

Environmental and Social Report

Year Ended March 31, 2002

NISSAN
MOTOR COMPANY



2001



2002-10-2000
Printed in Japan



Contents

- 2 Vision & Mission
Corporate Profile
- 4 Messages From Management

1 Environmental Management

- 6 Nissan's Environmental Philosophy and Policies
- 7 Assessment of the Environmental Impacts of the Vehicles and Business Activities
- 7 Approach to Sustainability
- 8 Environmental Management System
- 10 Environmental Management Program
- 13 Environmental Accounting
- 14 Environmental Risk Management
- 14 Environmental Education
- 15 Environmental Communication

2 Environmental Performance

- 16 Product Development
- 24 Manufacturing
- 30 Sales and Service
- 32 Recycling
- 38 Green Procurement
- 39 Other Activities

3 Social Performance

- 43 Communication With Customers
- 44 Community Relations
- 48 Health and Safety
- 50 Employee Relations

4 Data

- 51 Environmental Data of Main Plants
- 56 Environmental Data of Consolidated Subsidiaries
- 58 Environmental Data of New Vehicles
- 59 Other Data and Information



More information is available at our Internet Website
<http://www.nissan-global.com/>
<http://www.nissan.co.jp>

Cover: March, certified as an Ultra Low Emission Vehicle (ULEV) by Japan's Ministry of Land, Infrastructure and Transport

Vision

Nissan: Enriching people's lives

Mission

Nissan provides unique and innovative automotive products and services that deliver superior measurable values to all stakeholders* in alliance with Renault.

*Our stakeholders include customers, shareholders, employees, dealers, suppliers, as well as the communities where we work and operate.

Guiding Principles

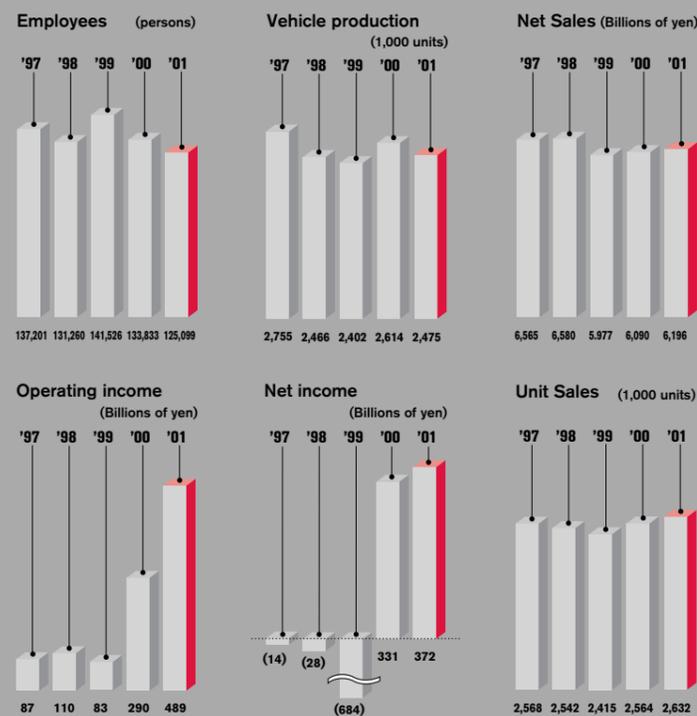
SUCCESS

Seeking Profitable Growth
 Unique and Innovative: "Bold and Thoughtful"
 Customer-Focused and Environmental Friendly
 Cross-Functional and Global
 Earnings and Profit Driven
 Speed
 Stretch

Corporate Profile (As of end of March 2002)

NISSAN MOTOR CO., LTD.

Established : December 26, 1933
 Headquarters : 2 Takaracho, Kanagawa-ku, Yokohama-shi, Kanagawa-ken 220-8623
 Head Office : 6-17-1 Ginza, Chuo-ku, Tokyo 104-8023
 Tel: +81-3-3545-5523
 Paid-in Capital : 604,556 million yen
 Number of Employees : Consolidated 125,099 (Unconsolidated 30,365)
 Consolidated Subsidiaries : 297 companies
 Business Fields : Development, manufacturing, purchase, sales, leasing and service of automobiles, industrial vehicles and other transportation equipment, parts and other related materials.



Nissan Motor Co., Ltd.
 President and Chief Executive Officer
 Carlos Ghosn

Nissan Motor Co., Ltd.
 Executive Vice President and Environmental Officer
 Nobuo Okubo

Messages From Management

Protecting and sustaining the environment around us is very important to our customers and to us. We approach this responsibility as a corporate citizen with the conviction that sound environmental policy is at the core of sound business practice.

This January, we announced the “Nissan Green Program 2005”, a mid-term environmental action plan outlining the company’s efforts in environmental protection, encompassing product and technology development, recycling strategy and many other initiatives.

Nissan’s policy is well reflected in our acceleration of Ultra Low Emission Vehicle plan announced last October, which expands the use of U-LEV technology in up to 80% of Nissan passenger cars in Japan by the end of FY2002.

At Nissan, adopting new technologies to bring realistic and pragmatic benefits and solutions to the urgent needs of protecting the environment is of top priority. The all new “March”, announced this February and well accepted in the market, is certified as U-LEV and has already met FY2010 fuel economy standard ahead of schedule. Our U-LEV strategy yields immediate and affordable solutions. In addition, this car has a recyclable ratio of 95%. This performance has been achieved very quickly thanks to the motivation of all Nissan people involved.

Progress of joint development program with Renault for fuel cell vehicle is progressing smoothly. In addition to the road tests with Xterra-FCV in California, Nissan will participate in domestic testing program for FCVs in Japan under the auspices of the Japanese government this year.

We also have concentrated efforts on the reduction of waste and emissions which is related to all our business activities.

In manufacturing, we have completed eliminating direct landfill waste disposal at all plants and facilities in March.2002. At the same time, in sales and services, we have completed certifying all Nissan dealers in Japan with a “Nissan Green Shop” certification, based on ISO14001. Through these efforts, we have established an environmental management system revolving around the lifecycle of a vehicle, from manufacturing to point of sales to recycling.

Sound environmental policies are, and will continue to be an ever-increasing part of our core business of designing, building and selling exciting and attractive vehicles worldwide.

Nissan will remain to be at the forefront in deploying affordable and environmental friendly technologies to the market, while developing innovative and creative solutions for the future.

Nissan is committed to contributing to and enriching people’s lives.

Carlos Ghosn
President & Chief Executive Officer
Nissan Motor Co., Ltd.

環境を保護し維持することは、お客さまにとっても私達にとっても重要なことです。私達は環境保全への着実な取り組みと健全なビジネスの実践は不可分なものとし、この企業としての責任に取り組んでいます。

今年1月、私達は日本国内における商品・技術やリサイクルを含めた包括的な環境保全の取り組みに関する中期環境行動計画である「**ニッサン・グリーン プログラム2005**」を公表しました。

私達の考え方は、昨年10月に発表した超-低排出ガス車採用拡大計画に最もよく反映されています。この計画は2002年度中に日産の80%以上の国内乗用車を超-低排出ガス車にするというものです。

私達は急務である環境保全に対し、現実的で実効性の高い解決策を提供することを優先し新技術の採用を進めています。今年2月に発表し好評の新型マーチは、全車超-低排出ガス車認定及び2010年燃費基準を先行達成しています。私達の超-低排出ガス車拡大採用計画は即効性が高くお客様が入手し易い解決策を提供するという方針に沿ったものです。また同時にこの車はリサイクル可能率95%以上を達成しています。全社員の環境保全に対する高い志のもと、この環境性能を達成することができました。

将来に向けてルノーと共同で進めている燃料電池車開発プロジェクトも順調に進んでいます。米国カリフォルニアで実施中のエクステラFCV公道走行実験に加えて、今年日本政府が実施を検討している国内実証実験に参加する予定です。

同時に私達は、あらゆる企業活動における廃棄物と環境負荷物質の削減に積極的に取り組んでおります。

昨年度末、全ての生産工場・事業所の廃棄物の直接埋め立て処分ゼロ化を達成すると同時に、部品・フォークリフトを含む全販売会社でISO14001に準じた「**日産グリーンショップ**」の認定を完了しました。これにより、製造から販売・サービス、リサイクルにいたる、クルマのライフサイクル全ての段階で一貫した環境保全へ取り組む為の仕組みが整いました。

魅力的な自動車を開発・生産し、そして世界中で販売するという私達のビジネスにおいて、環境保全の取り組みはますます重要な役割を担うものと考えます。

日産は将来を見据えた革新的で創造的な技術開発を進めると同時に、一般のお客さまに手頃な価格で提供できる環境保全技術の商品化を、積極的に推進して行きます。

日産は人々の生活を豊かにするために貢献することをお約束します。

カルロス ゴーン
取締役社長 兼 最高経営責任者
日産自動車株式会社

This report presents the results of Nissan’s environmental protection activities and efforts exerted in the context of the relations to society in FY 2001. With the aim of providing a sustainability report advocated by the Global Reporting Initiative (GRI), we have expanded the contents of the report to include our social activity, and renamed it as the “Environmental and Social Report.”

One of our most significant accomplishments in FY 2001 was to increase the ultra-low emission vehicle (U-LEV). Four models, including Nissan March and Serena, were newly certified as U-LEVs, in addition to the Bluebird Sylphy that was released in FY 2000. As of May 2002, U-LEVs accounted for approximately 40% of our monthly unit sales in Japan and more than 80,000 U-LEVs have been sold in total to date. The technologies incorporated in these U-LEVs received the numerous prestigious awards, including the R&D Award presented by the Japan Automobile Manufacturers Association, Inc. We are extremely pleased with these facts to confirm that our aim to deliver the practical and beneficial environmental technology that can be widely utilized has been accepted by our customers and the markets. Besides providing these highly practicable and beneficial technologies, we actively promote our long-term research and development on fuel cell vehicles from the perspective of sustainable development. Vigorous efforts are also being directed toward the development of hybrid vehicles that will be acceptable to customers.

Moreover, since January 2002 Nissan has been participating in the Sustainable Mobility Project being promoted by the World Business Council for Sustainable Development (WBCSD). Nissan, as one of the member companies, is discussing the vision of how sustainable mobility might look in 2030, based on a global balance of the three pillars of sustainability – social, environmental and economic. Activities are moving toward and the strategy in order to attain the sustainable mobility will be concluded by December 2003.

It was also our great honor that the 2000 Nissan Environmental Report had received Grand Prize of the 5th Environmental Report Awards from the Japan Ministry of Environment. This award gave tremendous encouragement to us that our transparency and accountability to society were highly evaluated in addition to our efforts to reduce the environmental impact of our activities. The 2001 Nissan Environmental Report also conforms to the environmental report guidelines adopted by the Ministry of Environment, and the transparency and reliability of the information disclosed here have been improved further as part of our accountability to society.

In closing, in order to continuously improve the quality and the transparency of our future activities, we sincerely welcome your candid comments and suggestions.

Nobuo Okubo
Executive Vice President and Environmental Officer
Nissan Motor Co., Ltd.

本報告書は、2001年度における日産の環境の取り組み及び社会との係わりについての実績を報告しています。当社ではGRIが提唱する持続可能性報告を目指し、今年度は社会との係わりを拡充し、環境・社会報告書とタイトルも改めました。

2001年度の最も大きな成果としては、超-低排出ガス車(U-LEV)の拡大です。2000年度に発売した「ブルーバードシルフィ」に加え、「マーチ」「セレナ」など、新たに4車種をU-LEVとしました。2002年5月現在の国内販売台数に占めるU-LEVの割合は約40%で、累計販売台数は80,000台を超えました。この超-低排出ガス車にもちいられた技術は、自動車技術会 技術開発賞をはじめ、数々の表彰をいただくことができました。私達が目指す広く普及できる、現実的で実効性の高い環境保全技術がお客さま、マーケットに受け入れられた証として大変喜ばしく思っております。

現実的で実効性の高い技術にとどまらず、持続可能な発展の視点から長期的に燃料電池車の研究開発を進めています。またお客さまに受け入れられるハイブリッド車の開発にも力を注いでいます。

さらに2001年度より持続可能な発展のための世界経済人会議 (WBCSD)のサステナブルモビリティプロジェクトに参画しています。このプロジェクトでは2030年時点でのモビリティのあるべき姿を論議しており、持続可能性の3本柱である環境、経済、社会のバランスをグローバルにとらえ、モビリティが持続可能であり続けるための戦略を2003年末までにとりまとめるべく取り組んでいます。

昨年発行した環境報告書は第5回環境レポート大賞(環境大臣賞)をいただきました。私達の環境負荷低減の取り組みのみならず、社会への透明性とアカウンタビリティが評価いただけたと考えています。本報告書も、環境省の環境報告書ガイドラインに準拠し、アカウンタビリティとして情報開示の透明性・信頼性をより高めました。

最後に、今後も活動の質と情報の透明性をより高め、継続的改善を図っていくためにも、皆様から率直なご意見、ご指摘、ご感想等をお寄せいただきたく存じます。

大久保 宣夫
副社長(環境担当役員)
日産自動車株式会社

1 | Environmental Management

1 | Nissan's Environmental Philosophy and Policies

Under Nissan's vision & mission, we have set the following environmental philosophy and environmental policy toward realizing its "Customer-Focused and Environmental Friendly" guideline.

Nissan's mission in society is to foster the attainment of sustainable development and the formation of the recycling-based society and economy by pursuing business based on these philosophies.

Nissan's Environmental Philosophy

Symbiosis of people, vehicles and nature

It is our view that the basis of environmental protection lies in the human capacity to show kindness and concern. Along with striving to understand the environment better, all of us at Nissan bring a shared concern for people, society, nature and the Earth to bear on our activities. This commitment and concern are embodied in every Nissan product and throughout all of the company's operations as the driving forces of Nissan's ongoing contributions to the advancement and enrichment of society.

Action Policy

1. To promote creative activities
2. To advance comprehensive activities
3. To foster cooperative activities

Environmental Policy

Nissan is taking the initiative to promote wide-ranging activities aimed at improving the environment both globally and locally in line with the guidelines noted here. These efforts are being pursued in all areas of the company's operations, including product development, manufacturing, sales and service, in order to make Nissan's Environmental Philosophy a reality.

1. Achieving a cleaner automotive society

Nissan aims to reduce the environmental impact at every stage of the vehicle life cycle, namely product development, manufacturing, use and disposal, in order to create a cleaner living environment. Besides working to improve vehicles themselves, Nissan also contributes to the improvement of social systems involving vehicle use.

2. Conserving natural resources and energy

Because the earth's natural resources and energy supplies are finite, Nissan is advancing efforts to minimize their consumption at every stage of the vehicle life cycle.

3. Expanding and continuously improving Nissan's environmental management system

Nissan is implementing an in-house environmental management system that conforms to the environmental management system standard formulated by the International Organization for Standardization (ISO).

(1) Preventing environmental issues in the first place and observing laws and regulations

Observing laws and regulations is the first step toward environmental protection. Nissan's environmental measures go far beyond simple compliance with legal and regulatory requirements to address the actual environmental circumstances of the local area. Prior environmental impact assessments are conducted when mapping out new plans for product development projects or manufacturing processes. In this way, every effort is made to prevent environmental issues in the first place.

(2) Cultivating a corporate culture dedicated to environmental protection

Extensive educational activities are conducted in-house with the aim of cultivating a corporate culture in which everyone from senior management on down is positively committed to the resolution of environmental concerns.

(3) Undertaking cooperative activities with subsidiaries and affiliates

Nissan works closely with its subsidiaries and affiliates at home and abroad on ways to address environmental issues.

(4) Strengthening communications and cooperation with customers

The cooperation of customers is indispensable to environmental protection at the stage where Nissan products are used. In line with this understanding, Nissan provides information and undertakes educational activities as part of its efforts to work closely with customers on protecting the environment.

4. Issuing reports on environmental activities

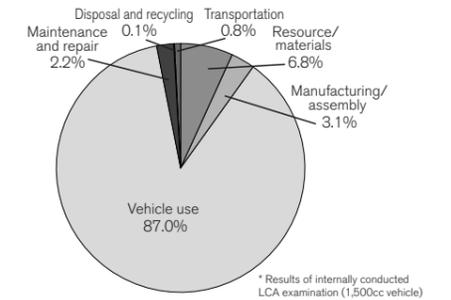
Nissan regularly issues announcements and publications explaining the company's efforts to address environmental concerns.

2 | Assessment of the Environmental Impacts of Vehicles and Business Activities

In order to carry out environmental activities, it is critical to understand the impacts of vehicles and our business activities. It is also necessary to fully recognize that the environmental problems associated with vehicles go beyond the issues of fuel economy and exhaust emissions. It is also necessary to recognize that environmental impacts extend over the entire vehicle life cycle.

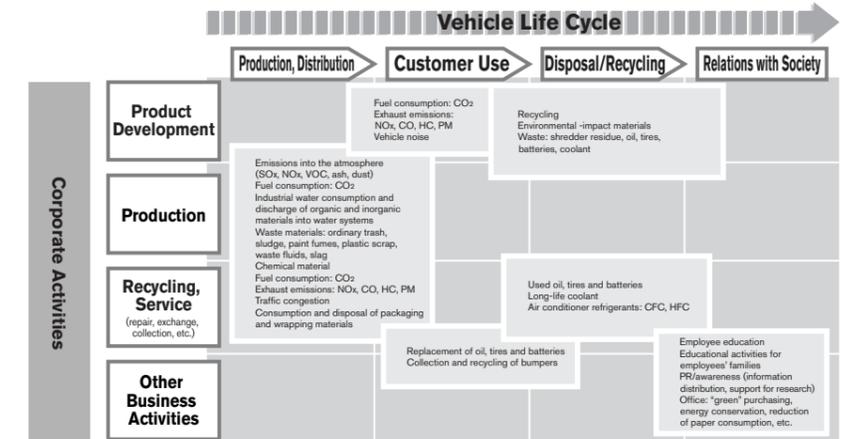
Based on these recognitions, we identify the environmental impacts of vehicles and our business activities, allowing for dealing with these impacts, and to voluntarily and continuously address them. The introduction of Life Cycle Assessment (LCA) has also provided a method for the quantitative analysis and evaluation of the environmental impacts of vehicles.

CO₂ Emission in the Vehicle Life Cycle*



Environmental Impacts through the Vehicle Life Cycle

One examination of this can be seen in CO₂ emissions. The actual use phase accounts for some 90 percent of all CO₂ emissions throughout the vehicle life cycle. To reduce the environmental impact of the use phase requires environmentally-conscious product design.



3 | Approach to Sustainability

Participate in the formulation of Mobility 2030 as a member of WBCSD

Without "sustainability"—that is the reconciliation of "Environment", "Society" and "Economy"—these corporations will not be able to survive in this 21st century. To realize sustainability Nissan has joined the WBCSD, a group that proposes action plans to the industry to maintain sustainable development and has participated in the

"Sustainable Mobility Project" within the group. Members of this project include BP, Daimler-Chrysler, Ford Motor, General Motors, Honda, Michelin, Norsk Hydro, Royal Dutch Shell, Renault, Toyota and Volkswagen. This project group discusses strategies that make mobility sustainable up to the year 2030 and ways to continue being sustainable corporations. The group presented a progress report in August this



持続可能な発展のための世界経済人会議
year at the "World Summit Concerning Sustainable Development" in Johannesburg, and is scheduled to compile the final report by the end of 2003.

CEO Ghosn Presents a Message at the Appointment Ceremony for GRI directors.

Using the GRI Guideline as reference, we strive for sustainable development and pursue accountability. At the GRI directors' appointment ceremony held in April 2002 in New York's United Nations' headquarters, our CEO presented the following message as one of the stakeholders.

"The GRI Guidelines, like the ISO 14001 international environmental management standard, will be contributing significantly to the progress toward a better and more environmentally responsible society which all global companies, including Nissan, will be referring to."



CEO Ghosn's Message Printed in the Leaflets Distributed at the GRI Directors' Appointment Ceremony.

4 | Environmental Management System

The automobile has made marked contributions to the conspicuous growth in the 20th century by providing freedom of movement and many other conveniences to the public, and becoming an indispensable item to civilized society.

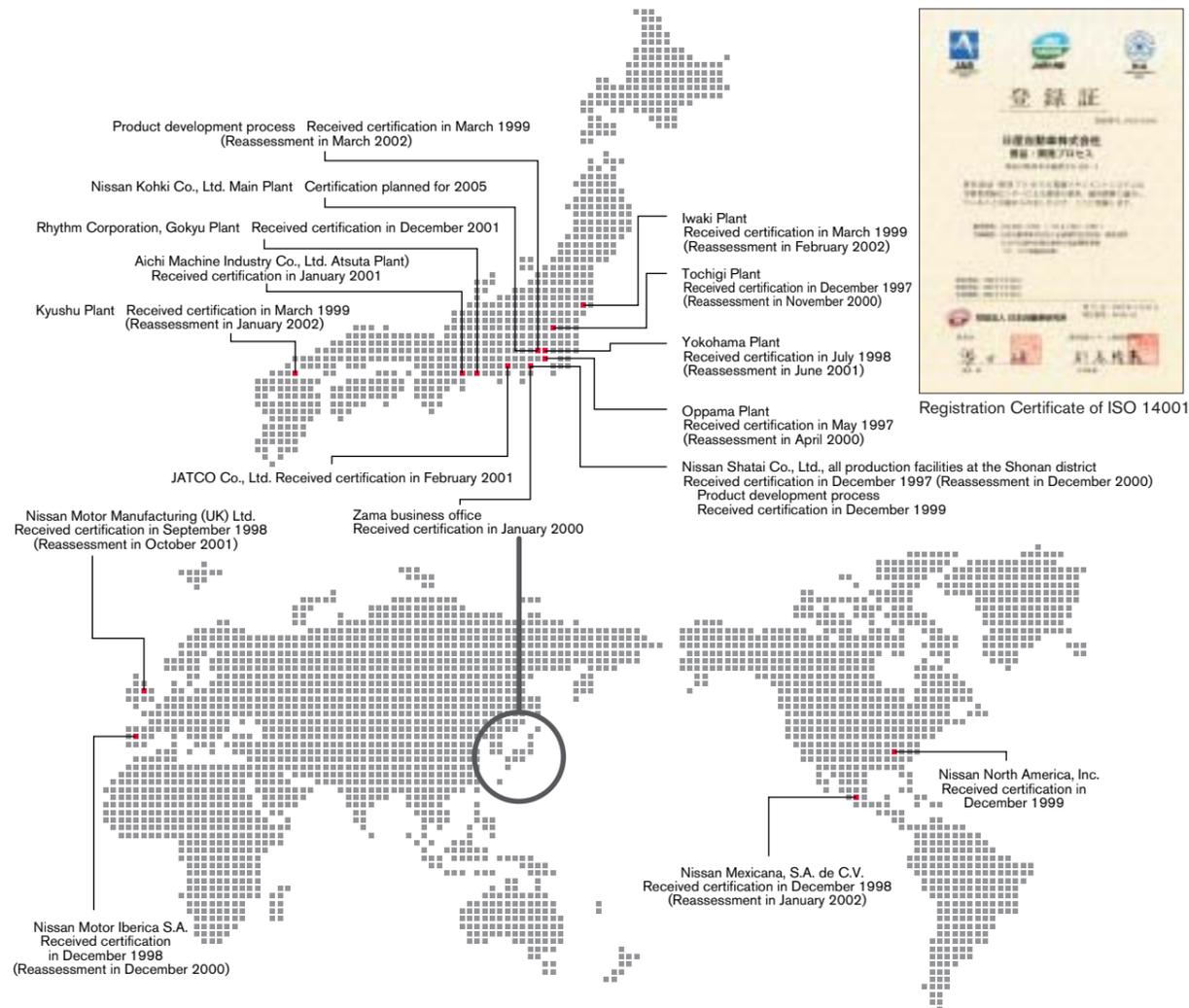
On the other hand, it is also true that cars have had an impact on the environment, such as global warming.

We are enhancing the convenience of automobiles as well as promoting activities to solve environmental problems by considering ways to make contributions as an automaker in all ranges of corporate activities.

In order to enhance fairness and transparency of environmental preservation activities, we are promoting the acquisition of ISO 14001 certification, the international standard for environmental management. Acquisition has been completed at all five manufacturing plants in Japan, one business site and at four major overseas production bases, and in product development processes. Moreover, we are strengthening our environmental management system on a global basis through continuous improvements.

Also, ISO 14001 certifications were acquired by all major consolidated subsidiaries. Moreover, the introduction of our own "Nissan Green Shop Certification System" based on ISO 14001, which conforms more to the actual operations of dealers, was completed at all domestic dealer companies in fiscal 2001 to strengthen our engagements with environmental preservation activities.

ISO 14001 Certification at Nissan Motor Co., Ltd., Subsidiaries and Affiliates



1. Environmental Management System and Responsibility

Since 1993, our Environmental Management Committee whose function is to set corporate-wide policies and goals and evaluate and verify the progress. The committee were convened twice (the 17th and 18th meetings) in 2001.

Among the items handled by the Environmental Management Committee, those that are particularly important are reported to and deliberated by the Executive Committee. The Environmental Management Committees were also established in Europe and North America to tackle environmental preservation issues on a regional and global scale.



The 18th Environmental Management Committee

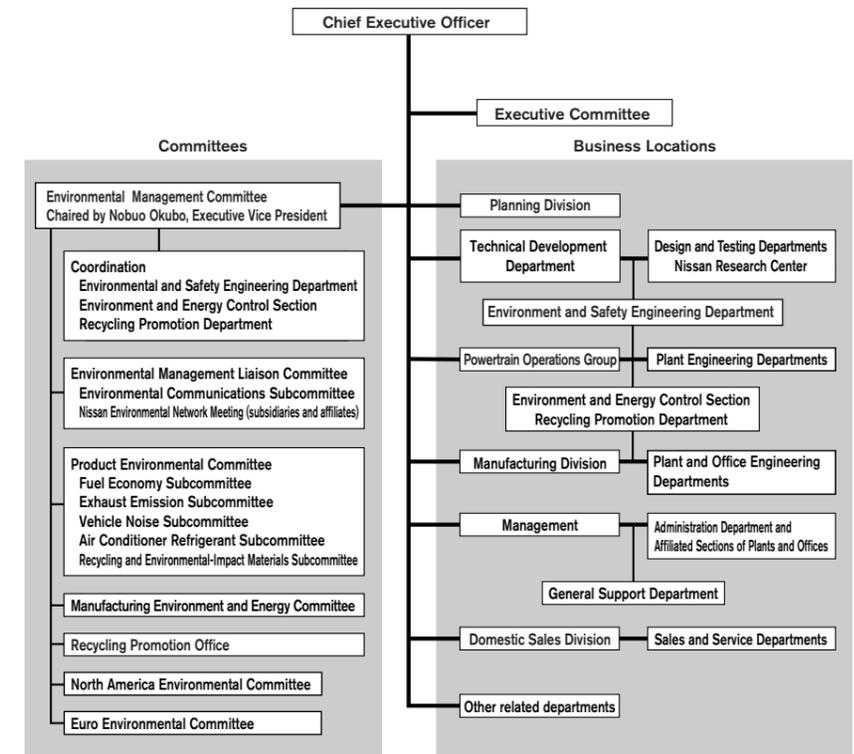
2. Operation and Audit of Environmental Management System (EMS)

Implementing internal and external audits by third parties, it is assessed whether we properly execute our policies, objectives and goals on the basis of EMS, and whether the improved system is continuously maintained and functional.

At an internal environmental audit, an inspection team comprising company certified members audits, from the standpoint of a third party auditor, the operating system of EMS as well as the environmental performances, especially focusing on the monitoring and measuring methods.

At the external audit conducted in 2001, the following items in the right chart had been pointed out. As noted, all of the items were said to have minor impacts on operation and management, or to be kept on observation. We have been evaluated as maintaining EMS "Properly, and making continuous improvements".

We will continue to improve on the system and promote activities to enhance environmental



performance in 2002 by reflecting on the results of the external auditors, the items pointed out by management and the results of the internal environmental audit. As for our dealer companies, we have created the Nissan Green Shop Certification System. The certification was completed by the internal auditors on all the domestic dealers by 2001. (See Pages 30-31 for Nissan Green Shop.)



