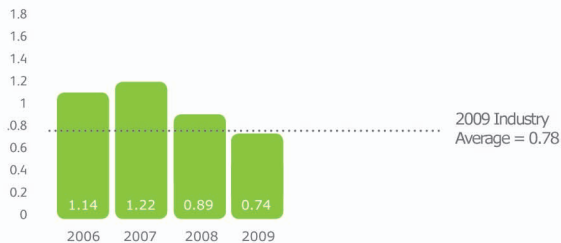


# KEY PERFORMANCE INDICATORS (2006–2009)

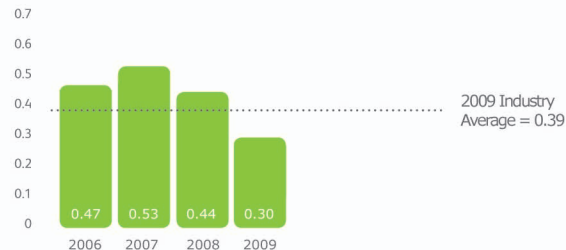
## 1. TOTAL INJURY/ILLNESS RATES (TIR)

CASES PER 100 COLLEAGUES



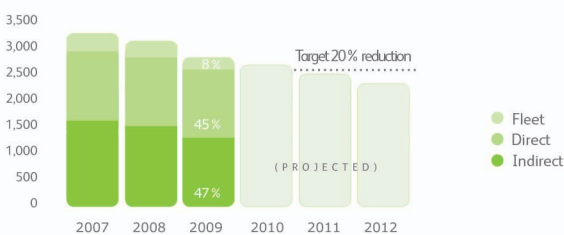
## 2. LOST-TIME INJURY/ILLNESS RATES (LTIR)

CASES PER 100 COLLEAGUES



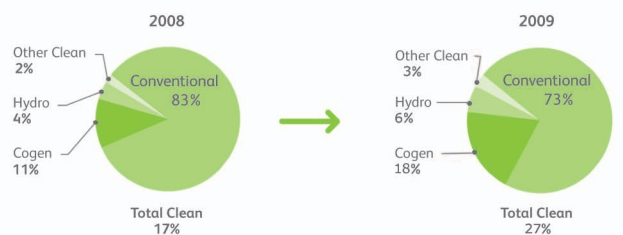
## 3. GHG EMISSIONS (ABSOLUTE)

ABSOLUTE GHG EMISSIONS (TCO<sub>2</sub>EQ)—THOUSANDS



Public Goal: Reduce our GHG emissions by 20% (absolute) from 2008 through 2012 (baseline 2007)

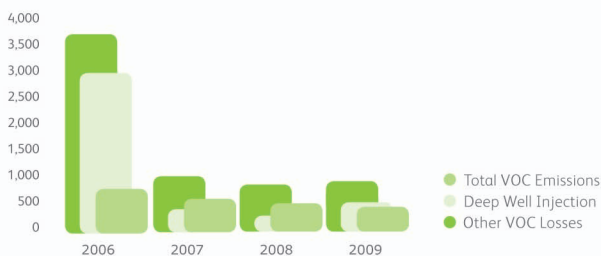
## 4. CLEAN ENERGY GOAL



Public Goal: Meet global electricity needs using 35% clean energy through 2010

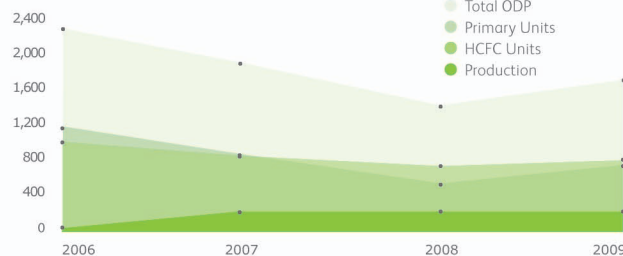
## 5. VOLATILE ORGANIC COMPOUNDS (VOCs)

