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SECTION ONE

INTRODUCTION
“Global warming and climate change have come to the forefront as key sustainable development issues. To ensure long-term success in a competitive business environment, and to be prepared for future global climate policies, we have developed a plan to reduce energy use and greenhouse gas emissions as part of an integrated sustainability strategy. For the Company, sustainability means maintaining our business success forever, so that future generations can enjoy the emotion of the Harley-Davidson riding experience.”

Jim Ziemer, Chief Executive Officer - Harley-Davidson, Inc.
Harley-Davidson, Inc. has made sustainability visible at the highest level of its business process with a new guiding principle:

**Seize the Opportunities of Sustainability for Our Business**

This standard of conduct encourages employees of all of our subsidiaries to understand the challenge of sustainability and take action to gain the benefits. As individuals and employees of the Company, we need to be proactive. We want future generations to enjoy the riding experiences we enjoy. This is our goal and to deliver it means caring for our environment as well as maintaining our business success.

Harley-Davidson, Inc. (the Company) is the parent company for the group of companies doing business as Harley-Davidson Motor Company, Buell Motorcycle Company, MV Agusta and Harley-Davidson Financial Services (HDFS). Harley-Davidson Motor Company produces heavyweight custom, touring and cruiser motorcycles. Buell Motorcycle Company produces premium sport performance motorcycles. MV Agusta produces premium, high-performance sport motorcycles sold under the MV Agusta® brand and lightweight sport motorcycles sold under the Cagiva® brand. HDFS provides wholesale and retail financing and insurance programs primarily to Harley-Davidson Motor Company and Buell Motorcycle Company dealers and customers.
SECTION TWO
BACKGROUND
The Issue of Climate Change

According to an international panel of leading scientists, there is increasing evidence that the Earth’s average temperature has risen over the past century. At the same time that warming has been occurring, greenhouse gas (GHG) concentrations in the atmosphere have risen sharply, due primarily to the combustion of fossil fuels, tropical deforestation and other land use changes.

A tremendous amount of work has been done to determine if the latter has caused the former. More work needs to be done to determine what this will mean for the future. However, the consequences of climate change for society and our ecosystems are potentially serious. Some have theorized that this global increase in temperature will very likely be associated with greater frequency of both very wet and very dry conditions that will vary depending upon regional location and characteristics. Many ecosystems are highly vulnerable to the projected rate and magnitude of climate change and may disappear entirely or experience major species shifts. Droughts, floods and water quality are concerns in many regions. There are many other potential impacts of climate change that have been studied and published.

If the current predictions of some climate scientists are correct, global greenhouse gas emissions would have to decrease by 90 percent between today and 2050 in order to keep average global temperatures from rising more than two degrees Centigrade. To reach this ambitious goal, taking economic growth into account, the global economy’s carbon productivity (that is, the production per unit of carbon burned) will have to increase by 5 to 7 percent per year from current levels, compared with a historic growth rate of just 1 percent, in the days when carbon emissions were not a significant source of concern.¹

During the past five years, society at large has placed a greater focus on the issue of climate change. Climate change and environmental issues have higher priority in the minds of consumers and executives around the world than any other sociopolitical issue.²

In light of the changing global science and policy regarding climate change, Harley-Davidson Motor Company and Buell Motorcycle Company are taking a number of steps to prepare for the transition to a lower-carbon economy.

We welcome the business potential that sustainability will create. Times of change in technology and major shifts in consumer attitudes drive innovation, creating new opportunities for business growth and profits.

The exciting thing about a sustainable future for the Company is winning in the markets of the future with innovative, premium and sustainable products which are relevant to our current and future customers.

We welcome the business potential that sustainability will create

¹ According to the Fourth Assessment Report (issued in 2007) of the Intergovernmental Panel of Climate Change.
² The McKinsey Quarterly conducted a survey of executives in September 2007 and received responses from 2,687 of them from around the world.
Values

The Company's five overarching values – Tell the Truth, Be Fair, Keep Your Promises, Respect the Individual and Encourage Intellectual Curiosity – provide a strong and time-tested framework to guide our actions.

Our Company's values promote respect for economic and societal institutions. The Company views Society as one of its key stakeholders, and we include the environment as an integral component of our engagement with Society.

We've also made sustainability visible at the highest level of our business process with a new Guiding Principle: Seize the Opportunities of Sustainability for Our Business.