Surveillance (Tochigi Plant)

Fiscal 2001 Activities Performance

: Environmental management system audit : Management review : Surveillance : Reassessment

	Received certification	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Results of the surveillance
Product development process	Mar. 1999													2 observed items
Yokohama Plant	July 1998													3 observed items
Oppama plant	May 1997													3 observed items
Tochigi Plant	Dec. 1997													5 observed items
Kyushu Plant	Mar. 1999													2 minor items, 3 observed items
Iwaki Plant	March 1999													4 observed items
Zama Business Office	Jan. 2000													3 observed items

5 | Environmental Management Program

The Nissan Green Program is created to realize the Nissan environmental philosophy of the "Symbiosis of People, Vehicles and Nature." The activities are of course promoted by the product development and manufacturing groups, but also to sales and service and all other business areas as well. This means that an environmental action plan with goals and plans for company business activities are established for the medium to long-term, and concerted efforts are made to ensure its continuous improvement.



The Nissan Green Program: an ongoing program for the future.

The program mark symbolizes Nissan's hopes for more green on the Earth.

1. Mid-Term Environmental Action Plan (Nissan Green Program 2005)

Area	Item	Objectives and Activities	
Product development	Improvement of fuel economy (curbing global warming)	Early attainment of Japan's 2010 fuel economy standards for gasoline vehicles and 2005 standards for diesel vehicles. Objective: Attainment of the new standards by a target date of 2005.	
	Reduction of exhaust emissions	Gasoline vehicles: Steady expansion of Nissan's ultra-low emission vehicle (U-LEV) lineup that starting from the Bluebird Sylphy launched in 2000 Objective: Achieve U-LEV certification for more than 80% of all Diesel vehicles: Early release of vehicles complying with the latest exhaust emission regulations	
	Development of clean-energy vehicles	Fuel cell vehicles (FCVs) Projecting the year 2005 as our technical development goal for practical use. Participation in domestic testing program for FCVs under the auspices of the Japanese government in 2002 Other CEVs Research, development and market introduction of EVs, CNGVs (compressed natural gas vehicles), HEVs (hybrid electric vehicles) and other CEVs	
	Promotion of design for recycling and management	Advancing the recycling of new models	
	Reduction of environment-impacting substances	Attainment of a recoverability rate of 95% or higher* by weight for new models by 2005 (*based on Nissan's in-house calculation standards) Reduction of environment-impacting substances Banning the use of mercury and cadmium with some partial exceptions Reducing the use of lead (to be largely phased out by the end of 2002) and hexavalent chromium (to be reduced to one-half of 1996's level by 2005)	
	Reduction of vehicle noise	Compliance by all models with in-house vehicle noise targets that are tougher than regulatory noise limits.	
	Control of air-conditioner refrigerant emissions	Attainment of Nissan's self-initiated targets for reduced use of the HFC-143a refrigerant, promotion of efforts	
	Manufacturing	Promotion of energy savings (curbing global warming)	Reduction of total CO ₂ emissions by more than 10% from FY 1999's level by FY 2005
		Reduction of waste and promotion of recycling	All plants eliminated direct landfill disposal of waste by FY 2001 Reduction of amount of waste incinerated by more than 50% from FY 1999's level by FY 2005 (All plants initiated a zero-emission program during FY 2001.)
		Improved management of chemical substances	Installation in FY 2002 of a model paint line that reduces volatile organic compounds (VOC) emissions to 20 g/m ² and promotion of efforts to reduce substances subject to the Pollution Release and Transfer Register (PRTR) system
Environmental protection in logistics operations		Reduction of total CO ₂ emissions by more than 10% from FY 1999's level by FY 2005	
Sales and service	Environmental management at dealers	Thorough Dealer Certification System named "Nissan Green Shop", implementation and improvement of the Environmental Management Establish the system of implementation of appropriate treatment of ELVs at domestic dealers (end-of-life vehicles) Improvement of dealers' ability to cope with coming Japan's vehicle recycling law (execution of responsibility for taking back ELVs)	
Recycling	Promotion of appropriate treatment and recycling of ELVs	Efficient preparation for coming Japan's vehicle recycling law Development and deployment of new technologies for appropriate treatment of ELVs Design for recycling Continued expansion of the Nissan Green Parts program	
Environmental Management	Environmental Management System	Implementation, operation and improvement of EMS in line with ISO 14001 (ongoing activity) Construction of a global EMS encompassing major consolidated subsidiaries Prevention of environmental issues and improvement of risk management	
	Environmental Communication	Issuing of an annual environmental report and improving of the content Continued release of environmental communications whenever appropriate Participation in and organization of environment-related lectures and exhibitions Issuing and improvement of environmental communications to local communities	
	Green Procurement	Thorough management of environment-impacting substances and requests to suppliers to acquire ISO 14001 certification by March 2005	
	Employee education and training	Continued implementation and improvement of Nissan's employee education system and regular educational efforts through in-house publications and other activities	
	Environmental protection in Nissan offices (Green Office Program)	Reduction of paper consumption, reuse of resources and promotion of energy savings Examining and promoting ways of reducing emissions from company-owned vehicles	

2. Progress Results on FY 2001 Environmental Action Plan

(1) Product development

Item	Objectives and Activities up to 2005	Accomplishments in FY 2001	Refer to pages:
Improvement of fuel economy (curbing global warming)	Early attainment of Japan's 2010 fuel economy standards for gasoline vehicles and 2005 standards for diesel vehicles.	Expanding the number of models complying with Japan's 2010 fuel economy standards for gasoline vehicles and 2005 standards for diesel vehicles Small/ordinary gasoline passenger vehicles: Cima, Gloria, Cefiro, Bluebird, Bluebird Sylphy, Primera, Sunny, March, R'nessa, Liberty, Primera Wagon, Serena, Tino, Wingroad, Cube Small/ordinary gasoline commercial vehicles: Datsun, Expert, AD Van Small/ordinary diesel passenger vehicles: Cedric, Crew, Sunny, Safari, Terrano, Terrano Regulus, Elgrand, Presage, Bassara, Serena Small/ordinary diesel commercial vehicles: Vannette, Expert, AD Van	19 - 20
	Objective Attainment of the new standards by a target date of 2005.	Expand ultra-low emission vehicles: Bluebird Sylphy, Serena, March, Primera, Skyline	
Reduction of exhaust emissions	Gasoline vehicles: Steady expansion of Nissan's ultra-low emission vehicle (U-LEV) lineup that starting from the Bluebird Sylphy launched in 2000 Objective: Achieve U-LEV certification for more than 80% of all Nissan passenger Vehicles sold in Japan by end-March 2003 Diesel vehicles: Early release of vehicles complying with the latest exhaust emission regulations	Expand ultra-low emission vehicles: Bluebird Sylphy, Serena, March, Primera, Skyline	17 - 18
Development of clean-energy vehicles	Fuel cell vehicles(FCVs) Projecting the year 2005 as our technical development goal for practical use. Participation in domestic testing program for FCVs under the auspices of the Japanese government in 2002 Other CEVs Research, development and market introduction of EVs, CNGVs (compressed natural gas vehicles), HEVs (hybrid electric vehicles) and other CEVs	Participate in the California Fuel Cell Partnership in the U.S. To continue sales of the ultra-small electric vehicle "Hypermini" Continue sales of "Cedric CNGV" Continue sales of ultra-low emission vehicle "AD Van CNGV"	21 - 22
Promotion of design for recycling and management/Reduction of environment-impacting substances	Advancing the recycling of new models Attainment of a recoverability rate of 95% or higher* by weight for new models by 2005 (*based on Nissan's in-house calculation standards) Reduction of environment-impacting substances Banning the use of mercury and cadmium with some partial exceptions Reducing the use of lead (to be largely phased out by the end of 2002) and hexavalent chromium (to be reduced to one-half of 1996's level by 2005)	Vehicles that are 95% recyclability achieved: March Substances banned from usage Cadmium: Not used in all new model vehicles. Substances with reduced usage Lead: To achieve less than half the level used in 1996 in all new model vehicles.	33 - 34
Reduction of vehicle noise	Compliance by all models with in-house vehicle noise targets that are tougher than regulatory noise limits.	In-house vehicle noise targets (Noise level during acceleration less than 75dB(A)) Passenger vehicles: To achieve in all models, commercial vehicles:	23
Control of air-conditioner refrigerant emissions	Attainment of Nissan's self-initiated targets for reduced use of the HFC-143a refrigerant	Achieved in 20 models (45%) To achieve Nissan's self-initiated targets for all new models for fiscal 2001	23

1 | Environmental Management

(2) Manufacturing

Item	Objectives and Activities up to 2005	Accomplishments in FY 2001	Refer to pages:
Promotion of energy savings (curbing global warming)	Reduction of total CO ₂ emissions by more than 10% from FY 1999's level by FY 2005	Reduced CO ₂ emissions by 14.5% from FY 1999's level (Scheduled to achieve target by absorbing the increase in production volume)	25
Reduction of waste and promotion of recycling	All plants eliminated direct landfill disposal of waste by FY 2001 Reduction of amount of waste incinerated by more than 50% from FY1999's level by FY 2005 (All plants initiated a zero-emission program during FY 2001.)	Achieved complete elimination of direct landfill at all plants Reduced volume of waste matter combustion by 18% from FY 1999's levels	26
Improved management of chemical substances	Installation in FY 2002 of a model paint line that reduces volatile organic compounds (VOC) emissions to 20 g/m ² and promotion of efforts to reduce substances subject to the Pollution Release and Transfer Register (PRTR) system	Completed start up of VOC 20 g/m ² line Complete preparation to submit notice on substances subject to PRTR for fiscal 2001	27
Environmental protection in logistics operations	Reduction of total CO ₂ emissions by more than 10% from FY 1999's level by FY 2005	Reduced total CO ₂ emission by 6.8% from FY 1999's levels	29

(3) Sales and Service

Item	Objectives and Activities up to 2005	Accomplishments in FY 2001	Refer to pages:
Environmental management at dealers	Thorough Dealer Certification System named Nissan "Green Shop", implementation and improvement of the Environmental Management Establish the system of implementation of appropriate treatment of ELVs at domestic dealers (end-of-life vehicles) Improvement of dealers' ability to cope with coming Japan's vehicle recycling law (execution of responsibility for taking back ELVs)	Completed "Nissan Green Shop" certification for all dealers (236 firms)	30 - 31

(4) Recycling

Item	Objectives and Activities up to 2005	Accomplishments in FY 2001	Refer to pages:
Promotion of appropriate treatment and recycling of ELVs	Efficient preparation for coming Japan's vehicle recycling law Development and deployment of new technologies for appropriate treatment of ELVs Design for recycling Continued expansion of the Nissan Green Parts program	Started sales of One Stage Drainer Complete nationwide roll-out of Nissan Green Parts network Started handling Nissan Green Parts at Nissan Buhin Gunma Hanbai K.K.	32 - 37

(5) Environmental Management

Item	Objectives and Activities up to 2005	Accomplishments in FY 2001	Refer to pages:
Environmental Management System	Implementation, operation and improvement of EMS in line with ISO 14001 (ongoing activity) Construction of a global EMS encompassing major consolidated subsidiaries Prevention of environmental issues and improvement of risk management	Continued improvement of ISO 14001 operation globally Created new risk evaluation standards and implemented the evaluation Reviewed and revised facilities improvement, maintenance management and strengthening of management Issue environmental report for the term ended March 2001	6 - 16, 24
Environmental Communication	Issuing of an annual environmental report and improving of the content Continued release of environmental communications whenever appropriate Participation in and organization of environment-related lectures and exhibitions Issuing and improvement of environmental communications to local communities	Received the Fifth Environmental Report Award (Environmental Minister Award) Green Program-Sponsored exhibition "Symbiosis of people, vehicles and nature" Participated in various exhibitions and test drives days Sponsor Nissan Environmental Meeting. Issued questionnaire relating to environment (38 cases) and responded to information gathered	15
Green Procurement	Thorough management of environment-impacting substances and requests to suppliers to acquire ISO 14001 certification by March 2005	Acquisition percentage of ISO 14001 by suppliers is 68%	38
Employee education and training	Continued implementation and improvement of Nissan's employee education system and regular educational efforts through in-house publications and other activities	Implementation of internal education curriculum Continued education through the company newsletter (NISSAN NEWS)	14
Environmental protection in Nissan offices (Green Office Program)	Reduction of paper consumption, reuse of resources and promotion of energy savings Examining and promoting ways of reducing emissions from company-owned vehicles	Volume of paper used (entire company) 572.4t Waste recycle rate (head office) 82.4%, Usage rate of recycled paper (head office) 96.4% Started employing low pollution vehicles for company vehicles Introduced commuter CNG buses (two vehicles)	42

6 | Environmental Accounting

From fiscal 1998 Nissan has introduced and implemented the Environmental Accounting method to widely disseminate environmental accounting information, to deepen the understanding of the company's environmental preservation activities and to support the promotion of research and development and measures as efficiently as possible toward environmental preservation. The total for fiscal 2001 was basically made in accordance with the guideline (2000 version) incorporated in "Environmental Accounting Guide Book" by Japan's Ministry of the Environment. In addition, we have used the 2002 version of the ministry's guideline issued recently and incorporated them in some of our total.

Environmental cost

These are expenditures aimed at reducing environmental impact originating from business activities and related expenditures. The environmental preservation cost for fiscal 2001 was calculated at a total of 83.92 million yen, based on the cost of various activities of respective fields and taking into consideration secondary and tertiary objectives with the primary objective set on environmental preservation. The total amount shows a more than 10% increase over the previous year. The breakdown shows that there was an increase in research and development costs that account for a considerable percentage. Notably, there has been considerable investments in development aimed at the future, a typical one being the development project for fuel cell vehicles. In the manufacturing areas, high efficiency cogeneration systems have been installed at the Tochigi Plant and at Nissan Shatai Co., Ltd. At the Kyushu Plant, a water-based

painting line was used to reduce volatile organic compounds (VOC). In other areas of related costs, there has been an increase in environmental advertisements concerning, among others, the lineup of its ultra-low emission vehicles that are being released for sales one after the other.

Effect Concerning Environmental Preservation

These are the direct or indirect effects brought about by the investments and expenses in the cost of preserving the environment. In fiscal 2001, there was a savings of 2.68 million yen after posting a variable from fiscal 2000 concerning the reduction in expenses from energy conservation and disposal of waste and waste water. Also, the company posted a decline in some of the main environmental impact substances used during production. (See pages 24-29 for substances other than those posted.)

Future Activities

We will continue to exert efforts to further understand the factual state of individual activities. Our environmental and economic activities must be compatible for us to be able to realize sustainable development. It is also important to quantify the effect so that it can be compared and studied with cost. For this, we will aim for an environmental accounting that interrelates various measures with corporate management accounting, and incorporates them into the core of corporate activities. We will endeavor to become the guide to effectively invest business resources to maintain sustainable development. Breakdown of Fiscal 2001 Environmental Cost

Breakdown of Fiscal 2001 Environmental Preservation Cost

Main Fields	Category	Contents	Amount (100 million yen)
Environmental Management	Management Activity Costs	ISO 14001 Certification, Environmental Management, Education, Environmental Advertisements, etc.	66.0
	Social Activity Costs	Measures to Promote the Green Movement and Assist in Environmental Activities	4.3
Research and Development	Research and Development Cost	Research and Development Expenses for Reducing the Environmental Impact of Automobiles	657.5
Manufacturing	Business Areas Costs		Breakdown
	Pollution Prevention Cost	Preventing Atmospheric, Water and Land Pollution	32.2
	Global Environmental Cost	Energy Saving, Preventing Global Warming, Environmental Preservation, etc.	21.0
	Resource Circulation Cost	Efficient Use of Resources, Reduction and Reuse of Waste Matter and Waste Water	43.9
		Sub Total	97.1
Recycling	Upstream/Downstream Costs	Recycling Technology, Collection and Disposal of Cars and Parts	5.1
Other Activities	Environmental Restoration Costs	Expenses for Restoring Polluted Soil, Reserves Against Damages, Litigation Expenses	9.2
		Total	839.2

Effect in Reducing Cost for Environmental Protection Measures (100 million yen)

Reducing of costs achieved by energy conservation	24.0
Reducing of water processing costs	2.3
Reducing of waste water processing costs	0.5
Total	26.8

Amount of Environmental Impact Substances Reduced

CO ₂	(Ton-CO ₂)	78031
Disposed Waste	(Ton)	9724
Disposed Waste Water	(1,000 m ³)	358

Notes:

- The Totaling Period is from April 1, 2001 to March 31, 2002
- Advertising expenses in the past had been appropriated as social activity costs. We have reclassified this to management activity costs in accordance with the concept of allocating any social activities not directly related to business activities as social activities cost in line with the fiscal 2002 version of Guideline produced by Japan's Ministry of the Environment.
- While cost meant to reduce environmental impact was added to the research and development cost, those expenses which cannot be divided were totaled after multiplying a specified proportional rate.
- The cost reduction effect concerning environmental protection measures and the amount of reduction of environmental impact substances are the totals of our company only. The figures show the differential between fiscal 2000 and 2001, and the quantity per production and its expenses were calculated in comparison to the previous year.

7 | Environmental Risk Management

Within our organization, the respective departments and sections in charge manage and control the operations in accordance with the laws and regulations concerning the environment. Additionally, we have promised to observe not only the national laws and regulations, but also the regional government ordinances, and the environmental standards set by the industrial organizations to which we are attached. Moreover, we have established a structure to collect information globally so that we can promptly take actions in consideration of new applications, as soon as future trends and the latest information are verified.

Emergency Measures

To make sure that accidents in the production operations will not cause any environmental problems of regional or global scale, we have implemented measures to prevent accidents and train our personnel using manuals for emergency occasions. In 2001, we held mock exercises under assumptions of environmental accidents at industrial waste treatment complexes and oil spill hazards. We will continue to hold these exercises to prevent environmental problems.

Environmental Accidents

The number of accidents happened in 2001 was zero. We will thoroughly investigate the causes of the six accidents that occurred in 2000 to improve facilities at the accident sites, review and revise the maintenance management after evaluating the facilities under the newly created risk evaluation standards. There were no problems such as a recall concerning the environment. As for environmental litigation, there is one on trial concerning car emissions.

Environmental Survey

As for contamination prevention of soil and underground water, we have implemented measures based on results at respective plants and business sites. The contents of these measures are provided in this report. As for the environmental survey concerning the former site of the Murayama Plant, we continue to announce the contents of the survey as the occasion may demand. (See page 29 for details)

8 | Environmental Education

We have executed education programs for all employees, including specialized education for managers in charge of environmental operations and holding lectures, as the occasion demands. (See Page 59 for details). As for employees and their families, we are informing them about company events for environmental preservation by supplying them with information through such company newsletters as Monthly Environment, Monthly Recycle and Monthly Energy Savings and by supporting their voluntary activities. We intend to continue promoting these projects and further improve and expand our environmental education programs.

Educating Employees through our Company Newsletter

We are disseminating environmental information to all employees, including those at affiliated companies by creating an environmental page titled "We Love The Environment" in our company newsletter "NISSAN NEWS". We are also educating employees about environmental problems seen from a wider social perspective by introducing in special environmental issues the opinions, concerning our company's environmental preservation activities, of opinion leaders and customers.



Nissan News

Projects Formed in Environmental Month

We are unfolding an education drive to employees by staging various events in addition to disseminating information through the company broadcasting system, distributing booklets and displaying posters. For this fiscal year, we have organized tours for supervisory personnel and engineers to waste water disposal facilities at plants, corporate industrial waste matter disposal facility centers and recycling plants. We also have held lectures on the state of environmental management of zero emission plants and the latest trends on the legal system for supervisors, engineers and employees of affiliated companies. Also, more than 200 employees took part in seminars, training sessions and exhibitions sponsored by regional governments.



Drill Concerning Emergency Measures On Oil Spill Accidents

Publishing	Contents
April edition	Received various awards for environmental preservation projects in fiscal 2000
May edition	Decide! Observe! Energy Management Standards
June edition	Tour "Recycling Plant" for ELVs
July/August editions	Start "Nissan Green Procurement"!!!
September edition	Challenging Zero Emission 3 ~Specific Plant Examples~
October edition	What is the Law on Collection and Destruction of Chlorofluorocarbons?
November edition	CNG Bus To Make its Debut!! (@NTC Region)
December edition	(Environmental Special Edition) Let Us Expand "U-LEV"
January/February editions	Let Us Use More "Nissan Green Parts"!
March edition	Challenging Zero Emission 4 ~Achieve Objectives~

9 | Environmental Communication

We are aggressively promoting environmental communication activities by cooperating with customers and other stakeholders. We are using the opinions and proposals forwarded to our Customer Consultation Office, and the questionnaires added to the end of this report, to improve our environmental preservation activities. We will try to improve two-way communication with our customers to obtain more opinions for fiscal 2002.

Disclosing Information

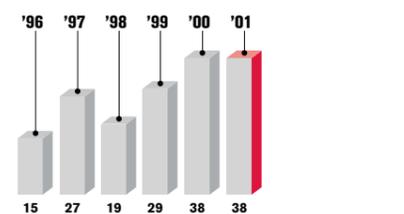
Environmental reports have been issued each year since 1998. The report published in fiscal 2001 (circulation 15,000 copies: Japanese language version 12,000 copies, English language version 3,000 copies) was the recipient of the "Fifth Environmental Report Awards" (Environmental Minister Award) sponsored by the Earth and Human Environment Forum (Foundation). Their evaluation was that our philosophy and project, our corporate activities and the impact vehicles have on the environment were compiled in an easily understandable way.

We have also prepared various communication tools through the print media and Internet, and have replied to the questionnaire surveys conducted by government agencies, private corporations and educational institutions.



Awards Ceremony of the Fifth Environmental Report Awards (President Ghosn receiving the award from then Environmental Minister Kawaguchi)

Number of Replies to Environmental Questionnaires



Communication Tools

Activities for Educating Customers On the Environment

We publish environmental pamphlets, public relations materials, videos and "The Environmental Note" and "Nissan Recycle Book" to explain our environmental preservation projects to customers. We are also involved in a wide range of activities to educate the public about the environment by participating in external lectures and contributing articles to trade and industrial magazines and newspapers. Also, as a precursor to the introduction of "Comprehensive Study Hours" at all primary schools in Japan from fiscal 2002, we have repeated last fiscal year's experiment of organizing "Special Classes on Electric Vehicles (Hypermini)" jointly with primary schools.



Special Class on Electric Vehicles (At a primary school in Mitaka, Tokyo)

Exhibitions and Test Drives

We make positive efforts to participate in large and small exhibitions relating to the environment and test drives to try to promote the proliferation of low pollution vehicles and clean energy vehicles. In fiscal 2001 Nissan participated in a total of 66 exhibitions and test drives. (See Page 59 for details) We expect to vigorously participate in these events in fiscal 2002.



Prime Minister Koizumi at a Fuel Cell Vehicle Test Drive

Involvement with Regional Societies

We perform various activities to promote communication with communities close to our plants and business offices, such as staging open house days for our plants, engaging in activities to beautify commuter roads, arranging tours to our environmental facilities for regional autonomous associations and co-sponsoring environmental campaigns in Kanagawa Prefecture.

Sponsoring "Nissan Environmental Meeting"

We had organized this meeting for stakeholders when the "Nissan Green Program 2005" was announced to provide them with a better understanding of our plans. An explanation was given by Vice President Okubo and other directors of Nissan on how we are dealing with environmental issues including product technology, plants and dealer companies. At the same time our "Green Program—Exhibition Symbiosis of people, vehicles and nature" was held to show the various environmental technologies owned by our company, including the "Xterra FCV". These technologies were shown to a wide spectrum of visitors.



Nissan Environmental Meeting



Exhibition "Symbiosis of people, vehicles and nature"

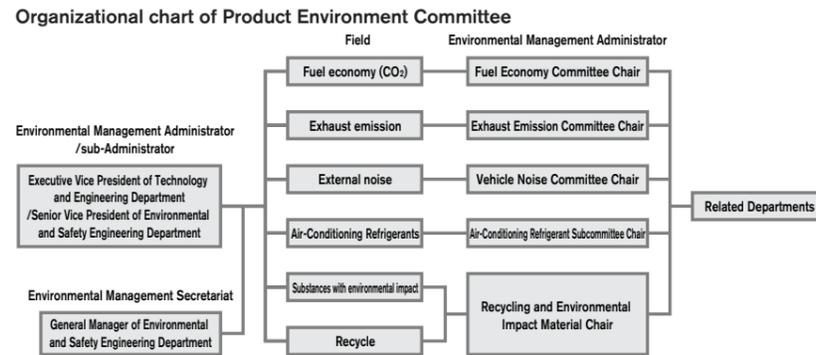
2 | Environmental Performance

1 | Product Development

In order to reduce the environmental impact of vehicles, it is important to implement environmental preservation measures in all stages of a vehicle life cycle, including the usage stage. For this, we consider environmental impact from the development stage, including the enhancement of fuel economy, reduction of gas emissions and enhancement of recycling possibilities.



Hiroyasu Kan
(Senior Vice President: Environmental Management Sub-Administrator, Director in Charge of Environmental and Safety Engineering Dept.)



1. Environmental Management Organization for the Product Development Process

Nissan promotes activities at the committee level under the Product Environment Committee by specifying important environmental measures based on environmental impact evaluation into six categories: fuel consumption (CO₂), emission gas, external noise, air conditioner refrigerant, environmental impact substances and recycling.

Persons in charge of environmental management in the respective fields promote activities by setting policies and goals on development. The vice president in charge of the technology and development division oversees the entire process.

Bringing together all related divisions, we have made steady progress in enhancing our performance and achieving goals by using this set up to manage vehicle development projects. In February 2002, we received the first renewal audit by an external auditing organ, and received an evaluation that our operation of EMS was appropriate and that we were making efforts to maintain and improve EMS. We will continue to improve EMS in fiscal 2002 in order to create the highest level environmental technology and environmental performance in the world.

2. Environmental Policy on Product and Development Process

Nissan has reviewed and revised its environmental policy in accordance with the renewal audit of fiscal 2001.

In order to realize the Nissan environmental philosophy of "Symbiosis of people, vehicles and nature", we will engage in product development programs that contribute to the preservation of the environment and reduction of environmental impact.

1. We will voluntarily set specific environmental goals and develop products in response to the legal restrictions throughout the world and the demands of society.
2. We will study the environmental impact caused by vehicles in all stages of their life cycle, and continue to develop environmental technology and improve our environmental management system. We will designate especially important environmental fields such as fuel consumption (CO₂), emission gas, external noise, air conditioner refrigerant, environmental impact substance and recycling.
3. We will nurture a corporate culture to develop products aimed at realizing a society of clean automobiles by educating employees about the environment and by seeking the cooperation of affiliated companies in product development.
4. We will promote communication with society in conjunction with the process of product development.



Conferral Ceremony of ISO 14001 Renewal Certificate (To be conferred by the Inspection Registration Center of the Japan Automobile Research Institute)

3. Cleaner Exhaust Emissions

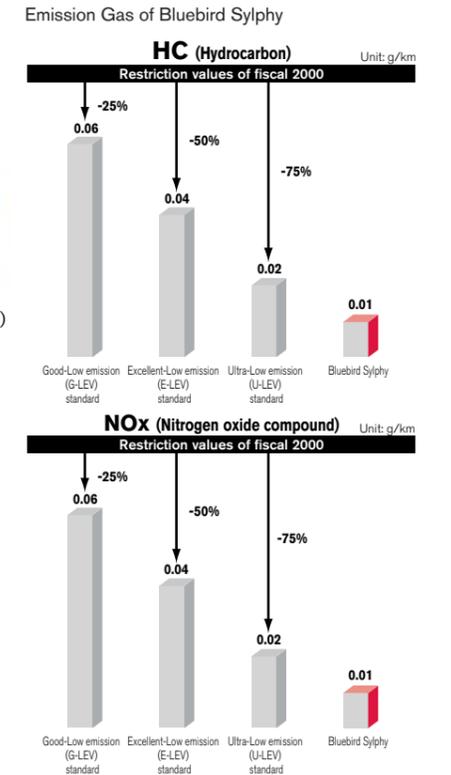
Nissan established the Exhaust Emission Committee in December of 1990 to actively promote the research and commercialization of technologies to purify automobile exhaust emissions, such as engine modifications, improvements in control technology and catalyst systems and other post-discharge cleaning system. By the end of March, 2003, we will bring the percentage of "Ultra-Low Emission Vehicles (U-LEV)" to more than 80% of all passenger vehicles sold in Japan.