KG THOUSANDS



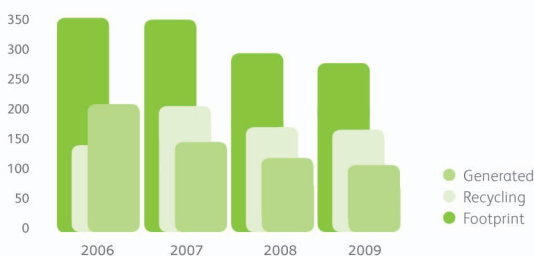
## 6. OZONE DEPLETION POTENTIAL (ODP)

KG R-11 EQUIVALENTS



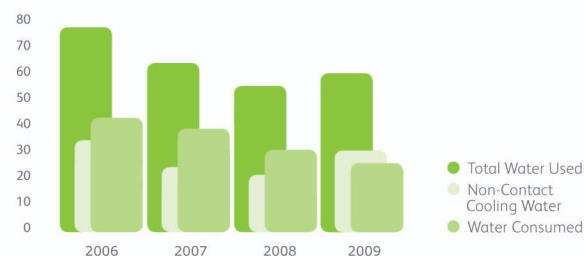
## 7. TOTAL WASTE—FOOTPRINT & RECYCLING

KG MILLIONS



## 8. WATER FOOTPRINT

MILLION M<sup>3</sup>



### NOTATIONS

- 1) During 2009 Pfizer acquired Wyeth. The transaction was closed Oct 09. Combined company footprint approximately 50% larger. The four-year summary included in these graphs represent combined data from both legacy companies. For 2nd generation GHG goal, data is provided from baseline and projected through 2012. In the case of clean energy, only two years are depicted.
- 2) Environmental data is baseline adjusted in accordance with the WRI Protocol for Reporting GHGs. Facility closures are included in the data while those divested are not. Injury and illness data does not follow WRI—it is rate-based and therefore not baseline adjusted.
- 3) Data scope is directed by the Pfizer EHS Standards. With the exception of some of our smaller offices, the global population of sites includes manufacturing, R&D, commercial, and logistics centers.
- 4) EHS performance data does not include our supply chain/outourced manufacturing operations.

