

Environmental Fact Book 2012



Environmental Fact Book 2012

Revised Edition

NISSAN



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Scope of the report

Covered period for the report is fiscal year 2011, which starts on April 1, 2011, and ends on March 31, 2012. All data shown in the following pages are as of compilation in November 2012.

Except where noted, all data boundary consists of Nissan production sites, management offices and affiliates of Nissan, globally.

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Introduction

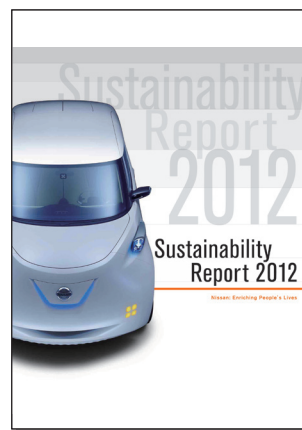
Nissan published its first annual Environmental Report in 1998. The report included information about our efforts to create value for our stakeholders and for society at large by contributing to sustainable mobility. In 2001, we expanded the scope of our social reporting and began issuing The Environmental and Social Report, which covered our progress in both of these crucial areas. Since 2006, we have integrated the Environmental Report with the Sustainability Report to describe how we conduct our business and ensure equal commitment to our economic, environmental and social responsibilities.

The Environmental Fact Book is a supplement publication intended to provide better and more detailed information about our performance in our ongoing environmental activities. We hope that this booklet will help to meet the needs of our global stakeholders.

We have followed the Global Reporting Initiative (GRI) Ver. 3.1 Sustainability Reporting Guidelines as well as the Environmental Reporting Guidelines of Japan's Ministry of the Environment for comparability.

Sustainability Report 2012

In order to communicate Nissan CSR initiatives to stakeholders, Nissan publishes the Sustainability Report ever year. Being transparent to stakeholders through the Sustainability Report provides opportunities for us to accept more input and to identify seeds of both opportunity and risk, thereby contributing to the development of a sustainable society. In 2006 we published the last print edition of the Sustainability Report. Out of consideration for the environment, Nissan now publishes the report exclusively online. It can be downloaded from our website at the following link.



<http://www.nissan-global.com/EN/COMPANY/CSR/LIBRARY/SR/2012/>

Financial Indicators and Governance

GRI G3 Indicators **Revenue**

EC1

	2007	2008	2009	2010	2011
Total	10,824,238	8,436,974	7,517,277	8,773,093	9,409,026

Net sales of the Group for the year ended March 31, 2012, totaled ¥9,409.0 billion, which represents an increase of ¥635.9 billion (7.2%) relative to net sales for the prior year.

GRI G3 Indicators **Vehicles Produced**

EC1

	2007	2008	2009	2010	2011
Total	3,456,030	2,850,077	2,953,871	3,754,745	4,266,426
Japan	1,263,333	1,050,487	1,025,253	1,072,590	1,198,826
North America	1,151,289	868,195	836,853	1,073,483	1,220,990
Europe	593,683	449,608	445,080	571,483	647,270
Other	447,725	481,787	646,685	1,037,189	1,199,340

Production volume totaled 4.3 million, an increase of 13.6% from the prior year.

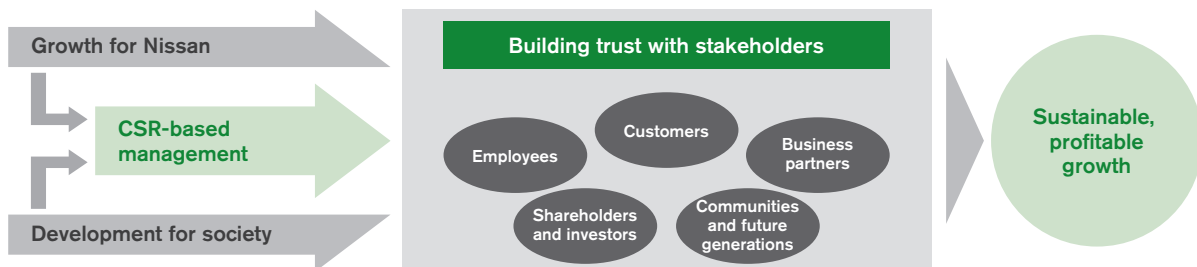
GRI G3 Indicators **Stakeholder Engagement**

MA

In addition to providing the obvious benefit of growth with sustainable profits, Nissan seeks to contribute to the sustainable development of society. To this end, we listen carefully to the wide variety of our stakeholders, working with them as we pursue activities that meet society's needs.

We identify key stakeholders with the use of value-chain analysis. Our entire value-chain, from extraction of materials to dismantling of the vehicle, has dependency to the stakeholders and also creates impacts to the stakeholders. Opinions from those diverse stakeholders, and people who may help solve the issues should be engaged in our strategy processes. Nissan constantly communicates with a number of regional and international stakeholders including customers, shareholders/investors, business partners/suppliers, non-governmental organizations (NGOs), local communities, government, and future generations,

Nissan creates various venues for engagement with the stakeholders. We invite globally active authorities in the environmental field to our annual Advisory Meetings, including both academics and people on the front lines of the business world. The board of directors and these stakeholders discuss opinions on Nissan's business direction and the validity of our strategy in the area of the environment, and to engage in the process of creating our future environmental strategy.



GRI G3 Indicators

Materiality Assessment - Environment

MA

The automotive industry is affected globally by various regulations and requirements related to the environment, such as exhaust emissions, greenhouse gases, fuel efficiency, noise, materials/recycling, water, hazardous substances, and these are becoming more stringent year by year.

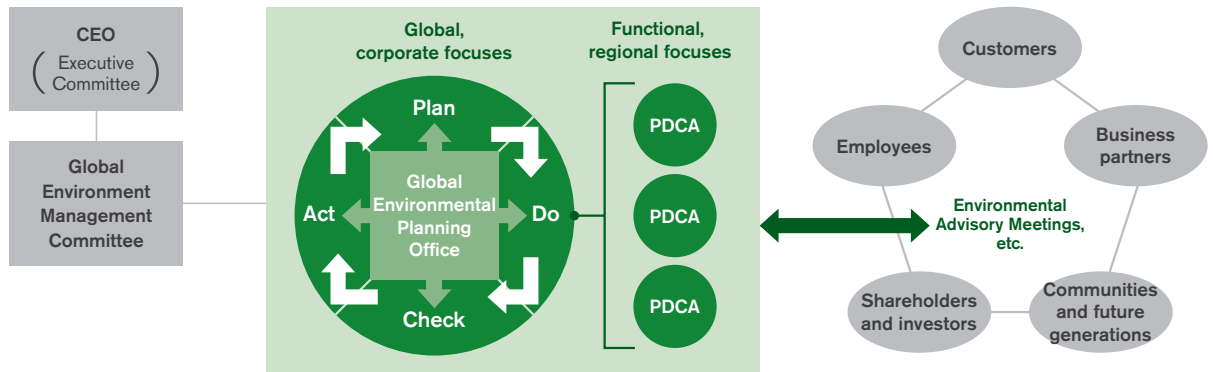
Nissan's strategy is built on the idea of listening to the voices of society and identifying the seeds of both opportunity and risk. The framework of this plan is built around the PDCA, or "plan, do, check and act," cycle. With the conception of materiality analysis, we analyze potential opportunities and risks, taking the levels of importance that society and Nissan ascribe to various issues as our indices. Priority is focused on issues where both stakeholders and Nissan believes the same levels of importance. The board of directors and the stakeholders discuss opinions on Nissan's business direction and the validity of our strategy in the area of the environment to engage in the process of creating our future environmental strategy.

Stakeholder Concerns	Extremely	<ul style="list-style-type: none"> ● Water use ● Operational CO₂ ● Supply-chain ● Resource efficiency 	<ul style="list-style-type: none"> ● Fuel consumption / Product CO₂ ● Sustainable mobility ● Energy diversity / Renewable energy ● Air quality
	Very High	<ul style="list-style-type: none"> ● Biodiversity ● Waste-to-landfill ● Chemical substances 	
	High		
	High	Very High	Extremely
	Potential Company / Business Impacts		

GRI G3 Indicators

Nissan's Global Environment Management Organization

MA



We have created specific organizational roles and responsibilities to clarify areas of activity and responsibility. Our Global Environment Management Committee (G-EMC) headed by Chief Operating Officer (COO), a member of the board, assembled twice a year to determines overall policies and the proposals to be put before the Executive Committee with other board members. The Environmental Planning Group, attached to the Corporate Planning Department, determines which proposals will be forwarded to the G-EMC and assigns specific actions to each division.

Nissan has also implemented an environmental management system based on ISO 14001 in all of its business locations in Japan, including production and R&D facilities, offices and training centers. The COO is assigned to oversee all the company's environmental activities directly. Twice a year, review meetings with COO are assembled to report the progress of these activities. This is part of a PDCA, or "plan, do, check and act" process, to ensure that Nissan environmental performance will see continual improvement.

The goals defined by the COO are cascaded down through the organization's personnel for integrated ISO management to each business location and finally to individual employees, who share the goals and targets as each of them plays a role in implementing the company's environmental activities.

GRI G3 Indicators

Awards and Incentives for Employee

MA

Employee engagements in environmental activities are included as a part of all employees' "commitment and target" in Japan and some overseas facilities. The results of these activities are evaluated according to how well they have achieved their targets and reflected in the performance-based component of their compensation.

By forging a clear connection between the results achieved by individuals and the environmental activity performance of the company as a whole, Nissan is able to foster environmental awareness among all its employees, motivate their abilities, and supporting their self-realization efforts at the same time.

Exceptional contributions in the environmental area will be awarded in various ways. Managers present their workers with personal thank-you cards, and employees are honored with the Nissan Prizes presented by the CEO or COO and with awards given by factory chiefs. We seek to enrich our systems for promoting environmental consciousness among employees.