Ultra-Low Emission Vehicle (Bluebird Sylphy 1.8L 2WD)



QG18DE



Low Exhaust Emission Technology Gasoline engine

Super Ultra Low Emission Vehicle (SULEV) certified Sentra CA (Clean Air), sold in the United States since February 2000, is the world's first gasoline Vehicle to receive Zero Emission Vehicle credit from the California Air Resources Board (CARB) as it met all other requirements including zero evaporative emission from the fuel system and the on-board diagnosis level 2(OBD-II). In Japan, we have further improved the technology used in the Sentra CA and introduced the Bluebird Sylphy, with more than a 50% emission reduction from the Japanese "Ultra-Low Emission Vehicle (U-LEV)" standard by the Ministry of National Land and Transport. In fiscal year 2001, the equivalent U-LEV technology was expanded to the new March, Serena, Skyline and Primera.

[Awards]

- Nihon Keizai Shimbun: Nikkei Global Environmental Technology Award 2000
- Automobile Engineering Magazine: New Technology of the Year 2001
- The Japan Society of Mechanical Engineers Prize (Technical) 2001
- Society of Automotive Engineers of Japan Technological Development Prize 2001
- The 36th Japan Society for the Promotion of Machine Industry Award
- Minister of Economy and Industry Prize 2001



TOPICS Increasing Ultra-Low Emission Vehicles (U-LEV)

U-LEV is an environmentally friendly vehicle with exhaust emissions as clean as about one-fourth of the level of NOx and HC of cars certified for 2000 Japanese exhaust emission standards. Introducing 80% of U-LEV passenger cars annually in Japan has the equivalent effect, in terms of reducing NOx and HC, to disseminating 400,000 vehicles zero emission cars, such as fuel cell vehicles and electric vehicles, annually. Our priority is to employ practical technology that enables us to realize a wide dissemination of U-LEVs at affordable prices to make an immediate contribution to environmental preservation.

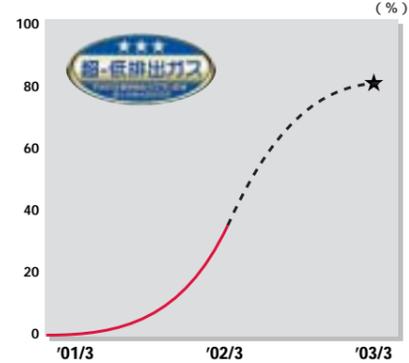
End of March 2002

End of March 2003

U-LEV80%

Zero emission vehicle Approx. 60%

Sales ratio of U-LEVs in Japan (%)



U-LEVs sold in fiscal 2001

March



Skyline



Serena



Primera

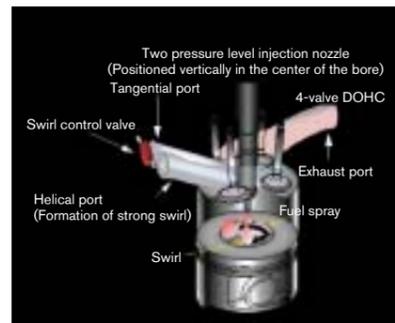


Direct injection (Nissan Di) diesel engine

Nissan Di engine use direct injection and the new Nissan Modulated Fire (M-Fire*) combustion technology to reduce CO₂ emissions and to realize levels of clean combustion and smoke reduction which were previously impossible to achieve. The YD22DDTi has been adopted on the European models of the X-Trail.

* M-Fire Combustion: Low temperature pre-mixture combustion, based on optimization of fuel injection timing, the creation of strong swirl, and large volume EGR.

Nissan Di Diesel Engine (Technical note)

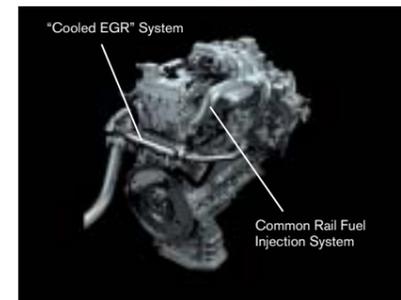


Combustion Chambers of Nissan Di Diesel Engine

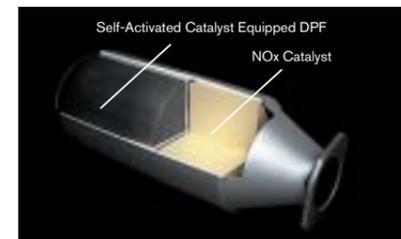
Direct Injection Diesel Engine Adopted Models

Engine Type	Models Adopting the Engine
ZD30DDTi	Elgrand, Terrano, Terrano Reglus, Safari (Photo)
ZD30DD	Caravan
YD25DDTi	Serena (Photo), Presage, Bassara
YD22DD	AD Van (Photo), Expert, Sunny

Compared to gasoline engines, diesel engines have a number of unique advantages—lower CO₂ emissions, better fuel economy, higher torque performance and greater energy conservation. Nissan is working to make its diesel engines even more cleaner and more efficient.



Development of "Common Rail Fuel Injection System" and "Cooled EGR" System (Exhibited for reference at the 34th Tokyo Motor Show)



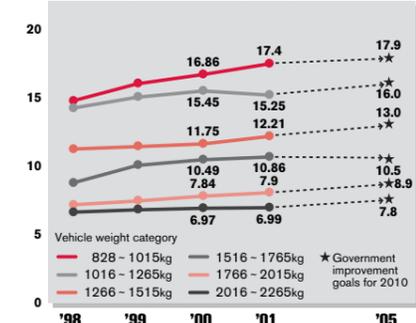
"Self-Activated Catalyst Equipped DPF" and "NOx Catalyst" (Exhibited for reference at the 34th Tokyo Motor Show)

(Those mounting the above engines were sold in FY 2001)

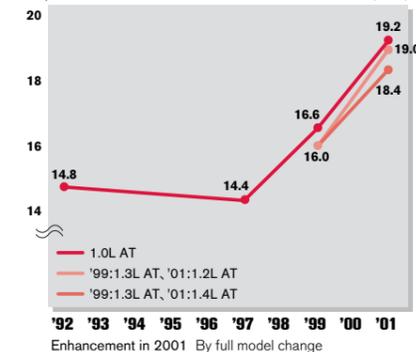
4. Improving Fuel Economy

In November 1989, Nissan established a "Fuel Economy Committee" (currently referred to as a Fuel Economy Subcommittee) and has been advancing its comprehensive research and development and commercialization in order to promote the improvement of fuel economy (curb on CO₂ emissions). We aim to achieve its voluntary fuel economy standards which reflect Japan's 2005 standards for diesel-powered vehicles and 2010 standards for gasoline-powered vehicles, as well as standards set by other countries. In Japan, all of our gasoline-powered vehicles in every weight class surpassed the Japan's 2000 fuel economy standards. Our current goal is to achieve Japan's 2010 fuel economy standards for gasoline powered vehicles by 2005.

Trend of Average Fuel Consumption by Class (Km/L)

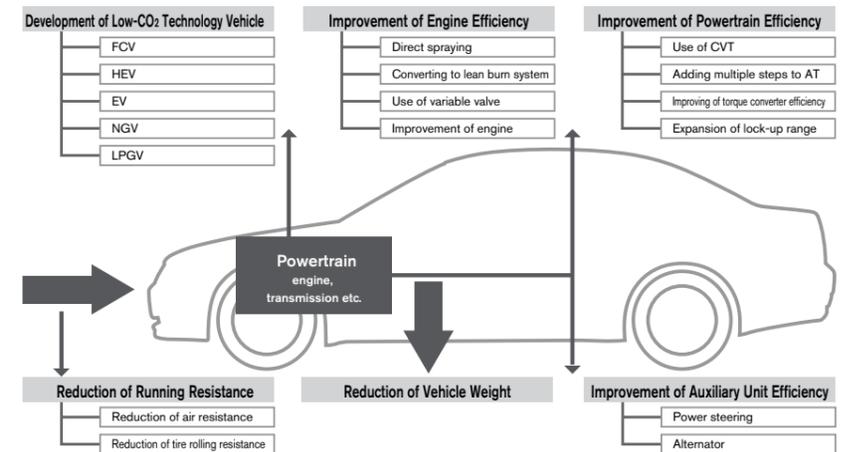


Trend of Fuel Consumption of the March (Japan 10-15 mode) (Km/L)



Enhance Engine Efficiency

Direct injection (Nissan Di) gasoline engine Nissan's unique NEXt combustion* technology has proven to be an effective method for improving fuel economy. The Nissan Di VK45DD engine used in the Cima provides both an excellent combination of top running ability and stillness, and a low 10 kilometer/liter fuel consumption and excellent low exhaust emission performance.



NEXt combustion: Nissan Exquisitely Tuned combustion that utilizes both "Stratified charge Combustion" for fuel economy and "Homogeneous charge Combustion" for high output.

Lean-burn Engine

Lean-burn engines burn with a leaner air fuel mixture than conventional engines, reducing heat loss and pump loss and improving fuel economy.

Direct Injection Gasoline Engine Adopted Models

Engine Type	Models Adopting the Engine
VK45DD	Cima
VQ30DD, VQ25DD	Stagea (Photo), Skyline, Cedric, Gloria, Cefiro
QR25DD	Primera (Photo), Primera Wagon
QR20DD	Bluebird Sylphy
QG18DD	Sunny (Photo), Bluebird

(Those mounting the above engines were sold in FY 2001)

Improvement of Drivetrain Efficiency

Belt drive continuously variable transmission (Nissan CVT/Nissan CVT-M6)

A belt type CVT that provides stepless change of ratio using a pulley and a steel belt was first used in the March model in 1992. In 1997 we developed the world's first 2.0 liter class "Nissan CVT". By using a torque converter, the initial acceleration was improved, and the lock-up range was expanded to further enhance fuel economy. At present this transmission is used in 1.0 to 2.5 liter class cars.



Nissan CVT

[Models Using Nissan CVT]

Primera, Primera Wagon, Bluebird, Avenir, Sunny, Liberty, Tino, R'nessa, Wingroad, Serena, Cube, Bluebird Sylphy

[Awards]

Technology Development Award of the 48th Annual Meeting of the Society of Automotive Engineers of Japan, Inc. (1998)

Troidal-type stepless transmission

(Troidal CVT)

This is the world's first CVT that was commercialized to provide drive power and ratio changes by combining disk and power roller (double cavity type). This transmission was first used in the Cedric/Gloria models in 1999. The transmission was developed for large displacement engines used in luxury cars to provide excellent performance in enhancing fuel economy, quick response and smooth change in gear ratio.



EXTROID CVT

response and smooth change in gear ratio.

[Models Using this Transmission]

Cedric, Gloria, Skyline

[Awards]

1999 - 2000 RJC New Car of the Year
Technology of the Year
50th Technology Development Award of the Society of Automotive Engineers of Japan, Inc. (2000)



5-Speed automatic transmission (5M-ATx)

World-leading power in a small, light package—this is the concept behind this newly developed automatic transmission. It features Nissan's compact E-Flow Torque Converter with multi-plate lock-up* which, by suppressing engine rpm and providing a wide five-speed gear ratio, provides enhanced fuel consumption.

*Torque Converter Miniaturization of the unit body has increased efficiency, with a substantially expanded lock-up area.



[Models Using this Transmission]

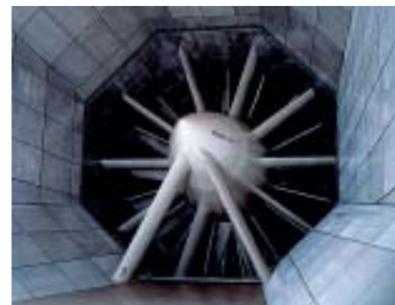
Cima, Skyline

Reduction of Running Resistance

Using cutting-edge equipment and facilities, including computer analysis and a large wind tunnel which enables actual vehicle experiments at up to 270 km/h, we have realized the best performance achievable in reducing air resistance. A level of Cd = 0.26 was achieved



Skyline Wind Tunnel Experiment



Large Scale Wind Tunnel

Reduction of Vehicle Weight

Nissan is involved in research and development to streamline parts structures, using nonferrous lightweight metals, such as aluminum, and resin material.

The engine uses high pressure die cast (HPDC) and an aluminum cylinder block to streamline the structure of the piston and connecting rod and a smaller and lighter crank shaft.

For parts, high tension steel plates, tailored blank materials and hydro forming* were used in addition to aluminum in the outer plates of the hood and trunks and in the suspension links. In order to lighten the load below the springs, the suspension system for the Skyline model was made 25% lighter than those of conventional vehicles. It was made into one of the lightest suspension systems in the world with the liberal use of aluminum forged materials.

In the ultra small electric vehicle "Hypermini", an aluminum space frame structure is used primarily with extruded aluminum parts.

*Hydro forming: Forming process using hydraulic pressure. It is possible to create high tension, lightweight, closed cross section materials with no heat effects from welding. These are used in suspension members and body pillars.



QR20DD Cylinder Block



Aluminium Engine Hood used in the Skyline Models.

5. Development of Clean Energy Vehicles

Nissan is acting positively to prevent global warming, reduce and clean exhaust emissions and respond to future energy problems through research and development in four technological areas: electricity, hybrid technologies, natural gas and fuel cells. To effectively spread the use of the clean-energy vehicles which use these technologies, such issues as vehicle durability, price, driving range, technical issues and the establishment of fuel supply centers must all be addressed.

Fuel Cell Vehicle (FCV)

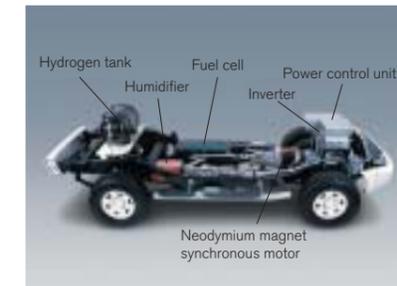
This is an automobile with a clean and efficient power source that directly generates electrical energy through the reaction of hydrogen and oxygen, leaving only pure water as a by-product. We are engaged in the development of FCV with excellent environmental performance and energy conservation while maintaining ease of handling.

Also, we have participated in the California Fuel Cell Partnership (CaFCP) to perform test drives on public roads with the high pressure hydrogen fuel cell powered "Xterra FCV" from April 2001.

In fuel cell vehicles, there is the hydrogen type that directly uses hydrogen as the fuel and the reforming type that uses hydrogen extracted from liquid fuel such as methanol or gasoline. We are promoting the development of technology for practical use while studying the characteristics of each respective type.

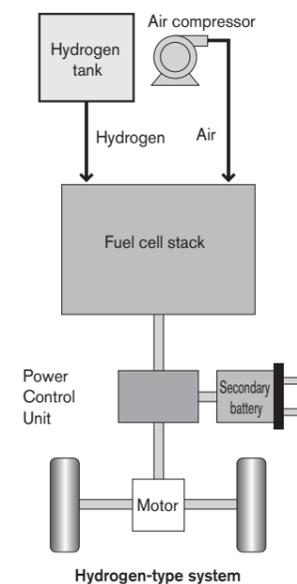


Xterra FCV (High pressure hydrogen-type)

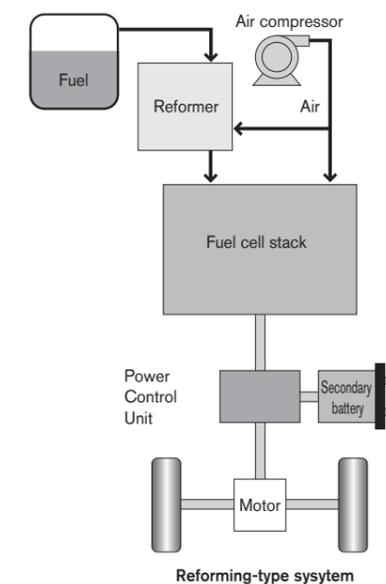


Xterra FCV construction

Configuration of FCV System



Hydrogen-type system



Reforming-type system

Electric Vehicle (EV)

From February 2000, we commercially introduced the ultra small electric vehicle "Hypermini" as a proposal for a new type of city vehicle. Hypermini uses an aluminum platform exclusively developed for the vehicle, while also supporting its high energy efficiency and ease of use, plus its safety as an ultra small vehicle. Moreover, in the U.S. we have sold the Altra EV (the North American name is R'nessa EV) in California since 1998, and the vehicle is widely being used by government agencies, electric power companies, security firms and as rental vehicles at airports.



Hypermini

Also, a market survey for ultra small electric vehicles commenced from November 2001 jointly with University of California, Davis, using the Hypermini. Technological development of electric vehicles has been promoted since the 1960s. In Japan, electric vehicle models being sold are Cedric EV, Avenir EV, Prairie Joy EV and R'nessa EV in addition to the Hypermini. Prairie Joy EV was the first in the world to use a lithium ion battery—known as a high performance power supply for portable phones and notebook PCs—in electric vehicles. These batteries have been used in other electric vehicles thereafter.

Also, a market survey for ultra small electric vehicles commenced from November 2001 jointly with University of California, Davis, using the Hypermini.

Technological development of electric vehicles has been promoted since the 1960s. In Japan, electric vehicle models being sold are Cedric EV, Avenir EV, Prairie Joy EV and R'nessa EV in addition to the Hypermini. Prairie Joy EV was the first in the world to use a lithium ion battery—known as a high performance power supply for portable phones and notebook PCs—in electric vehicles. These batteries have been used in other electric vehicles thereafter.



Altra EV



Market Survey (University of California, Davis)

Hybrid Electric Vehicle (HEV)

We have developed the "Nissan Hybrid", a hybrid system that dramatically improves fuel economy by combining an electric motor with a gasoline powered engine and utilizing both of their strong features. The vehicle was commercially released in April 2000 under the name of "Tino Hybrid". "Nissan Hybrid" uses its electric motor to power the vehicle at initial acceleration and during low speed driving (when engine efficiency is poor). It runs on the gasoline engine at mid to high speed driving, (when engine efficiency is high) or when running with a heavy load. It is possible to utilize the electric motor, whose performance excels on congested roads and low speed zones, and the gasoline powered engine, whose forte is in the mid to high speed zones and heavy load situations. Also, fuel economy was maximized by installing a regenerator system that uses the motor to convert the vehicle's inertia energy into electrical energy during deceleration. By using the vehicle in this manner, it is possible to constantly select the optimum fuel consumption in all ranges of driving. Moreover, by using such technologies as CVT and high performance lithium ion batteries, we have realized a higher level of dynamic performance while enhancing fuel economy.



Nissan HYBRID

Natural Gas Vehicle (NGV)

Nissan is involved in the research and development of high-performance compressed natural gas vehicles (CNGV), largely using methane, which have the environmentally friendly qualities of low NOx and CO₂—emissions, as well as the possibility of an alternative energy that does not depend on petroleum. The new AD Van CNGV, launched in January of 2000, was the first vehicle certified as a low-emission vehicle by the Ministry of Land, Infrastructure and Transport's low-emission

vehicle certification system. This vehicle has power performance and comfort similar to that of standard gasoline vehicles, and an operating distance that is at the top of its class. From 1992, Nissan began sales of the AD van CNGV, Cedric Sedan CNGV, Atlas CNGV and Caravan CNGV, completing a lineup of commercial and passenger CNGV vehicles, promoting the use of low-pollution vehicles.



AD Van CNGV



Atlas CNGV

LPG Vehicles

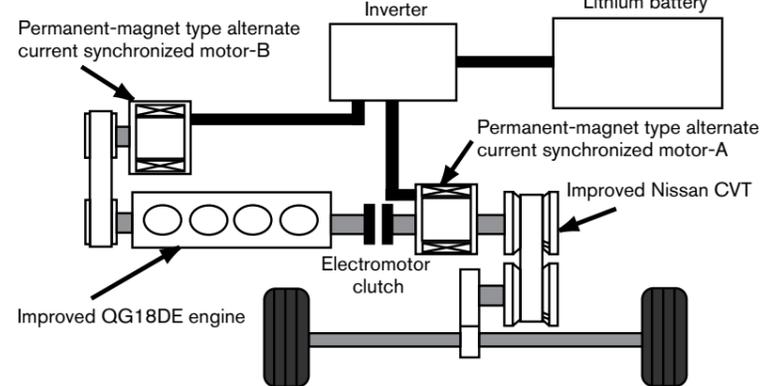
LPG is widely used as an alternative to diesel fuel in commercial vehicles because of its combination of low pollution levels and quiet operation. In 1998, Nissan's LPG vehicles were designated as low-pollution vehicles in seven prefectures and cities, and as low NOx vehicles in six prefectures and cities in the Kyoto, Osaka and Kobe area. Nissan currently sells the low pollution Cedric/Gloria LPG and Crew LPG vehicles. With LPG delivery trucks also highly requested, Nissan provides a full range of 1.5- to 3.0-ton Atlas LPG trucks.

Nissan's LPG vehicle development began in the middle of the 1970s; in all, we have produced LPG versions of the Bluebird, Laurel, President and AD Van as well as Cedric/Gloria and Crew.



Crew LPGV

"Nissan Hybrid" System



Start-up and low-speed travel
The engine does not operate; the vehicle is driven by motor A using battery power.

Ordinary driving
When the motor has accelerated the range where engine power provides good fuel consumption, the vehicle switches to engine operation. Motor A stops, while motor B serves as a generator when necessary. The battery is charged.

Rapid acceleration
Motor B stops electrical generation, with full engine output applied to propel the vehicle in rapid acceleration. Motor A may also be used to obtain the large propulsive force needed.

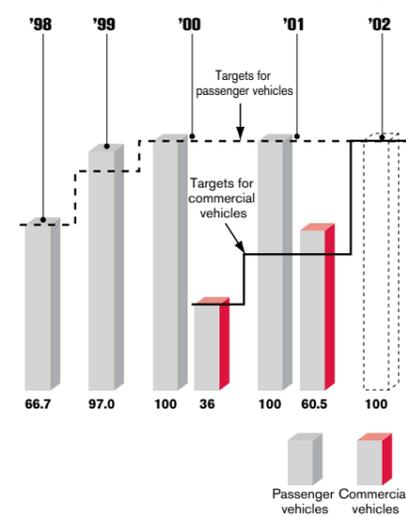
Deceleration
The electromagnetic clutch is disengaged to separate the engine and drivetrain. Motor A now serves as a generator, converting kinetic energy released during deceleration to electric energy, and charging the battery.

Stop
The engine automatically stops during idling to save fuel.

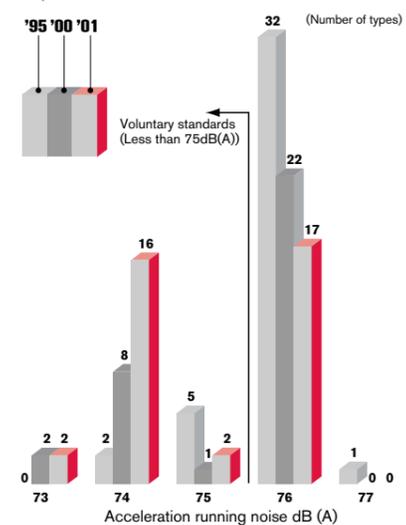
6. Reduction of Vehicle Noise

Various types of noises are emitted from vehicles, including engine noise, tire noise, exhaust noise, intake noise, cooling fan noise, and wind noise. We have aggressively conducted research and development in this area to reduce noise levels and have achieved favorable results. As of fiscal 2000, all of our passenger vehicles were qualified under Japan's new standards. We intend to have all of our commercial vehicles qualify under the new Japanese standards by fiscal 2002.

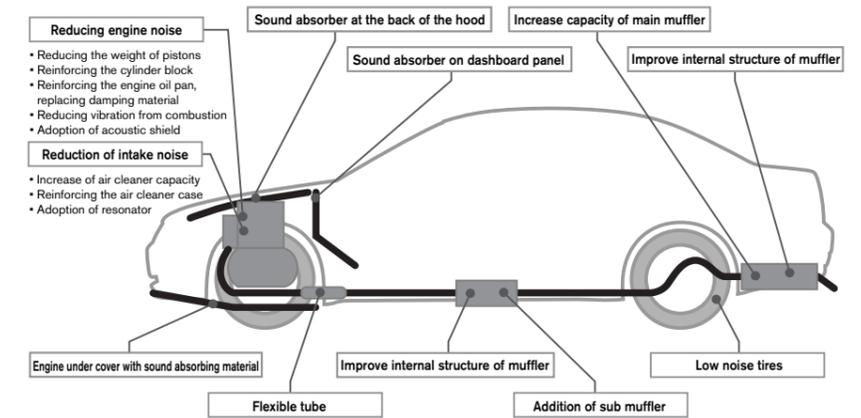
Qualification Ratio of the New Standards (Japan) for External Noise



Transition of Acceleration Running Noise (Japan) (Commercial Vehicles)



Examples of Main Measures



7. Control of Air-conditioner refrigerant emissions

As chlorofluorocarbon 12 (CFC12), used in the past as a refrigerant for vehicle air conditioners, has been designated as a substance which destroys the ozone layer, the "CFC Countermeasures Committee" established in February 1989 has promptly decided to ban its use. We subsequently began replacing CFC with a new refrigerant (HFC134a). In recognition of this undertaking our company received the U.S. Environmental Protection Agency's Montreal Protocol 10th Anniversary "Best of the Best Stratospheric Ozone Protection Award" in September 1997.



EPA "Best of the Best Stratospheric Ozone Protection Award"

Emission Restraints of HFC134a at the Development Stage

The use of CFC12 was totally abolished by the end of 1994 after fully implementing the use of the substitute refrigerant HFC134a in all production vehicles. However, we are currently conducting research to conserve the use of refrigerants and develop refrigerants with smaller environmental impact because it is said that HFC134a contributes to global warming.

Conserving Refrigerants

We have reduced the amount of HFC134a and gradually used equipment designed to restrain leakage during usage of air conditioners on new model vehicles. As of the end of fiscal 2001, 14 models now use air conditioners with these adjustments.

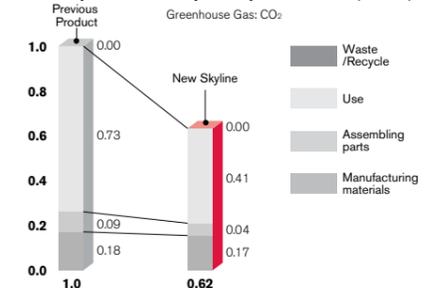
Researching Vehicle Air Conditioner Refrigerants With Low Environmental Impact

None of the systems using CO₂ or HC type refrigerants have been commercialized because of some existing problems at this stage, and we are conducting joint research with vehicle air conditioner manufacturers concerning these technologies.

8. Life Cycle Assessment (LCA)

In the Skyline model, LCA is applied in the designing process. Specifically, we have conducted an environmental impact study concerning the use of resins in the radiator core support in the front end module. In the latest result, the environmental impact of CO₂ has been reduced in the life cycle compared with previous structures and materials.

Life Cycle Inventory Analysis Result (Index)



2 | Manufacturing

At our manufacturing plants, we aim to realize "green factories" under the Nissan Green Program 2005 on the belief that environmentally friendly products are manufactured at environmentally friendly plants. We will also try to eliminate the release of wastes and pollutants into the atmosphere and water as much as possible. By promoting resource conservation we are involved in realizing a recycling-based society.