We believe that taking a value-centered approach to sustainable development, including the reductions of GHG emissions, will:

- Align our business with society and shareholder values
- Preserve and enhance our brand
- Improve relevance of the brand to new and different customers
- Support expansion into new markets

Strategic Imperatives

Climate change presents challenges and opportunities for the Company. The identification and implementation of initiatives to address climate change directly support our three company strategic imperatives:

- Grow Worldwide Retail Sales by maintaining a customer focus
- Achieve Operational Excellence
- Develop Leadership as a Core Competency

Grow Worldwide Retail Sales – Consumers are increasingly influenced in purchase decisions by what companies and their products are doing to support sustainable business practices, including reducing GHG emissions. We shall be proactive in responding to customer needs, recognizing that sustainability goes beyond the motorcycle to an integrated approach by the Company to society and the environment.

Achieve Operational Excellence – Operational Excellence focuses on organizational engagement around continual improvement and process transformation with the goals of delivering improved levels of business performance for quality, cost, and time to market. Operational energy use and GHG emissions are directly linked. Therefore, our efforts to reduce energy use and make our facilities more energy efficient not only reduce GHG emissions, but also support this initiative, making sustainability an integral part of Operational Excellence.

Develop Leadership as a Core Competency – Bold and decisive leadership is required to create company strategies and value through sustainable business practices, including reduction of GHG emissions. New thinking and leadership skills are required to change the perception of climate change initiatives to one of business advantage. We intend to win the hearts and minds of the whole organization to a strategic plan which is resourced and evolving in step with the expectations of current owners and future customers.

Additional information regarding climate change challenges and opportunities are provided in Section 4.
SECTION THREE
GREENHOUSE GAS EMISSIONS
Harley-Davidson Motor Company and Buell Motorcycle Company collectively operate six production facilities and a research and development facility, as of January 31, 2009:

- Harley-Davidson Powertrain Operations in Menomonee Falls, Wisconsin (Pilgrim Road facility)
- Harley-Davidson Powertrain Operations in Wauwatosa, Wisconsin (Capitol Drive facility)
- Harley-Davidson Vehicle Operations in York, Pennsylvania (York facility)
- Harley-Davidson Vehicle and Powertrain Operations in Kansas City, Missouri (Kansas City facility)
- Harley-Davidson Operations in Tomahawk, Wisconsin (Tomahawk facility)
- Buell Motorcycle Company in East Troy, Wisconsin (Buell)

Willie G. Davidson Product Development Center (Product Development Center)

These facilities manufacture motorcycle engines, transmissions and components and perform final assembly. They range in size from approximately 85,000 square feet at our Buell facility to over 1,000,000 square feet at the York facility. Harley-Davidson and Buell motorcycles, with the exception of a lower volume assembly facility in Brazil, are not manufactured outside the United States of America. 3

The majority of GHG emissions associated with Harley-Davidson Motor Company and Buell Motorcycle Company manufacturing facilities are related to energy usage. Our facilities consume approximately $10,500,000 worth of energy annually in the form of liquid fuels and natural gas, resulting in approximately 74,000 metric tons of GHG emissions per year.

Harley-Davidson Motor Company and Buell Motorcycle Company are continually working to reduce the environmental impact of its manufacturing facilities, including on-going efforts to reduce energy use, water use, waste generation and air emissions including greenhouse gases. In 2008, Harley-Davidson Motor Company and Buell Motorcycle Company began compiling GHG data for the years 2004 through 2008 for their manufacturing and research and development facilities.

3. MV Agusta was acquired by the Company in August 2008 and is not part of the group of Companies gathering GHG data at this time. MV Agusta manufactures motorcycles at its facility in Varese, Italy.
The primary GHG in our data are CO₂ emissions from combustion of natural gas, gasoline and fuel oil. As shown in Figure 1, Harley-Davidson Motor Company and Buell Motorcycle Company have decreased total GHG emissions by 5,193 metric tons from 79,536 metric tons in 2004 to 74,343 metric tons in 2008.

We have several facilities with rich histories (some over 50 years old) in Milwaukee, Wisconsin and York, Pennsylvania that are located in cold weather areas of the United States. Heat loss during cold weather months results in additional energy consumption. As we will discuss in Section 4, we have implemented numerous improvements at these facilities to reduce energy use and associated operating costs.

**Harley-Davidson Motor Company and Buell Motorcycle Company have decreased total GHG emissions by 5,193 metric tons**

![Figure 1](image-url)
SECTION FOUR
REGULATORY ANALYSIS
Regulatory Analysis

A summary of developing federal, state, and international GHG regulations and their applicability to Harley-Davidson Motor Company and Buell Motorcycle Company is provided in this section.

