, 320g				
	Interior VOC			Meet the JAMA's Target (Lower Interior VOC Levels than the Target Set by the Ministry of Health, Labor, and Welfare)				
	Reduce environmental impact substances.	Lead*1		Meet the JAMA's Target (1/10 or Lower of the Usage in 1996).				
		Mercury*2		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2005).				
		Hexavalent chromium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2008)				
		Cadmium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2007).				
	Parts Not Subject to JAMA's Target			*1 Lead acid battery (excluded because the collection route for recycling is established) *2 LCD such as for navigation system, combination meter, discharge head lamp, room lamp (excluding the ultratrace level of usage in parts indispensable for traffic safety)				
Efforts for Environment	Recycling			Consider ease of recycling (use of materials that can be recycled easily, indication of material names on resin parts, structure that can be easily disassembled, etc.). Use recycled materials for the firewall silencer, etc.				
	Usage of Environmental Impact Substances			Lead is used in electronic boards, piezoelectric element (PZT sensor), etc.				
	Others							
Specifications				X	X Idling Stop	X	T	

(Note 1) A measure for tax reduction when a new car is purchased according to the "tax system to promote the use of eco-friendly vehicle". Applicable to new car registrations till March 31, 2012 for the automobile acquisition tax and till April 30, 2012 for the automobile weight tax.

* The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc.) and driving situations (sudden starting, use of air conditioner, etc.).

Environment-Related Data of Key New Products in Fiscal 2011

Automobiles

Car Name				ALTO 						
Passenger Capacity (Persons)				4						
Basic Information	Vehicle Type			DBA-HA25S			DBA-HA35S	DBA-HA25S		
	Engine	Model		K6A			R06A	K6A		
		Total Piston Displacement (L)		0.658						
		Type		In-line Three-Cylinder Engine: DOHC12V VVT						
		Applicable Fuel		Lead-free Regular Gasoline						
		Fuel Supply System		Electronically-Controlled Fuel Injection						
		Max. output (net) [kW (PS) / rpm]		40 (54) / 6,500			38 (52) / 6,000	40 (54) / 6,500		
		Max. Torque [N·m (kgf·m) / rpm]		63 (6.4) / 3,500			63 (6.4) / 4,000	63 (6.4) / 3,500		
	Drive Train	Drive System		2WD				4WD		
		Transmission		5MT	4AT	CVT		5MT	4AT	CVT
	Vehicle Weight (kg)			710[720]	730[740]	760	740	770	790	810
	Remarks						Idling Stop			
Environmental Performance Information	Fuel Consumption Rate	10-15 mode	Fuel efficiency (km/L)	24.0	22.5	24.5	32.0	23.0	22.0	23.5
			CO_2 Emission (g/km)	97	103	95	73	101	106	99
			Reference	2010 Fuel Efficiency Standard + 25% Achieved	2010 Fuel Efficiency Standard + 15% Achieved	2010 Fuel Efficiency Standard + 25% Achieved		2010 Fuel Efficiency Standard + 20% Achieved	2010 Fuel Efficiency Standard + 15% Achieved	2010 Fuel Efficiency Standard + 25% Achieved
		JC08 mode	Fuel efficiency (km/L)	22.6	21.8	22.6	30.2	21.0	20.0	21.8
			CO_2 Emission (g/km)	103	106	103	77	111	116	106
			Reference	Vehicles achieved 2015 fuel efficiency target					–	Vehicles achieved 2015 fuel efficiency target
	Exhaust Emission	Applicable standard / certification level		SU-LEV (75% lower than 2005 Exhaust Emission Standard)						
		Test mode		JC08H+JC08C Mode						
		Regulation / Certification Values, etc. (g/km)	CO	1.15						
			NMHC	0.013						
			NOx	0.013						
	Standard for the Designation of Low-Emission Vehicles, etc.			Meet the Standard for Nine-prefectures/cities Designation of Low-Emission Vehicles.						
	Vehicles Subject to Eco-Car Tax Reduction (Note 1)			○	○	○	○	○	○	○
	Vehicles that Conform to the Law on Promoting Green Purchasing			○	○	○	○	○	○	○
	Noise	Applicable standard level		Conforming to 1998 Standard Acceleration Noise Regulation Value: 76 dB (A)						
	Air conditioner refrigerant consumption			CFC's substitute: HFC-134a, 320g						
	Interior VOC			Meet the JAMA's Target (Lower Interior VOC Levels than the Target Set by the Ministry of Health, Labor, and Welfare)						
	Reduce environmental impact substances.	Lead*1		Meet the JAMA's Target (1/10 or Lower of the Usage in 1996).						
		Mercury*2		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2005).						
		Hexavalent chromium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2008).						
		Cadmium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2007).						
	Parts Not Subject to JAMA's Target			*1 Lead acid battery (excluded because the collection route for recycling is established) *2 LCD such as for navigation system, combination meter, discharge head lamp, room lamp (excluding the ultratrace level of usage in parts indispensable for traffic safety)						
Efforts for Environment	Recycling			Consider ease of recycling (use of materials that can be recycled easily, indication of material names on resin parts, structure that can be easily disassembled, etc.). Use recycled materials for the firewall silencer, etc.						
	Usage of Environmental Impact Substances			Lead is used in electronic boards, piezoelectric element (PZT sensor), etc.						
	Others									
Specifications				F	F/G	G/X	ECO-L/S Idling Stop	F		G4