Corporate Indicators – Input/Output, Energy

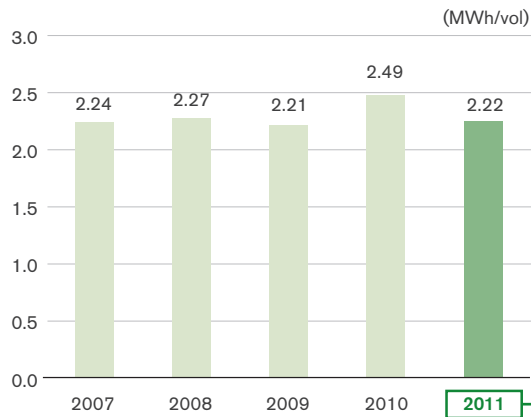
GRI G3 Indicators	Material Balance																																								
EN1, EN2, EN3, EN4, EN8, EN16, EN20, EN21, EN22	<p>Input</p> <hr/> <table border="0"> <tr> <td>Raw materials</td> <td style="text-align: right;">ton</td> <td style="text-align: right;">7,259,717</td> </tr> <tr> <td>Water</td> <td style="text-align: right;">1000m³</td> <td style="text-align: right;">29,216</td> </tr> <tr> <td>Energy</td> <td style="text-align: right;">MWh</td> <td style="text-align: right;">9,460,190</td> </tr> </table> <hr/> <p>Nissan's environmental action plan through fiscal year 2016 focuses on reducing the environmental impact of corporate activities and pursuing harmony between resource consumption and ecology. To minimize our corporate carbon footprint, we aim to reduce CO₂ emissions of corporate activities by 20% in t-CO₂ per production vehicle compared to FY2005. And to improve resource efficiency, we aim to increase the recycled material usage ratio per vehicle to 25% in Japan, the United States and Europe.</p>	Raw materials	ton	7,259,717	Water	1000m ³	29,216	Energy	MWh	9,460,190	<p>Output</p> <hr/> <table border="0"> <tr> <td colspan="3">Vehicles</td> </tr> <tr> <td>Group vehicles produced</td> <td style="text-align: right;">ton</td> <td style="text-align: right;">4,266,426</td> </tr> <tr> <td colspan="3">Waste</td> </tr> <tr> <td>Waste for disposal</td> <td style="text-align: right;">ton</td> <td style="text-align: right;">40,048</td> </tr> <tr> <td>Recycled</td> <td style="text-align: right;">ton</td> <td style="text-align: right;">153,750</td> </tr> <tr> <td>Total wastewater</td> <td style="text-align: right;">1000m³</td> <td style="text-align: right;">20,398</td> </tr> <tr> <td colspan="3">CO₂ emissions</td> </tr> <tr> <td>VOC</td> <td style="text-align: right;">ton</td> <td style="text-align: right;">11,424</td> </tr> <tr> <td>NOx</td> <td style="text-align: right;">ton</td> <td style="text-align: right;">731</td> </tr> <tr> <td>SOx</td> <td style="text-align: right;">ton</td> <td style="text-align: right;">46</td> </tr> </table> <hr/>	Vehicles			Group vehicles produced	ton	4,266,426	Waste			Waste for disposal	ton	40,048	Recycled	ton	153,750	Total wastewater	1000m ³	20,398	CO₂ emissions			VOC	ton	11,424	NOx	ton	731	SOx	ton	46
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GRI G3 Indicators	Energy Input						
EN3, EN4, EN5		2007	2008	2009	2010	2011	
	Total	MWh	7,750,556	6,480,833	6,525,000	9,353,605	9,460,190
	Region						
	Japan	MWh	4,927,222	4,195,000	4,142,222	5,525,097	5,573,174
	North America	MWh	1,750,278	1,267,500	1,175,278	1,782,399	1,733,447
	Europe	MWh	829,722	683,056	719,444	1,066,503	939,469
	Other	MWh	243,333	335,278	488,056	979,606	1,214,099
	Primary						
	Natural gas	MWh				3,691,097	3,467,178
	LPG	MWh				340,985	527,696
	Coal	MWh				245,848	160,720
	Heating oil	MWh				259,530	253,821
	Gasoline	MWh				81,502	90,413
	Diesel	MWh				18,114	20,247
	Heavy oil	MWh				92,607	87,368
	External						
	Electricity (external source)	MWh				4,365,622	4,524,044
	Chilled water	MWh				11,692	9,087
	Heated water	MWh				0	0
	Steam	MWh				9,022	67,940
	Internal						
	Electricity (in-house)	MWh				236,624	250,520
	Renewable energy	MWh				962	1,157
	Ratio of renewable energy	%	0.000	0.000	0.000	0.017%	0.026%

Improved energy efficiency in production led to a reduction in energy use per vehicle production from 2.49 MWh to 2.22 MWh (-11.0%), which helped to minimize the increase in total energy use from 9.4 mil MWh to 9.5 mil MWh (1.1%).

GRI G3 Indicators
EN3, EN4, EN6

Energy per Vehicle Produced



In fiscal 2011, we continued to work on energy issues and conducted consolidated energy-saving activities at our facilities in Japan. This helped to improve energy efficiency in production, leading to a reduction in energy use per vehicle production from 2.49 MWh to 2.22 MWh (-11.0%).

Japan	MWh/vol	4.65
North America	MWh/vol	1.42
Europe	MWh/vol	1.45
Other	MWh/vol	1.01

Data for the Japan region includes manufacturing of powertrains and other components for overseas assembly use. Since the denominator is vehicles produced in the region, intensity tends to show higher values.

Corporate Indicators – CO₂

GRI G3 Indicators Carbon Footprint

EN16, EN17, EN18

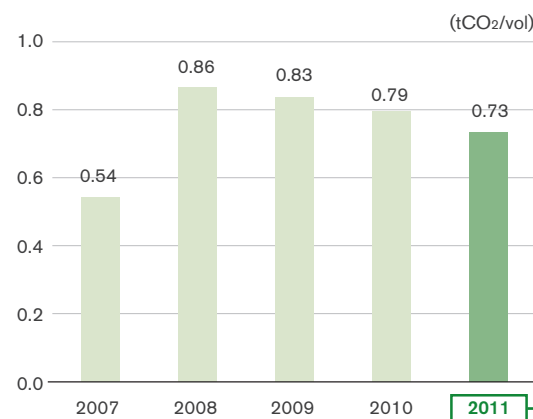
	2007	2008	2009	2010	2011
Scope1	975,000	909,000	869,592	1,023,208	1,047,691
Scope2	877,000	1,531,000	1,587,603	1,944,684	2,051,965
Scope1+2	1,852,000	2,440,000	2,457,195	2,967,892	3,099,656
Japan				1,444,074	1,451,343
U.S.				610,016	623,654
Europe				316,856	311,790
Other				596,945	712,868
Scope3					
Commuting					449,110
Japan, U.S., Europe					213,538*
Logistics		992,000	1,102,000	1,438,000	1,660,000
Manufacturing only		2,189	1,805	1,899	2,589
Japan, U.S., Europe					1,698*
Other					891

CO₂ emissions from global production plants increased 6.9%, and total scope 1 and 2 emissions showed an increase of 4.44% from the previous year. Both results show our activity to reduce carbon footprint had a positive effect, since the production volume increased 13.6%. Manufacturing only figures for FY2011 are for 41 companies of the Nissan Group worldwide, including consolidated companies.

* Nissan received third-party assurance from PricewaterhouseCoopers Aarata Sustainability Certification Co., Ltd. For more information, please see p. 23.

GRI G3 Indicators Scope 1 and 2 CO₂ per Vehicle Produced

EN16, EN17, EN18



Efficiency of our production resulted one of the lowest scope 1 and 2 emissions per vehicle produced among global automakers. 0.73 tons of CO₂ is a -8.1% improvement from the previous year. Our energy conservation diagnosis and best practice sharing on a global scale contributed to this improvement.

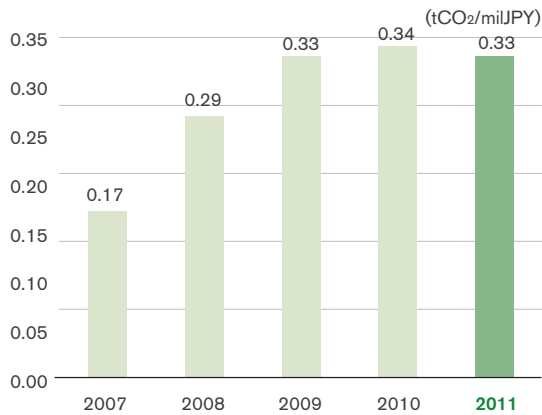
Japan	tCO ₂ /vol	0.95
North America	tCO ₂ /vol	0.27
Europe	tCO ₂ /vol	0.34
Other	tCO ₂ /vol	0.74

Data for the Japan region includes manufacturing of powertrains and other components for overseas assembly use. Since the denominator is vehicles produced in the region, intensity tends to show higher values.

GRI G3 Indicators

Scope 1 and 2 CO₂ per Revenue

EN16, EN17, EN18



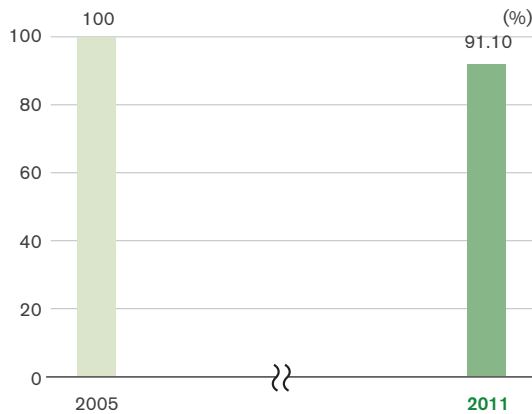
Economic efficiency of scope 1 and 2 emissions showed stable status. Nissan global operations emit 0.33 tons of carbon per 1 million JPY.