Hidetoshi Imazu
(Senior Vice President in charge of Manufacturing Division Environmental Activities, and Director in Charge of the Environment and Energy Control Section)

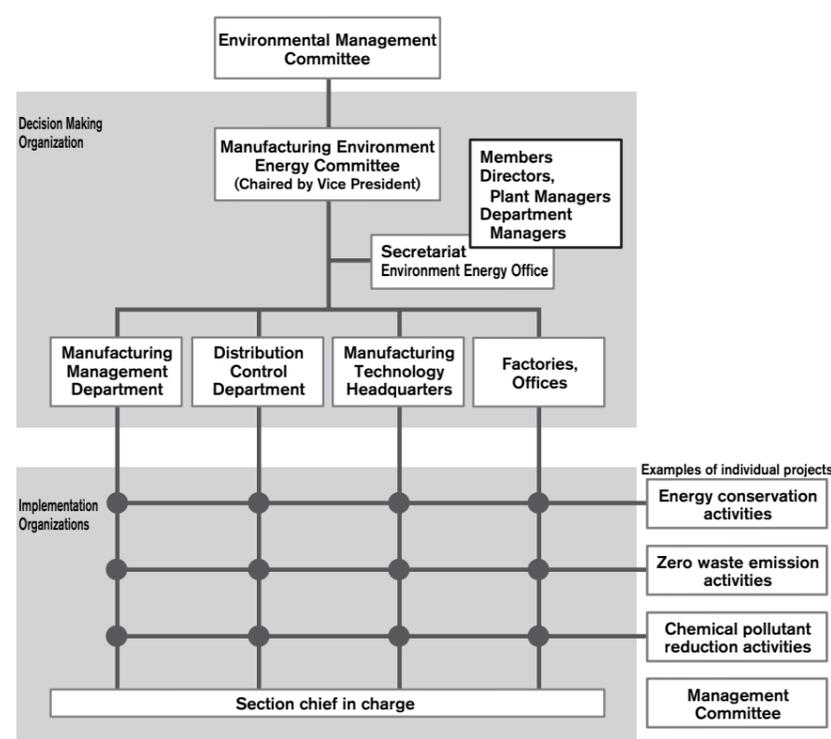
1. Environmental Management Organization in Manufacturing

Ever since establishing a dedicated organization in charge of the environment at the head office and the respective plants in 1972, we have involved ourselves in preventing environmental problems before they occur and have created the EMS centering on activities for saving energy and reducing waste, using "Countermeasures Implemented at Their Sources" as a key phrase. We have created a Manufacturing Environment Energy Committee under the Environmental Management Committee, and have organized it with representatives from various fields, such as production management, logistics, manufacturing technology and plant operations. The Manufacturing Environment Energy Committee meets twice a year to plan activities and verify where progress has been made.



Ceremony Conferring ISO 14001 Registration Renewal Certificate.
(Conferred to the General Manager of the Oppama Plant by the Japan Automobile Research Institute's Inspection Registration Center.)

Organization of the Manufacturing Environment Energy Committee



Organizations in Charge of Environmental Issues

	Name of Specialized Division	Tasks
Head Office	Environment and Energy Control Section	Planning, adjusting activities, collecting information, and supporting cooperative companies concerning environment and energy control
Plant	Environment and Energy Control Section Division in Charge	Measures for coping with and preventing problems concerning specific environment and energy issues at factory

Related Meeting Bodies

Name of Meeting	Tasks
Manufacturing Environment and Energy Control Committee	Unfolding corporate environmental policies and goals to the manufacturing division and deciding and evaluating those of the manufacturing division
Environment Committee by Plants and Business Offices	Deciding and evaluating specific projects within the plant or business office concerning the environmental issues
Section Chief in Charge of Environment and Energy Control Meeting	Studying specific projects concerning environment and energy issues, and sharing and conveying of information
Nissan Group Environment and Energy Control Liaison Group	Exchanging information and technology concerning environment and energy issues with affiliated companies

2. Pre-Assessment System

When constructing, remodeling and placing additions to new plants and facilities, or when introducing new materials or processing technologies, we believe it is important to make a pre-assessment of the impact they might have on the regional environment, and to implement the proper measures. We have created a pre-assessment system to study the impact on the environment to primarily assess a situation using the Environmental Effect Pre-Examination Standard*1 Energy Conservation Evaluation Chart*2. Based on the results of the evaluation, we urge the planning department and the preservation department to implement steps to make changes and improvements to employ the best measures and to use substances with the least environmental impact.

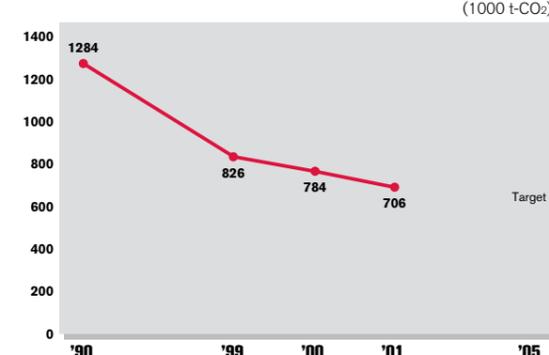
When constructing, remodeling and placing additions to new plants and facilities, or when introducing new materials or processing technologies, we believe it is important to make a pre-assessment of the impact they might have on the regional environment, and to implement the proper measures. We have created a pre-assessment system to study the impact on the environment to primarily assess a situation using the Environmental Effect Pre-Examination Standard*1 Energy Conservation Evaluation Chart*2. Based on the results of the evaluation, we urge the planning department and the preservation department to implement steps to make changes and improvements to employ the best measures and to use substances with the least environmental impact.

- *1 Environmental Effect Pre-Examination Standard: A standard for evaluating the environmental effect of new materials and substances. This standard is considered for new facilities and new processing methods and for securing a safe environment.
- *2 Energy Conservation Evaluation Chart: A standard for evaluating the quality and quantity of energy used in the planning stage when a new facility is built or an existing facility is remodeled. It is also used for evaluating the state and quality of energy after use, and for checking whether the energy has been used efficiently.

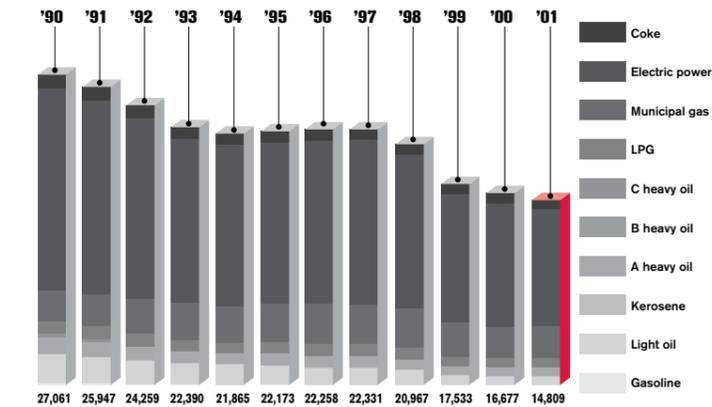
3. Promoting Energy Saving (Coping with global warming)

In fiscal 2001, Nissan promoted measures to make manufacturing more efficient through the unification of the plants and processes and promoted energy conservation activities, such as the introduction of highly efficient co-generation systems. As a result, total CO₂ emission declined by 14.5% from fiscal 1999 (down 45% from 1990). For fiscal 2002, we will continue to make a thorough effort to eliminate energy loss and to promote effective use of heat by introducing highly efficient co-generation systems. As the production volume increases, we will restrain the increase of CO₂ emission.

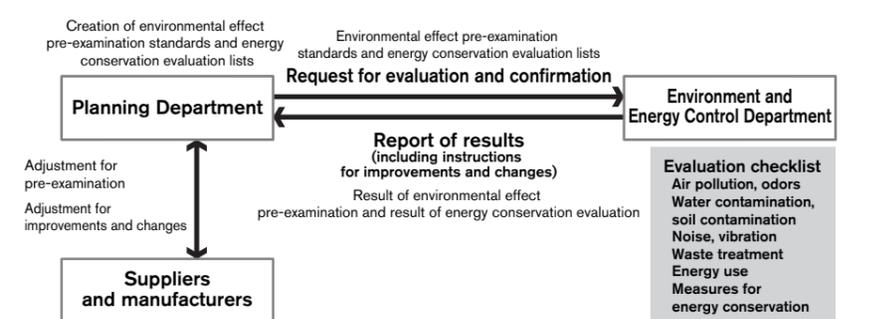
Total CO₂ Emission (1000 t-CO₂)



Energy Usage by types



Pre-Assessment and Review System for Environmental Preservation



Energy Conservation Assessment Sheet used on an occasion of new facility installation

Major Improvements in Energy Conservation in 2001

Processes	Improvement Examples
Improvements in Facilities	Power Source: Introduction of highly efficient co-generation systems
	Power Source: Development of Cascade Control Application Technology (supply compressed air and steam) (National Convention on Superior Energy Conservation Conferment of Award by the Manager of Kanto Economic Industry Bureau)
	Forging: Improvement of thermal insulation material for thermal insulation furnaces
	Heat Treatment: Improvement of Efficiency of Heat Processing Furnaces
	Machinery Processing: General Use of Processing Facility
	Painting: Improvement of Electrodeposition Paint Circulation Method
Improvements on Operations	General: Enhancement of the rate of operation through centralization of manufacturing
	General: Energy conservation in facilities during non-manufacturing hours

4. Waste Reduction (Zero Emission)

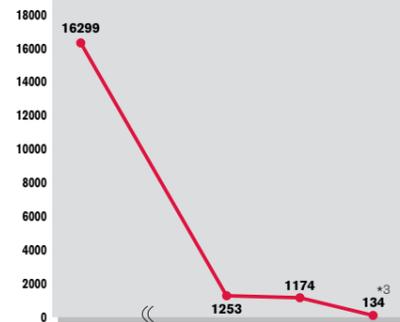
In 2001, we were able to achieve "zero emission"^{*1} of wastes disposed in landfills with expanded efforts of the entire company. The company became thoroughly involved in sorting and recycling of the waste, and as a result, we have marked a 97.6% of recycling rate in total. In 2002, we will establish a special subcommittee to promote activities to reduce waste generation waste its sources.

*1 Reducing the volume of waste that goes directly from the plants and business offices to landfills to less than 1.5% compared with the level of 1990.



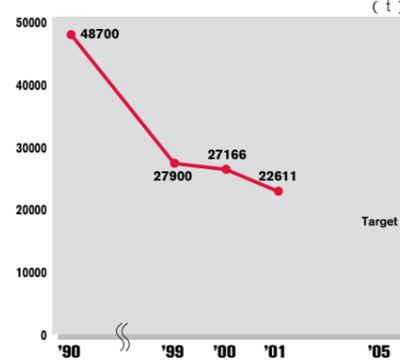
Recycling floor scraps with sorting machines (sorting wastes into steel, non-ferrous metals, sand or combustibles).

Amount of disposed waste that goes directly to landfills ^{*2} (t)



*2 Shows the volume of waste that goes directly to the landfills from the plants and business offices.
*3 Fiscal conversion value of the level as of March 2002

Volume of Incineration by Nissan (t)



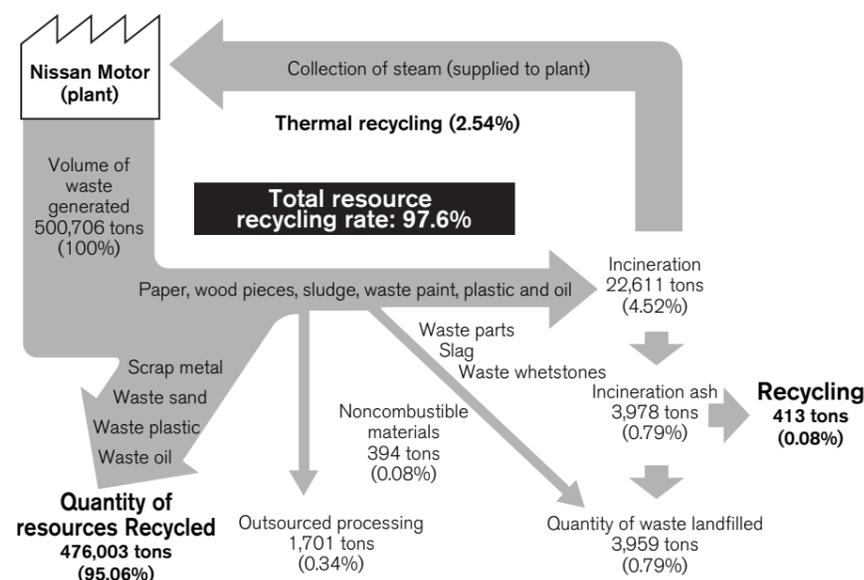
* Figures since 1999 exclude those from the Fuji Plant which was spun off into a separate company.

Main Examples of Waste Reduction and Recycling.

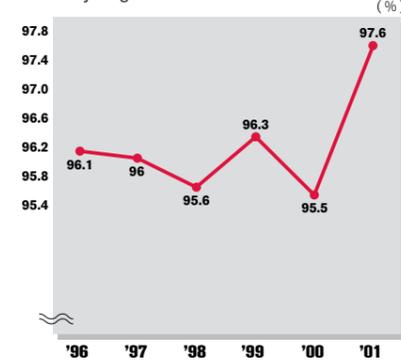
Category	Items for Reduction
Reduce (waste generation)	Reducing Odd Pieces of Paint Guard Film
	Replacing corrugated cardboard used in parts packaging with plastic returnable container.
Reuse	Collecting and Reusing of Parts Seal Caps
	Reusing of Scrapped Parts (Green Parts)
Recycling	Recycling glass wool to glass wool
	Recycling waste sand Recycle sand as roadbed material
	Recycle tiles and pebbles Roadbed material
	Recycling home appliances and personal computers Steel, copper, and gold etc.
	Detailed sorting of floor scraps with sorting machine Steel and roadbed materials, etc.
	Recycling dried mud Recover zinc
	Recycling waste lumber To particle boards
	Recycling tree trimmings To organic fertilizer

Paint guard film: Protective paint film for automobiles

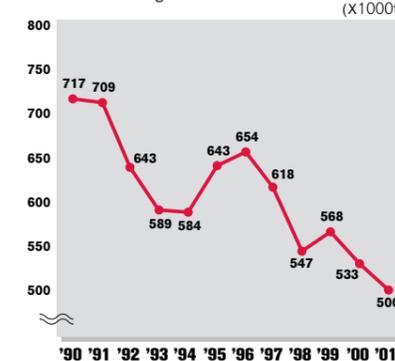
Waste disposal flow (Including metal scraps)



Total recycling ratio (%)



Volume of waste generated (x1000t)



5. Management of Chemical Substances

When newly using oils and fats, chemicals, paints and other materials within the company, they are evaluated for environmental, safety and health factors before use through the application of MSDS^{*1}. Harmful substances are not allowed to be used and are replaced with materials that have less impact on the environment. Materials used by Nissan is registered in the PRTR^{*2} system and the quantity used and the volume discharged to the environment are totaled. Chemical products to be registered are the 435 substances designated by the PRTR Law, "Law for understanding the release quantity of specified chemical substances to the environment and promoting better control" as well as other chemicals listed in the MSDS. The PRTR system is linked to the information of the purchase control system for procuring materials, and it manages the necessary information in an integrated manner.

An investigation of the statistics in 2001 shows that the main substances released into the environment were xylene and toluene, unchanged from the last fiscal year, accounting for about 92% of the total discharge. We are reducing the use of these substances by maintaining thorough control over our facilities and switching to water-based paint in the painting process. (See pages 51-57 and 60 for details)

*1 Material Safety Data Sheet
*2 Pollutant Release and Transfer Register

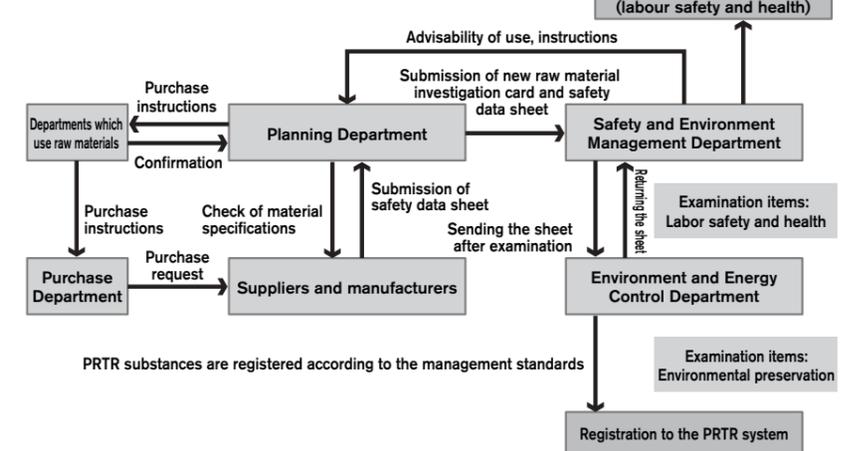
6. Prevention of Water Contamination

Water used in Nissan plants is actively reused for processing, while the total quantities used have been reduced. Wastewater from this processing is also extensively treated before being released to the environment. The fiscal year of 2001 saw some changes in the COD contamination impact volume due to the increase in manufacturing density following the centralization of plants. In the future, we will reduce the release of this water by improving the level of management.

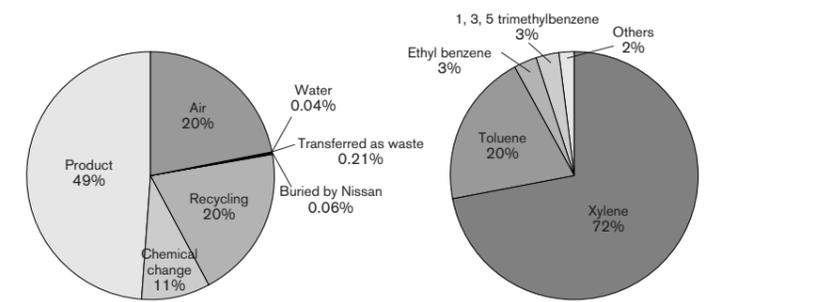


Wastewater treatment facility (Kyushu plant)

New Raw Material Management System

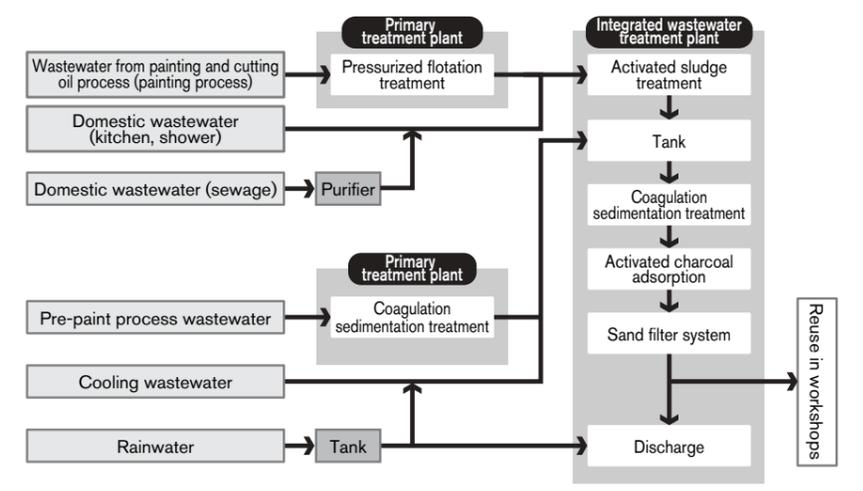


Release and Transfer Items



Amount altered into other substances due to chemical change, neutralization, decomposition and incineration.

Wastewater treatment flow (Typical example)



2 | Environmental Performance

Contamination Impact Volume by COD*
(Only for the plants with restrictions on total volume) (Kg/day)



*Chemical Oxygen Demand

Water usage (100,000 m³)



7. Prevention of Air Pollution

We are reducing nitrogen oxides (NOx) by improving our incineration methods. The release amount of sulfur oxide (SOx) saw an increase in 2001 due to the introduction of a cogeneration system at the Tochigi Plant to cope with global warming.

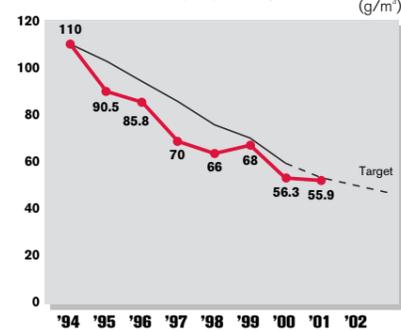
Amount of sulfur oxide (SOx) released (1,000 m³)



Reduction of Volatile Organic Compounds (VOC)

To reduce VOC generated in the painting process the recycling rate of discarded thinner was enhanced and usage of thinner was reduced. Through these measures the amount of VOC released in 2001 per painting area was reduced by 49% compared with fiscal 1994. A water-based painting line with fewer VOC was installed at the Kyushu Plant, and a technology was established for reducing VOC release volume to the 20 g/m² level.

VOC release volume per painting area. (g/m²)



Painting line using water-based paint (Kyushu Plant)

Control of dioxin generation

Dioxin is contained in the gases emitted from industrial waste incinerators and aluminium melting furnaces, and is subject to the special dioxin counter-measures law. Nissan has already reduced dioxin emissions to well below regulation values, and is now working to reduce dioxin emissions to

one-tenth the regulation values or lower before dioxin regulations are tightened from December 2002. The reduction of the volume of waste incineration has also contributed to lower the quantity of dioxin released.

Unit: ng-TEQ/m³N

Target Plants	Target Facilities	Description of Measures to Implement	Fiscal Year for Completion of Measures	Density Measured after Implementation
Kyushu Plant	Waste Matter Incineration Furnace	Preheating Combustion Air, installing Automatic Controller/installing Loose (fly) Ash Separating Facility	2000	0.92
Oppama Plant	Waste Matter Incineration Furnace	Spraying active charcoal	2001	
Tochigi Plant	Waste Matter Incineration Furnace	Spraying active charcoal	2000	0.18
Tochigi Plant	Waste Matter Incineration Furnace	Repairing waste heat boiler	Scheduled to complete in the summer of 2002	

8. Prevention of Soil and Water Contamination

Our respective business offices have been periodically examining underground water even before the drinking water standards for volatile organic substances were established in December 1992 under the Waterworks Law. Also, we are examining soil and underground water and investigating the history of chemical substances used in the past as we have judged that it would be necessary to voluntarily examine the environmental impact on soil and underground water following the acquisition of ISO 14001 certification by our respective business offices.

As a result of these investigations, further surveys and detailed investigations were held at the local business offices where improvements were necessary. After purification measures were studied, we reported the results to the regional governments and promoted measures to cleanse the area with the guidance of regional governments. We also began purification measures at the plants and offices where improvements were required. Cleansing operations at the Zama Business Office and the former Ogikubo Business Office have been completed.

Moreover, we do not use volatile organic compounds governed by the environmental standards.

(Volatile organic compounds referred to here are those shown below. Tetrachloroethylene, trichloroethylene, 1,1,1 trichloroethylene, and dichloromethane)

9. Environmental Preservation in Logistics

Nissan has improved the streamlined logistics and the containers to achieve all our goals for fiscal year 2001. We will also improve the efficiency of transporting empty parts containers, and use shared, returnable pallets for service parts to improve loading rate. We are promoting a shift in shipping modes by expanding the routes for marine transport.

Impact of organic chloride compounds in soil and underground water and measures implemented

Name of Business Office	Subject substances		Results of Investigation and Measures Implemented
	Past	Present	
Yokohama Business Office	District 1	-	No Pollution
	District 2	-	No Pollution
	District 3	-	Cleaning is under way
	District 4	-	No Pollution
Former Kurigahama Plant	-	-	No Pollution
Oppama Plant	-	-	No Pollution
Former Murayama Plant	-	-	Cleaning is under way
Tochigi Plant	-	-	Cleaning is under way
Kyushu Plant	-	-	No Pollution
Iwaki Plant	-	-	No Pollution
Zama Business Office	-	-	Cleaning is completed
Honmoku Business Office	-	-	No Pollution
Sagamihara Business Office	-	-	No Pollution
NTC District	-	-	No Pollution
Former Ogikubo Business Office	-	-	Cleaning is completed



The environmental investigation results of the former Murayama Plant have been announced. See our company's home page news release for details.

HP Environmental investigation of the former Murayama Plant

News Release
2001/4/12, 2001/8/9, 2001/9/28

Objectives in Logistics

Subject Products	Management Item	2001		2002
		Objectives	Results	Objectives
Finished Vehicles	Marine Transport Ratio (%)	45	49	48
Parts Supply	Number of Trucks Reduced (Vehicles)	35	118	105
Service Parts	Number of Trucks Reduced (Vehicles)	9	18	18

Enhancement of Loading Ratio

By enhancing the loading rate of trucks and trailers, we are reducing the number of operating vehicles, and thus promoting the efficiency of logistics through the reduction of emission, energy consumption and alleviating traffic congestion. Specifically, we are promoting the following efforts. Parts Transportation: Combining loads and reducing the size of containers. Transportation of Finished Vehicles: Sharing transportation with other manufacturers and transporting used cars on the return trip. Service Parts Transport: Sharing transportation with other manufacturers and integrating destinations.

Promoting Modal Shift

To transport parts and finished vehicle to remote destinations, we have shifted the mode of transportation from trucks to marine transport. This has increased transportation efficiency and reduce CO₂ emissions.

Promoting Resource Saving and Recycling

To protect forests, Nissan has made a switch from wood and cardboard used for packing and packaging parts to iron and resin materials so that resources can be conserved through repeated usage.

3 | Sales and Service

Through the Nissan Green Shop Certification System we are involved in the preservation of the local environment by implementing appropriate treatment and recycling of waste generated from service and repair operations at the dealers and from End of Life Vehicles (ELVs).



1. "Nissan Green Shop" Certification System Certification of all dealers has been completed

From April 2000 we introduced our own environmental management certification system based on ISO 14001 and reinforced the environmental preservation activities of our dealer companies. As of March 2002 the certification of all 236 dealer companies, including those for parts and forklifts, has been completed.

Under this system, dealers complying with the 57 certified inspection items stipulated by our company in terms of "Appropriate treatment of waste", "Appropriate treatment of ELVs" and "Facility management to protect water, soil, etc. and energy conservation activities" are certified as a "Nissan Green Shop".

As the results of these activities, some of our dealers have indicated that they were praised by their customers because their outlets were beautified by the thorough efforts made in putting things in order. They were also praised because dealers were able to reduce waste disposal expenses "by making operations more efficient and revising their routes".



Certification Sticker



A scene of an inspection at Nissan Prince Nishi-Tokyo Co. for certification



Nissan Satio Shonan Co., Ltd.

A specific example of the results of the certification system



Green Cycle Communication We will continue to publish this magazine as a communication tool between dealers and Nissan Motor.



Leaflet introducing the activities to customers.

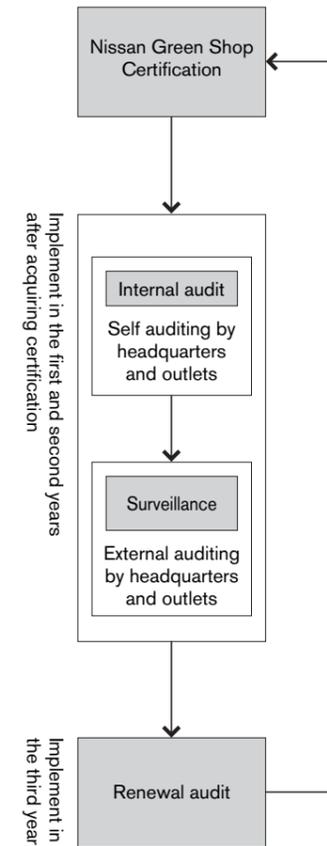


Manual for expense reduction activities based on Green Shop activities

Internal inspection and Surveillance

We verify the continuation of environmental preservation activities in order to establish environmental management and to maintain and enhance activities by having the dealers themselves inspect themselves, and through our company's surveillance in the first and second year after certification and to renew the inspection in the third year. Also, after they are trained, the number of Nissan Green Shop inspectors increases.

Follow up on continued activities after certification.



Training inspectors done by specialists from external evaluation organs.

2. Manifesto Concerning The Appropriate Treatment of ELVs

We will continue our activities to inform our dealers about the contents of the manifesto revised in 2001 and to have it completely implemented.

3. Collecting and Recycling Bumpers

We collect used plastic bumpers generated at dealers from all parts of Japan to repair and exchange them. The collected bumpers are recycled into plastic parts for new vehicles.