Figures in [ ] indicate the weight of automobiles equipped with ABS.
(Note 1) A measure for tax reduction when a new car is purchased according to the "tax system to promote the use of eco-friendly vehicle". Applicable to new car registrations till March 31, 2012 for the automobile acquisition tax and till April 30, 2012 for the automobile weight tax.
* The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc.) and driving situations (sudden starting, use of air conditioner, etc.).

Environment-Related Data of Key New Products in Fiscal 2011

Automobiles

Car Name				MR WAGON 					
Passenger Capacity (Persons)				4					
Basic Information	Vehicle Type			DBA-MF33S					
	Engine	Model		R06A					
		Total Piston Displacement (L)		0.658					
		Type		In-line Three-cylinder Engine: DOHC12V Air-intake/Exhaust VVT				In-line Three-cylinder Engine: DOHC12V VVT Inter-cooler Turbo	
		Applicable Fuel		Lead-free Regular Gasoline					
		Fuel Supply System		Electronically Controlled Fuel Injection					
		Max. output (net) [kW (PS) / rpm]		40 (54) / 6,500	38 (52) / 6,000	40 (54) / 6,500		47 (64) / 6,000	
		Max. Torque [N·m (kgf·m) / rpm]		63 (6.4) / 4,000				95 (9.7) / 3,000	
	Drive Train	Drive System		2WD		4WD		2WD	4WD
		Transmission		Instrument-panel-shift CVT					
	Vehicle Weight (kg)			790 / 810	800 / 820	840	860	830	880
	Remarks				Idling Stop				
Environmental Performance Information	Fuel Consumption Rate	JC08 mode	Fuel efficiency (km/L)	23.0	27.2	22.0	21.0	22.0	20.4
			CO_2 Emission (g/km)	101	85	106	111	106	114
			Reference	Vehicles achieved 2015 fuel efficiency target	Vehicles achieved 2015 fuel efficiency target + 20%	Vehicles achieved 2015 fuel efficiency target			–
		10-15 mode	Fuel efficiency (km/L)	25.5	30.0	23.0		22.5	21.5
			CO_2 Emission (g/km)	91	77	101		103	108
			Reference	2010 Fuel Efficiency Standard + 25% Achieved					2010 Fuel Efficiency Standard + 20% Achieved
	Exhaust Emission	Applicable standard / certification level		SU-LEV (75% lower than 2005 Exhaust Emission Standard)					
		Test mode		JC08H+JC08C Mode					
		Regulation / Certification Values, etc. (g/km)	CO	1.15					
			NMHC	0.013					
			NOx	0.013					
	Standard for the Designation of Low-Emission Vehicles, etc.			Meet the Standard for Nine-prefectures/cities Designation of Low-Emission Vehicles.					
	Vehicles Subject to Eco-Car Tax Reduction (Note 1)			○	○	○	○	○	○
	Vehicles that Conform to the Law on Promoting Green Purchasing			○	○	○	○	○	—
	Noise	Applicable standard level		Conforming to 1998 Standard Acceleration Noise Regulation Value: 76 dB (A)					
	Air conditioner refrigerant consumption			CFC's substitute: HFC-134a, 320g					
	Interior VOC			Meet the JAMA's Target (Lower Interior VOC Levels than the Target Set by the Ministry of Health, Labor, and Welfare)					
	Reduce environmental impact substances.	Lead*1		Meet the JAMA's Target (1/10 or Lower of the Usage in 1996).					
		Mercury*2		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2005).					
		Hexavalent chromium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2008).					
		Cadmium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2007).					
	Parts Not Subject to JAMA's Target			*1 Lead acid battery (excluded because the collection route for recycling is established) *2 LCD such as for navigation system, combination meter, discharge head lamp, room lamp (excluding the ultratrace level of usage in parts indispensable for traffic safety)					
Efforts for Environment	Recycling			Consider ease of recycling (use of materials that can be recycled easily, indication of material names on resin parts, structure that can be easily disassembled, etc.). Use recycled materials for the firewall silencer, door trim pocket, luggage floor box, lower cover tray, etc.					
	Usage of Environmental Impact Substances			Lead is used in electronic boards, piezoelectric element (PZT sensor), etc.					
	Others								
Specifications				G/X	ECO-L/X Idling Stop	G	X	T	