GRI G3 Indicators

Corporate Carbon Intensity

NGP

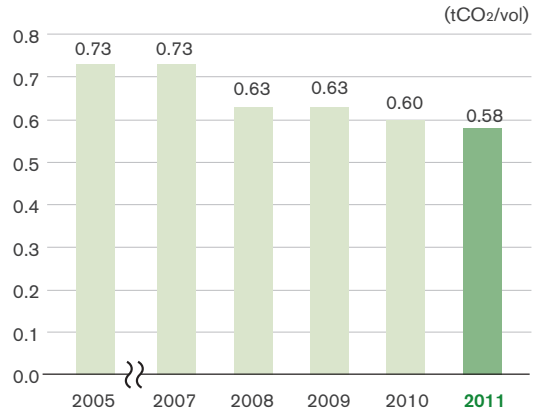
EN16, EN17, EN18



At present we are expanding our use of renewable energy worldwide. Our result in fiscal year 2011 was an 8.9% reduction from the fiscal year 2005 level.

Manufacturing CO₂ per Vehicle Produced

NGP



We set a target of reducing CO₂ emissions from production by 27% below the fiscal year 2005 level by fiscal year 2016. In fiscal year 2011 our CO₂ emissions per global vehicle were approximately 0.58 tons, a reduction of 20.5% from the fiscal year 2005 level.

Corporate Indicators – Water

GRI G3 Indicators		Water input				
EN8, EN10		2007	2008	2009	2010	2011
Total	1000m ³	22,802	20,901	15,629	28,671	29,216
Region						
Japan	1000m ³	14,957	14,532	9,221	17,612	17,268
North America	1000m ³	3,966	3,009	2,970	4,330	4,591
Europe	1000m ³	2,152	1,954	1,315	2,297	2,276
Other	1000m ³	1,727	1,406	2,123	4,432	5,081

Water input showed a slight increase of 1.9% compared to the 13.6% increase in production volume.

GRI G3 Indicators		Water discharge				
EN21		2007	2008	2009	2010	2011
Total	1000m ³	16,986	15,970	10,435	19,281	20,398
Region						
Japan	1000m ³	11,573	11,040	6,293	13,030	13,565
North America	1000m ³	2,751	2,152	2,099	2,732	3,214
Europe	1000m ³	1,593	1,486	972	1,830	1,930
Other	1000m ³	1,069	1,292	1,071	1,689	1,689

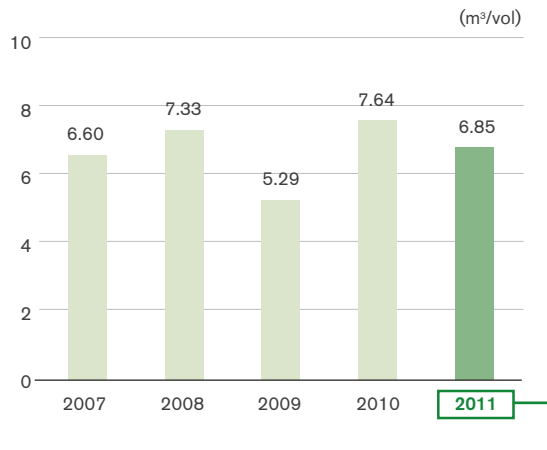
		2007	2008	2009	2010	2011
Quality						
Chemical oxygen demand (COD)	kg	13,199	13,640	11,685	12,345	13,613

Water discharge also showed an increase of 5.8%.

GRI G3 Indicators

EN8

Water Input per Vehicle Produced

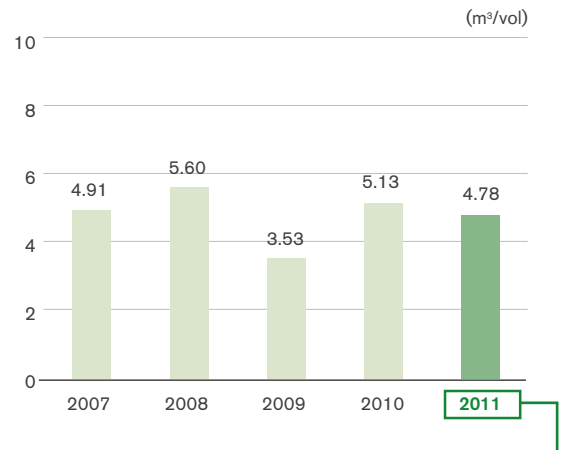


A new plant in India implemented full recycling of water. Improved water use in production led to a conservation of water input per vehicle production from 7.64 to 6.85 m³/vehicle (-10.3%).

Japan	m ³ /vol	14.40
North America	m ³ /vol	3.76
Europe	m ³ /vol	3.52
Other	m ³ /vol	4.24

Data for the Japan region includes manufacturing of powertrains and other components for overseas assembly use. Since the denominator is vehicles produced in the region, intensity tends to show higher values.

Water Discharge per Vehicle Produced



Improved water use led to improvement in discharge as well. Water discharged per vehicle production improved from 5.13 to 4.78 m³/vehicle (-6.9%). We implemented a zero-discharge facility for water priority areas, such as India.

Japan	m ³ /vol	11.32
North America	m ³ /vol	2.63
Europe	m ³ /vol	2.98
Other	m ³ /vol	1.41

Data for the Japan region includes manufacturing of powertrains and other components for overseas assembly use. Since the denominator is vehicles produced in the region, intensity tends to show higher values.

Corporate Indicators – Emissions

GRI G3 Indicators Emissions

EN20

	2007	2008	2009	2010	2011
NOx	1,183	802	755	751	731
SOx	251	154	36	41	46

NOx emission improved 2.7% from previous year.

GRI G3 Indicators VOCs

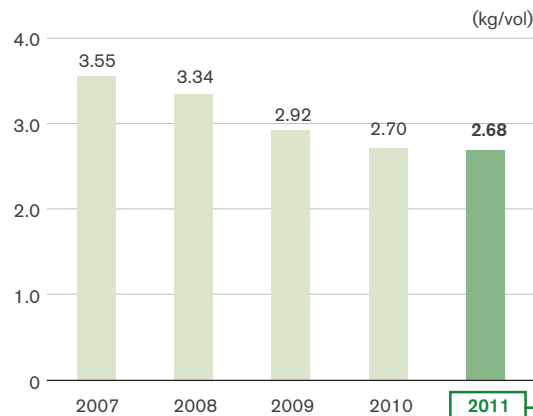
EN20

	2007	2008	2009	2010	2011
Total	12,255	9,514	8,615	10,130	11,424
Region					
Japan	5,131	4,607	4,008	4,018	4,399
North America	3,695	2,451	2,264	2,941	3,366
Europe	3,429	2,456	2,343	3,171	3,658

VOCs (volatile organic compounds) from production plants increased 12.8% due to the increase in global production volume. Nissan continued to use water based paint to reduce VOCs per vehicle by 0.8%.

GRI G3 Indicators VOCs per Vehicle Produced

EN20



Nissan continued to decrease VOCs per vehicle. The result shows a 0.8% decrease from the previous year.

Japan	kg/vol	3.67
North America	kg/vol	2.76
Europe	kg/vol	5.65

GRI G3 Indicators

PRTR

EN20, EN24

	2007	2008	2009	2010	2011
Total	4,360	3,960	3,773	3,607	4,441
Japan site					
Oppama	1,157	1,111	1,263	911	981
Tochigi	1,048	904	897	829	915
Kyushu	1,205	1,145	910	1,106	1,390
Yokohama	523	453	429	418	555
Iwaki	110	70	13	58	320
NTC	318	276	260	284	280

Chemical substances assigned under the Japanese PRTR (Pollutant Release and Transfer Register) system show a 23.1% increase from previous year due to the increase in powertrain production for export use.

GRI G3 Indicators

PRTR per Vehicle Produced

EN20, EN24



PRTR chemical substance use per vehicle produced in Japan shows an increase of 10.1%.

Corporate Indicators – Waste

GRI G3 Indicators Waste

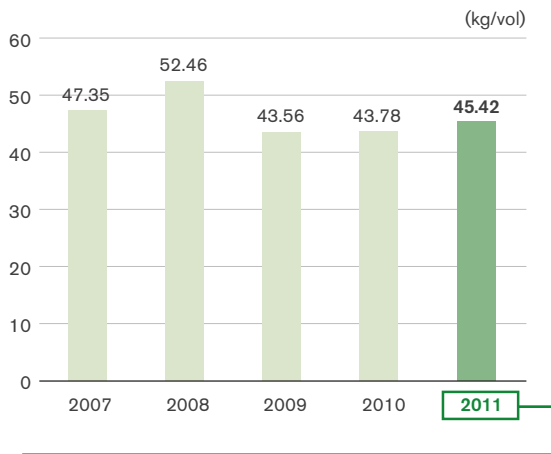
EN22

	2007	2008	2009	2010	2011
Total	163,636	149,520	128,664	164,381	193,798
Region					
Japan	78,351	68,032	62,064	70,136	74,412
North America	14,697	24,957	24,214	31,806	35,780
Europe	70,588	52,176	39,474	59,617	56,996
Other	4,355	2,912	2,822		26,610
Detail					
Waste for disposal				41,288	40,048
Recycled				123,093	153,750

The scope of the waste data is limited to global production facilities. Waste generated increased by 17.9% from the previous year.