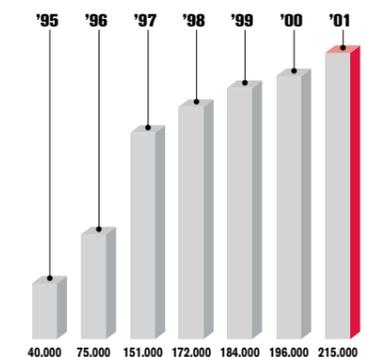


Collected Bumpers



Recycling Process of Materials

Volume of Collected Bumpers (units)



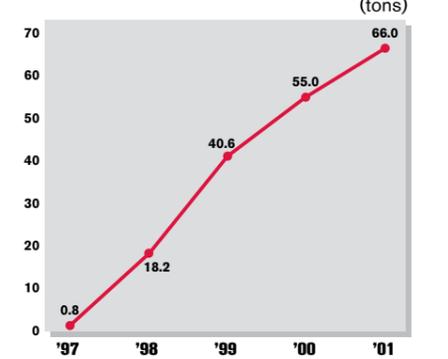
4. Collecting and Destroying Freon Gas used for Air Conditioner

The law for collecting and destroying chlorofluorocarbon was approved in June 2001, and it shall be implemented from October 2002. We are exerting more effort to protect the ozone layer and are implementing measures aimed at preventing global warming.

Collecting and Destroying Chlorofluorocarbon

Using a chlorofluorocarbon collecting machine, we are currently promoting the collection and destruction of chlorofluorocarbon (CFC12) for air conditioners in cars currently being used and those to be scrapped. Collection of CFC12 is being done at all 3,000-strong Nissan dealership and 1,200 shops in the U.S. with collection machines.

Aggregate volume of CFC12 collected from Nissan vehicles



Note: The collection volume is a weight estimate from the capacity of containers (Source: Japan Automobile Manufacturers Association, Inc.)

Collection and Destruction of Substitute CFC

The installation of air conditioner systems using substitute CFC (HFC134a) was completed for all production vehicles at the end of 1994.

However, the CFC Collection and Destruction Law also stipulates the obligation to collect and destroy HFC134a to prevent global warming. The respective dealers have installed collecting machines or have consigned others to collect and destroy HFC134a.

4 | Recycling

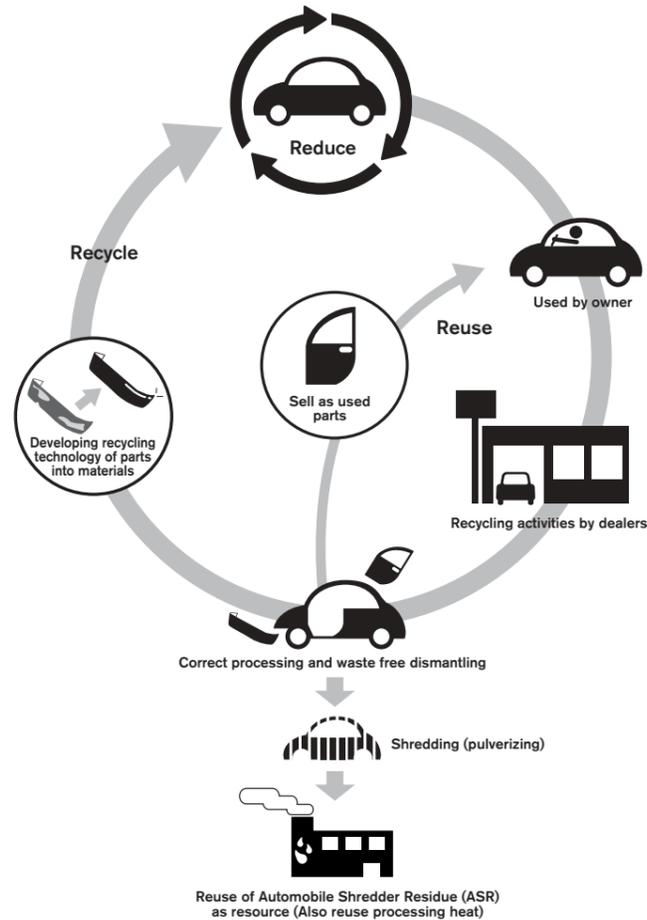
Besides complying with various laws and regulations concerning End of Life Vehicles (ELVs), it is important to improve ELV processing and recycling systems enable to have customer's reliance. We have striven to make effective systems with the help of others.



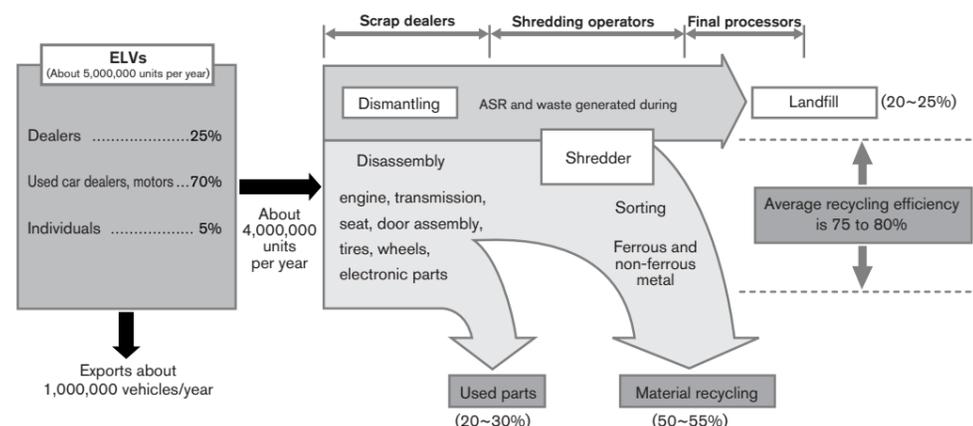
Shigeru Takagi
Senior Vice President, Recycling Committee Chairman, Director in Charge of the Recycling Promotion Department

Our aim is to help society recycle. Our activities are based on the concept of the "Three Rs". The first R is "Reduce"^{*1}, to design automobiles that have a longer lifetime and use less resources. The next R is "Reuse"^{*2}, Before ELVs are placed in a shredder, parts are removed and given new life as used parts. Also, at the end-of-life stage, parts are returned to their original materials ("Recycle"). We are even working to reduce environmental impact of the final waste, Automobile Shredder Residue (ASR)^{*2}. We are in the process of developing a technology to reduce this waste and recover energy from it.

*1 Reduce: Reduce the amount of wastes through resource conservation and extended product lives.
*2 Automobile Shredder Residue (ASR): The dust that remains after ELVs have been shredded and metals, such as steel, have been removed. Most ASR is landfilled today.



Recycling of ELVs (Auto Industry as a Whole)



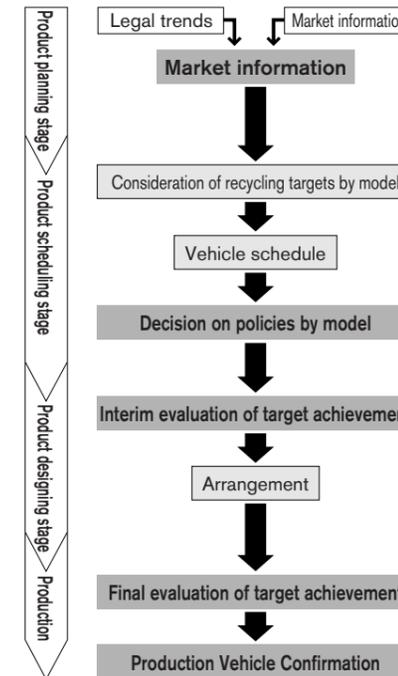
Nissan's additional measures for achieving an 85% recycling rate

- Oil collection rate
Battery collection
Recycling rate +1.8%
 - Tire collection rate
Recycling rate +3.8%
 - Reuse ASR
Thermal energy usage rate +2.4%
- Items that are recycled in addition to those to the left

1. Development process for recycling design

Ability to recycle, reduction rate of substances with environmental impact, dismantling efficiency, and resin part marking rate have been designated as target values for the development of new models. We clarify the judgement criteria in the designing stage, and we evaluate and manage the degree of target achievement in the development process according to ISO 14001.

Recycling flow



2. Recycling targets

All new models launched in or after 1999 have achieved a recyclability of 90% or higher. We have also set a target of achieving a recyclability of 95% or higher for new models by 2005. This target was achieved much earlier by the March, launched in the 2001 model year, We are advancing development to achieve a recyclability of at least 95% for future models. The recyclability is based on Nissan's own computation. The recyclability of new models launched in the 2001 model year

The recyclability of new models launched in the 2001 model year

(90% or higher) Caravan, Skyline, Stagea, (95% or higher) March

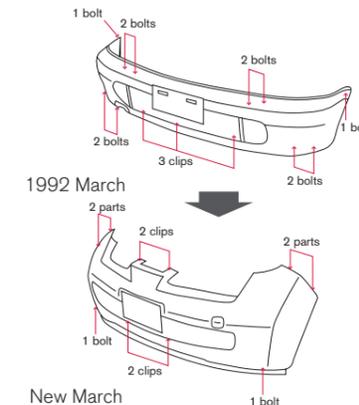
3. Efforts in the development stage of new models

Recycling Design Guidelines

Nissan has created the Design Guidelines and Design for Recyclable Technical Standards to facilitate our aggressive effort to design new models for recycling. To recycle ELVs and reuse parts, recycling and reuse designs must be built into the automobiles when they are developed as new models. To efficiently recycle ELVs, the guidelines provide a framework for making improvements. Namely, the guidelines show how to facilitate recycling from the design stage by incorporating the improvements that were requested on previous products and the ideas for new mechanisms.

Development of easy-to-recycle structure

Ideas to make parts easier to remove from automobiles by reducing the number of parts and reducing the number of points where parts are installed on automobiles. Example of Improvements to Bumper Reduced the number of installation points on the automobile (32 points 12 points) As a result, disassembly time has been reduced by approximately 40%.



<Example of Improvements to Rear Combination Light>

Changing how the part is installed on the automobile (bolt + sealant bolt + rubber) has reduced disassembly time by approximately 80% and improved reusability.



<Example of Improvements to Front End Module> Reducing the number of parts and changing the fastener structure to make the parts easier to remove, we chose resin materials that are easily recycled.

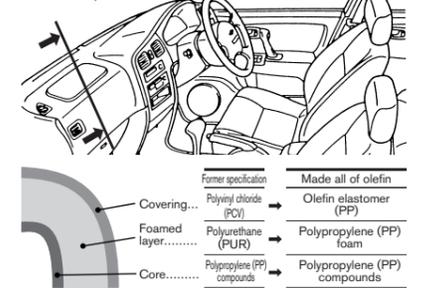
We have confirmed that such improvements to the front end module have a favorable impact on environmental impact evaluation under LCA. Compared to conventional structure and material, the improved front end module has a lower environmental impact, such as CO₂ emission, throughout its life cycle.



Skyline front end module

Innovations for easier separation of material Many parts are made of more than one material. As a result, separating these materials is an essential step in recycling. We are advancing the use of structures that allow the complete separation of materials and the development of parts made of single materials.

Parts made of single materials Example of Improvements to the Instrument Panel (made all of olefin)



Innovations for easier identification of parts materials

When resins of different types are mixed, the material recycled from the mixed plastics tends to be inferior in quality. In some cases, the resin mixture is difficult to recycle. At Nissan, we mark plastics parts with material code according to ISO 11469. Large parts such as bumpers that are cut off prior to disassembly are marked in several places. Example of material code marking



Development of Easier to Recycle Plastics

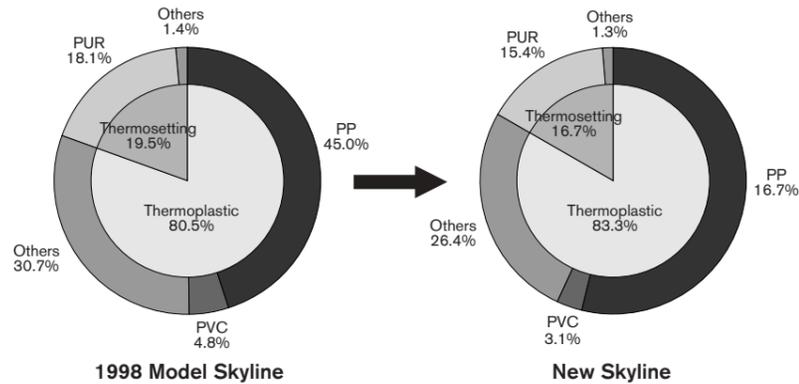
Today, plastics materials that are difficult to recycle are landfilled in the form of ASR. To recycle a greater amount of such resin materials, we are expanding the use of parts made from single materials and the use of materials that are easy to recycle.

Greater use of thermoplastic
Nissan is promoting the wider use of thermoplastic, which are easy to recycle.

Consolidation of polypropylene
PP is a common thermoplastic that accounts for approximately one half of total resin use. The material is used for a variety of applications, from bumpers that are subject to strong shocks to heater parts that must withstand heat. We have decreased the variety of PP that we use in production to six types that are readily available overseas.

Reduction of substances with environmental impact
Nissan has set new targets* for reducing substances with environmental impact to design automobiles that reduce these substances. The auto industry's target for lead use was to reduce lead use by approximately one half of the 1996 level by the end of 2000. Nissan achieved this target as early as the 1997 models, and four new models we introduced in 2001 also use one half or less of the 1996 level.

- *Targets to reduce substances with environmental impact
- Usage banned: Mercury, cadmium
 - Usage reduction: lead (discontinue use or minimal use by end of 2002)
 - 16/ Sexivalent chrome (1/2 or less of the 1996 level by 2005)



Principal recyclable parts on the new March



4. Efforts in the ELV Processing Stage

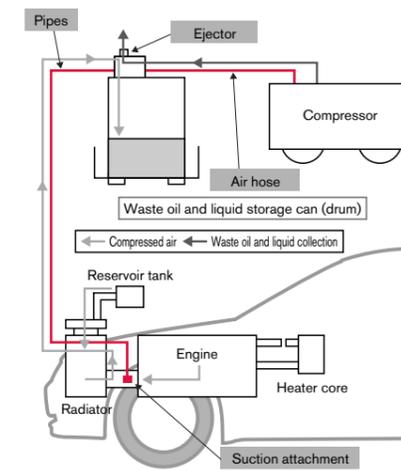
Nissan is developing new technologies and systems for properly processing waste oils and liquids and those for recycling parts and materials in an effort to reduce shredder dust and lower environmental impact.

Demonstration Disassembly Research
Nissan is developing processes and technologies for properly processing waste oils and liquids from the ELV dismantling process to improve the recycling rate without polluting the environment. The information and technical knowledge obtained through the research are disclosed to relevant industries.

Development of equipment for appropriate treatment of waste oils and liquids
Using our knowledge as an automaker, we developed "one-stage drainer", a equipment that securely and economically collects waste oils and liquids in a single process. We began selling the equipment in May 2001. This equipment roughly doubles the volume of waste oils and liquids that can be collected, and allows the work to be performed quickly.



One-stage drainer



Engine long-life coolant (LLC) recycler
Nissan has sold "Fukkatsukun", an LLC recycling machine used since April 1999.



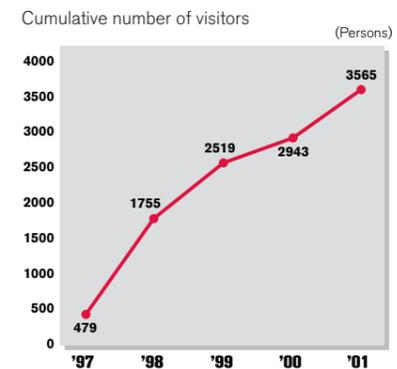
Fukkatsukun LLC recycler

Airbag development equipment
Nissan has developed airbag deployment equipment that controls odor and noise in air bag deployment. The equipment is being used by dismantlers.



Airbag equipment

Disclosure of research
Nissan encourages visitors to see its experimental disassembly plant. So far the plant has received visits by many dismantlers, car dealers, parts sales companies, government offices, schools, and mass media. Between its startup in October 1997 and the end of 2001, the plant received approximately 3,600 guests.



Exchanging information with recycling industry
In December 1999, we published the first edition of "Communication", a quarterly publication designed to exchange information between our company and the recycling industry and to promote the appropriate treatment and recycling of ELVs. The eighth edition was published at the end of 2001. We will continue to publish this magazine.



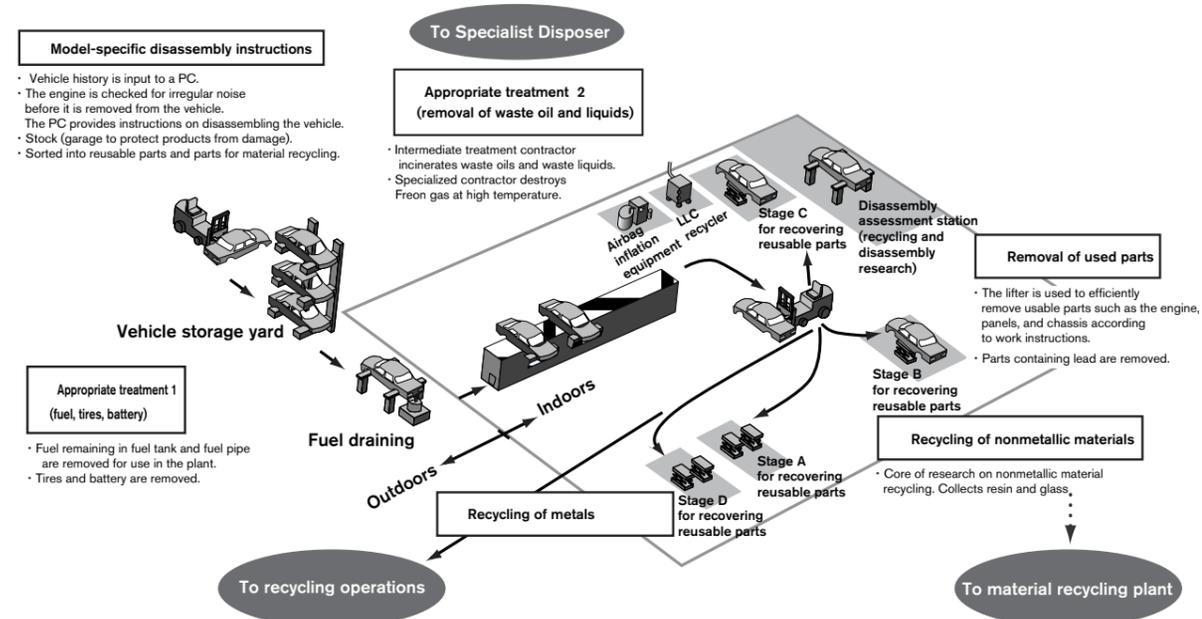
Communication

Manual on Appropriate Treatment of ELVs
The information on dismantling and appropriate treatment obtained from the demonstration disassembly studies has been compiled in the "Manual on the Appropriate Treatment of ELVs". Approximately 8,200 copies of the manual have been distributed to Nissan dealers and dismantlers around the country as of the end of 2001. (Issued: March 1999)



Manual on Appropriate Treatment of ELVs

Nissan's concept of appropriate treatment and dismantling plant layout



Sale of Reuse Parts and Rebuilt Parts

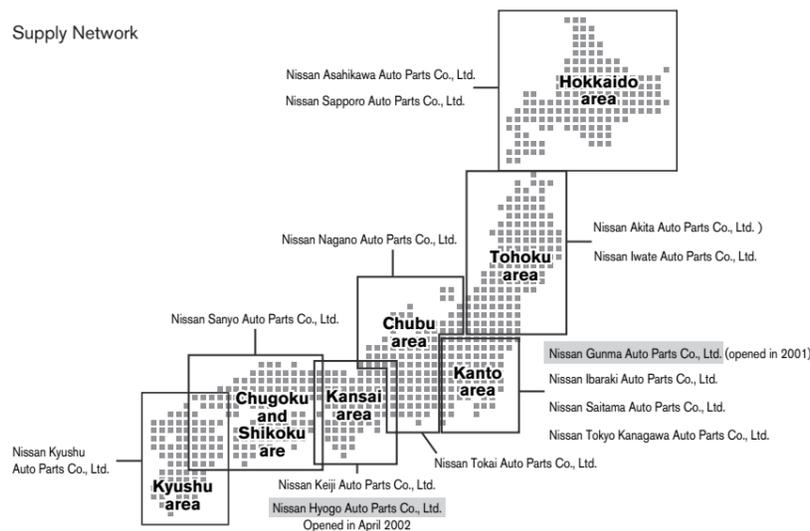
Reusable parts are sold under the product name "Nissan Green Parts". Nissan Green Parts are available as reuse (used) parts*1 and rebuilt parts*2. Nissan Green Parts is Nissan's way of promoting recycling and providing customers with an option in a repair. We completed the national sales network for Green Parts in October 2000. We plan to expand the network further in the future.

- *1 Reuse parts: Used parts that are reused after washing and performing a quality check.
- *2 Rebuilt parts: Recycled parts that are disassembled, washed, inspected, and fitted with new expendable parts.

Sale of reuse parts
We have established our own part removal standards, developed testers for the engine and transmission, and devised a sales method for the parts. As a result, we have a smooth, consistent flow from part removal to sales.

Reuse parts product line
31 items including headlights, combination lights, doors, fenders, bumpers, hoods, meters, starters, wiper motors, driveshaft, power steering and linkages, and side view mirrors.

Supply Network



Sale of rebuilt parts
Functional parts and parts whose safety is of paramount importance are disassembled, washed, inspected, and fitted with new expendable parts before they are sold so our customers can use them with confidence.

Rebuilt part product line
11 items including engines, automatic transmissions, torque converters, ECMs, brake shoes, power steering pumps, N-CVTs, alternators, and starters.



Material Recycling Technology

Nissan is continuing research on technology to recycle used materials that are difficult to recycle, such as plastics, to improve the recycling rate of ELVs and recyclability of new models.

Development of applications for recycle
A used resin part is recycled in the following order of priority:

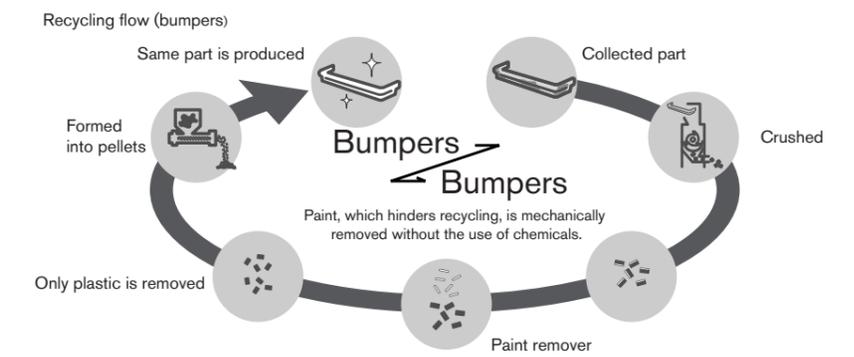
- Reuse as the same part
- If it is difficult to reuse as the same part
- Reuse as another auto part
- If it is difficult to reuse as an auto part
- Reuse in another industry

Development of technology for reusing a collected part as the same part
Because used bumpers (made of polypropylene) are painted, recycling them presented a number of problems, including reduced strength. To solve this problem, we jointly developed with Synthesis Chemicals Co., Ltd. a mechanical paint remover that removes paint from crushed bumpers without using chemicals and does it less expensively than in the past. Nissan has used this technology on Hypermini, a model that is already on the market. In addition, we make recycled bumpers from used bumpers and supply them as replacement parts. We also are preparing to use the recycled bumpers on new models.

Same parts on Hypermini Examples of reuse:

- Bumpers
- Instrument panel
- Air duct
- Carpet

Examples of use on Hypermini

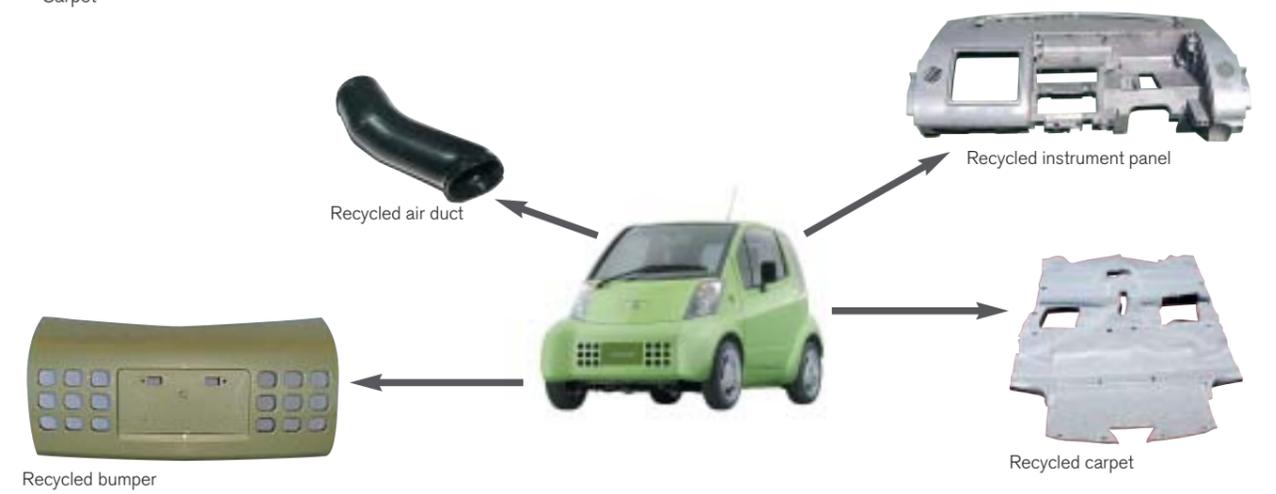


Technology of recycling collected materials

into parts
Nissan has begun a full-scale operation to directly use aluminum wheels from ELVs as the raw material for parts on new vehicles. We have already begun to use 30 tons per month as materials for new car parts, and we plan to increase this volume to 200 tons per month in the future. We have for some time recycled a wide range of aluminum parts, including engines, from ELVs. Because the aluminum parts are made in various grades, however, the collected parts were mostly recycled into low-grade aluminum parts. Therefore, we have set up a channel for collecting only aluminum wheels in the ELV dismantling stage. This has allowed us to recycle the wheels into steering wheel parts made of high-grade aluminum.

Research on automobile shredder residue (ASR) treatment and recycling

Because the widely used shredding process creates ASR, steps must be taken to treat and recycle the ASR. Therefore, beginning in July 1997 we have conducted a cokeless cupola experiment to treat ASR for approximately two years. Based on the knowledge gained from the experiment, we are collaborating with shredding operations, as well as with the materials industry, including non-ferrous smelters, steel mills and plant manufacturers to find even more effective ways to use ASR, and to continue our study and research on even more efficient treatment.



5 | Green Procurement

Green Procurement

We have launched the Nissan Green Procurement Guideline in collaboration with suppliers to systematically reduce substances with environmental impact and avert environmental risks. In June 2001, we presented the Nissan Green Procurement Guideline to parts and materials suppliers and requested their understanding and cooperation.

Namely, we ask our suppliers to:

- Report data on substances with environmental impact
- Notify Nissan of the person in charge of environmental activities
- Obtain the ISO 14001 certification

We will continue the activity in 2002 to gain greater acceptance and improve performance.



Nissan Green Procurement orientation

Presentation of data on substances with environmental impact

Years ago we set technical standards for substances with environmental impact that are contained in parts and supplies based on laws of various countries, voluntary activities in the auto industry, and society's concerns. We have asked our suppliers to always comply with these standards.

Nissan Green Procurement takes this activity a step further. We not only confirm the absence of substances whose use is prohibited, but determine the usage volume of substances that will likely be banned and usage volume of substances that we feel require caution in the development stage, and begin the development of alternative technology as soon as possible

Notify Nissan of the person in charge of environmental activities

To better coordinate the Nissan Green Procurement activities at suppliers, and the environmental activities in our company, we ask each supplier to notify to us who their environment manager is, to report data on substances with environmental impact, and to keep us informed on the progress of obtaining the ISO 14001 certification. We also share information on our environmental policies with environmental managers to strengthen the collaboration between our company and theirs.