(Note 1) A measure for tax reduction when a new car is purchased according to the "tax system to promote the use of eco-friendly vehicle". Applicable to new car registrations till March 31, 2012 for the automobile acquisition tax and till April 30, 2012 for the automobile weight tax.

* The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc.) and driving situations (sudden starting, use of air conditioner, etc.).

Environment-Related Data of Key New Products in Fiscal 2011

Automobiles

Car Name				SOLIO 					
Passenger Capacity (Persons)				5					
Basic Information	Vehicle Type			DBA-MA15S					
	Engine	Model		K12B					
		Total Piston Displacement (L)		1.242					
		Type		In-line three-cylinder Engine: DOHC16V Air-intake/Exhaust VVT					
		Applicable Fuel		Lead-free Regular Gasoline					
		Fuel Supply System		Electronically Controlled Fuel Injection					
		Max. output (net) [kW (PS) / rpm]		67 (91) / 6,000					
		Max. Torque [N·m (kgf·m) / rpm]		118 (12.0) / 4,800					
	Drive Train	Drive System		2WD				4WD	
		Transmission		Instrument-panel-shift CVT					
	Vehicle Weight (kg)			1,000	1,030 / 1,040	1,010	1,040 / 1,050	1,080	1,090
	Remarks					Idling Stop			
Environmental Performance Information	Fuel Consumption Rate	JC08 mode	Fuel efficiency (km/L)	20.6		21.2		18.8	18.0
			CO_2 Emission (g/km)	113		110		123	129
			Reference	Vehicles achieved 2015 fuel efficiency target				–	
		10-15 mode	Fuel efficiency (km/L)	22.5	21.0	24.5	23.0	20.0	
			CO_2 Emission (g/km)	103	111	95	101	116	
			Reference	2010 Fuel Efficiency Standard + 25% Achieved					
	Exhaust Emission	Applicable standard / certification level		SU-LEV (75% lower than 2005 Exhaust Emission Standard)					
		Test mode		JC08H+JC08C Mode					
		Regulation / Certification Values, etc. (g/km)	CO	1.15					
			NMHC	0.013					
			NOx	0.013					
	Standard for the Designation of Low-Emission Vehicles, etc.			Meet the Standard for Nine-prefectures/cities Designation of Low-Emission Vehicles.					
	Vehicles Subject to Eco-Car Tax Reduction (Note 1)			○	○	○	○	○	○
	Vehicles that Conform to the Law on Promoting Green Purchasing			○	○	○	○	○	○
	Noise	Applicable standard level		Conforming to 1998 Standard Acceleration Noise Regulation Value: 76 dB (A)					
	Air conditioner refrigerant consumption			CFC's Substitute: HFC-134a, 370g					
	Interior VOC			Meet the JAMA's Target (Lower Interior VOC Levels than the Target Set by the Ministry of Health, Labor, and Welfare)					
	Reduce environmental impact substances.	Lead*1		Meet the JAMA's Target (1/10 or Lower of the Usage in 1996).					
		Mercury*2		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2005).					
		Hexavalent chromium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2008).					
		Cadmium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2007).					
	Parts Not Subject to JAMA's Target			*1 Lead acid battery (excluded because the collection route for recycling is established) *2 LCD such as for navigation system, combination meter, discharge head lamp, room lamp (excluding the ultratrace level of usage in parts indispensable for traffic safety)					
Efforts for Environment	Recycling			Consider ease of recycling (use of materials that can be recycled easily, indication of material names on resin parts, structure that can be easily disassembled, etc.). Use recycled materials for the firewall silencer, door trim pocket, instrument panel parts, etc.					
	Usage of Environmental Impact Substances			Lead is used in electronic boards, piezoelectric element (PZT sensor), etc.					
	Others								
Specifications				G	X / S	G Idling Stop	X/S Idling Stop	X	S