GRI G3 Indicators Waste per Vehicle Produced

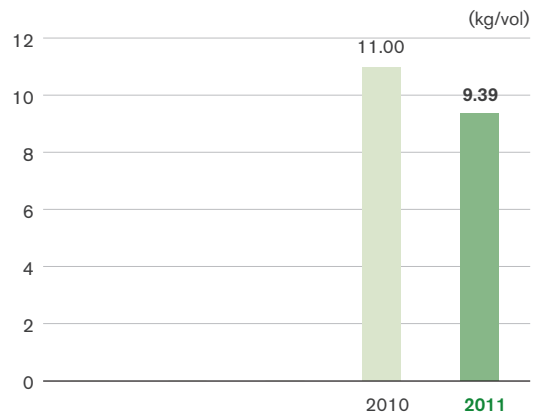
EN22



Japan	kg/vol	62.07
North America	kg/vol	29.30
Europe	kg/vol	88.06
Other	kg/vol	22.19

Waste per vehicle produced increased from 43.78 to 45.42 kg/vehicle (+3.8%). Newly contracted suppliers created unexpected waste volume, but our recycling process made no increase in waste for disposal.

Waste for Disposal per Vehicle Produced



Nissan production sites continue to reduce final waste for disposal. Since 2010, we expanded “zero waste” facilities. In 2011, we achieved waste of 9.39 kg per vehicle produced.

Corporate Indicators – Logistics

GRI G3 Indicators **Logistics Capacity**

EN29

	2007	2008	2009	2010	2011
Total <i>mil ton km</i>	29,124	26,696	26,336	35,132	37,946
Inbound* <i>mil ton km</i>	6,467	5,751	7,556	10,659	11,603
Outbound* <i>mil ton km</i>	22,657	20,944	18,780	24,473	26,343
Detail					
Sea %	74.1	76.3	68.0	71.8	70.8
Road %	13.9	13.9	21.2	19.6	20.4
Rail %	11.9	9.4	10.5	8.2	8.1
Air %	0.1	0.3	0.3	0.4	0.7

Logistics capacity increased by 8% over the previous year. Global expansion of production plants led to an additional increase.

*Inbound includes supplier parts and Outbound includes KD and after sales parts.

GRI G3 Indicators **Logistics CO₂**

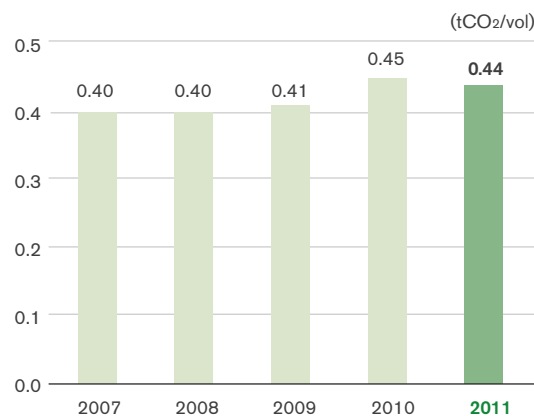
EN29

	2007	2008	2009	2010	2011
Total <i>tCO₂</i>	1,145,793	981,562	1,083,305	1,412,657	1,642,195
Inbound <i>tCO₂</i>	435,545	380,825	501,056	686,412	859,671
Outbound <i>tCO₂</i>	710,248	600,737	582,249	726,246	782,524
Detail					
Sea %	30.2	30.1	24.0	25.2	23.3
Road %	50.5	51.7	58.4	54.7	50.8
Rail %	6.9	5.9	5.6	4.5	4.1
Air %	12.3	12.3	12.0	15.7	21.8

Due to an expansion of new facilities in India and Russia, CO₂ increased despite our efforts in logistics efficiency.

GRI G3 Indicators **Logistics CO₂ per Volume**

EN29



Despite our global expansion, CO₂ efficiency improved from 2010 to 2011.

Corporate Indicators – Supply Chain

GRI G3 Indicators

Supply Chain Emissions

EN17

	2011
Carbon Footprint (Direct) ----- tCO ₂ -----	12,542,888
Carbon Footprint (Indirect) ----- tCO ₂ -----	15,001,066
Energy ----- MWh -----	93,291,958
Renewable energy ----- MWh -----	542,166
Water Input ----- m ³ -----	40,502,969
Water Discharge ----- m ³ -----	26,351,024
Waste ----- ton -----	1,726,859

More than 1,200 Tier1 suppliers worldwide were subjected to the annual supply chain survey, which represent more than 70% of our global purchasing sum.

GRI G3 Indicators

Component Ratio of Scope3

EN17

Category	Component ratio
1. Purchased Goods & Services -----	% --- 8.5
2. Capital Goods -----	% --- 0.6
3. Fuel- and energy-related Activities -----	% --- 0.2
4. Upstream transportation & distribution -----	% --- 0.9
5. Waste generated in operations -----	% --- 0.1
6. Business travel -----	% --- 0.2
7. Employee commuting -----	% --- 0.3
8. Upstream leased assets -----	% --- 0.0
9. Downstream transportation & distribution -----	% --- 0.4
10. Processing of sold products -----	% --- 0.0
11. Use of sold products -----	% --- 88.5
12. End of life treatments of sold products -----	% --- 0.2
13. Downstream leased assets -----	% --- 0.2
14. Franchises -----	% --- 0.0
15. Investments -----	% --- 0.0
Total -----	% -- 100.0

In 2011, Nissan conducted a study based on the draft Corporate Value Chain (Scope 3) Accounting and Reporting Standard from GHG protocol. Nearly 80% of the Scope3 emission was from use of sold products.

Corporate Indicators – Environmental Accounting

GRI G3 Indicators

Environmental Expenses

EN30

	2010		2011	
	Investment	Cost	Investment	Cost
Total	4,209	134,477	5,110	158,149
Business area	209	1,665	310	1,660
Upstream/downstream	0	669	0	664
Management	0	2,461	0	2,426
R&D	4,000	129,600	4,800	153,300
Social activities	0	82	0	99
Damage repairs	0	0	0	0
<hr/>				
	2010		2011	
Total	2,728		2,581	
Cost reduction	935		889	
Profit	1,793		1,692	

All environmental costs are based on the guidelines provided by Japan's Ministry of the Environment, and are calculated for activities in Japan only.

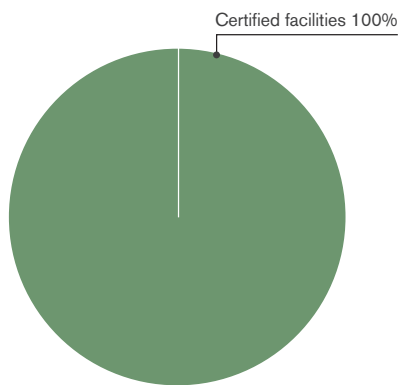
Corporate Indicators – Facility

GRI G3 Indicators Carbon Credit

	2007	2008	2009	2010	2011
Allowance <small>tCO₂</small>			7,308	7,308	7,308
Credit <small>tCO₂</small>			2,681	4,934	4,066

Our manufacturing plant in Barcelona, Spain entered EU-ETS in 2009. The verified emission result decreased by 17.6% from the previous year.

GRI G3 Indicators ISO 14001 Certified Facilities



Nissan is progressing with the introduction of environmental management systems to all its operation sites worldwide. In January 2011 we obtained integrated ISO 14001 certification for our Global Headquarters and all of our main facilities in Japan for research and development, production and distribution, as well as for our product development processes. We have also obtained ISO 14001 certification at our all production plants outside Japan.

GRI G3 Indicators Green Building Policy

MA

With ISO 14001 management processes for evaluating environmental impact, Nissan makes it a key task to optimize its buildings in the construction or refurbish stages for making all its structures greener. Our evaluation metrics in this area include buildings with a smaller environmental footprint, such as lower CO₂ emissions; construction methods producing less waste and emissions; and reduced use of hazardous materials and other quality control tasks. Furthermore, in Japan we use the Ministry of Land, Infrastructure, Transport and Tourism’s Comprehensive Assessment System for Built Environment Efficiency (CASBEE) as one of our performance indices.

Among Nissan’s current business facilities, our Global Headquarters in the city of Yokohama has earned CASBEE’s highest “S” ranking, making it the second of our structures to do so following the Nissan Advanced Technology Center (NATC) in Atsugi, Kanagawa Prefecture.

The Global Headquarters gained a Built Environment Efficiency Rating of 5.6, the high rating CASBEE for a new structure, making it one of Japan’s greenest office buildings. The building’s use of natural energy sources to reduce its energy usage and its CO₂ emissions were highly evaluated, as were its methods of water recycling and drastic reduction in waste produced.

GRI G3 Indicators Fines from Environmental Laws

EN23, EN25, EN28

No fines or compliance concerns from national environmental law materialized in the reporting year.