Climate change in relationship to atmospheric greenhouse gases, primarily as CO₂, is expected to have a significant impact on motorcycle regulatory issues in the next five to ten years. Currently, the types of regulations which exist throughout the world in the automotive arena for CO₂ and fuel economy are not applied to motorcycles. In the United States, the Corporate Average Fuel Economy standards administered by the National Highway Traffic Safety Administration and Environmental Protection Agency (EPA) do not apply to motorcycles. Only in Taiwan are motorcycles required to comply with a fuel economy standard.

Nevertheless, political and regulatory activities in these areas are evolving quickly, and the close linkage between CO₂ and fuel economy will, in general, become a significant technical challenge for the motorcycle sector as new standards emerge around the world.

Potential Federal Greenhouse Gas Regulations

In July 2008, the EPA issued an Advanced Notice of Proposed Rulemaking (ANPR) related to greenhouse gases, including CO₂ emissions. The EPA was required to take action on GHG and CO₂ as a result of the outcome of the United States Supreme Court decision in Massachusetts vs. EPA. In this ANPR, the EPA sought comments from all relevant stakeholders as to whether or not CO₂ should be regulated under the existing Clean Air Act and, if so, in what manner. Since motorcycles were referenced in the ANPR, Harley-Davidson Motor Company & Buell Motorcycle Company submitted comments to the EPA on November 25, 2008 addressing their concerns with the EPA’s proposed GHG strategy.
Wisconsin Initiatives Regarding Greenhouse Gas Emissions

Harley-Davidson Motor Company has three manufacturing locations and its research and development facility in Wisconsin. Buell Motorcycle Company has one manufacturing facility located in Wisconsin. In November 2007, Wisconsin joined five other states and the Province of Manitoba in entering into the Midwest Greenhouse Gas Accord. Among other things, that agreement seeks the creation of GHG reduction targets and a multi-sector cap and trade program. Both of these requirements were addressed as part of the Task Force on Greenhouse Gas Emissions created by Governor Doyle, which issued its report and recommendations in July 2008.

The Task Force prepared recommendations for different commercial sectors, including industry. In 2003, Wisconsin industry accounted for 16 percent of statewide anthropogenic GHG emissions, or roughly one-sixth of the state total. However, emissions from the industrial sector have declined in the past several years, and are likely to continue to decline in the future. As a result, the Task Force recommended five incentive-based policies to address GHG emissions from industry including incentives for:

- Industrial boiler efficiency improvements
- Other industrial efficiency initiatives
- Industrial boiler fuel switching
- Energy intensity reduction with so-called feebates (essentially, an inefficiency surcharge)
- Training for ‘green jobs’

The Task Force also recommended establishment of a multi-sector cap and trade program that would tentatively apply to facilities with emissions of greater than 25,000 tons of CO₂. Emissions on an individual basis for Harley-Davidson Motor Company and Buell Motorcycle Company manufacturing facilities in Wisconsin are below this limit.

Harley-Davidson Motor Company and Buell Motorcycle Company have already undertaken a number of efficiency initiatives at their manufacturing facilities, and will continue to do so in the future. Boilers in these facilities operate on natural gas instead of coal, and as a result, have lower CO₂ emissions. If and when a cap and trade proposal is adopted, we will ensure our facilities address any new emission requirements as they pertain to our operations.

California Greenhouse Gas Regulations

The State of California has developed regulations requiring improved efficiency for automobiles and light duty vehicles, known as the Pavley rules. The EPA initially denied California’s request to implement the Pavley rules, and the issue is now being litigated before a federal court in Washington, D.C. Based on initial scoping documents that California has issued with those regulations, motorcycles will not be subject to CO₂ emission limits. However, at some point in the future the regulations may be revised to include emissions from motorcycles.

It is not clear at this time whether or not the issuance of the EPA’s ANPR will have an effect on California’s implementation of either the Pavley rules, or the low carbon fuel standards. Regardless, it is more desirable for a vehicle manufacturer, such as Harley-Davidson Motor Company and Buell Motorcycle Company, to have one standard across the United States, as opposed to two (or more) distinct standards that may lead to the need for separate vehicle configurations.