# KEY PERFORMANCE INDICATORS (2006–2009)

INDICATOR	GOAL	PERFORMANCE (YEAR END)	STATEMENT	GOAL/ STATUS
<b>INJURY &amp; ILLNESS PERFORMANCE</b>	<b>BASELINE EXPECTATION</b> People are not injured and do not sustain ill health as a result of their work. <b>2007–10</b> Aggressive internal goal to reduce injury and illness rates by 40% from baseline year 2006	U/M cases/200,000 hrs worked	Rate-based data is not baseline adjusted.	●
TOTAL INJURY & ILLNESS RATE GRAPH 1	<b>2006 BASELINE</b> 1.14 (target adjusted to account for combined data)	<b>2009</b> 0.74 <b>2008–09</b> ↓17% <b>2006–09</b> ↓35%	<b>FOCUS:</b> Significant improvement in safety performance in recent years resultant from sustained implementation of our Fleet Safety programs, Ergonomics mentoring and increased attention to slips/trips/falls.	●
LOST-TIME INJURY & ILLNESS RATE GRAPH 2	<b>2006 BASELINE</b> 0.47 (target adjusted to account for combined data)	<b>2009</b> 0.30 <b>2008–09</b> ↓32% <b>2006–09</b> ↓36%	<b>FOCUS:</b> See above	●
CLIMATE CHANGE GHG GRAPH 3	<b>2008–12</b> Public goal to reduce GHG emissions 20% on absolute basis from baseline year 2007 (our 2nd public goal for GHG)	<b>2009</b> ↓10% (on target) <b>2007–09</b> ↓14% (since baseline)	Focused efforts on energy efficiency projects (e.g., HVAC improvements).	●
CLEAN ENERGY GRAPH 4	<b>2010</b> Public goal to meet global electricity needs using 35% clean energy	<b>2009</b> 27% (actual) <b>2010</b> 30% (projected)	Onboarding of L-WYE facilities increased cogen capacity. However, we do not anticipate meeting the goal by end of 2010. We remain committed to the development and implementation of clean energy technology where it makes good business and environmental sense.	○
FLEET EMISSIONS	<b>2008–12</b> Internal goal to reduce GHG emissions annually by 10% (absolute)	<b>2009</b> ↓24% (exceeded annual target) <b>2007–09</b> ↓27% (since baseline)	Significant contribution to GHG public goal. Increased use of fuel cards, re-sizing vehicles, focus on driver behavior.	●
VOLATILE ORGANIC COMPOUND (VOC) EMISSIONS GRAPH 5	<b>BASELINE EXPECTATION</b> Continue to reduce VOC losses. <b>2002–08</b> Public goal to reduce VOC releases to air and water by 40% (absolute)	<b>2006 (L-PFE)</b> Achieved goal ↓43% (absolute - air and water) <b>NOTE</b> Bar graph illustrates total releases of VOCs <b>2009</b> ↑15% <b>2006–09</b> ↓75%	Overall 75% reduction due to installation of control devices. 15% increase in 2009 attributed to production increases and use of additional VOCs.	N/A
OZONE DEPLETION POTENTIAL (ODP) EMISSIONS GRAPH 6	<b>2002–07</b> Public goal to reduce ODP emissions by 80%	<b>2006 (L-PFE)</b> Achieved goal 82% <b>2009</b> ↑20% <b>2006–09</b> ↓24%	Public goal attained 2006 (1 year early). Since 2006, overall 24% reduction ODP. 20% increase in 2009 attributed to decommissioning of units and large-chiller equipment leak at one of our sites.	N/A
TOTAL WASTE & RECYCLING GRAPH 7	<b>BASELINE EXPECTATION</b> Drive down waste footprint, increase recycling rates	<b>2009</b> ↓5% total waste generated (2% increase in recycling) <b>2006–09</b> ↓19% in total waste generated (42% average recycling rate)	The total amount of waste generated continues to decline, resulting in less waste sent to landfills for incineration; and other treatment. <b>FOCUS:</b> Recycling and reuse programs at site and regional level.	N/A
WATER FOOTPRINT GRAPH 8	<b>BASELINE EXPECTATION</b> Continue to conserve water by setting internal targets at site and regional level	<b>2009</b> ↑9% total water use <b>2006–09</b> ↓23% total water use	Overall 23% reduction in water use (e.g., conservation projects). 9% increase in 2009 attributed to water intake needed for chiller system (peak periods) and higher production volumes.	N/A
FLEET SAFETY	<b>BASELINE EXPECTATION</b> No fatal motor vehicle accidents (MVAs); significantly reduce MVAs <b>2008–10</b> Internal goal to achieve 100% implementation of Global Fleet Safety Standard (large fleets over 500 vehicles)	<b>2009 (L-PFE)</b> ↓53% MVA U.S. (lost-time collisions) <b>2009 (L-WYE)</b> ↑25% MVA U.S. (lost-time collisions) <b>2009</b> 3 fatalities (sales colleagues, MVA)	Implementation of Fleet Standard on target with additional deployment to L-WYE fleet programs. <b>FOCUS:</b> Increasing driver safety awareness, mandatory MV record reviews and acting on compromising driver safety behaviors.	N/A
COMPLIANCE	<b>BASELINE EXPECTATION</b> 100% compliance, zero penalties	<b>2008 (L-PFE)</b> Groton fine \$975K <b>2009 (L-WYE)</b> Newbridge alleged waste disposal violations  <b>NOTE</b> Pfizer publicly reports penalties paid >\$100K	<b>GROTON, CT (L-PFE)</b> Alleged work-practice LDAR non-compliance at former manufacturing facility on dates from 2002–05).  <b>NEWBRIDGE, IRE (L-WYE)</b> Pending (alleged non-compliance on dates in 2000 and 2001). <sup>1</sup>	N/A

1. Pfizer to resolve the legal case in connection with the disposal of certain manufacturing waste streams over eight years ago from the Wyeth Medica Ireland facility in Newbridge.

### NOTATIONS

**LDAR**=leak detection and repair requirements  
**GHG**=greenhouse gas

Unless otherwise noted, data includes L-PFE and L-WYE from 2006 to 2009

↓=decrease (reduction)  
↑=increase

### STATUS KEY

● Goal achieved or on target  
○ Goal partially achieved or at risk for not reaching target