Corporate Indicators – Employee Engagement and Education

GRI G3 Indicators	Employee Engagement
MA	<p>Nissan is implementing systems within its Quality Control (QC) circles with small-scale teams focused on <i>kaizen</i> activities to allow manufacturing employees to actively propose new environmental improvement steps and take part in them. This companywide effort headed by executive-level managers is a channel to deliver the message that employees' actions can contribute to Nissan Power 88, the company's mid-term business plan, in particular to achieve zero-emission leadership. It has developed into a way for employees to take a more active role in thinking about and making proposals related to the environment, and executives evaluate all proposals for their potential contribution to Nissan's environmental goals.</p> <p>Nissan also carries out surveys to measure satisfaction with its environmental measures as part of its annual dealership satisfaction surveys. They are one of the key stakeholders for the company who interface directly with customers every day. These valuable opinions are allocated to relative departments, and the status is reported at a dealer representative meeting attended by Nissan executives and the presidents of each dealership to secure the PDCA cycle.</p>

GRI G3 Indicators	Employee Education
MA	<p>All environmental activities rest on the foundation of individual employees' knowledge, awareness and competency. From this perspective, as part of its environmental management system, Nissan implements regular environmental education sessions for its own employees and for the employees of partner companies working in Nissan production facilities. The content of these sessions includes topics in line with the Nissan Green Program (NGP), such as CO₂ reduction, energy and water conservation, waste reduction, and management of hazardous materials. We update the content of our training exercises once a year as a means of constantly improving employee's knowledge.</p> <p>NGP2016, the mid-term environmental action plan announced in fiscal 2011, was communicated through town-hall-style meetings at Nissan business locations throughout Japan with the participation of company executives to discuss topics including the significance and background factors to NGP2016. The events of these meetings are also shared through the company intranet, internal newsletters and in-house video broadcasts. The same material presented to its own employees was communicated to affiliate companies as well.</p>

Corporate Indicators – Nissan Green Program KPIs

GRI G3 Indicators

NGP KPIs (Corporate)

The following action plans were based on the Nissan Green Program (NGP2016), our environmental action plan for the six years through fiscal year 2016. NGP2016 focuses on reducing the environmental impact of corporate activities and pursuing harmony between resource consumption and ecology. The program includes activities in development, manufacturing, sales, service and all other departments companywide. Overall status shows our progress toward objectives based on fiscal 2011 status. Each marked dot shows progress equivalent to annual target.

Action plans	FY2011 Status	Overall Status
Reduce CO ₂ emissions of corporate activities by 20% (t-CO ₂ /vehicle, vs. FY2005)	Reduced 13.6% from FY2005	●●○○○○
Reduce by 27% in all manufacturing sites (t-CO ₂ /vehicle, vs. FY2005)	Reduced 20.5% from FY2005	●●●●●○
Promote activities to reduce CO ₂ emissions in inbound/outbound logistics	Promoted activities to reduce CO ₂	●○○○○○
Reduce by 1%/year in offices (Japan, North America, Europe, China, t-CO ₂ /unit)	Reduced 2.6% from FY2005	●●○○○○
Reduce by 1%/year in dealers (Japan, t-CO ₂ /unit)	Reduced 11.9% from FY2005	●●●●●●
Reduce waste		
Reduce waste by 2%/year (Japan) and 1%/year (global) in manufacturing plants	Reduced by 8.4% in Japan plants and 12.3% in global plants	●●●●○○
Reduce waste in logistics by expanding best-practice activities		
Promote water-usage management and reduction in all plants	Set water use targets and began activities to reduce usage in Australia, India, China and Mexico	●○○○○○
Enhance and promote environmental management throughout supply chain (consolidated companies, sales companies, suppliers)	Revised the Nissan Green Purchasing Guidelines to enhance controls on environmental impact of substances	●○○○○○
Promote reduction, substitution and management of environment-impacting substances	Enhanced management on environmental impact of substances to meet REACH targets	●○○○○○
Reduce environmental impact of products with life cycle assessments (LCAs)	Evaluations underway using product LCAs	●○○○○○

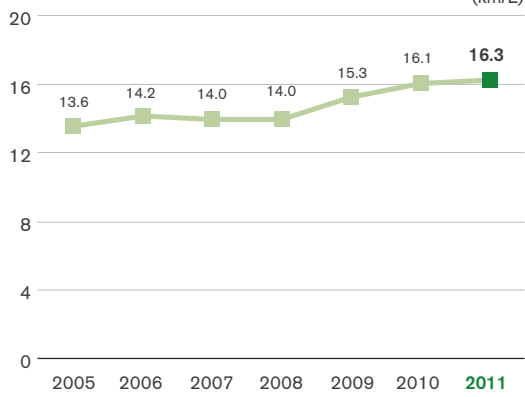
Product Indicators – Fuel Economy, CO₂

GRI G3 Indicators
EN6, EN26

Japan Fuel Economy by Weight Rank

	2005	2006	2007	2008	2009	2010	2011
Passenger cars (≤702 kg) ----- km/L 10-15 -----							
Passenger cars (703–827 kg) ----- km/L 10-15 -----	19.9	20.6	20.9	20.8	21.7	22.5	25.0
Passenger cars (828–1,015 kg) ----- km/L 10-15 -----	18.6	18.8	18.6	18.3	19.5	22.5	23.0
Passenger cars (1,016–1,265 kg) ----- km/L 10-15 -----	17.3	17.6	18.1	18.3	19.5	19.4	19.4
Passenger cars (1,266–1,515 kg) ----- km/L 10-15 -----	12.8	12.8	13.6	13.3	13.8	14.4	14.4
Passenger cars (1,516–1,765 kg) ----- km/L 10-15 -----	11.7	11.8	11.6	12.0	12.7	13.1	14.1
Passenger cars (1,766–2,015 kg) ----- km/L 10-15 -----	8.6	8.7	8.6	9.2	9.2	11.7	11.9
Passenger cars (2,016–2,265 kg) ----- km/L 10-15 -----	8.3	8.3	8.3	8.4	8.4	9.2	9.4
Passenger cars (≥ 2,266 kg) ----- km/L 10-15 -----	5.5	5.5	5.5				

CAFE (JC08)

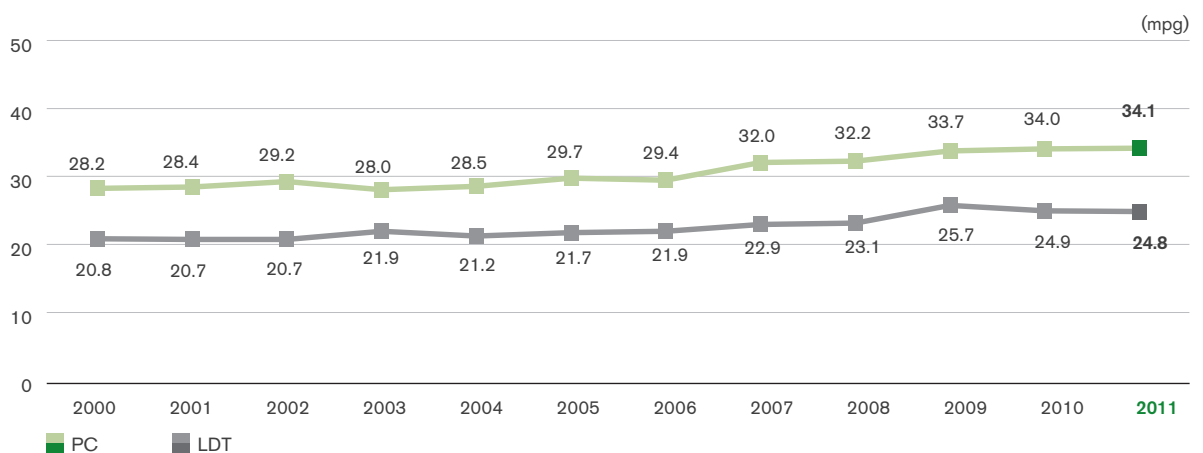


The Fuga Hybrid luxury sedan that went on sale in Japan in autumn 2010 used the Intelligent Dual Clutch Control system to achieve mileage of 16.6 km/L (as measured in Japan's JC08 mode) while delivering a direct, powerful driving experience.

Nissan is also working on a hybrid system specially designed for use in front-wheel-drive vehicles. Just like our rear-wheel-drive system, this combines a one-motor/two-clutch parallel hybrid system with our new-generation XTRONIC CVT, producing drive power with a 2.5-liter supercharged gasoline engine and a lithium-ion battery.

GRI G3 Indicators
EN6, EN26

US CAFE

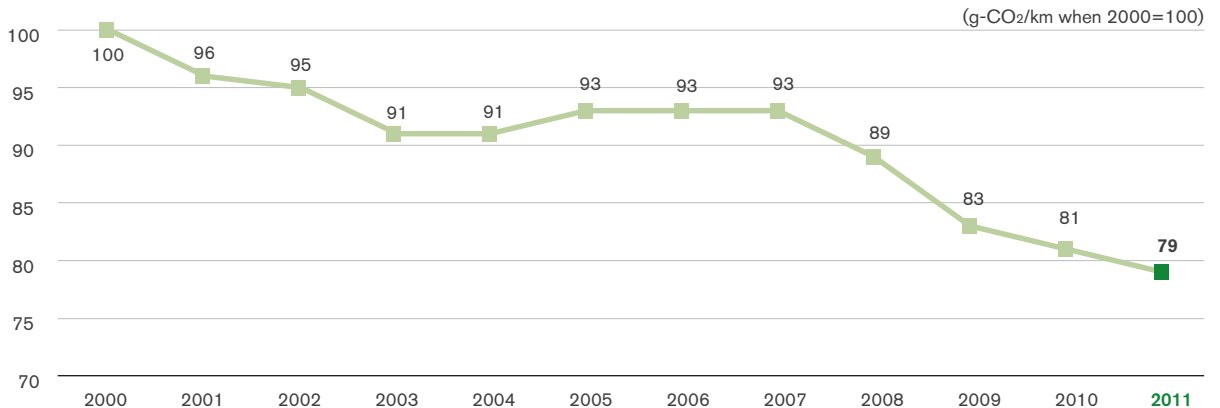


During fiscal year 2011, we introduced fuel economy vehicles with our new continuously variable transmission (CVT). In the small vehicle segment, we marketed the Versa sedan, which achieved 33 mpg in the U.S. Environmental Protection Agency (EPA) rating for combined fuel economy. When launched in August 2011, the Versa was the most fuel-efficient vehicle in its segment.