(Note 1) Measures for tax reduction when a new car is purchased according to the tax system to promote the use of eco-friendly vehicle and "Automobile Green Tax System" (Applicable to new car registrations till March 31, 2012 for the automobile acquisition tax and till April 30, 2012 for the automobile weight tax). The automobile tax reduction is based on Automobile Green Tax System in 2010 and 2011. The automobile tax will be reduced also for the next fiscal year of the purchase.

* The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of air conditioner, etc).

Environment-Related Data of Key New Products in Fiscal 2011

Automobiles

Car Name				SWIFT 					
Passenger Capacity (Persons)				5					
Basic Information	Vehicle Type			DBA-ZC72S				DBA-ZD72S	
	Engine	Model		K12B					
		Total Piston Displacement (L)		1.242					
		Type		In-line Four-Cylinder Engine: DOHC16V VVT					
		Applicable Fuel		Lead-free Regular Gasoline					
		Fuel Supply System		Electronically-Controlled Fuel Injection					
		Max. output (net) [kW (PS) / rpm]		67 (91) / 6,000					
		Max. Torque [N·m (kgf·m) / rpm]		118 (12.0) / 4,800					
	Drive Train	Drive System		2WD				4WD	
		Transmission		5MT	CVT				
	Vehicle Weight (kg)			970	990		1,000	1,080	
	Remarks						Idling Stop		
Environmental Performance Information	Fuel Consumption Rate	10-15 mode	Fuel efficiency (km/L)	21.0	23.0		25.0	20.0	
			CO_2 Emission (g/km)	111	101		93	116	
			Reference	2010 Fuel Efficiency Standard + 15% Achieved	2010 Fuel Efficiency Standard + 25% Achieved				
		JC08 mode	Fuel efficiency (km/L)	19.4	20.6		21.8	18.8	
			CO_2 Emission (g/km)	120	113		106	123	
			Reference	–	Vehicles achieved 2015 fuel efficiency target			–	–
	Exhaust Emission	Applicable standard / certification level		SU-LEV (75% lower than 2005 Exhaust Emission Standard)					
		Test mode		JC08H+JC08C Mode					
		Regulation / Certification Values, etc. (g/km)	CO	1.15					
			NMHC	0.013					
			NOx	0.013					
	Standard for the Designation of Low-Emission Vehicles, etc.			Meet the Standard for Nine-prefectures/cities Designation of Low-Emission Vehicles.					
	Vehicles Subject to Eco-Car Tax Reduction (Note 1)			○	○	○	○	○	○
	Vehicles that Conform to the Law on Promoting Green Purchasing			○	○	○	○	○	○
	Noise	Applicable standard level		Conforming to 1998 Standard Acceleration Noise Regulation Value: 76 dB (A)					
	Air conditioner refrigerant consumption			CFC's Substitute: HFC-134a, 370g					
	Interior VOC			Meet the JAMA's Target (Lower Interior VOC Levels than the Target Set by the Ministry of Health, Labor, and Welfare)					
	Reduce environmental impact substances.	Lead*1		Meet the JAMA's Target (1/10 or Lower of the Usage in 1996).					
		Mercury*2		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2005).					
		Hexavalent chromium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2008).					
		Cadmium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2007).					
	Parts Not Subject to JAMA's Target			*1 Lead acid battery (excluded because the collection route for recycling is established) *2 LCD such as for navigation system, combination meter, discharge head lamp, room lamp (excluding the ultratrace level of usage in parts indispensable for traffic safety)					
Efforts for Environment	Recycling			Consider ease of recycling (use of materials that can be recycled easily, indication of material names on resin parts, structure that can be easily disassembled, etc.). Use recycled materials for the firewall silencer.					
	Usage of Environmental Impact Substances			Lead is used in solder for electronic boards and electric parts, piezoelectric element (PZT sensor).					
	Others								
Specifications				XG/XL		XS	XG/XL		XS