Obtain the ISO 14001 certification

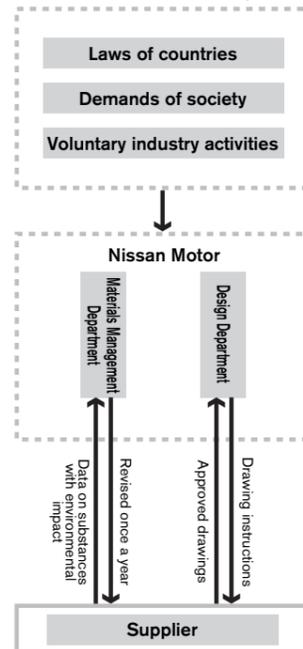
We have requested our suppliers to develop environmental management systems to work with our environmental management system.

Develop environmental management system by March 2003.(Must be reviewed by internal environmental audit and by the management.) Voluntarily obtain the ISO 14001 certification by March 2005.

As of March 2002, 63% of our suppliers had obtained the ISO 14001 certification. According to our own self-diagnosis standards the environmental management of 7% of our suppliers has reached satisfactory levels. Therefore, combined, 70% of our suppliers have established environmental management systems.

According to a survey at the time we began the activity (tally as of September 2001), 56% of the suppliers had obtained the ISO 14001 certification and 10% had reached satisfaction levels according to self-diagnosis, and 66% as a whole had established environmental management systems.

System of technical standards concerning substances with environmental impact



Self-diagnosis report of environmental management system

項目	内容	達成状況	備考
1	環境マネジメントシステムの範囲を明確にする	達成	
2	環境マネジメントシステムの目的を明確にする	達成	
3	環境マネジメントシステムの計画を明確にする	達成	
4	環境マネジメントシステムの実施を明確にする	達成	
5	環境マネジメントシステムの監視を明確にする	達成	
6	環境マネジメントシステムの改善を明確にする	達成	
7	環境マネジメントシステムの教育を明確にする	達成	
8	環境マネジメントシステムの記録を明確にする	達成	
9	環境マネジメントシステムの評価を明確にする	達成	
10	環境マネジメントシステムの報告を明確にする	達成	

6 | Others

1. Efforts on ITS (Intelligent Transport Systems)

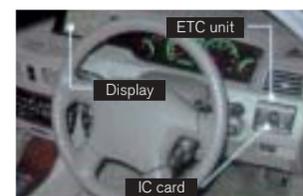
Air and noise pollution can be reduced further by alleviating road traffic. ITS (Intelligent Transport Systems) employs the latest information, communications, and electronic technologies to link drivers, vehicles, and road infrastructure. By alleviating road traffic, ITS is anticipated to make a great contribution to environmental protection and to improving traffic safety and comforts. Nissan works closely with government agencies, universities, research institutions, and other manufacturers and organizations in actively promoting ITS research and development facilities. Notable examples of ITS projects for creating a better automotive society in the future include advanced navigation systems, ETC, and driver support tools for enhancing driving safety.



ITS CAR 2003-i

ETC system (Non-stop electronic toll collection system)

ETC is a system composed of an antenna installed at a tollgate and an ETC unit mounted in the vehicle. The unit mounted in the car communicates with the tollgate antenna by radio to automatically pay the toll, so the driver can pass through the gate without stopping at the tollbooth. Service to the general public in Japan began on March 30, 2001. Nissan supplies two types of ETC equipment. One is a built-in type that is linked to the navigation system (manufacturer-installed option) and a dash-mounted type (dealer-installed option).



Built-in type ETC unit



On-dashboard type ETC unit

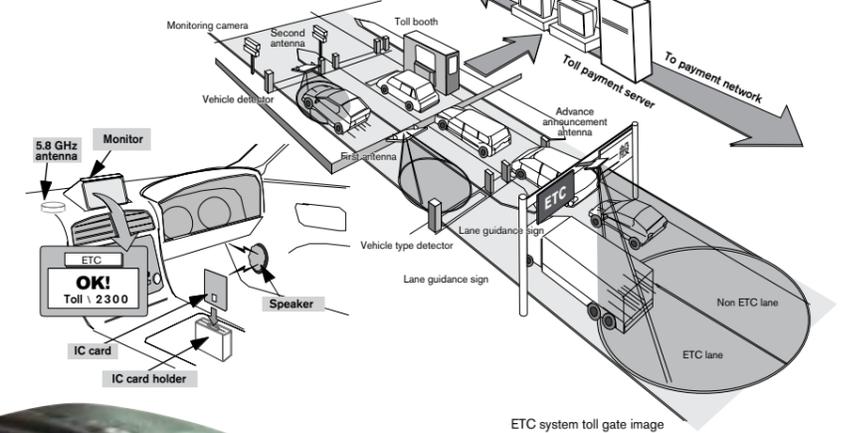
ITS (Intelligent Transport Systems) Image of Society



Major Areas of Activity

- Advance in navigation systems
 - Nissan will continue to provide environmentally friendly and enjoyable driving solutions based on advanced information technology.
- Electronic toll collection (ETC) system
 - This system can eliminate congestion at toll gates.
- Assistance for safe driving
 - We are developing emergency alarm systems and systems that assist the driver in such controls as braking and acceleration.
- Optimization of traffic management
 - We are cooperating with national and local government agencies to improve traffic flows.
- Increasing efficiency in commercial vehicle operations
 - Nissan is developing onboard information systems on trucks to alleviate traffic congestion and improve the environment.

Non-stop electronic toll collection system



CARWINGS
(Total Telematics Service)

CARWINGS is a service that allows the driver to obtain various information, receive e-mail, use hands-free phones, and use road guidance by connecting a cell phone to the vehicle. This new-generation car-mounted system opens up new possibilities for the driver. The service has been made available from the new March launched in March 2002. It provides the enjoyment of staying connected with friends and having access to information. Combined with the system's road guidance function and emergency operator service, it adds comfort and convenience to driving.



Auto DJ



Traffic information



Weather forecast

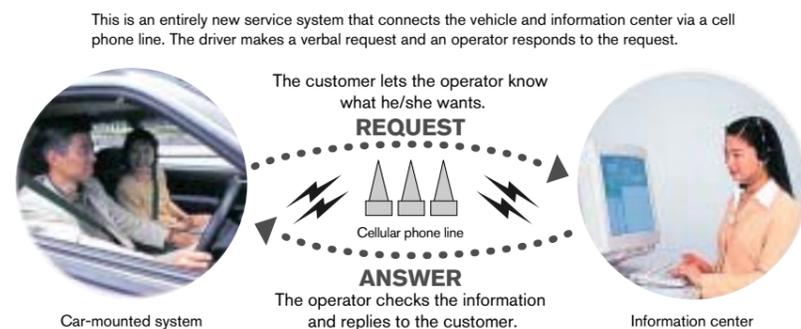
Compass Link
(Drive support service)

Compass Link is a next-generation drive service developed by Nissan. The most distinctive feature of this system is that it uses a navigation system and a digital cell phone to call and receive the services of an operator at the touch of a button. The service has been made available around the clock nationwide from September 1998.



The customer only needs to verbally tell the operator what he or she wants. The operator will then search for the trip destination, set the navigation system, or connect a telephone call on behalf of the customer. The system also can provide information catering to the needs of the customer in real time. This user-friendly system helps realize a comfortable and safe driving environment.

System Overview of Compass Link



VICS (Vehicle Information and Communication System)

VICS is a new-generation road traffic information system that Japan developed ahead of other countries. Beginning with the Tokyo area and Tomei and Meishin expressways in April 1996, the system has been expanded around the country. The system allows drivers to obtain information on congestion, accidents, road constructions, and traffic restrictions in real time via transmitters (radio and optical beacons) that are installed on roads and FM multiplex broadcasting towers. Combined with Birdview® Navigation, VICS allows the driver to easily select a smooth flowing route. By facilitating the flow of vehicles, the system can provide a comfortable traffic environment.

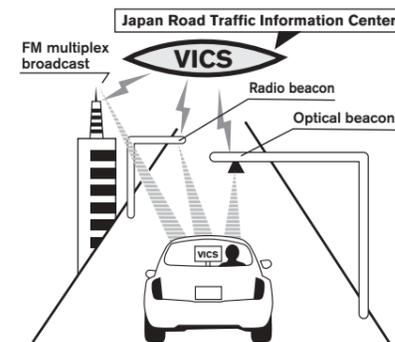


Image of VICS

2. Pilot EV Sharing Experiments

EV sharing program has received a great deal of attention from consumers and businesses alike as a solution to the problems that all cities face: global warming, poor air quality, and traffic congestion. Nissan participates in sharing experiments using Hypermini, an ultra-small electric vehicle, and ITS (Intelligent Transport Systems) technology, to determine the possibilities of vehicle sharing in the future.

Pilot Projects that Use the Hypermini

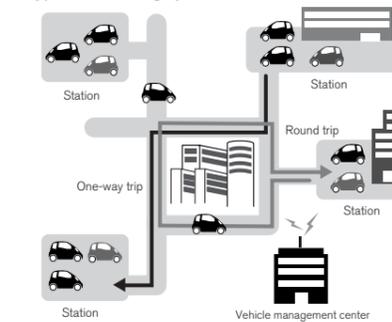
ITS (Intelligent Transport Systems)/EV city car system
From January 2000
(Organizer: Japanese Association of Electronic Technology for Automobile Traffic and Driving, place: Minato Mirai 21, Yokohama)

Automobile Transportation Society Experiment Fujisawa 2001
November 2001 to March 2002
(Organizers: Fujisawa City, Kanagawa Prefecture, and the Ministry of National Land and Transport, place: Fujisawa)

Kyoto Public Car System
From December 2000
(Organizers: Japan Electric Vehicle Association and Optimization Research Group, place: Kyoto)

Sharing at Okawabata River City 21
From September 2001
(Organizers: Urban Development Corporation, ORIX Rent-A-Car Corporation, Nissan Motor Co., Ltd., place: Okawabata, Chuo-ku, Tokyo)

Hypermini sharing system



Every sharing member has an IC card with a registered ID number or a small transmitter. All the stations are unmanned.

[Reservations]
The member reserves the time and place of use via the Internet or a cell phone.

[Usage]
The member uses the IC card (small transmitter on some systems) to open the door and rent the EV at the reserved station.

[Return]
The member returns the EV to a station.



ITS (Intelligent Transport Systems)/EV city car system



Kyoto Public Car System



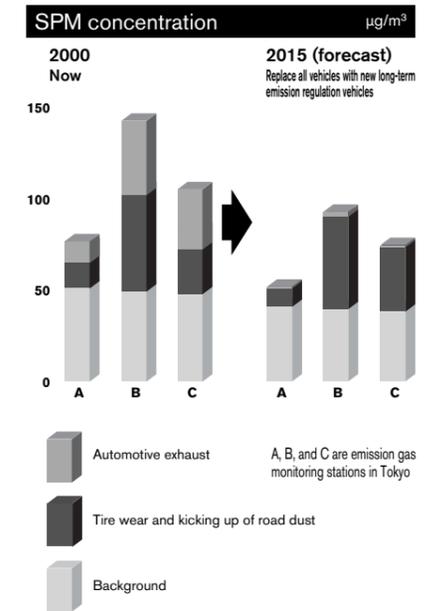
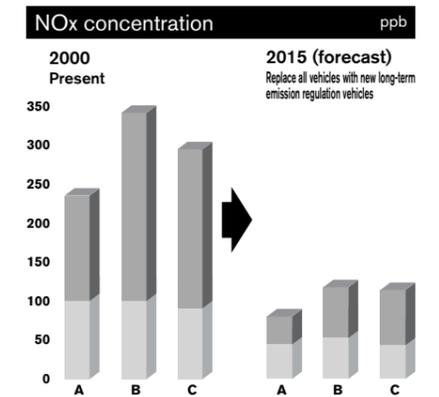
Sharing at Okawabata River City 21

elevated roads and buildings of various shapes. This model helps us study the effectiveness of air quality improvement measures such as emission regulations and traffic policies.

Prediction of effect of emission regulations

JCAP predicts the effect of emission regulations on improving air quality, and makes recommendations to environmental administration.

Daily average on a high concentration day along a road



Source: JCAP

3. Environmental Monitoring Research

Air pollution along major urban roads is one of society's serious environmental problems. To improve the air quality, reducing the concentration of exhaust emissions from vehicles is not enough. Other solutions that have been suggested include alleviating traffic congestion and changing the shapes of buildings and other structures in the vicinity. Nissan is taking part in the Japan Clean Air Program (JCAP, a program that is organized by Petroleum Energy Center with cooperation of the auto and oil industries to improve air quality by automotive and fuel technologies). Through JCAP, we are helping to construct a simulation model that can predict air flow, traffic flow, exhaust emission distribution, and dispersed concentration distribution of exhaust emission in an actual street canyon surrounded by

4. Environmental protection in industrial machinery business

Nissan's industrial machinery business, which includes forklifts, is taking the initiative in the industrial vehicle industry by working to develop technologies to reduce environmental impact, while coordinating its efforts with the automobile operation. Electric vehicles, which have little environmental impact, have quickly gained popularity in urban areas in recent years. On the other hand, there still is strong demand for engine powered vehicles. Therefore, we are working to make engine emissions even cleaner to protect the environment.



Low-emission forklift JX-w

Sale of low emission forklift (Gasoline vehicle and LPG vehicle)

Our first year of the 2001 California Phase-in 25% Regulation (25% of total vehicle sales in California must be powered by engines meeting the regulation) was largely successful. More than 38% of the engines we sold, including those mounted on our forklifts and OEM engines, meet the regulation.

In September 2001, Nissan launched the low emission J01/J02 models for the domestic and general export markets. These models use the same three-way catalyst and air/fuel ratio feedback control, as do the D01/D02 designed for the European market (launched in December 1999) and the J01/J02 models designed for the North American market (launched in January 2001). Fitted with a clean engine that meets the CARB (California Air Resources Board) regulation, the models have drawn the attention of environmentally conscious customers and industries. As a result, sales of the new models have exceeded the forecast.

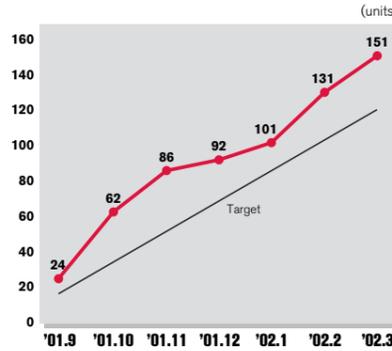
Meeting the second stage regulation

Compared to the first stage regulation (on new vehicle), the second stage regulation will be more stringent (includes deterioration factor). The final draft of the regulation is awaiting approval.

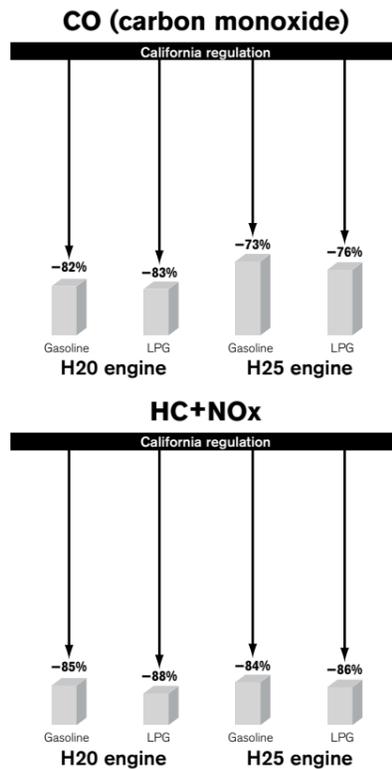
Nissan has participated in the workshops from the planning stages of the regulation, where we provided cooperation with technical aspects of environmental protection, while continuing with our research and development in the environmental field.

Engine	Gas emission regulations	Implementation
Diesel	First stage regulations for diesel engines in Europe and the U.S.	From 1997
	Second stage regulations for diesel engines in Europe and the U.S.	From 2003
Gasoline and LPG	Regulations for diesel engines in Japan (California)	From 2003
	First stage regulations in the U.S. (California)	From 2001
	Second stage regulations in the U.S. (all states)	From 2004

Cumulative domestic orders for vehicles meeting CARB (California Air Resources Board)



Gas emission reduction rate



5. Green Office campaign

In May 1990, Nissan became the first company in the auto industry to use recycled paper for catalogues and office supplies. In October that same year, we launched a campaign to collect and recycle used paper.

Since February 1998, we have advanced the Green Office Program throughout the company to do what we can do on the office and personal level to prevent global warming and reduce CO₂.

Green purchasing of company vehicles

We began green purchasing company vehicles from 2001. We are aggressively implementing low emission vehicles. In the NTC area, we purchased two CNG busses for commuters.



CNG commuter bus

Green Office campaign

- Promote green purchasing**
 - Purchase environmentally friendly products
 - Manual printed on recycled paper (internal standard)
 - Greater use of recycled paper (e.g., catalogues, and copier and printer paper)
- Energy conservation activity and effective use of energy**
 - Set the air conditioner to proper temperature
 - Turn off lights during lunch break and after business hours
 - Turn off unnecessary power
 - Reduce power consumption of office equipment
- Reduce paper usage and promote recycling**
 - Reduce the number of sheets used for copiers and printers
 - Promote recycling by extensively sorting wastes
 - Use electronic media such as intranet and e-mail
- Foster and support social service and employees' social awareness**
 - Contribute to environmental and nature protection organizations
 - Company and employees participation in society
 - Hold environmental protection seminars
- Internal education and internal and external communication**
 - Education by internal newsletter and intranet
 - Promote outside PR by Internet

1 | Communication with Customers

In line with our policy of "Not making customers wait", we provide our customers with prompt and accurate information. Based on the motto, "Everything for the customer", we reflect customers' voices on corporate activities to win the trust and meet the expectations of customers.

1. Customer Voice Center

Our customer desk has a long history. It began in April 1984, ahead of other companies and before consumers began to notice.

In April 2002, we founded Customer Voice Center, which is composed of a customer desk, a section that feeds back customers' comments within the company, a section that promotes improvements, and a section that promotes customers' satisfaction with dealers around the country.

Customer Voice Center lends an open ear to customers, analyzes customer information, and provide better feedback to other departments in the company and to group companies (i.e., to strengthen the check function from the viewpoint of customers). Another mission of Customer Voice Center is to make better use of customer information in improving the degree of satisfaction with products and dealers.

2. Improvement of customer desk

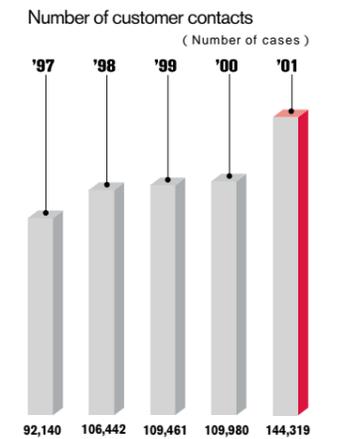
Customer desk accepts individual letters and e-mails in addition to telephone calls. To further improve convenience for customers who contact customer desk by telephone, we now accept toll free calls from cell phones and PHSs.

For customers who wish to contact us via e-mail, we have created an inquiry page post office on our website. This feature allows customers to send mail to us from the web site after reviewing the FAQs.

On Saturdays, Sundays, and holidays, we set up Nissan Information Center that responds to purchasing questions from customers. Nissan serves its customers through customer desk and Nissan Information Center with priorities on "Being readily accessible", "Providing prompt and accurate answers", and "Providing service that satisfies customers".

3. Reflecting customers' voice

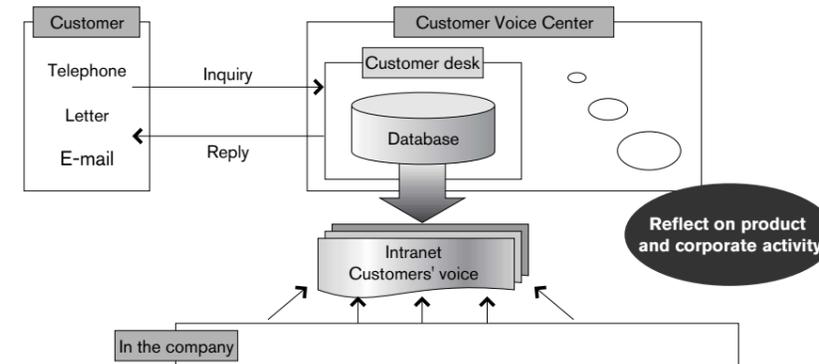
With the improvement in customer desk, the number of customer contacts has increased every year. In 2001, we received 144,319 cases (up 27% from the preceding year).



Customer Voice Center



Post Office window on the Internet



System of feeding back customers' voices within the company

All the comments received from customers are filed in a database, and can be reviewed by all employees, including officers, on the intranet the following day.

This system allows any employee to search and understand customers' requests and interests. The employee can also use the new Customer Voice Center Feedback Section to study customers' needs in greater depth and reflect the findings on products and other company activities.

Customer desk
Toll-free: 0120-315-232
Mondays through Fridays (excluding holidays)
9:00 - 12:00, 13:00 - 17:00

Nissan Information Center
Toll-free: 0120-838-232
Saturdays, Sundays and holidays
9:00 - 12:00, 13:00 - 16:00

Post Office:
<http://www.nissan.co.jp/POSTOFFICE/>

2 | Community Relations

Our world is undergoing a dramatic change, from an industrial society to an intellectual society. It has been Nissan's wish to be a company capable of transforming itself in pace with the changing times. As a member of the new society, we wish to remain as a company that creates values in society.

These wishes led to the creation of a specialized department in January 1991 to advance philanthropic activities. As various people create various values and lifestyles today, Nissan has searched for issues in society and how it can help, and has dynamically worked on their solutions. We also wanted this activity to serve as an opportunity to expose the company and employees to real life conditions in society.

For ten years since the outset, we have developed independent programs with various NPOs, artists, and volunteers who are pioneers in their fields and who have the expertise to tackle the social problems. This is an investment in the society of the future. We want to make our society a great place to live in. To this end, we will continue our bold challenge with the understanding of stakeholders.

1. Overview of Community Relations Activity



Partnerships with NPOs (Support criteria)

- Priorities**
- Nurturing the creativity of children and young people.
 - Promoting a better understanding of environmental protection.

Nature of supported activities
Activities deemed important for society's future development and expected to grow in the coming years, even though they may not be widely recognized at present.

- Relationship with supported activities**
- Activities should be mutually inspiring and facilitate mutual growth.
 - Activities should allow direct communication with Nissan without a third-party intermediary, and the results should be mutually confirmable afterwards.
 - They should be ones that Nissan employees can also participate in and enjoy.
 - Nissan's support ends, once the intended objectives are achieved.
 - As many different organizations as possible, including ones involving contact with other cultures, are considered in the selection of activities to be supported.

Period of support
As a rule, Nissan provides support for three to five years so as to enable activities to continue and develop over time.

2. Investing in society through partnerships with NPOs

We want to take part in building an energetic society that accepts diversity. By forming partnerships with NPOs that have taken the initiative in tackling various social problems, we are investing in society through social participation activities.

Two priorities for independent programs and support of NPOs activities

To effectively and strategically tackle social issues, we narrowed our priority fields to two areas, "Nurturing the creativity of children and young people" and "Promoting a better understanding of environmental protection".

Nurturing the creativity of children and young people

Nissan Children's Storybook and Picture Book Grand Prix



Poster inviting entries

This contest for amateur authors and illustrators of storybooks and picture books for children has been held annually since 1984 with the aim of providing children with storybooks and picture books that inspire their dreams and imagination. This contest, which is held in collaboration with the International Institute for Children's Literature, Osaka, attracts approximately 4,000 entries from around the country every year. Entries that are awarded the Storybook Grand Prize and Picture Book Grand Prize are published and donated to about 3,400 libraries around the country through our dealers and about 720 kindergartens and nursery schools through our branch offices. In all, we have donated more than 100,000 books. Due to the nature of commercial publishing, new authors have a difficult time breaking into the children's book market. Having their work published serves as an ideal stepping stone for

the Grand Prix winners. We have also begun to help authors develop their talents. From 1999, we have held workshops where runners-up can receive direct instructions from the contest judges. Works that finish in the upper places in this contest are recognized as high-quality works. Today, the contest is seen as a gateway to success for new authors.



Donation of books to kindergartens near branch offices

Nissan Storytelling Circle

Folktales are valuable assets that tell how people grow. As folktales are told verbally, the listener uses his or her imagination and creates their own images in their minds. We have held lectures to foster the understanding of the significance of folktales with our dealers since 1992. The lectures are given by Professor Toshio Ozawa (Director of the Institute for Folklore Research) and Ms. Izumi Fujii, a storyteller. To date, these lectures have been given at 40 locations throughout Japan.



Lecture

Nissan Joyful Storybook and Picture Book Exhibition

This event was started at the National Children's Castle in Aoyama, Tokyo in 1992 to introduce excellent children's books, including the prize winners of Nissan Children's Storybook and Picture Book Grand Prix, and to provide a place that inspires imagination in children. Today, our staff and the expert staff at the National Children's Castle jointly handle planning, production, and operation of the project. At the National Children's Castle, we hold workshops that are open to any child in addition to introducing superb storybooks and picture books. The exhibition has become an essential event for the spring break, attracting some 30,000 parents and children. In workshops, our

employee volunteers experience the joy of crafts. Being an automaker has its advantages. We can use scraps from the company for the exhibits in the hall and the materials for the workshops. Our employees with craft skills help in making the exhibit.



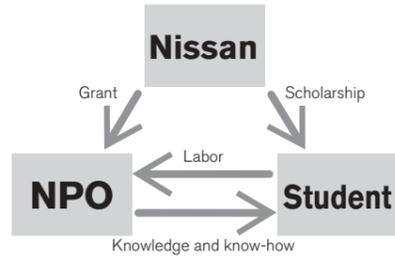
Scraps from the company are used for the exhibits

Nissan-NPO Learning Scholarship Program

Through this program, we invite applications from students who wish to work for NPOs, select the successful candidates, and pay them scholarships according to their work accomplishments. The program was begun in 1998 as a new experiment to develop people in partnership with NPOs. The purpose of this program is to provide youths with the opportunity to develop analytical ability by learning and gaining knowledge through a job at NPOs where they are expected to work flexibly and autonomously. We feel that creative individuals and those with double majors will bring energy and flexibility to tomorrow's society. By experiencing jobs at NPOs, which cover a wide range of specialized fields as pioneers, as students, the participants should gain the confidence and flexibility to work in the fluid work market of tomorrow. We receive applications from over 100 students every year. Of these, approximately 20 are awarded scholarships to work in NPOs of various fields including social welfare, environment, international exchange, culture, and arts.



Application guidelines



A student receives a certificate of completion from Nissan president Carlos Ghosn



Panel discussion of representatives from NPOs and scholarship students

Promoting a better understanding of environmental protection

We feel that it is important to see environmental protection as familiar activities rooted in everyday life, while maintaining a global vision. Besides supporting the activities of environmental NPOs that conduct specialized activities as pioneers, we hold seminars and events in the company with the help of NPOs to help our employees gain better understanding of environmental protection.



As a facet of children's environmental education, Ecosystem Conservation Society-Japan organizes the All-Japan School Biotope Contest.



Nature Conservation Society of Japan organizes the All-Japan Nature Survey, a campaign to protect nature.



The Association of National Trusts in Japan organizes the General Assembly of National Trust society.

3. Fostering an awareness of community involvement among employees

Company employees are now expected to take part in social activities as citizens. Seeing real life conditions in society through social activities and developing social and cultural knowledge is an important opportunity for corporate employees to become well rounded individuals. Nissan has a program to give employees the opportunity to voluntarily participate in social activities.

TRY-ANGLE: Community involvement program for providing information on volunteer activities

This volunteer information system was implemented in 1993. We ask employees and family members who are interested in volunteering, but do not know how to get started, and those who want to volunteer, but do not have the opportunity to do so, to register for areas of activity that interest them, and provide them with the latest information on the registered fields.



Social and cultural activity newsletter 「H'IMAGINE」 First published in June 1992. It is distributed to employees who have registered for Triangle and is also introduced on the intranet.