GRI G3 Indicators

CO₂ Emission Index from Nissan Vehicles in Europe

EN6, EN26



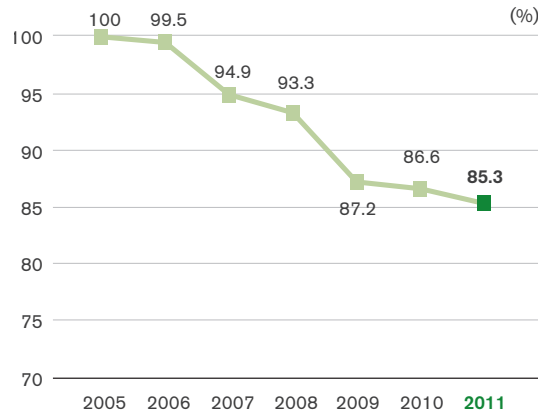
Nissan has reduced its CO₂ emissions by more than 20% on European sales models since 2000.

GRI G3 Indicators

Corporate Average Fuel Efficiency (CAFE)

NGP

EN6, EN26



Nissan's CAFE result in fiscal year 2011 was a 15% improvement from the fiscal year 2005 level. Our target for fiscal year 2016 is a 35% improvement from the fiscal year 2005 level (as measured by fuel efficiency standards in the Japanese, North American, European and Chinese markets).

Nissan has placed three core technologies at the heart of its efforts in this area: the lithium-ion battery, the one-motor/two-clutch parallel hybrid system and the new-generation continuously variable transmission (CVT). We will be including these core technologies in a greater range of our new vehicles.

GRI G3 Indicators

Production Top Fuel Economies

EN6, EN26

				2011
Global	km/L(10-15mode)	Nissan MARCH 1.2L 2WD + Stop/Start System		26.0
Best selling model	gCO ₂ /km	Nissan QASHQAI/DUALIS 1.6 dCi Manual 4WD + Stop/Start System		135
Japan (excl. light vehicle)	km/L(10-15mode)	Nissan MARCH 1.2L 2WD + Stop/Start System		26.0
Japan (incl. light vehicle)	km/L(10-15mode)	Nissan MOCO 0.66L 2WD + Stop/Start System		27.0
Europe	gCO ₂ /km	Nissan Micra 1.2 dCi 2WD + Stop/Start System		99
U.S.	mpg	Nissan Versa Sedan 1.8L 2WD		43.1
China	L/100km	Nissan Sunny		5.8

The 100% electric Nissan LEAF sold more than 23,000 units in fiscal year 2011, making it the best-selling EV in the world. We are planning the launch of seven more all-electric vehicles together with our Alliance partner Renault.

Product Indicators – Technologies

GRI G3 Indicators Technology

EN6, EN26

		Gasoline-powered vehicles	Diesel-powered vehicles	Natural-gas drive vehicles	Hybrid drive vehicles	Electric drive vehicles
Japan	%	95.7	2.1			
North America	%	98.6	0.4			
Europe	%	45.7	53.6			
Russia	%	93.4	6.6	0.04	0.14	0.54
Brazil	%	82.9	17.1			
China	%	99.7	0.3			
Other	%	74.3	25.7			

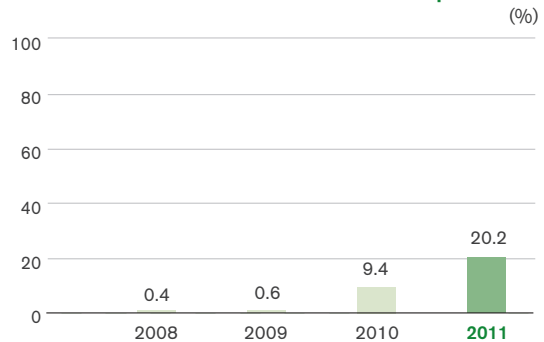
The Nissan LEAF was the first mass produced EV and has earned more than 30 awards including the European, world and Japanese car of the year 2011. More than 35,000 units have been sold globally since its introduction in December 2010, making Nissan LEAF the world's best-selling electric vehicle.

GRI G3 Indicators Green Products Innovation

EN6, EN26

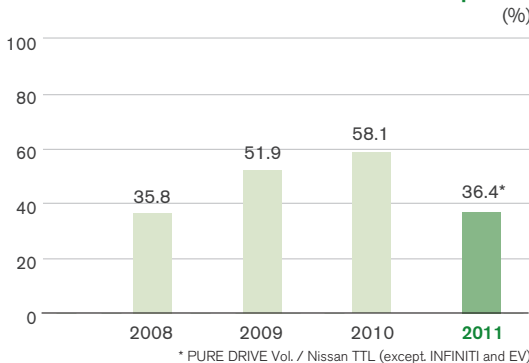
Nissan believes it is important not only to develop and introduce zero emission vehicles such as electric vehicles and fuel cell vehicles, but also to improve the fuel economy of engine-powered vehicles. Nissan's PURE DRIVE title is given to vehicles that not only meet existing fuel economy requirements in each market but cleared more stringent internal standards which we periodically review in line with societal demands. PURE DRIVE implements innovative environmental technologies that maximize energy efficiency to lower fuel consumption and reduce CO₂ emissions. Cars featuring these technologies are being marketed worldwide.

PURE DRIVE Sales Volume Ratio in Japan (%)



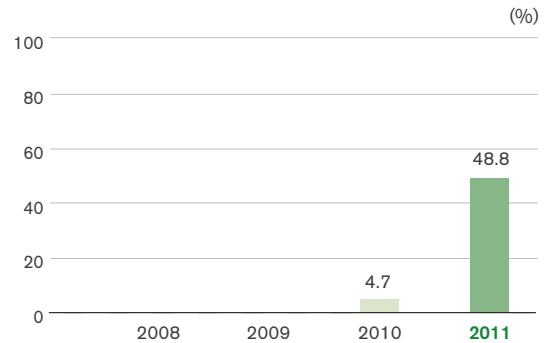
Our new PURE DRIVE Serena has sold some 80,000 units since its launch, claiming a 20.2% share of the model's sales in Japan in fiscal 2011, a 10.8-point jump over the previous year.

PURE DRIVE Sales Volume Ratio in Europe (%)



The share in Europe edged down to 36.4%. This is due to the strengthening of the criteria vehicles must meet to earn the PURE DRIVE label. If the older standards were applied, the share would have been 64.4%, a jump of 6.3 points.

PURE DRIVE Sales Volume Ratio in China (%)



With the launch of the new Tiida and new Sylphy in fiscal 2011, PURE DRIVE models now account for approximately half of all Nissan passenger vehicles sold in China.

PURE DRIVE was first introduced in Japan and Europe in 2008, and by 2011 it was available in almost all markets worldwide

Country/Region	2008	2009	2010	2011	2011 PURE DRIVE Line-up
Japan					Moco, March, X-trail, Serena, Lafesta, Fuga
U.S.					Versa, Juke
Europe					Micra, Note, Juke, Qashqai
China					Sunny, Tida, Sylphy
Certain Region of Asia/Oceania					March/Micra
Certain Region of Latin America					

GRI G3 Indicators

Product Innovation Policy

MA

Nissan aims to be a "sincere eco-innovator." We show that we are sincere by taking a proactive stance toward addressing environmental challenges and reducing the real-world environmental impact. We believe that being an eco-innovator means providing our customers with optimal value in the form of innovative products, technologies and services as contributions to a sustainable mobility society.

As an one of the objective, we have introduced the Nissan Global CO₂ Management Way, QCT-C, This is a new set of management indices with CO₂ (C) added to the traditional QCT indices of quality, cost and time. With QCT-C, we have set CO₂ reduction targets in all areas of our business.

Steps toward "sincere eco-innovator", Nissan will annually invest 70% of its research and advanced engineering budget on environmental technologies under our third environmental mid-term plan, Nissan Green Program 2016.

Product Indicators – Other Emissions

GRI G3 Indicators
EN26

Emissions

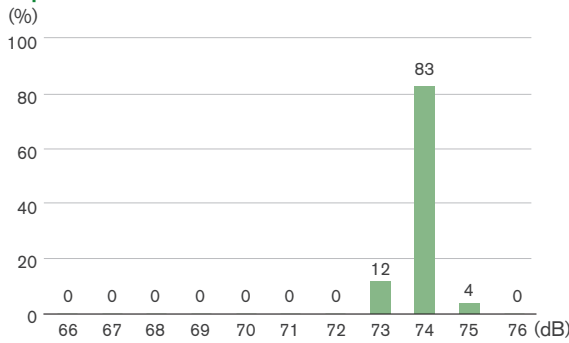
		2011
Japan SULEV	----- % -----	97
Europe Euro 5	----- % -----	100
U.S. ULEV/SULEV/ZEV	----- % -----	82
China Euro 4	----- % -----	100

While we have zero-emission vehicles, the ultimate clean car, in our portfolio, we endeavor to make our entire fleet as clean as possible by reducing exhaust emissions. We have introduced vehicles that comply today with each region's or country's more stringent future emission regulations. Due to differences in regulations, there is no direct way to compare by region or country, but we show here the percentage of our fleet in each location produced to the strictest standards of that region or country.