(Note 1) Measures for tax reduction when a new car is purchased according to the tax system to promote the use of eco-friendly vehicle and "Automobile Green Tax System" (Applicable to new car registrations till March 31, 2012 for the automobile acquisition tax and till April 30, 2012 for the automobile weight tax). The automobile tax reduction is based on Automobile Green Tax System in 2010 and 2011. The automobile tax will be reduced also for the next fiscal year of the purchase.

* The fuel consumption rates are the values obtained under a specific testing condition. The rates vary according to the actual use conditions (weather, traffic, etc) and driving situations (sudden starting, use of air conditioner, etc).

Environment-Related Data of Key New Products in Fiscal 2011

Motorcycles

Car Name			e-Let's 	
			e-Let's (EMS-01)	e-Let's W (EMS-01W)
Basic Information	Passenger Capacity (Persons)		1	
	Vehicle Type		ZAD-CZ81A	
	Vehicle Weight (kg)		72	72 (or 80kg with two batteries mounted)
	Motor	Model	Z801	
		Type	AC synchronous motor	
		Rated output (kW)	0.58	
		Max. output (net) [kW (PS) / rpm]	1.7 (2.3) / 2,050	
		Max. Torque [N-m (kgf-m) / rpm]	15 (1.5) / 350	
	Power unit	Type of battery	Lithium-ion battery	
		Voltage (V) / Capacity (Ah)	50.4 / 14.2 (5h)	
		Type of charge	Constant-current, constant-voltage charge	
Environmental Design	Power consumption	Running distance per charge (km) (30 km/h during proving ground test) (Note 1)	30	30 (or 60km with two batteries mounted)
		AC power consumption rate (W-h/km)	31	
	Noise	Applicable standard level	Conforming to 1998 Standard Acceleration Noise Regulation Value: 71 dB (A)	
	Reduce environmental impact substances.	Lead	Meet the JAMA's Target (60g or Lower of the Usage in 2006).	
		Mercury*1	Meet the JAMA's Target (Usage Prohibited in and after Oct. 2004).	
		Hexavalent chromium	Meet the JAMA's Target (Usage Prohibited in and after Jan. 2008).	
			Meet the JAMA's Target (Usage Prohibited in and after Jan. 2007).	
	Parts Not Subject to JAMA's Target		*1 LCD such as for navigation system, combination meter, discharge head lamp, room lamp(excluding the ultratrace level of usage in parts indispensable for traffic safety)	
Efforts for Environment	Recycling		Consider ease of recycling (use of materials that can be recycled easily, indication of material names on resin parts, structure that can be easily disassembled, etc.). Front frame cover, No.1 & No.2 maintenance lids, movable fenders, fixed fenders, and U-lock holders employ PP recycle materials.	
	Usage of Environmental Impact Substances		Lead is used in electronic boards, piezoelectric element (PZT sensor), etc.	
	Others			

(Note 1) The running distances per charge are the values obtained under a specific testing condition. They vary according to weather, road, vehicle, driving and other conditions during running.

