



2. TARGETS AND PERFORMANCE

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 **1) Compliance with domestic fuel efficiency standards for 2010**

As of April 1999, 89 of 115 models powered by GDI engines met to new domestic mileage standards.

Mitsubishi gasoline direct engines, or GDI engines for short, are highly fuel efficient engines that inject gasoline directly into the cylinder.

 **2) Proportion of sales of GDI-powered vehicles**

Proportion of unit sales as of April 1999.

 **3) Recoverability**

Design improvement target. Quantified by a unique method developed by MMC that also takes into account economical efficiency.

 **4) Refrigerant-saving air conditioners**

Use 20% less refrigerant than conventional air conditioners.

MMC has set short and long-term environmental targets for environmental management, R&D, production and recycling, and is steadily working toward achieving these targets.

● **Environmental targets and performance in FY1998**

environmental targets	performance in FY1998	state of progress
Improvement of fuel efficiency <ul style="list-style-type: none"> ● Achievement of domestic 2010 fuel efficiency standards by 2005 ● Use of GDI engines in 85% of gasoline-powered passenger cars (excepting minicars) by 2000 ● Use of GDI engines in all vehicles by 2010 	<ul style="list-style-type: none"> ● 77% of GDI-powered vehicles met 2010 fuel efficiency standards¹⁾ ● 80% of gasoline-powered passenger cars powered by GDI engines (excluding minicars)²⁾ 	○
Reduction of exhaust emissions <ul style="list-style-type: none"> ● Early compliance with tightened emission standards around the world 	<ul style="list-style-type: none"> ● Three models selected to meet low-emission specs compliant with 2000 emission standards 	○
Development of clean-energy vehicles <ul style="list-style-type: none"> ● Development of fuel efficient hybrid cars ● Development of fuel cell vehicles ● Development and sale of CNG (natural gas) powered vehicles 	<ul style="list-style-type: none"> ● Announcement of GDI-HEV-powered prototype ● Start of joint development with Mitsubishi Heavy Industries and others ● Launch of CNG minicar and CNG city bus 	○
Improvement of recyclability <ul style="list-style-type: none"> ● Achieve potential recoverability³⁾ rate of over 90% in New Models in or after 2000 	<ul style="list-style-type: none"> ● Technical feasibility studied 	○
Reduction of lead use <ul style="list-style-type: none"> ● Lead use to be reduced to under half of 1996 level in new models from 2000 ● Lead use to be reduced to under third of 1996 level in new models from 2005 	<ul style="list-style-type: none"> ● Some new models met target for reduction of lead by 2005 ● Truck technical feasibility studied 	◎
Reduction of use of air-conditioner refrigerant <ul style="list-style-type: none"> ● Increased use of air conditioners requiring less refrigerant⁴⁾ 	<ul style="list-style-type: none"> ● Use in six models introduced by FY 1998 	◎
Reduced waste emissions at plants <ul style="list-style-type: none"> ● Landfill volume of waste to be reduced by at least 80% from 1990 level in 2000 	<ul style="list-style-type: none"> ● 84% reduction achieved in FY 1998 	◎
Energy conservation at plants <ul style="list-style-type: none"> ● 10% reduction from 1990 levels in energy use per turnover by 2000 	<ul style="list-style-type: none"> ● Interim target for FY 1998 achieved 	◎
Rationalization of plant and supply logistics <ul style="list-style-type: none"> ● Reduction in proportion of use of wooden cases ● Reduction in number of trucks used by increasing loading efficiency and expanding joint delivery, etc. 	<ul style="list-style-type: none"> ● 78% reduction compared with 1993 ● 9% reduction compared with 1993 	○
ISO14001 environmental management certification <ul style="list-style-type: none"> ● 3 passenger car plants to be certified in FY 1998 ● 1 truck plant to be certified in FY 1999 	<ul style="list-style-type: none"> ● 3 passenger car plants certified ● 1 truck plant in process of being certified 	◎