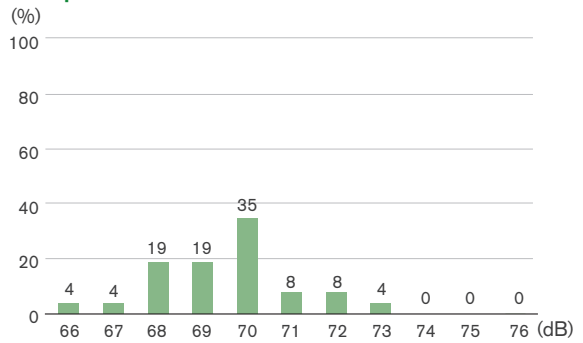
GRI G3 Indicators
EN26

Share of Noise Emissions

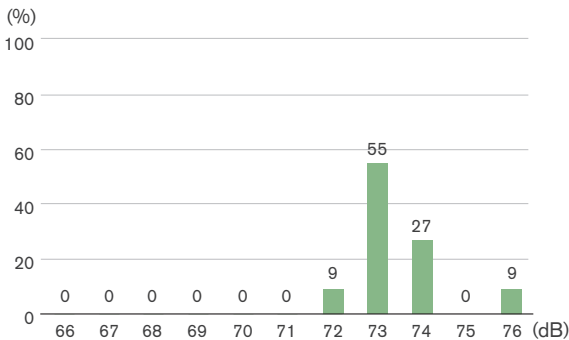
Japan



Europe



China



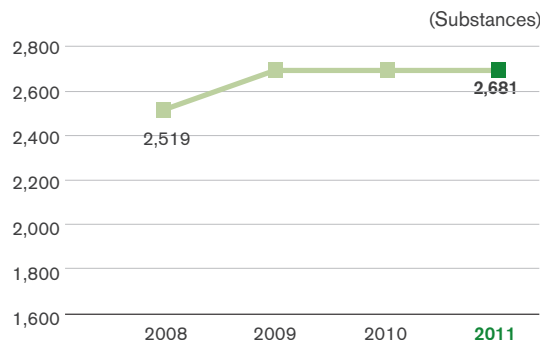
Noise emissions are shown by the noise produced by the acceleration of vehicle in accordance with each national regulation.

GRI G3 Indicators

Regulated Chemical Substances

EN26

Defined Chemical Substances



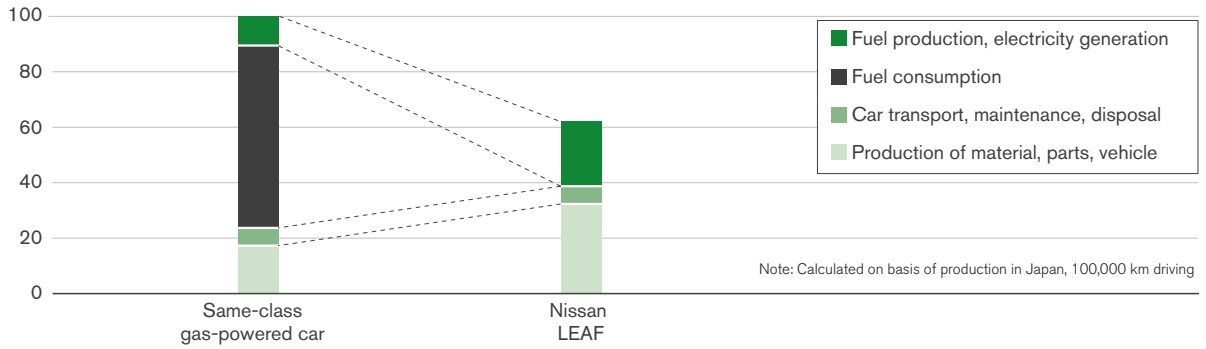
In 2007, Nissan created a unified global approach to reducing environment-impacting substances. Since then we have enhanced our management of these substances and advanced plans to reduce or to replace their use. Through our communication with NGOs, we restrict usage of substances that have potential to be hazardous, that are thought to have a high risk of falling into this category or that have been identified as potential threats even they are not covered by laws and regulations in each country where we do business. As defined in the Nissan Engineering Standard titled "Restricted Use of Substances", these substances are banned or subject to controls in line with this approach. We are working to apply this standard from the early development phase onward to the modules, raw materials, and service parts that go into all Nissan vehicles.

Product Indicators – Lifecycle Assessments (LCAs)

GRI G3 Indicators

Lifecycle Assessment to Reduce Environmental Impact

CO₂ Emissions Over a Vehicle's Lifecycle



Nissan uses the lifecycle assessment (LCA) method to evaluate and comprehensively assess environmental impact in all stages of the vehicle lifecycle, from resource extraction to production, transport, customer use and vehicle disposal. We also carry out LCAs for new technologies as they are introduced.

Our calculations show that Nissan LEAF reduces CO₂ emissions by up to 40% over its lifecycle compared to gasoline-powered vehicles of the same class. This assessment was certified by a third-party LCA assessment organization, the Japan Environmental Management Association for Industry.

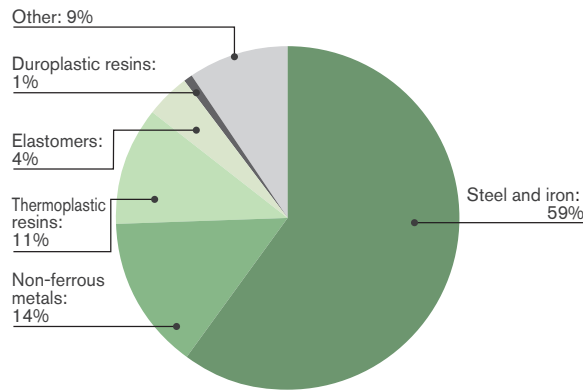
In the future we will continue to strive to lower the vehicles' environmental impact based on new technology and more efficient manufacturing processes. We are aiming for further reductions in CO₂ emissions over the lifecycle of our new vehicles.

Product Indicators – Materials, Recycling

GRI G3 Indicators

Material Ratio

EN1, EN2



We are increasing use of renewable resources and recycled materials in addition to the traditional approach of using resources more efficiently to reduce reliance on them. Our efforts with respect to recycled materials are based on the thinking that once a natural resource is extracted it should continue to be used, while maintaining quality, to minimize environmental impact. We have set a target of increasing the usage rate for recycled materials per vehicle to 25% by fiscal year 2016.

GRI G3 Indicators

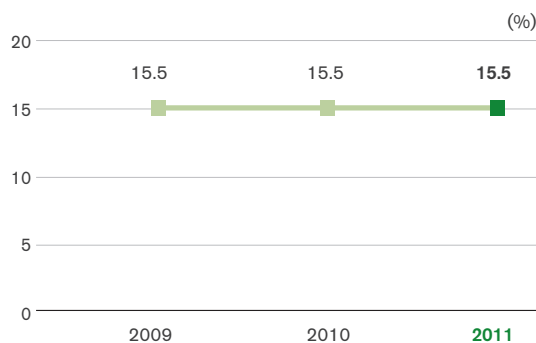
Recycling

EN2, EN22

For the efficient use of limited and precious natural resources, Nissan aims to reduce the dependency on the newly extracted resources as much as possible. We have defined a long-term goal of maintaining our global usage of these natural resources at 2010 levels through 2050. As a mid-term goal, we are working to raise the ratio of recycled materials, such as plastics, aluminums, and steels, which go into each new Nissan vehicle to 25% per unit by fiscal 2016.

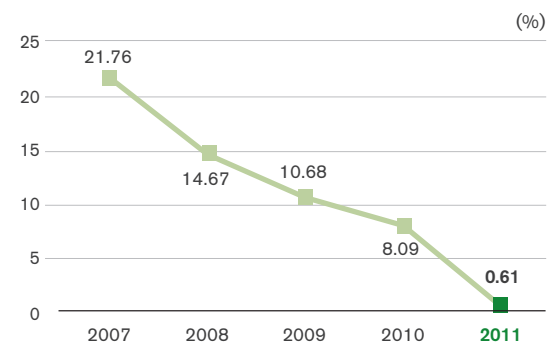
Toward this end, we are presently researching ways to increase the recovery rate further in order to reclaim and reuse valuable materials from End-of-Life Vehicles (ELVs). As of fiscal year 2011, our own calculations showed that we had achieved a recovery rate of 98.8% in Japan. From the early development stage, we consider the use of highly recyclable materials and made structural improvements for ease of recycling. Since Nissan Note, launched in 2005, all new models have achieved a 95% of recyclability rate based on the national regulations on ELVs in countries such as Europe, Japan, and Korea.

Recycled Plastic Usage in Vehicle



Ratio of recycled plastic to total plastic was calculated based on the bestselling model in Europe. Additional 200g of parts were substituted to recycled plastics since the minor vehicle modification in 2010.

Automotive Shredder Residue to Landfill Ratio



Based on the Automobile Recycling Law in Japan, calculated the ratio of landfills to residues after removing ferrous and non-ferrous metals from ELV. Our collaboration programs with cement industry to utilize the residues as cement materials have improved the landfill ratio to 0.6% in 2011.

Product Indicators – Nissan Green Program KPIs

GRI G3 Indicators

NGP KPIs (Product)

The following action plans were based on the Nissan Green Program (NGP2016), which contains our environmental action plan for the six years through fiscal 2016. NGP2016 focuses on reducing the environmental impact of our corporate activities and pursuing harmony between resource consumption and ecology. The program includes activities in development, manufacturing, sales, service and all other departments companywide. Overall status shows our progress toward objectives based on the FY2011 status. Each marked dot shows progress equivalent to annual target.