Environment-Related Data of Key New Products in Fiscal 2011

Motorcycles

Car Name				Address V125S Limited (UZ125SZ) 
Basic Information	Passenger Capacity (Persons)			2
	Vehicle Type			EBJ-CF4MA
	Engine	Model		F468
		Total piston displacement (cm3)		124
		Type		Air Cooling, 4 Cycles, Single Cylinder, SOHC, 2 Valves
		Applicable Fuel		Lead-free Gasoline
		Max. output (net) [kW (PS) / rpm]		7.3 (9.9) / 7,500
		Max. Torque [N·m (kgf-m) / rpm]		10 (1.0) / 6,000
	Transmission			V-Belt Stepless Speed Change
	Vehicle Weight (kg)			103
Environmental Design	Fuel Consumption Rate	Fuel Consumption during Running at 60 km/h on Proving Ground (km/L)		52.0
	Exhaust Emission	Applicable standard level		Conforming to 2007 Standard
		Motorcycle Mode Regulation Value (g/km)	CO	2.0
			HC	0.5
			NOx	0.15
	Noise	Applicable standard level		Conforming to 2001 Standard Acceleration Noise Regulation Value: 71dB (A)
	Environmental impact substances.	Lead*1		Meet the JAMA's Target (60g or Lower of the Usage in Jan. 2006).
		Mercury*2		Meet the JAMA's Target (Usage Prohibited in and after Oct. 2004).
		Hexavalent chromium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2008).
		Cadmium		Meet the JAMA's Target (Usage Prohibited in and after Jan. 2007).
	Parts Not Subject to JAMA's Target			*1 Lead acid battery (excluded because the collection route for recycling is established) *2 LDC display such as for navigation system, combination meter, discharge head lamp, room lamp(excluding the ultratrace level of usage in parts indispensable for traffic safety)
Efforts for Environment	Recycling			Consider ease of recycling (use of materials that can be recycled easily, indication of material names on resin parts, structure that can be easily disassembled, etc.). Movable fenders, fixed fenders, and U-lock holders employ PP recycle materials.
	Usage of Environmental Impact Substances			Lead: Used for solder for electronic boards and electric parts, piezoelectric element (PZT sensor).
	Others			