Nissan Financial Support Program for Volunteer Activities

This program, which began in 1996, financially supports employees' volunteer activities. When an employee makes a donation, the company donates a matching amount (matching gift). When funds for volunteer activity or purchase are short, the company provides the amount. This encourages and promotes employees' voluntary social participation and donation activities.

Employee participation-type events and lectures

When Nissan supports the activities of NPOs, employees are given the opportunity to take part. We also provide various lectures for employees so they can acquire the knowledge required for volunteer activities.



Nissan sponsors the Design Festa and provides employees a chance to exhibit their works.



Events for employees to experience environmental protection with the cooperation of local companies

Donation drive after a disaster

We held a donation drive among employees to support the victims of the terrorist attacks in the United States.

4. Community relations

Our plants around the country receive approximately 200,000 plant tour visitors every year. By participating in local events, holding open houses, and taking part in various community exchange programs, we maintain our friendship with the local communities.



Oppama Plant and the local community collaborate to hold a wheelchair half marathon called "Nissan Cup Oppama Championship". Besides lending the facility for use as racecourse, approximately 600 employees work as volunteers to support the event.



Technical Center lends its hand to the Summer Vacation Children's Craft Class by assigning employees as teachers. This class, which allows children to learn directly from professional craftsmen, has become a popular annual event among children.



At the Tochigi Plant, several hundred employees participate every year in cleanup activities around the plant and in flower planting activities to improve the beauty of the local environment.

5. Nissan Science Foundation

Nissan established the Nissan Science Foundation to contribute to academic advancement and cultural development in Japan. Currently directed by Yoshikazu Hanawa, the Nissan Science Foundation was founded in April 1974 to commemorate the 40th anniversary of Nissan. Since then, the foundation has provided research grants for basic research in the fields of environmental and natural science, research grants for workshop that are held a few times a year to cultivate new research territory, and has aided new attempts in science education.

The foundation had awarded approximately ¥5 billion in grants by 2001.

In 1993, Nissan established the Nissan Science Prize to commemorate the foundation's 20th anniversary. This prize acknowledges the achievements of leading researchers below the age of 50 who have made outstanding contributions to their academic fields, including environmental science, and whose work is recognized. The foundation's assets totaled approximately ¥6.7 billion at the end of March 2001.

HP Nissan Science Foundation <http://www.t3.rim.or.jp/~at02-nsj/>

Awards and Grants Presented in 2001

Nissan Science Prize: 2 awardees

Professor Yasuhiko Arakawa (University of Tokyo)
 •Initiation of research on quantum dots, investigation of their physics, and application to semiconductor lasers

Professor Eisuke Nishida (University of Kyoto)
 •Regulatory mechanisms and function of the MAP kinase signal transductions pathways
 Nissan Research Grant: 54 recipients



Presentation of Nissan Science Prize



Presentation of Research Grant

TOPICS Results of Research Grant

25th (1998) Overseas Collaborative Research Grant
Professor Hiroshi Yokota
 (Faculty of Engineering, Miyazaki University, Japan)

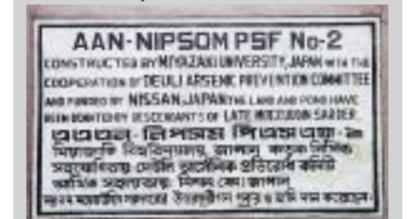
Research of Arsenic Content in Surface Water in Area of Bangladesh Where Ground Water is Tainted with Arsenic, and Conversion of the Water into Drinking Water

As a result of a boring survey, high concentration of arsenic was found in the peat bed immediately above the aquifer. Because of the arsenic bed underground, high concentration of arsenic contamination was discovered in the well water. At first, low concentration of arsenic contamination was found in a reservoir formed by rainwater and river water. As a result of stopping the inflow from well water, however, we found that the water from the reservoir can be used as drinking water. We designed a convenient filtration equipment, PSF (Pond Sand Filter), and installed it in the village of Deuli near the Indian border. As a result of inspecting its purification capacity in February 2000, we found that it can purify the reservoir clude water whose cloudiness is 20 to 30, coliform count of 10 to 20, and viable bacteria of 150 to 200, to clear water and meet Japan's water service quality standards.

The village installed a nameplate which names University of Miyazaki and Nissan Science Foundation to show its gratitude. The second filter system was put into service in February 2001. Additional filters are scheduled for installation.



PSF filtration system



Nameplate showing gratitude Shows "FUNDED BY NISSAN, JAPAN" (4th line)

3 | Health and Safety

1. Basic Objectives of Health and Safety Management

Nissan undertakes proactive safety and health activities annually to work toward eliminating work-related accidents, illnesses, and traffic accidents. Nissan believes that safety, quality, and productivity are all closely interrelated and makes every effort to improve facilities, working environments, working procedures, and educational activities to ensure a comfortable and vibrant workplace and the continued safety and health of all employees.

2. Ensuring Work Safety

In 2001, the total number of work-related accidents fell 43% from the previous year, marking the greatest improvement in safety record for the company. This record is among the best in the automotive industry. Particularly noteworthy is our record of number of accidents leading to employee absence. As of the end of March 2002, we have had 13 consecutive months of zero accident leading to employee absence.

Avoiding accidents due to human error

The KY (the risk prediction) step diagnosis technique, which helps our employees to become more aware of potential danger, started in all workplaces in 1998. As the technique has been advanced as scheduled, we have reduced the number of accidents due to lack of care in predicting dangers every year.

In 2002, we will begin a KY activity to improve the danger awareness of each individual to replace the pervious activity on the group level.

When non-standard work arises, stopping the work, calling the superior, and waiting for the superior's instructions are the best ways to prevent an accident. "Promoting Safety-Related Activities", a management technology textbook for supervisors, clearly states that it is the supervisor's job to make sure that all of his or her subordinates follow the "Stop", "Call", and "Wait" steps. The supervisor personally follows the steps to reduce the number of accidents during an irregular process.

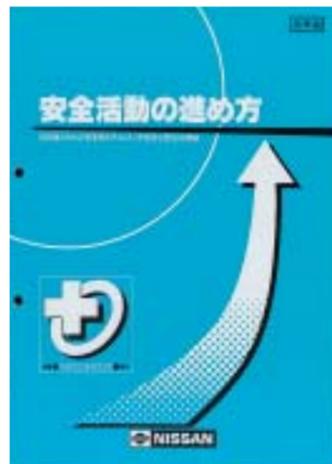
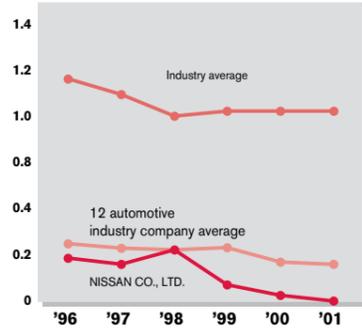
In 2002, we will make our facilities even safer in addition to complying with the Stop, Call, and Wait rules to reduce the number of accidents due to human errors.



Improvement of Safety Management Levels with SES

The Safety Evaluation System (SES), developed independently by Nissan in 1997, is a method for evaluating safety management. We have raised the target level of SES every year to improve safety management levels throughout the company. Because 82% of the accidents that occurred in 2001 were imputable to reasons not covered under SES, we will review the SES evaluation items in 2002, and further improve the level of safety management.

Rate of accidents resulting in employee absence (%)



Promoting Safety-Related Activities



Safety Week poster

3. Health Management Activities

Maintaining employees' health

Since 1998, the percentage of healthy employees — those regarded as healthy according to the results of their physical examination — has been used as an index of health management. The health management target is to keep the same rate from the previous year.

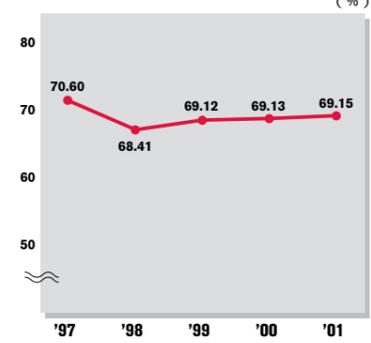
In 2001, THP (Total Health promotion plan) was conducted primarily among healthy employees aged 30, 35, 40, and 45 to prevent healthy employees becoming ill.

For employees whose health monitoring reveals health conditions that could be improved through better diet and exercise, individual guidance is given on how to improve their lifestyles, exercise, and eventually leave the group at risk of poor health. As a result, the rate of healthy employees was 69.15%, thereby remaining at the same level as the preceding year. In 2002, we will improve the follow-up service for employees in the group at risk of lifestyle related diseases in addition to previous activities to prevent employees from becoming ill. At the same time, we will offer health guidance and nutrition guidance to ill employees to cure their diseases.

Internal Mental Health Service System

Mental health has become an increasingly important aspect of employee welfare. Due to the mental health training provided primarily to managers and supervisors, and the improvement in counseling services, there is an increasing awareness of the importance of mental health in the company. Today's system also makes it easier for employees to seek advice concerning mental health. In 2002, we will improve mental health service by starting an activity to teach self-care techniques to handle stress, such as education to spread autogenic training.

Rate of healthy employees (%)



Nutritional consultation

Dissemination of Firsts Aid Skills

The dissemination of first aid skills facilitates the emergency action that can save precious human lives. Nissan therefore educates its employees to give first aid until a doctor or ambulance reaches the accident site. As part of the dissemination activity, we train in-company first aid instructors. These instructors then teach employees mouth-to-mouth resuscitation and cardiac massage by using a first aid text and cardio-pulmonary resuscitation dummy and by following the first aid lecture standard curriculum (3 hours).



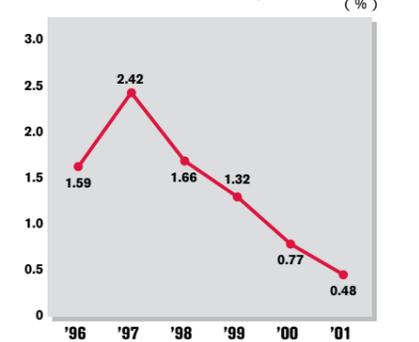
Practical first aid training

4. Reduction of Commuting Accidents

Every Nissan employee must always be aware that he or she is a member of an automobile company and that he or she is responsible for acquiring correct driving knowledge and driving manners and serving as a role model for customers. This is the principle that we follow in our aggressive campaign to prevent traffic accidents. The rate of employees' traffic accidents while commuting is on the decline as a result of the traffic accident prevention activity taking root at each business unit with the cooperation of the labor union. Through the activity, we have focused on commuting hours, prepared standard commuting route instructions, provided onboard instructions, and prepared accident maps around plants.

We will continue an activity with an emphasis on preventing accidents during commute under the active guidance of managers and supervisors in 2002. Namely, each business unit will undertake an activity that takes into account the local traffic environment, introduce an activity that has been successful at another business unit, and advance these activities with the cooperation of the labor union.

Rate of traffic accidents during commute (%)



Rate of traffic accidents during commute (%) = (Commuter accidents numbers/Insurance agreement numbers) x 100



Traffic safety activity (main office district)



Nissan Spring Hello Safety Campaign

4 | Employee Relations

Basic Concept

Employees (human resources) are the greatest assets with which Nissan can materialize its vision, "Nissan: Enriching people's lives". We are improving our human resources system as we feel it is the support tool that can maximize the benefits of human resources.

In order to provide the company's stakeholders with visibly superior values, we are running the human resource systems so that every individual can demonstrate his or her expertise and leadership through cross-functional teamwork.

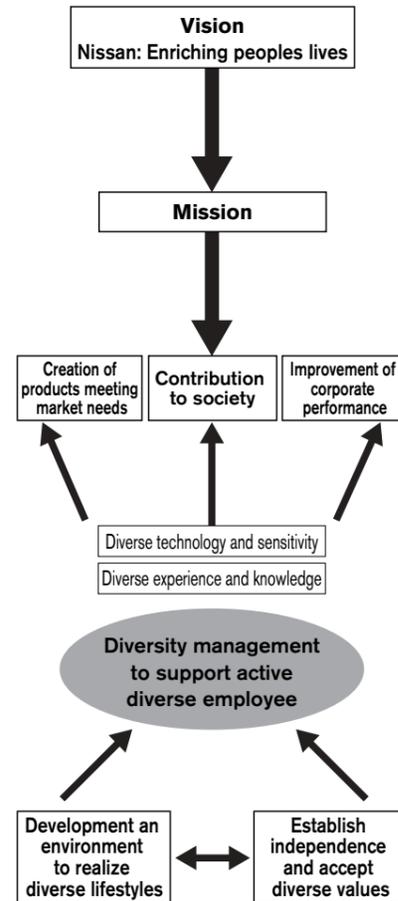
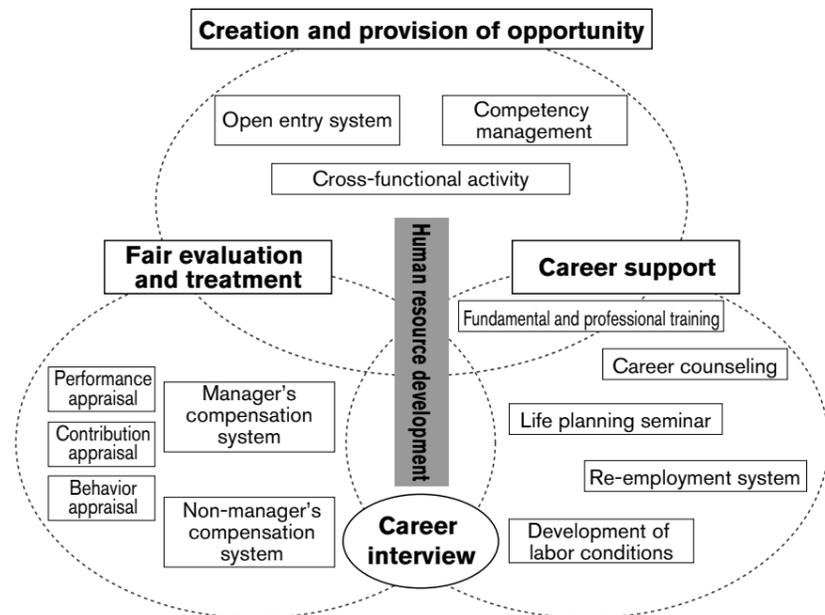
Establish new human resources management and career vision

Based on the concept above, we will systematically operate the systems illustrated below.

Promote diversity management

In September 2001, we invited employees throughout the company to join in launching the Diversity Project. At Nissan, we define "diversity" as "the state in which the company has respect for employees and employees have respect for one another as individuals while they work towards a common vision". We encourage our employees to become autonomous. We feel that a company that respects diversity can produce better ideas and superior solutions than a company made up of uniform people, and can win the trust of customers.

Through this project, we introduced in April 2002 systems that support various work styles, such as the Childcare and Care Giving Leave System. Nissan's employment rate of the physically challenged is 1.96%, which exceeds the mandatory rate of 1.8%. At Nissan, the physically challenged hold various responsible positions.



Nissan strongly expects employees to follow rules as members of society
 Nissan set the Employee Code of Conduct in 1998, and distributed the code in a booklet to every employee. With the booklet, we strived to eliminate human rights violations and sexual harassment. We have also provided employees with ongoing education through in-company seminars. In 2001, Nissan set the Nissan Global Code of Conduct, and held every employee working in Nissan Group accountable for following the code. To ensure that employees follow rules as members of society, we formed the Compliance Committee. The committee directly receives reports in a safe, timely, and effective manner when an employee encounters a violation of the Code of Conduct.

1 | Environmental Data of Main Plants

Oppama Plant Received ISO 14001 certification: May 1997 (Reassessment: April 2000)
 〒237-8523 1 Natsushimacho, Yokosuka-shi, Kanagawa-ken

Environmental Slogan

Promoting activities and plant operations that our successors will be proud of by aggressively tackling global environmental problems.



Air Quality (Air Pollution Control Law and ordinances)

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers	105	62
	Drying ovens	130	20
	Incinerators	250	110
Soot and dust	Boilers	0.1	ND
	Drying ovens	0.1	0.003
	Incinerators	0.1	0.006
Dioxins	Incinerators	80	0.18

Unit NOx = ppm
 Soot and dust = g/m³N
 Dioxins = ng-TEQ/m³N
 Measured values are the maximum measured values in 2001

Wastewater Quality (Water Pollution Control Law and other ordinances)

Item	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	5.8 - 8.6	7.7	6.9	7.3
COD	60	9	6	6.8
COD (total)	187	32.5	7.5	22
BOD	60	ND	ND	ND
SS	90	2	ND	0.42
Oil	5	ND	ND	ND
Zinc	3	0.09	0.04	0.06
Fluorine	15	1.9	0.6	1.33
Copper	3	0.01	ND	0.003
Cyanogen	0.1	0.01	ND	ND
Lead	0.1	0.01	ND	ND
Nickel	1	0.2	ND	0.08
Soluble manganese	1	0.1	ND	0.03
Total nitrogen	60	23	13	18.5
Total phosphorous	8	1.6	ND	0.61

Unit Other than PH: mg/l
 Measurements of items other than those listed above were below minimum quantifiable limits.
 ND indicates values lower than the minimum quantifiable limit.

PRTR Substances

Substance number	Chemical substance	Amount handled	Air	Water	Transferred as waste	Buried by Nissan	Recycle	Chemical change	Product
1	Water-soluble zinc compounds	9,318	0	28	0	1,183	0	0	8,107
9	Bis (2-ethylhexyl) apidate	5,554	0	0	0	0	0	555	4,998
30	Bisphenol A mold epoxy resin	2,333	0	0	0	0	0	219	2,114
40	Ethyl benzene	48,171	1,819	0	0	0	0	7,734	38,618
43	Ethylene glycol	787,248	0	0	0	0	0	0	787,248
63	Xylene	1,215,921	455,702	0	0	0	591,762	120,098	48,360
179	Dioxins	4,040	24	0	4,015	0	0	0	0
227	Toluene	590,383	141,985	0	0	0	66,420	92,371	289,607
232	Nickel compounds	1,449	0	35	0	922	0	0	493
272	Bis (2-ethylhexyl) phthalate	134,065	0	0	0	0	0	4,048	130,017
299	Benzene	27,751	14	0	0	0	0	8,416	19,322
309	Poly (oxyethylene) nonyl phenyl ether	2,782	0	56	0	0	0	2,726	0
311	Manganese and its compounds	8,390	0	346	0	2,782	0	0	5,262
Total		2,833,366	599,519	464	0	4,887	658,182	236,167	1,334,146

According to PRTR law, raw materials that contain 0.1% or more of carcinogen (designated type 1 chemical substances) and those that contain 1% or more of other substances are measured. Only carcinogens whose annual handling volume is 500 kg or greater and other substances whose handling volume is 1 ton or greater are listed. (All dioxins are listed)
 As the figures are rounded to the tens place, the sum of air, water, transferred as waste, buried by Nissan, recycled, chemical change, and products may not necessarily be the same as the sum of the amount handled and total.

Principal products



Tochigi Plant Received ISO 14001 certification: December 1997 (Reassessment: November 2000)
 〒329-0692 2500 Kamigamo, Kaminokawa-machi, Kawaguchi-gun, Tochigi-ken



Environmental Slogan

Let us protect the invaluable water and nature.

Air Quality (Air Pollution Control Law and ordinances)

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers	190	150
	Diesel engine	950	764
	Drying ovens	230	160
	Incinerators	300	72
	Furnaces	180	120
Soot and dust	Boilers	0.15	0.04
	Diesel engine	0.1	0.05
	Drying ovens	0.2	0.05
	Incinerators	0.25	0.009
	Furnaces	0.2	0.03
Dioxins	Incinerators	80	4.7
	Aluminum furnaces	20	2

Unit NOx = ppm
 Soot and dust = g/m³N
 Dioxins = ng-TEQ/m³N

Measured values are the maximum measured values in 2001

Wastewater Quality (Water Pollution Control Law and other ordinances)

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	5.8 ~ 8.6	8.1	6.5	7.3
COD	-	-	-	-
BOD*	25	22.4	1	3.23
SS*	50	21.2	1	3.01
Oil	5	1	0.5	0.51
Zinc	5	3.8	ND	0.25
Soluble iron*	3	0.5	ND	0.12
Soluble manganese*	3	0.2	ND	0.11
Fluorine	8	0.8	0.2	0.38
Total nitrogen*	20	6	3	4.8
Total phosphorous*	2	ND	ND	ND

*: Tochigi ordinance
 Unit Other than PH: mg/l
 Measurements of items other than those listed above were below minimum quantifiable limits.
 ND indicates values lower than the minimum quantifiable limit.

PRTR Substances

Substance number	Chemical substance	Amount handled	Air	Water	Transferred as waste	Buried by Nissan	Recycle	Chemical change	Product
1	Water-soluble zinc compounds	5,065	0	15	643	0	0	0	4,406
9	Bis (2-ethylhexyl) apidate	1,597	0	0	0	0	0	80	1,517
16	2-Ethynol amine	3,758	0	503	0	0	0	3,256	0
25	Antimony and its compounds	29,205	0	0	0	0	0	0	29,205
29	Bisphenol A	42,555	0	0	0	0	0	42,555	0
30	Bisphenol A mold epoxy resin	4,904	0	0	0	0	0	5	4,899
40	Ethyl benzene	41,314	20,953	0	0	0	359	4,997	15,005
43	Ethylene glycol	533,287	0	0	0	0	0	0	533,287
63	Xylene	812,364	273,503	0	0	0	425,772	44,099	68,990
67	Cresol	4,043	0	0	0	0	0	4,043	0
68	Chromium and tetravalent chromium compounds	63,659	0	0	0	0	0	0	63,659
176	Organotin compounds	1,253	0	0	376	0	0	0	877
179	Dioxins	4,263	223	0	4,040	0	0	0	0
224	1, 3, 5 trimethylbenzene	10,803	9,111	0	0	0	0	1,691	0
227	Toluene	180,789	53,573	0	0	0	107,770	7,698	11,749
232	Nickel compounds	1,833	0	44	1,166	0	0	0	623
260	Pyrocatechol	17,680	0	0	0	0	0	17,680	0
266	Phenol	33,936	0	0	0	0	0	33,936	0
272	Bis (2-ethylhexyl) phthalate	47,149	0	0	0	0	0	2,290	44,859
283	Hydrogen fluoride and its compounds	9,423	489	1,437	1,724	0	5,772	0	0
299	Benzene	19,759	10	0	0	0	0	0	19,749
309	Poly (oxyethylene) nonyl phenyl ether	4,183	0	228	0	0	2,118	1,836	0
310	Formaldehyde	3,708	3,035	0	0	0	0	673	0
311	Manganese and its compounds	470,413	0	82	664	0	0	0	469,667
346	Molybdenum and its compounds	12,635	0	0	0	0	0	0	12,635
Total		2,355,315	360,674	2,310	4,573	0	541,791	164,839	1,281,128

According to PRTR law, raw materials that contain 0.1% or more of carcinogen (designated type 1 chemical substances) and those that contain 1% or more of other substances are measured. Only carcinogens whose annual handling volume is 500 kg or greater and other substances whose handling volume is 1 ton or greater are listed. (All dioxins are listed)

As the figures are rounded to the tens place, the sum of air, water, transferred as waste, buried by Nissan, recycled, chemical change, and products may not necessarily be the same as the sum of the amount handled and total.

Principal products



Kyushu Plant Received ISO 14001 certification: March 1999 (Reassessment: January 2002)
 〒800-0345 1-3 Shinhama-cho, Kanda-machi, Miyako-gun, Fukuoka-ken



Environmental Slogan

Let us continue environmental improvement activities to protect the invaluable ocean and nature around us.

Air Quality (Air Pollution Control Law and ordinances)

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers	150	110
	Gas turbines	70	28
Soot and dust	Drying ovens	230	62
	Incinerators	250	140
	Boilers	0.15	0.002
Dioxins	Gas turbines	0.05	ND
	Drying ovens	0.20	0.0082
	Incinerators	0.15	0.0011

Unit NOx = ppm
 Soot and dust = g/m³N
 Dioxins = ng-TEQ/m³N

Measured values are the maximum measured values in 2001

Wastewater Quality (Water Pollution Control Law and other ordinances)

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	5.8 ~ 8.6	7.1	6.5	6.9
COD*	15	9.5	5.7	7.8
BOD	20	2.2	0.6	1.2
SS*	25	1	ND	ND
Oil*	2	ND	ND	ND
Zinc	5	1.4	0.03	0.7
Fluorine	8	2.5	2.2	2.3
Soluble manganese	10	2	1.5	1.8
Total nitrogen	120	20.3	9	13.2
Total phosphorous	16	13.5	1.7	5.1

* Agreed values (environmental protection agreement between Fukuoka Prefecture, Kanda-machi, and Nissan)
 Unit Other than PH: mg/l
 Measurements of items other than those listed above were below minimum quantifiable limits.
 ND indicates values lower than the minimum quantifiable limit.

PRTR Substances

Substance number	Chemical substance	Amount handled	Air	Water	Transferred as waste	Buried by Nissan	Recycle	Chemical change	Product
1	Water-soluble zinc compounds	9,824	0	29	1,247	0	0	0	8,547
16	2-Ethynol amine	1,378	0	5	0	0	0	1,373	0
30	Bisphenol A mold epoxy resin	6,852	0	0	0	0	0	226	6,627
40	Ethyl benzene	123,871	42,066	0	0	0	0	13,612	68,193
43	Ethylene glycol	956,736	15,641	0	0	0	0	0	941,095
63	Xylene	1,931,721	742,739	0	0	0	640,878	112,511	435,593
179	Dioxins	516	47	0	469	0	0	0	0
224	1, 3, 5 trimethylbenzene	52,947	43,430	0	0	0	304	9,214	0
227	Toluene	931,614	210,336	0	0	0	172,374	23,002	525,902
232	Nickel compounds	4,408	0	106	2,804	0	0	0	1,499
272	Bis (2-ethylhexyl) phthalate	15,863	0	0	0	0	0	117	15,746
299	Benzene	64,731	32	0	0	0	0	0	64,699
310	Formaldehyde	7,903	6,861	0	0	0	0	1,042	0
311	Manganese and its compounds	2,698	0	113	912	0	0	0	1,673
Total		4,110,547	1,061,104	254	4,963	0	813,556	161,097	2,069,574

According to PRTR law, raw materials that contain 0.1% or more of carcinogen (designated type 1 chemical substances) and those that contain 1% or more of other substances are measured. Only carcinogens whose annual handling volume is 500 kg or greater and other substances whose handling volume is 1 ton or greater are listed. (All dioxins are listed)

As the figures are rounded to the tens place, the sum of air, water, transferred as waste, buried by Nissan, recycled, chemical change, and products may not necessarily be the same as the sum of the amount handled and total.

Principal products



Yokohama Plant Received ISO 14001 certification: July 1998 (Reassessment: June 2001)
〒220-8623 2 Takara-cho, Kanagawa-ku, Yokohama-shi, Kanagawa-ken



Environmental Slogan

Let us protect the global environment and make the plant friendly to the environment and in harmony with the local community.

Air Quality (Air Pollution Control Law and ordinances)

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers	46	45
	Drying ovens	29	28
	Gas engines	50	29
	Heating furnaces	99	85
	Furnaces	60	27
Soot and dust	Boilers	0.05	0.001
	Drying ovens	0.1	0.003
	Gas engines	0.04	0.003
	Heating furnaces	0.1	0.048
	Furnaces	0.1	0.058
Dioxins	Aluminum furnaces	20	0.27

Unit NOx = ppm
Soot and dust = g/m³N
Dioxins = ng-TEQ/m³N
Measured values are the maximum measured values in 2001

Wastewater Quality (Water Pollution Control Law and other ordinances)

Items	Legal Limits	Measured Value			
		Maximum	Minimum	Average	
PH	5.8 - 8.6	7.7	6.9	7.2	
COD*	20	13	2	8	
COD (total)	District 2	64.8	53.4	2.1	13.3
	District 3	92.1	78.0	6.6	29.5
	District 4	7	1.5	0.2	0.52
BOD*	20	18	2	6	
SS*	20	14	ND	4.7	
Oil*	5	4	ND	1	
Copper	3	0.15	ND	0.03	
Zinc	3	0.15	ND	0.06	
Fluorine	8	0.7	ND	0.17	
Soluble iron	10	0.3	ND	0.05	
Soluble manganese	1	0.1	ND	0.05	
Total nitrogen	30	16	1.8	5	
Total phosphorous	8	2.6	ND	0.13	

* Independently controlled values
Unit Other than PH: mg/l
Measurements of items other than those listed above were below minimum quantifiable limits.
"ND" indicates values lower than the minimum quantifiable limit.