Action plans	FY2011 Status	Overall Status
1.5 million cumulative EV sales with Alliance partner Renault	Global Nissan LEAF sales: 23,000	● ○ ○ ○ ○ ○
Introduce four EVs including Nissan LEAF	Development underway	● ○ ○ ○ ○ ○
Prepare to introduce fuel-cell electric vehicle (FCEV) into market	Development underway	● ○ ○ ○ ○ ○
Take global leadership in supplying batteries for electric-drive	Preparations underway to produce batteries in U.S. and U.K.	● ○ ○ ○ ○ ○
Help create zero-emission society utilizing EVs and their derivative technologies with partners - Develop EV charge/discharge system and information network - Demonstrate smart house/community/grid, starting from Yokohama	Promoted activities such as establishing a new recharging service company for EVs & PHEVs, unveiling the "LEAF to Home" system	● ○ ○ ○ ○ ○
Provide "energy storage" solution with used EV batteries through 4R business	Promoted activities such as an electricity storage system for residences	● ○ ○ ○ ○ ○
Improve CAFE* by 35% from FY2005 (Japan, U.S., Europe, China) * Corporate average fuel economy; meet or exceed regulatory requirements	Improved CAFE by 15% from FY2005	● ○ ○ ○ ○ ○
Introduce top fuel-efficiency models in various classes	These models had the top fuel efficiency in their class: -Versa sedan 33 mpg (Combi mode) in U.S. -Tiida 6.2 liters/100km (Euro mode) in China	● ○ ○ ○ ○ ○
Introduce FF-HEV in C class and above; expand FR-HEV offerings	Development underway	● ○ ○ ○ ○ ○
Introduce plug-in hybrid (P-HEV)	Development underway	● ○ ○ ○ ○ ○
Introduce next-generation CVT globally; expand CVT sales to 20 million cumulative units (from 1992)	Global CVT vehicle sales of 2.08 million; cumulative total since 1992 of 11.08 million	● ○ ○ ○ ○ ○
Develop lightweight technologies with structure optimization, new materials and new manufacturing processes	Developed the world's first Ultra High Tensile Strength Steel rated at 1.2 gigapascals (GPa)	● ○ ○ ○ ○ ○
Contribute to CO ₂ reduction by ITS technologies		
Collaborate with Beijing city government to improve traffic congestion, promote eco-driving	Worked with the Beijing Municipal Commission of Transport on dynamic route guidance using IT devices	● ○ ○ ○ ○ ○
Increase recycled material usage ratio per vehicle to 25% in Japan, U.S. and Europe	Activities promoted	● ○ ○ ○ ○ ○
Expand closed-loop recycling scheme with business partners - Collect and recycle scrap, waste from vehicle production - Collect and recycle end-of-life vehicles (ELVs)	Started activity to collect steel and aluminum sheet scraps generated during production and recycle them back into steel and aluminum sheets for use	● ○ ○ ○ ○ ○
Improve ELV recovery rate - Achieve top level ELV recovery rate (Japan) - Promote proper treatment and resource recovery globally	Achieved recovery rate of 98.8% in Japan; efforts underway globally	● ○ ○ ○ ○ ○
Reduce scarce resource usage		
Reduce critical metal, rare earth usage	Development underway	● ○ ○ ○ ○ ○
Comply with emission regulations in each region with minimum precious metal usage		

Assurance and External Ratings

GRI G3 Indicators

Third-Party Assurance



This English language report is a translation of the original Independent Assurance Report in Japanese on the specific environmental performance data included in Nissan Motor Co., Ltd.'s Sustainability Report 2012 and is for reader's convenience.

Independent Assurance Report

June 29, 2012

To: Mr. Toshiyuki Shiga, COO
Nissan Motor Co., Ltd.

PricewaterhouseCoopers Aarata Sustainability Certification Co., Ltd.
Sumitomo Fudosan Shiodome Hamarikyu Bldg.
8-21-1 Ginza, Chuo-ku, Tokyo 104-0061, Japan

1. Objectives and Scope

We, PricewaterhouseCoopers Aarata Sustainability Certification Co., Ltd., have been commissioned by Nissan Motor Co. Ltd. (hereafter the "Company") to provide limited assurance on the Company's "Sustainability Report 2012" (hereafter the "Report").

The Company is responsible for the preparation of the Report in accordance with the Company's policies and standards. Our responsibility is to independently express a conclusion on the specific environmental performance data (scope 1 and scope 2 emissions from consolidated production sites of Japan, U.S. and Europe, and total of scope 3 emissions from commuting for employees of consolidated companies in Japan, U.S. and Europe) in the Report, using the Company's policies and standards as criteria as to:

- Whether the specific environmental performance data (scope 1 and scope 2 emissions from consolidated production sites of Japan, U.S. and Europe, and total of scope 3 emissions from commuting for employees of consolidated companies in Japan, U.S. and Europe) for the year ended March 31, 2012 included in the Report were collected and reported in accordance with the Company's policies and standards in all material respects.
- The accuracy and completeness of sustainability performance indicators and information are subject to inherent limitations given their nature and methods for determining, calculating and estimating such data. Our assurance report should therefore be read in connection with the Company's policies and standards on the reporting of its sustainability performance.

2. Summary of Assurance Procedures Performed

We performed limited assurance procedures in accordance with International Standard on Assurance Engagement 3000 — Assurance Engagements other than Audits or Reviews of Historical Financial Information (ISAE3000), revised in December 2003 by the International Federation of Accountants.

In a limited assurance engagement the procedures are more limited than for a reasonable assurance engagement. Therefore, the evidence-gathering procedures to provide a basis for conclusion are more limited in nature, timing or extent than a reasonable assurance engagement. Because we did not conduct an audit in accordance with generally accepted auditing standards, we do not express an audit opinion.

The procedures we performed for our limited assurance engagement are summarized as follows:

- Reading relevant documents with regard to the Company's overall status and environmental management (including the internal controls), and interviewing relevant personnel;
- Interviewing relevant personnel with regard to the establishment and implementation of the Company's policies and standards for the subject matter at the headquarters and at the sites we visited (listed in the table below);
- Reading relevant documents at the headquarters and at the sites we visited with regard to the methodologies for measuring, compiling, and reporting the subject matter information, and interviewing relevant personnel;
- Performing analytical procedures and tracing part of the subject matter information with supporting documents available at the headquarters and the plants.
- The sites we visited are as follows:

Name of Site		Functions
Nissan Motor Co., Ltd.	Global Headquarters	Headquarters
Nissan Motor Co., Ltd.	Technical Center	Headquarters
Nissan Motor Co., Ltd.	Tochigi Plant	Manufacturing

The specific environmental performance data (scope 1 and scope 2 emissions from consolidated production sites of Japan, U.S. and Europe, and total of scope 3 emissions from commuting for employees of consolidated companies in Japan, U.S. and Europe) subject to our assurance procedures are marked (*) and footnoted in the Report.

3. Our Conclusion

Our conclusion is as follows:

- Based on our work described in this report, nothing has come to our attention that causes us to believe that the specific environmental performance data (scope 1 and scope 2 emissions from consolidated production sites of Japan, U.S. and Europe, and total of scope 3 emissions from commuting for employees of consolidated companies in Japan, U.S. and Europe) for the year ended March 31, 2012 included in the Report were not collected or reported, in all material respects, in accordance with the Company's policies and standards.

[Remarks]Calculation

- CO₂ emissions from production sites: Calculated based on Nissan internal standards. The energy use data of each site is based on invoices from suppliers which is multiplied by a CO₂ emissions coefficient derived from a survey and validated by each production site.
- CO₂ emissions resulting from employees' commute: Calculated based on the GHG Protocol Scope 3 Standard. Specifically, the annual CO₂ emissions resulting from each employees' commute is calculated using a standard unit of measurement announced by METI, MOE and MLIT. This figure is calculated on the basis that employees working at GHQ commute by bus and others employees use cars that are vehicles designated by Nissan, based on the data they submit when applying for transportation allowances. This is multiplied by the number of employees at each facility or office.

Ratings

Nissan and Socially Responsible Investment

Today investors are paying more attention than ever to the concept of socially responsible investment (SRI), evaluating corporations from environmental and social perspectives in addition to financial fundamentals.

Nissan is proud to be listed as part of the FTSE 4Good Index Series, DJSI Asia/Pacific and Carbon Disclosure Project Japan CDLI.

In Jan. 2013, Nissan ranked top in the auto sector, second place overall, at the 16th Nikkei Environmental Management Survey conducted annually by Nikkei Publishing Inc.



FTSE4Good

FTSE4Good Index Series



Dow Jones Sustainability Asia/Pacific Index

CARBON DISCLOSURE PROJECT

Carbon Disclosure Project

Japan Carbon Disclosure Leadership Index

Nikkei Environmental Management Survey

Ranking 2nd in overall, and 1st in automotive sector

GRI index

Section	Index	Reference
EN1	Materials used	05, 26
EN2	Percentage of recycled materials	05, 26
EN3	Direct energy consumption	05, 06
EN4	Indirect energy consumption	05, 06, SR32
EN5	Energy saved	05, SR32
EN6	Energy-efficient or renewable energy-based products and services	06, 20, 21, 22, SR26-31
EN7	Reduction of indirect energy consumption	SR32-33
EN8	Total water withdrawal	05, 09, 10, SR35
EN9	Water sources significantly affected by withdrawal of water	SR35
EN10	Percentage and total volume of water recycled and reused	09
EN11	Location and size of protected areas	-
EN12	Description of significant impacts in protected areas	SR37-38
EN13	Habitats protected or restored	-
EN14	Strategies for managing impacts on biodiversity	SR23-25, SR37
EN15	IUCN Red List species in areas affected by operations	-
EN16	Total direct and indirect greenhouse gas emissions	05, 07, 08, SR26-33
EN17	Other relevant indirect greenhouse gas emissions	07, 08, 15
EN18	Reduction of greenhouse gas emissions	07, 08
EN19	Emissions of ozone-depleting substances	-
EN20	NO, SO, and other significant air emissions	05, 11, 12
EN21	Total water discharge	05, 09, SR39
EN22	Total weight of waste	05, 13, 26, SR35
EN23	Total number and volume of significant spills	17
EN24	Weight of transported, imported, exported, or treated hazardous waste	12
EN25	Areas affected by the reporting organization's discharges of water and runoff	17
EN26	Mitigation of environmental impacts of products and services	20, 21, 22, 24, SR26-34
EN27	Percentage of products sold and their packaging materials that are reclaimed by category	26, SR35
EN28	Significant fines and noncompliance with environmental laws and regulations	17
EN29	Environmental impacts of transporting products, goods, materials, and members of the workforce	14, SR25, SR33
EN30	Environmental protection expenditures and investments	16