A History of Suzuki's Environmental Protection Efforts

1970	Mar.	Demonstrated 10 units of CARRY VAN electric vehicles at the Osaka Expo.
1971	Jul.	Established an Environmental Protection Section in Facilities Group of Production Engineering Dept. to take environmental measures in our production processes.
1977	Apr.	Built the Suzuki Group Safety & Hygiene and Pollution Issues Council.
1978	Dec.	Developed the CARRY VAN electric vehicles.
1981	Dec.	Held "Energy Saving Symposium" with Machinery Industry Promotion Foundation (now Suzuki Foundation).
1989	Aug.	Established an Environmental Issue Council to promote company-wide environmental conservation activities.
1990	Mar.	Installed Freon collectors at domestic distributors to collect Freon contained in car air conditioner refrigerant for reuse.
1991	Dec.	Totally abolished the use of specific CFC (contained in polyurethane foamed components, such as seats).
1992	Jan.	Started displaying material names on resin parts.
		Developed a continuously variable transmission (SCVT) which was installed in CULTUS Convertible.
	Oct.	Developed a natural gas-fueled scooter.
	Nov.	Established a Waste Countermeasure Group in Production Engineering Development to promote reduction and reuse of wastes.
	Dec.	Launched an electric vehicles ALTO and EVERY.
1993	Mar.	Prepared an "Environmental Protective Activities Plan."
	May	Reorganized an Environment & Industrial Waste group by integrating the Environmental Protection Section and the Waste Countermeasure Group to enhance environmental protection activities.
	Dec.	Completed the replacement of Freon used in car air conditioner refrigerants.
1994	Jun.	Started collecting and recycling used bumpers replaced by dealers.
	Aug.	Installed a facility to recycle sludge contained in wastewater to reuse it as asphalt sheets.
		Started reusing casting sand waste (generated at foundries) as cement materials.
1995	Jan.	Renewed the waste incinerator to reduce waste and reuse heat waste (steam).
	Aug.	Introduced co-generation facilities into Kosai Plant to promote energy saving activities.
1996	Apr.	Launched an electric power-assisted bicycle LOVE.
	May	Prepared the "Environmental Protective Activities Plan (follow-up version)."
	Dec.	Introduced co-generation facilities into Sagara Plant.
1997	Mar.	Developed a natural gas-fueled WAGON R.
	May	Greatly modified and sold electric vehicles ALTO and EVERY.
	Oct.	Won the Technical Innovation Award for our 4-stroke outboard motor at the Chicago Boat Show.
	Dec.	Issued a "Vehicle Disassembly Manual" and distributed it to distributors.
1998	Feb.	Introduced co-generation facilities into Osuka Plant.
		Prepared an "Initiative Voluntary Action Plan for the Recycling of Used Automobile."
	Apr.	MAGYAR SUZUKI (Hungry) obtained the ISO14001 certification.
	Jul.	Kosai Plant obtained the ISO14001 certification.
	Oct.	Launched a new mini vehicle equipped with a lean-burn engine which achieved 29.0km/L fuel consumption in 10×15 mode.
		Won the Technical Innovation Award for our 4-stroke outboard motor at the Chicago Boat Show for the second consecutive year.
	Dec.	Developed an environmentally friendly pipe bending technology.
1999	Mar.	Developed a new catalyst for motorcycles and employed it in a scooter "LET'S II."
	May	Launched a fuel-economy ALTO with "Sc lean-burn" CVT.
	Jun.	Launched a natural gas-fueled (CNG) WAGON R.
	Aug.	Launched a new model of EVERY electric vehicle.
	Sept.	Osuka and Sagara plants obtained the ISO14001 certification.
	Oct.	Launched ALTO equipped with Idling Stop System.
		Won "The Best Concept Car" special award for Suzuki PU-3 COMMUTER at the Tokyo Motor Show.
		Fully changed the design of the electric power-assisted bicycle LOVE.
	Nov.	MARUTI UDYOG (India) (currently: MARUTI SUZUKI INDIA LIMITED) obtained the ISO 14001 certification.
		Launched an ultrasonic compact washing machines "SUC-300H & 600H" that employ ultrasonic waves for washing instead of organic solvent.
	Dec.	Launched a natural gas-fueled (CNG) EVERY.