Missouri Initiatives for Greenhouse Gas Emissions

The Kansas City Vehicle & Powertrain Operations is located in Kansas City, Missouri with 330,000 square feet of manufacturing area. Missouri did not sign the Midwest Greenhouse Gas Accord, and is not currently considering greenhouse gas regulations or legislation. However, Missouri may adopt some type of climate change related procedures at some future point in time. This would potentially affect our Kansas City assembly and powertrain operations.
**Pennsylvania and the Regional Greenhouse Gas Initiative**

Harley-Davidson Motor Company’s York Vehicle Operations is located in York, Pennsylvania. In September 2006, Pennsylvania adopted air pollution standards equivalent to California’s Pavley rules. Pennsylvania has joined California’s lawsuit against the EPA seeking a waiver to implement these regulations.

Pennsylvania has passed its first climate change legislation in July 2008. Under the newly enacted Climate Change Act, Pennsylvania is required to create an inventory of all GHG sources and a registry of emitters for tracking GHG emissions and reductions. It is expected that York facility will be required to participate in this inventory when created. Additionally, the Pennsylvania Department of Environmental Protection is required to develop a state plan for the reduction of GHG emissions by October 2009.

Pennsylvania is also an ‘official observer’ of the Regional Greenhouse Gas Initiative (RGGI). RGGI is a cooperative effort by several Northeast and Mid-Atlantic states to reduce carbon dioxide emissions through development of a regional cap and trade program, initially applying only to electric power generating facilities. The program first began trading carbon emissions credits on August 15, 2008. Although Pennsylvania is expected to officially join RGGI at some point, it has thus far resisted due to a large number of coal-based power generating plants in the western part of the state.

**European Union and Japan Directives**

Although Harley-Davidson Motor Company and Buell Motorcycle Company do not have manufacturing facilities outside of the U.S., its motorcycles are sold worldwide. Currently, both the European Union (EU) and Japan are investigating and developing CO₂ regulations for motorcycles. CO₂ outputs for motor vehicles in grams per kilometer (g/km) are already being linked to taxation and registration requirements in Spain. However, the creation of a pan-European directive related to CO₂ emissions from motorcycles is currently being debated within the European Association of Motorcycle Manufacturers. At this time, it is anticipated that the European Commission may develop GHG regulations for motorcycles in the 2015 timeframe.

The specifics of this potential regulation are currently being discussed between manufacturers and EU government representatives. On-vehicle CO₂ labeling for consumers is being evaluated, as well as the “corporate averaging” of CO₂ output (g/km) across product lines. This latter concept is similar to the manner in which the EPA and the California Air Resources Board implemented their most recent hydrocarbon and nitrogen oxides standards for motorcycles in the United States. Whatever the outcome of this process in the EU, it is also likely that Japan and other countries will be influenced by it.

Japan’s End-of-Life Vehicle (ELV) Recycling Law came into force in January 2005. Under this law, automobile manufacturers are responsible for recovery, recycling and appropriate disposal with respect to automobile shredder residue, air bags, fluorocarbons, and hazardous materials. However, the ELV Recycling Law does not cover motorcycles. Harley-Davidson Japan, a subsidiary of Harley-Davidson Inc., voluntarily launched a motorcycle recycling program in October 2005. The program is the first of its kind in the automobile and motorcycle industries and is at no cost to the consumer.

We anticipate that motorcycles will ultimately be included in recycling and end-of-life directives in the EU by 2015. This will also mandate an appropriate labeling system for plastics, metals, and materials that are readily recyclable.
Because the implementation of a specific CO₂ regulation could occur in combination with additional reductions in currently regulated tailpipe pollutants (hydrocarbons and NOₓ for example), rigorous technical challenges emerge for vehicle manufacturers. Ironically, improving engine combustion efficiency and exhaust gas after-treatments (such as catalyst technologies), can lead to an increase in CO₂ output. Therefore, additional development and research will be required to find ways to simultaneously reduce CO₂ emissions and other pollutants. This may require motorcycle manufacturers to develop and adapt the types of advanced technologies that are often employed in the automotive world. Some of these technologies, such as variable valve timing and weight reduction schemes, have already been utilized on motorcycles. However, as CO₂ emission standards become more rigorous, potential changes to the products themselves could become more significant requiring new and innovative motorcycle designs.

Commercial Risks

Harley-Davidson Motor Company and Buell Motorcycle Company will continue to meet all the relevant standards and regulations as they emerge and we are committed to improving the environment. Harley-Davidson Motor Company and Buell Motorcycle Company directly participate at many of the venues where these motorcycle environmental regulations are being developed, including the International Motorcycle Manufacturers Association. In this venue, we have participated in development of the World Motorcycle Emissions Test Cycle, the first world harmonized test cycle for motorcycle tailpipe emissions. This test cycle could also be applied to measuring CO₂ and provide for a unified CO₂ regulation throughout the world for motorcycles.

