

The 6th Voluntary Plan for the Environment (FYE2018 to FYE2021)

[1] Global Warming Measures

| Field | Item | Up to FYE2021 Target/Initiative | FYE2018 | | FYE2019 Target/Initiative | |
|--------------------|---|--|---|---|--|--|
| | | | Target | Results | | |
| Products | Fuel economy improvement | ◆ Continue to improve fuel economy through full model changes and annual improvements. | ◇ Innovate to an environmental engine, and realize category top level fuel efficiency. ◇ Introduce horizontally opposed direct-injection downsized turbo engines to the market. | ◇ Install the environmental engine and CVT on the next-term XV and expand globally. ◇ Advanced development of the horizontally opposed direct injection downsized turbo engine (under review for mass production). | ◆ Installed a new direct injection engine and improved CVT on the new XV, and expanded globally. ◆ Completed the final phase of the advanced development of the horizontally opposed direct injection downsized turbo engine for mass production. | ◆ Adopt newly developed power unit "e-BOXER" that combines the horizontally opposed engine and electrification technology to new Forester. Also adopt the e-BOXER to new SUBARU XV. ◆ Move to mass production phase of the horizontally opposed direct injection downsized turbo engine. |
| | Clean energy use | ◆ Promote introduction of electric vehicles. | ◇ Introduce plug-in hybrid cars into the main markets in FYE2019. ◇ Promote research for introducing electric vehicles into the market. | ◇ Completed development of a plug-in hybrid car for North America and transition to a certification and mass production phase. ◇ Determine target functions for electric vehicles and the means to achieve them, and begin manufacture of vehicle for checking functions. | ◆ Completed development of a plug-in hybrid car. ◆ Manufactured EV for checking functions and confirmed the system's basic performance. | ◆ Starting production of plug-in hybrid vehicle based on Crosstrek (in Japan, SUBARU XV) and introduce to the US market by the end of 2018. ◆ Based on the last fiscal year's achievement, aim for electrification system with improved electric. |
| | Road traffic improvement - IT technology (Automate driving technology and preventive safety technology) | ◆ Make efforts to expand deployment of advanced driver assist system EyeSight and development of automated driving technology, further advance technological development to prevent accidents before they happen, and contribute to CO ₂ reduction through preventing traffic congestion due to accidents and improving traffic flow with driving support technology. | ◇ Promote technological development of advanced driver assist system technology and preventive safety technology focused on the EyeSight advanced driver assist system and expand to more markets. ◇ Introduce the traffic jam assist feature that keeps a car in the same lane on expressways to the market in FYE2018. ◇ Introduce the highway automatic driving feature including lane changes to the market in FYE2021. | ◇ Continue to promote technological development of advanced driver assist systems focused on introduction of the traffic jam assist feature to the market, expansion of deployment of EyeSight, anticipation of assessment trends and incorporation of them into development plan. Also, continue to promote activities based on promotion plans of industry/government/academia such as SIP/ASV. | ◆ Accelerated the assessment and SIP/ASV activity plans, and continued to promote technological development of advanced systems. ◆ Further expanded the models with EyeSight, and promoted the technological development focusing on high level driving assist systems. | ◆ Promote development that aims to eliminate traffic accident deaths. Assist driving operations in all speed ranges on highways. ◆ Continue to promote development of advanced driving assist system technology, focusing mainly on expanded deployment of EyeSight Driving Assist and popularization and dissemination of accident damage reduction technology using assessment. ◆ Continue to promote activities based on promotion plans of industry/government/academia such as SIP/ASV. |
| Production | Production facilities | ◆ Reduce CO ₂ emissions per unit of production at domestic production facilities. | ◇ Reduce CO ₂ emissions per unit of production by 14% from FYE2007 level by FYE2021 at domestic production facilities. | ◇ Reduce CO ₂ emissions per unit of production at domestic production facilities by 11% from FYE2007 level. | ◆ Reduced CO ₂ emissions per unit of production at domestic production facilities by 42.2% from FYE2007 level. | ◆ Reduce CO ₂ Emission per unit of production at domestic production facilities by 12% from FYE2007 level. |
| | | ◆ Promote activities to reduce CO ₂ emissions at overseas production facilities*. | ◇ For overseas production facilities, set medium term CO ₂ emissions reduction targets and continue to promote activities to attain them. | ◇ Emission target is set to 189,696 t-CO ₂ . | ◆ Due to production exceeding the original plan and development of new model, emission was 192,575t-CO ₂ . | ◆ Improve production efficiency and continue to reduce CO ₂ emissions. |
| Distribution/Sales | Distribution | ◆ Promote CO ₂ emissions reduction activities synchronized with the Energy Saving Law. | ◇ Use FYE2007 per unit of CO ₂ emission as a benchmark, and reduce emission by 1% every year. | ◇ With FYE2007 per unit of CO ₂ emission as BM, continue to reduce emission by 1% every fiscal year. 【FYE2018 Target: 30.63kg/vehicle】 | ◆ Achieved the target of 1% reduction every year. 【Achieved in FYE2018: 28.12kg/vehicle】 | ◆ Reivew transport efficiency and routes, and aim for 1% reduction every year. 【Target for FYE2019: 30.32kg/vehicle】 |

* SIA: Subaru of Indiana Automotive, Inc.