2000	Jan.	Developed a compact bumper crushing machine in house.
	Feb.	SUZUKI MOTOR ESPANA (Spain) obtained the ISO14001 certification.
	Jun.	CAMI AUTOMOTIVE (Canada) obtained the ISO14001 certification.
	Jul.	Won the "Logistic Prize" for the transportation package for "Senior Cars" (environmentally-friendly electric vehicles) at the Japan Packaging Contest.
	Oct.	Fully changed the design of the electric power-assisted bicycle LOVE.
	Nov.	Won the "World Star Prize" for the transportation package for "Senior Cars" (environmentally-friendly electric vehicles) at the World Packaging Contest.
	Dec.	Toyokawa Plant obtained the ISO14001 certification.
2001	Jan.	Totally abolished the use of lead used in painting processes of domestic motorcycle and automobile plants.
	Mar.	Expanded the sale of the bumper crushing machine nationwide.
	Apr.	Established an Environmental Planning Group that handles environmental matters related to products, technology, manufacturing and logistics.
		Established an Environmental Committee (as an alternative to Environmental Issue Council) to enhance the environmental protection efforts.
	Aug.	Achieved the target of drastic reduction in landfilled solid waste to almost zero.
	Oct.	Started mutual cooperation with GM in the fuel cell technology field.
2002	Jan.	Won the "Excellent Environmentally-Friendly Concept Car Award from the Automotive News magazine (U.S.A) for our electric vehicle concept car "COVIE" at the Detroit Motor Show.
	Mar.	Launched the "Idling Stop" campaign.
	Jul.	Put the direct-injection turbo engine which realized both low fuel consumption and high output power to practical use for the first time in mini cars.
2003	Jan.	Announced a hybrid engine car "TWIN" for the first time in mini passenger cars.
		Announced a new concept energy-saving scooter "CHOINORI."
	Mar.	Iwata Plant obtained the ISO14001 certification.
		Takatsuka Plant obtained the ISO14001 certification.
		Installed a wind-driven power generating facility at Inasa Training Center.
	Jul.	Became a member of IMDS (International Material Data System).
	Sept.	Issued a "Green Procurement Guideline."
		Launched a certified ultralow-emission vehicle.
2004	Jan.	Jointly established Japan Auto Recycling Partnership and ART with other manufacturers.
	Feb.	Installed 2 units of wind-driven power generating facility at Kosai Plant.
	Jul.	Announced the motorcycle recycling fees.
		Announced the end-of-life automobile recycling fees.
	Aug.	Obtained the approval of Japan's first 700-bar compressed hydrogen storage system for fuel cell vehicles.
		Launched a car sharing-dedicated MR WAGON car sharing system.
2005	Jul.	Developed "Hyper Alumite" that has improved corrosion resistance and durability, with the anodized aluminum film smoothed on the aluminum material surface.
	Aug.	Participated in "Team Minus 6%".
	Oct.	Participated in the "FRP Boat Recycling System" promoted by the Japan Boating Industry Association and announced the recycling fees.
2006	Sept.	Developed "MIO," an electric wheelchair equipped with a fuel cell, and exhibited it at the International Home Care & Rehabilitation Exhibition.
2007	Oct.	Developed the fuel cell motorcycle "CROSSCAGE" and exhibited it at the Tokyo Motor Show.
	Nov.	Established Suzuki Environment Control Regulations.
2008	Jun.	Received the Minister's award for the newly developed fuel-cell electric vehicle "SX4-FCV".
	Jul.	Exhibited "SX4-FCV" at "Environmental Showcase" held in International Media Center for Hokkaido Toyako G8 Summit.
2009	Apr.	Set up "Suzuki Plaza" to introduce Suzuki's history and manufacturing know-how to the public.
		Received Local Industry Contribution Award (Ichimura Award) for development and practical application of high-speed system realizing low price and low environmental impact.
	Sept.	Maruti Suzuki India Limited greatly reduced CO_2 emission by shifting the transport method from the trailer to the double-deck merchandise train and received the Golden-Peacock Eco Innovations Award.
	Oct.	Developed the plug-in hybrid automobile "SWIFT Range Extender" and the fuel cell scooter "BURGMAN Fuel Cell Scooter" and exhibited them at the Tokyo Motor Show as reference exhibits.
2010	May	"Plug-in hybrid SWIFT (SWIFT Range Extender)" acquired the type approval of the Ministry of Land, Infrastructure and Transport.
	Sept.	Electric scooter "e-Let's" was developed and the research for driving on public roads started for productization.
2011	Mar.	"Whole Vehicle Type Approval" was acquired for the first time in the world as a fuel cell scooter.
	May	Suzuki received "Engineering Development Award of the 61st JSAE EXPOSITION AWARD" for "development of the rear lower arm made of aluminum-extruded material that realized weight reduction by low costs."
2012	Feb.	Suzuki established a joint venture together with Intelligent Energy Holdings for development and manufacture of fuel cell systems.