Concerns over climate change are expected to lead to lower tailpipe emission limits. Careful product planning and design will be required in the years ahead to meet the challenges posed by the possible regulations.
SECTION FIVE
STRATEGIC ANALYSIS AND EMISSION MANAGEMENT
Climate Change Statement

Harley-Davidson Motor Company and Buell Motorcycle Company recognize global climate change is a significant environmental issue facing the world today. We believe that climate change presents a range of challenges and opportunities for our company and we are committed to reducing GHG emissions associated with our manufacturing facilities.
The majority of direct GHG emissions associated with our manufacturing facilities are related to our energy usage (primarily natural gas and gasoline). In 2007, Harley-Davidson Motor Company and Buell Motorcycle Company began tracking GHG emissions from their North American production facilities and Product Development Center while continuing efforts to reduce energy use.

**Future Challenges and Opportunities**

**Challenges**

Both mainstream analysts and those who practice socially responsible investing are assessing public companies risk to climate change. Certain institutional investors will specifically use a company’s environmental and socially responsible activities in deciding whether or not to invest in its stock.

Energy security and availability and its related costs affect all aspects of our manufacturing operations in the United States, including our supply chain. This has an adverse affect on the cost to manufacture motorcycles. Higher utility rates have prompted us to revisit and implement energy-efficiency actions. Additionally, energy supply disruptions raise market rates and jeopardize the continuity of all American manufacturing.

Physical risks to our business operations as identified by the Intergovernmental Panel on Climate Change and other expert bodies include scenarios such as sea level rise, extreme weather conditions and resource shortages.

Extreme weather, such as the severe hurricanes the U.S. experienced in the Gulf of Mexico in 2005, may disrupt the production and supply of natural gas, a fuel necessary for the manufacture of motorcycles. Supply disruptions raise market rates and jeopardize the continuity of motorcycle production. To minimize the risk of production interruptions, Harley-Davidson Motor Company has conducted a risk analysis and has established propane backup systems at its facility located in Tomahawk, Wisconsin, which has a single supply pipeline for natural gas. Harley-Davidson Motor Company has also established firm natural gas delivery contracts at other locations with our energy management supplier.

In 2008, Harley-Davidson Motor Company and Buell Motorcycle Company implemented strategic energy management plans to reduce GHG emissions through continuous improvements projects at their manufacturing and research and development facilities.

**Opportunities**

We believe that climate change presents many opportunities for Harley-Davidson Motor Company and Buell Motorcycle Company. Identification and implementation of initiatives to address climate change directly support our company strategic imperatives as summarized in Section 2 of this report.

Unpredictability in oil prices continues to drive consumers to shift from larger vehicles to smaller more fuel efficient vehicles, including motorcycles. Although there currently is no direct comparison of miles per gallon rating of motorcycles to automobiles, motorcycles are generally more efficient than automobiles. Where the purchase of a Harley-Davidson motorcycle may once have been considered a luxury, fuel efficiency and resulting lower fuel cost may now weigh more heavily in the decision to buy.
Energy and Greenhouse Gas Reduction Projects

Examples of a few projects contributing to reductions in energy use and GHG emissions are summarized below. These projects not only reduce natural gas use and GHG emissions, they make good business sense.

Heat Treat Ovens Efficiency Improvements

The Pilgrim Road facility located just north of Milwaukee reduced consumption of natural gas from heat treating ovens by 110,190,000 cubic feet over a three year period, and eliminated 6,644 tons (6,027.3 metric tons) of carbon dioxide (CO₂) emissions. The facility uses heat treat ovens to harden metal parts for durability. This project was phased in over a three year period and was completed in 2006. Old burners in the ovens were replaced with recuperative burners, which recover waste heat that was previously exhausted with the hot flue gas. The recovered heat is used to preheat incoming combustion air, resulting in improved fuel efficiency and heat transfer rates.

‘Hot’ to ‘Cold’ Engine Testing

Historically, each engine manufactured at the Pilgrim Road facility was tested using gasoline (hot test) prior to shipment. In 2005, the facility transitioned to "cold" testing for all engines, which involves the use of compressed air and mechanical means instead of gasoline. This project eliminated the use of approximately 13,255 gallons of gasoline per year as well as 130 tons (118 metric tons) of CO₂ emissions per year. Transition from hot to cold testing is also planned for the Kansas City facility in 2009.

Natural Gas Systems Control Improvements

In 2005, the EPA recognized our Kansas City facility's energy efficiency achievements by awarding them the Region 7 Pollution Prevention (P2) Award for energy savings realized through implementation of control improvements on facility systems utilizing natural gas. These measures reduced natural gas consumption by 17.6 percent and reduced GHG emissions by 1,315 metric tons per year.

Lighting and Control System Enhancements

Although not considered a direct GHG emission source, Harley-Davidson Motor Company and Buell Motorcycle Company manufacturing facilities continue to implement lighting efficiency upgrades and control system improvements. The Kansas City and Capitol Drive facilities have initiated relamping projects using energy efficient T5 lighting fixtures to replace existing less efficient fixtures resulting in an overall energy savings of approximately 40 percent for lighting. These projects are scheduled for completion by early 2009. The Pilgrim Road and York facilities also have plans to install more energy-efficient lighting throughout their respective facilities starting in 2009. Buell Motorcycle Company recently received the prestigious Orion Environmental Stewardship Award for changing to an energy-efficient lighting system. The environmental benefits include reducing power usage by 107,306 kWh per year, over the 20-year fixture life, which is equivalent to reducing its CO₂ emissions by 574 tons per year.

Thermal Cooling Systems

Since 1990, the Company’s headquarters in Milwaukee, Wisconsin has been partially cooled during the summer by using ice that is made at night when electricity demand and costs are lower. In 2007, the facility doubled its ice storage capacity, further reducing its peak demand by 3,500 kW per day or 16 percent of its total electricity needs for this facility. In addition, at the Pilgrim Road facility in 2008, occupancy detectors were installed in conference rooms, locker rooms, restrooms and offices to turn off lights when not occupied. At the Capitol Drive and Pilgrim Road facilities, thermostat set points were adjusted three degrees higher for cooling systems in the summer and three degrees lower for heating systems in the winter, further reducing electricity use.
Strategic Environmental Sustainability Plan

Harley-Davidson Motor Company and Buell Motorcycle Company are developing a five year environmental sustainability strategic plan for reduction of air emissions (including greenhouse gases), water use, waste generation and recycling.

In early 2008, the Company formed a Strategic Sustainability Team comprised of approximately 15 senior leaders representing different business groups from across the Company. The core mission of the Team is to:

• Establish a baseline of how our current business practices support company social, economic and environmental responsibilities
• Develop strategic company initiatives to support sustainable business practices
• Act as a steering committee for implementation of sustainability initiatives

Throughout the Company, people are ready to implement the responsibilities of sustainability in their work. The aim of the Strategic Sustainability Team is to frame easy next steps and communicate clearly, using language and stories consistent with our brand.

Sustainability has become a business priority, like quality. It’s a goal we will pursue all the time in ways uniquely relevant to our business and our people. We want all our employees to be energized by the direction we’re taking and motivated by the things we need to do together to effect change.

Recycling Initiatives

Recycling efforts across all Harley-Davidson Motor Company and Buell Motorcycle Company facilities include paper, cardboard, metal, plastics and packaging. Total tonnage of recycled materials increased from approximately 12,500 tons in 2004 to 13,255 tons in 2007. We continue to strive to identify opportunities to recycle materials from our manufacturing facilities. Recent examples include recycle of plastic shipping materials and off-site blending and reuse of paint purge solvent.

Examples of a few recycling projects are summarized below.

Coolant Recycling and Reuse

The Capitol Drive powetrain manufacturing facility switched its aluminum machining coolant to a more resilient coolant and installed a recycling system to reduce its coolant use by 63 percent (196,000 gallons) from 2006 to 2008. The coolant change and recycling process was duplicated at the Pilgrim Road facility.

Steel Motorcycle Shipping Skids Recycling

Harley-Davidson Motor Company recycled approximately 3,000,000 pounds of steel in 2008 from obsolete motorcycle shipping skids, saving over $600,000.
Although the science regarding climate change is far from settled, evolving state, federal, and international policy trends all point to a future where carbon emissions are measured and potentially regulated in some form. Building on existing efficiency initiatives, we are taking steps to prepare for the transition to a regulated-carbon economy. In addition, we are focused on the efficient use of resources and recycling to promote the development of a sustainable society. We believe that these initiatives will help Harley-Davidson, Inc. accomplish its three strategic imperatives, help align our actions with the expectations of our customers, and strengthen our brands.