PRTR Substances

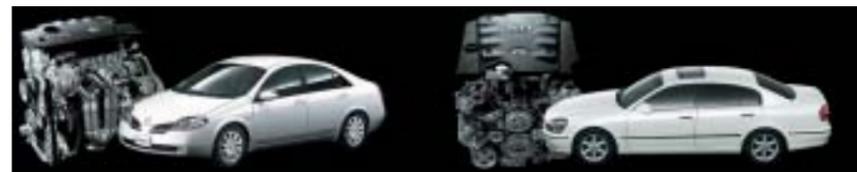
Substance number	Chemical substance	Amount handled	Air	Water	Transferred as waste	Buried by Nissan	Recycle	Chemical change	Product
1	Water-soluble zinc compounds	1,214	0	11	0	333	0	0	870
40	Ethyl benzene	27,665	2	0	0	0	0	27,663	0
63	Xylene	128,829	489	0	0	0	0	128,340	0
179	Dioxins	7.2	7.2	0	0	0	0	0	0
227	Toluene	250,637	348	0	0	0	0	250,289	0
230	Lead and its compounds	1,186	0	0	59	4	0	0	1,123
243	Barium and its compounds	1,959	0	0	1,959	0	0	0	0
283	Hydrogen fluoride and its compounds	7,920	950	0	0	0	6,970	0	0
299	Benzene	17,917	8	0	0	0	0	17,909	0
311	Manganese and its compounds	4,515	0	0	0	0	0	0	4,515
Total		441,842	1,797	11	2,017	337	6,970	424,201	6,509

According to PRTR law, raw materials that contain 0.1% or more of carcinogen (designated type 1 chemical substances) and those that contain 1% or more of other substances are measured. Only carcinogens whose annual handling volume is 500 kg or greater and other substances whose handling volume is 1 ton or greater are listed. (All dioxins are listed)
As the figures are rounded to the tens place, the sum of air, water, transferred as waste, buried by Nissan, recycled, chemical change, and products may not necessarily be the same as the sum of the amount handled and total.

Principal products

QR25/QR20 Engine

VK45/VH45 Engine



Primera and others

Cima and others

Iwaki Plant Received ISO 14001 certification: March 1999 (Reassessment: February 2002)
〒971-8183 386 Shimokawa Otsurugi-aza, Otsurugi, Izumi-cho, Iwaki-shi, Fukushima-ken



Environmental Slogan

Let us protect the global environment and make the plant friendly and clean to the environment in order to protect the nature of Iwaki.

Air Quality (Air Pollution Control Law and ordinances)

Substance	Facilities	Legal Limits	Measured Value
NOx	Furnaces	100	27.5
	Boilers	120	82.5
Soot and dust	Furnaces	0.03	0.021
	Boilers	0.03	ND
Dioxins	Aluminum furnaces	20	0.081

Unit NOx = ppm
Soot and dust = g/m³N
SOx = K value
Dioxins = ng-TEQ/m³N
Measured values are the maximum measured values in 2001

Wastewater Quality (Water Pollution Control Law and other ordinances)

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	5.8 - 8.6	7.7	6.8	7.3
COD*	12	9.7	3.7	6.8
SS*	40	ND	ND	ND
Oil	5	0.7	ND	0.5
Zinc	5	-	-	0.1
Soluble iron	10	-	-	0.3
Total nitrogen	60	-	-	2.6
Total phosphorous	8	-	-	0.08

* Pollution prevention agreement between Fukushima Prefecture, Iwaki-City and Nissan
Unit Other than PH: mg/l
Measurements of items other than those listed above were below minimum quantifiable limits.
"ND" indicates values lower than the minimum quantifiable limit.

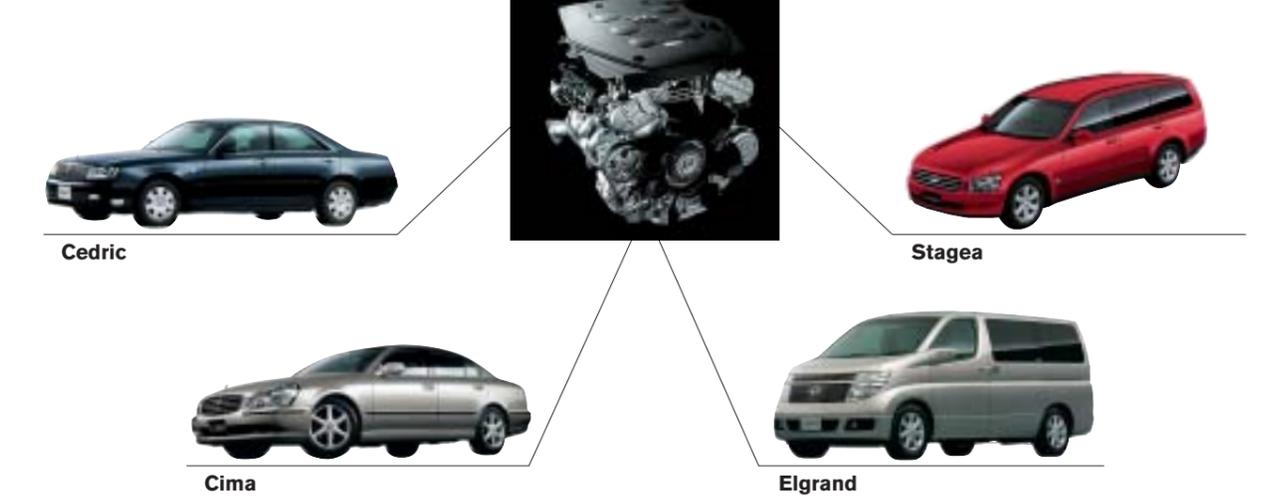
PRTR Substances

Substance number	Chemical substance	Amount handled	Air	Water	Transferred as waste	Buried by Nissan	Recycle	Chemical change	Product
40	Ethyl benzene	8,832	26	0	211	0	0	8,595	0
43	Ethylene glycol	17,033	0	0	114	0	0	0	16,919
63	Xylene	42,075	108	0	1,007	0	0	40,960	0
179	Dioxins	1.7	1.7	0	0	0	0	0	0
227	Toluene	82,162	50	0	1,971	0	0	80,141	0
299	Benzene	2,781	1	0	67	0	0	2,713	0
307	Poly (oxyethylene) = alkyl ether	2,582	0	139	2,442	0	0	0	0
309	Poly (oxyethylene) nonyl phenyl ether	1,009	0	54	955	0	0	0	0
Total		156,474	186	194	6,767	0	0	132,408	16,919

According to PRTR law, raw materials that contain 0.1% or more of carcinogen (designated type 1 chemical substances) and those that contain 1% or more of other substances are measured. Only carcinogens whose annual handling volume is 500 kg or greater and other substances whose handling volume is 1 ton or greater are listed. (All dioxins are listed)
As the figures are rounded to the tens place, the sum of air, water, transferred as waste, buried by Nissan, recycled, chemical change, and products may not necessarily be the same as the sum of the amount handled and total.

Principal products

VQ Engine



Cedric

Stagea

Cima

Elgrand

2 | Environmental Data of Consolidated Subsidiaries

JATCO Transtechnology Co., Ltd. Fuji Plant Received ISO 14001 certification: February 2001 〒417-0023 1-1 Yoshiwara Takara, Fuji-shi, Shizuoka-ken

Air Quality (Air Pollution Control Law and ordinances)

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers	100	87
	Heating furnaces	100	78
	Incinerators	200	74
Soot and dust	Boilers*	0.05	0.004
	Heating furnaces*	0.05	0.007
	Incinerators*	0.10	0.094
Dioxins	Aluminum furnaces*	20	1.1
	Incinerators*	80	28

* Guidance standard value (Kambara-cho, Fuji-shi)
 Unit NOx = ppm, soot and dust: g/m³N, dioxins = ng-TEQ/m³N
 Measured values are the maximum measured values in 2001

Wastewater Quality (Water Pollution Control Law and other ordinances) Unit Other than PH: mg/l

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	5.8 ~ 8.6	7.3	6.9	7.1
COD*	20	14.6	5.5	8.7
BOD*	20	14.9	2.7	8.6
SS*	20	1.8	0.1	0.7
Oil*	4	2.1	0.1	1.5

* Guidance standard value (Kambara-cho, Fuji-shi)
 Unit Other than PH: mg/l

Nissan Shatai Co., Ltd. Shonan Plant Received ISO 14001 certification: December 1997 〒254-8610 10-1 Amanuma, Hiratsuka-shi, Kanagawa-ken

Air Quality (Air Pollution Control Law and ordinances)

Substance	Legal Limits	Measured Value
NOx (total volume)	10.87	4.16
Soot and dust (total volume)	4404	331

Unit NOx (total volume) = m³N/H, soot and dust (total volume) = g/H
 Measured values are the maximum measured values in 2001

Wastewater Quality (Sewage Law and other ordinances) Unit Other than PH: mg/l

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	5.8 ~ 8.6	7.8	7	7.4
BOD	300	130	9	49
SS	300	78	18	38
Oil	30	22	1	8

Nissan Kohki Co., Ltd. Main Plant Received ISO 14001 certification: planned for 2005 〒253-0105 6-6-1 Okada, Samukawa-machi, Koza-gun, Kanagawa-ken

Air Quality (Air Pollution Control Law and ordinances)

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers*	150	76
Soot and dust	Boilers*	0.3	0.011
	Incinerators*	0.25	0.045
Dioxins	Incinerators	80	3.9

* Regulation values are Kanagawa Prefecture ordinance values.
 Unit NOx = ppm, soot and dust: g/m³N, dioxins = ng-TEQ/m³N
 Measured values are the maximum measured values in 2001

Wastewater Quality (Water Pollution Control Law and other ordinances) Unit Other than PH: mg/l

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH*	5.8 ~ 8.6	7.6	6.7	7.1
COD*	60	38	15	28.9
BOD*	60	29	7	18.3
SS*	90	4	ND	1.9
Oil*	5	1	1	1

* Regulation values are Kanagawa Prefecture ordinance values.
 ND indicates values lower than the minimum quantifiable limit.

Aichi Machine Industry Co., Ltd. Atsuta Plant Received ISO 14001 certification: January 2001 〒456-0055 10 Minami Ichiban-cho, Atsuta-ku, Nagoya-shi, Aichi-ken

Air Quality (Air Pollution Control Law and ordinances)

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers	180	71
Soot and dust	Boilers	0.05	ND

Unit NOx = ppm, soot and dust = g/m³N
 Measured values are the maximum measured values in 2001

Wastewater Quality (Sewage Law and other ordinances) Unit Other than PH: mg/l

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	5.8 ~ 8.6	8.5	6.5	7.2
BOD	160	140	22	80
SS	200	41	4	11
Oil	5	5	3	4

Rhythm Corporation Gokyu Plant Received ISO 14001 certification: December 2001 〒430-0831 283-3 Gokyu-cho, Hamamatsu-shi, Shizuoka-ken

Air Quality (Air Pollution Control Law and ordinances)

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers	180	83
	Diesel engines	950	801
SOx	Boilers	0.7	0.02
	Diesel engines	1.28	0.07
Soot and dust	Boilers	0.3	0.03
	Diesel engines	0.1	0.01

Unit NOx = ppm, soot and dust = g/m³N, SOx = m³N/H
 Measured values are the maximum measured values in 2001

Wastewater Quality (Sewage Law and other ordinances) Unit Other than PH: mg/l

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	5.7 ~ 8.7	7.9	7.2	7.5
BOD	300	30.2	8.6	18.1
SS	300	26	12	18
Oil	30	8	2	4

Nissan Motor Manufacturing (UK) Ltd. Received ISO 14001 certification: September 1998

Air

Substance	Facilities	Legal Limits	Measured Value
NOx	Drying ovens	100	76
Soot and dust	Drying ovens	50	0.9
	Furnaces	50	1.4

Unit NOx = ppm
 Soot and dust = g/m³N
 Measured values are the maximum measured values in 2001

Wastewater Quality Unit Other than PH: mg/l

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	6.0 ~ 10	8.9	4.4	7.9
SS	200	60	10	26.9
Zinc	2	0.96	0.043	0.18
Nickel	1	0.99	0.15	0.37

Nissan Motor Iberica, S.A. Received ISO 14001 certification: December 1998

Air

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers	300	56
	Drying ovens	300	9
Soot and dust	Boilers	150	Less than 0.1
	Drying ovens	150	Less than 0.1
SOx	Boilers	4300	ND
	Drying ovens	4300	ND

Unit NOx = ppm
 Soot and dust = g/m³N
 SOx = g/m³N
 Measured values are the maximum measured values in 2001

Wastewater Quality Unit Other than PH: mg/l

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	5 ~ 11	8.5	7.1	7.9
COD	900	790	150	578
SS	300	177	16	108
Zinc	10	1.13	0.07	0.14
Soluble manganese	5	1.01	0.01	0.2
Total nitrogen	140	33.9	0.5	5.9
Total phosphorous	30	4.6	0.1	0.7

Nissan North America, Inc. Received ISO 14001 certification: December 1999

Air

Substance	Facilities	Legal Limits	Measured Value
NOx	Boilers (lb/H)	246.3	63.6
	Drying ovens (t/year)	63	50.9
Soot and dust	Boilers (lb/MMBTU)	0.1	0.01
SOx	Boilers (lb/H)	679	115

Unit lb = pound (1 lb = 453.6g), MMBTU = 1.054X10⁹J
 Measured values are the maximum measured values in 2001

Wastewater Quality Unit Other than PH: mg/l

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	6 ~ 10	9.8	7.1	8.6
BOD	1500	-	-	21.7
SS	1500	99	ND	20.3
Phenol	0.6	0.31	0.005	0.13
Copper	0.8	0.11	0.01	0.04
Zinc	1	0.42	0.02	0.14
Total chrome	2.77	0.15	ND	0.01

Nissan Mexicana, S.A. de C.V. Received ISO 14001 certification: December 1998

Air

aSubstance	Facilities	Legal Limits	Measured Value
NOx	Boilers	375	106.5
	Drying ovens	1269	2.2
	Heating furnaces	371	0.71
Soot and dust	Boilers	2434	4.6
	Drying ovens	1502	202

Unit NOx = ppm
 Soot and dust = g/m³N
 Measured values are the maximum measured values in 2001

Wastewater Quality Unit Other than PH: mg/l

Items	Legal Limits	Measured Value		
		Maximum	Minimum	Average
PH	6 ~ 9	6.9	6.2	6.4
BOD	75	72	42	57
SS	75	30	25	27.5
Zinc	2	0.07	0.01	0.05
Total nitrogen	40	24	4.5	14.3

3 Environmental Data of New Vehicles

New Vehicles for 2001

		Caravan	Skyline	Stagea	March
Vehicle Name					
Specifications	Vehicle type	LC-VPE25	GH-V35	GH-M35	UA-AK12
	Type	KA20DE	VQ25DD	VQ25DD	CR12DE
	Engine				
	Displacement (cc)	1998	2495	2495	1240
	Fuel	Gasoline	Gasoline	Gasoline	Gasoline
	Drive system	2WD	2WD	2WD	2WD
	Transmission	4AT	4AT	4AT	4AT
	Vehicle weight (kg)	1670	1450	1550	890
Date on sale	Year/month	01/4	01/6	01/10	02/2
Subject to environment tax		-	-	-	-
	Regulation conformity	2001 medium duty vehicle regulations	2000 passenger vehicle regulations	2000 passenger vehicle regulations	2000 passenger vehicle regulations
	Low-emission vehicle certified by the Ministry of Land, Infrastructure and Transport		-	-	-
Exhaust emission*2	Reduction level below regulation	<Excellent low-emission vehicle> (50%)	*1		<Ultra-low emission vehicle> (75%)
	Low-emission vehicle certification*3	7 local governments	-	-	-
		6 local governments	-	-	-
Fuel consumption	10-15 mode fuel consumption (km/L)	8.1	12.0	11.0	19.0
Greenhouse effect gas	CO ₂ emission (g/km)	291	197	214	124
	HFC refrigerant use (g)	700	550	550	450
Noise	Compliance with regulation (acceleration noise:dB)	76	76	76	76
	Reduction of lead use (less than 1/2 compared to 1996 level)	(Lowered to less than 1/3 the 1996 level)			(Lowered to less than 1/3 the 1996 level)
Substances with environmental impact	Mercury (illumination discharge tube)	Not used	Trace	Trace	Not used*4*5
	Cadmium (special solder)	Not used	Not used	Not used	Not used
	Sodium azide	Not used	Not used	Not used	Not used
	Recyclable*6	Over 90%	Over 90%	Over 90%	Over 90%
	Use of recycled bumper materials	4 parts	3 parts	3 parts	1 part
Recycling	Use of recycled PET materials	2 parts	5 parts	4 parts	1 part
	Use of easily recycled materials (plastic parts)*7				
	Material identification of plastic parts and rubber parts				

Each vehicle shown represents the largest selling model.

*1 VQ35DE engine is available with U-LEV specification. *2 Exhaust gas regulation values (2000 gasoline passenger vehicle regulations, 2001 gasoline medium duty regulations (10-15 mode, unit: g/km)

Current values *2 25% reduction from 2000 gas emission standard 50% reduction from 2000 gas emission standard 75% reduction from 2000 gas emission standard

	25% reduction from 2000 gas emission standard		50% reduction from 2000 gas emission standard		75% reduction from 2000 gas emission standard	
	Passenger vehicle	Medium duty vehicle	Passenger vehicle	Medium duty vehicle	Passenger vehicle	Medium duty vehicle
CO	0.67	2.10	0.67	2.10	0.67	2.10
HC	0.08	0.08	0.06	0.06	0.04	0.04
NOx	0.08	0.13	0.06	0.10	0.04	0.07

*3 7 local governments: low pollution values for Japan's seven major urban areas, 6 local governments: low exhaust gas vehicle standard (LEV-6) for the six prefectures of the Hanshin area

*4 "Trace" when the vehicle is fitted with a navigation system. *5 "Trace" when the vehicle is fitted with xenon head lights. *6 Nissan calculation values. Volume-based

*7 Examples of easily recyclable materials:

Bumpers • Instrument panel • Door trimming • Glove compartment • Console box • Pillar trimming • Floor carpet



Environmental Notes (Environmental Specifications)

4 Others

Number of employees with environmental qualifications (as of March 2001)

	Qualification	Number of certified employees	
External qualifications	Assistant ISO 14001 auditor	8	
	Assistant ISO 14001 auditor (qualified for application)	71	
	Energy administrator/administration staff	54	
	Pollution prevention administrator	Manager	10
		Air	46
		Water	57
	Noise pollution	31	
	Vibration	20	
	Dioxin	20	
Internal qualifications	Nissan internal environmental auditor	730	
	Nissan Green Shop auditor	94	

Major Employee Education Programmes

Items	Number in attendance
Environmental lectures for all new employees	740
Introductory level engineering courses for new technical employees	189
Environmental management lectures for senior engineering staff	79
Energy conservation technology lectures for senior engineering staff	79
Environmental lectures for new managerial staff	260
Training for Internal environmental auditors	162
Training for Assistant ISO 14001 auditors	9

Exhibitions and Test Drive Events (66 events in 2001)

Dates	Event	Dates	Event	Dates	Event
Apr. 18	Opening Ceremony for CaFCP Sacramento Office	Sep. 4	Yasuda Fire and Marine Main Office Exhibit	Nov. 7 to 9	INTERMAC 2001 special exhibit
Apr. 22	National Traffic Safety and Environment Laboratory open house for the general public	Sep. 15 and 16	CEV exhibition and test drive in Okinawa	Nov. 10 and 11	Eco Energy OSAKA' 2001
May 9	General Strategy Meeting for the Development and Wide Use of CEVs, exhibition, and test drive	Sep. 15 and 16	CEV exhibition and test drive in Shikoku	Nov. 11	Low Pollution vehicle test drive in Odawara
May 26 and 27	Kanden KITA Eco Festa 2001	Sep. 22 and 23	CEV 2001 Akita	Nov. 17 and 18	Walk Day (Kyoto)
Jun. 2 and 3	Eco Car World 2001	Sep. 22 and 23	Shiga Prefecture Car Festa	Nov. 18	7th Japan EV Festival 2001
Jun. 7 to 10	LOGISTEM 2001	Sep. 29 and 30	Low Pollution Vehicle Fair Nagoya 2001	Nov. 21	Fuel cell vehicle exhibition and test drive
Jun. 9 and 10	Chiba Kenmin Fair	Oct. 4	Odawara Low Pollution Vehicle Promotion Council CNGV Production Line Tour	Nov. 29	Defense Agency low pollution vehicle exhibition and test drive
Jun. 13 to 15	GENEX01	Oct. 6 and 7	Kitakyushu Eco Car Festa 2001	Nov. 30 to Dec. 3	Automobile Traffic Information Future Fair 2001 CEV Zone
Jun. 15 to 17	AUTO SERVICE SHOW	Oct. 13 and 14	Clean Energy Festa Kumamoto	Dec. 1 and 2	Business Startup Fair (Kyoto)
Jun. 19	Musashinoshi EV test drive	Oct. 20	Fukaya Environment Fair	Dec. 12 to 14	The EVAA ETI Conference & Exposition 2001
Jun. 22 to 24	14th Low Pollution Vehicle Fair in Osaka	Oct. 20 and 21	CEV exhibition and test drive in Hiroshima	Dec. 13	Prime Minister Koizumi's test drive of fuel cell vehicle
Jul. 7 to Sep. 30	Japan Expo in Fukushima 2001 Utsukushima Future Expo	Oct. 20 to 24	18th International Electric Vehicle Symposium (EVS-18)	Dec. 16	Low pollution vehicle class for parents and children (Osaka)
Jul. 19 and 20	CEV exhibition and test drive in Hiroshima	Oct. 21	Nissan Shatai Corporate Festival	Dec. 22 and 23	Low pollution vehicle class for parents and children (Osaka)
Jul. 21 and 22	Shakai Kigyoka Fair	Oct. 26 to 29	Michelin Challenge Bibendum	Jan. 20	Electric Vehicle Social Experiment Festival (Fujiwara)
Jul. 21 and 22	Clean Energy Festa Asahikawa	Oct. 26 to Nov. 7	35th Tokyo Motor Show (Passenger Cars and Motorcycles)	Jan. 30	EV exhibition and test drive for businesses
Jul. 27	Pharmaceutical Vehicle Study Meeting	Oct. 27 and 28	Suginami Kumin Festival	Jan. 31 to Feb. 2	ENEX 2002 Tokyo
Aug. 4 and 5	CEV in Sapporo	Oct. 27 and 28	Hyogo Prefecture Fureai Festival	Feb. 5	Automobile Traffic Society Experiment Fujiwara 2001 tour
Aug. 6 to 12	Big Bird Summer Festa 2001 Wanpaku Ecology Fair	Oct. 27 and 28	Nagoya Fair	Feb. 7	Ceremony commemorating the start of construction of hydrogen supply station (Osaka)
Aug. 9 to 12	50/ Sports Health Ecology 2001	Oct. 27 and 28	Eco Town Kanagawa 2001	Feb. 14 to 16	ENEX 2002 Osaka
Aug. 24 to 27	Chiyoda Ward Summer Vacation Ecology Class EV Test Drive	Oct. 28	Fukuoka Prefecture Low Pollution Vehicle Fair	Feb. 15	AD VanCNG vehicle delivery ceremony
Aug. 25 and 26	Shikoku EV Rally Festival in Konpira	Nov. 3 and 4	Omohiro Messe Commemorating the Fifth Kyoto Miyako Messe	Mar. 1	2nd Fuel Cell Vehicle International Symposium Exhibition
Aug. 31	Hyogo Prefecture Low Pollution Vehicle Fair	Nov. 7	Ceremony for start of Hypermini market research program	Mar. 23 and 24	Children Eco Club National Festival in Odawara

Number of low pollution vehicles shipped (2001)

	Passenger vehicle		Truck		Bus	Total
	Standard and compact	Light motor vehicle	Standard and compact	Light motor vehicle		
Low pollution vehicle	Electric vehicle	0	36	0	0	0
	Hybrid vehicle	0	0	0	0	0
	Natural gas vehicle	27	0	392	0	0
	Methanol vehicle	0	0	0	0	0
Certified as both low fuel consumption and low pollution vehicle *1		67,123	0	0	0	0
		0	0	0	0	0
Diesel alternative LPG vehicle *2		148,411	0	43,241	0	0
		0	0	74	0	0
Total	215,561	36	43,707	0	0	259,304

*1 Achieved the fuel standard early according to the Law Concerning the Rational Use of Energy, and is certified as low emission vehicle according to the Low Emission Vehicle Certification Guidelines.

Certified low emission vehicle

(Ultra-low emission vehicle): 75% reduction from 2000 gas emission standard
(Excellent-low emission vehicle): 25% reduction from 2000 gas emission standard

(Superior-low emission vehicle): 50% reduction from 2000 gas emission standard

*2 Diesel alternative LPG vehicles are not eligible under Green Purchasing Law.

Number of low emission vehicles shipped (2001)

		Number of shipped vehicle	
		Each model	
Serena	24,644	X-Trail	35,171
Bluebird Sylphy	23,240	Wingroad	33,714
March	17,961	Primera	23,047
Primera	1,278	Bluebird Sylphy	10,905
Skyline	269	Cedric·Gloria	8,023
Caravan	126	Cima	7,617
Cube	71,932	Presage	6,741
March	45,696	Expert	6,410
Sunny	44,244	Bassara	3,367
AD Van	38,504	Avenir	2,228
Liberty	36,256	Caravan	673
		Total	442,026

(Ultra-low emission vehicle): 75% reduction from 2000 gas emission standard (Superior-low emission vehicle): 50% reduction from 2000 gas emission standard
 (Excellent-low emission vehicle): 25% reduction from 2000 gas emission standard

PRTR environmental contaminant discharge/displacement (2001)

Unit = kg/year (the unit for dioxins is mg-TEQ/year)

Substance number	Chemical substance	Amount handled	Air	Water	Transferred as waste	Buried by Nissan	Recycle	Chemical change	Product
1	Water-soluble zinc compounds	25,420	0	84	1,890	1,516	0	0	21,931
9	Bis (2-ethylhexyl) apidate	7,150	0	0	0	0	0	635	6,515
16	2-Ethynol amine	6,475	31	744	677	0	0	5,023	0
25	Antimony and its compounds	29,205	0	0	0	0	0	0	29,205
29	Bisphenol A	42,555	0	0	0	0	0	42,555	0
30	Bisphenol A mold epoxy resin	14,089	0	0	0	0	0	449	13,640
40	Ethyl benzene	249,854	64,867	0	211	0	359	62,601	121,816
43	Ethylene glycol	2,294,835	15,641	0	114	0	531	0	2,278,549
63	Xylene	4,130,911	1,472,541	0	1,007	0	1,658,412	446,008	552,943
67	Cresol	4,043	0	0	0	0	0	4,043	0
68	Chromium and tetravalent chromium compounds	63,677	0	0	0	0	0	0	63,677
176	Organotin compounds	1,253	0	0	376	0	0	0	877
179	Dioxins	8,827	303	0	8,524	0	0	0	0
224	1, 3, 5 trimethylbenzene	63,756	52,548	0	0	0	304	10,905	0
227	Toluene	2,035,584	406,291	0	1,971	0	346,563	453,501	827,258
230	Lead and its compounds	2,000	0	0	297	4	0	0	1,698
232	Nickel compounds	7,901	0	190	3,970	1,056	0	0	2,686
243	Barium and its compounds	1,963	0	0	1,959	0	0	0	4
260	Pyrocatechol	17,680	0	0	0	0	0	17,680	0
266	Phenol	33,936	0	0	0	0	0	33,936	0
272	Bis (2-ethylhexyl) phthalate	197,077	0	0	0	0	0	6,455	190,622
283	Hydrogen fluoride and its compounds	17,384	1,440	1,437	1,765	0	12,742	0	0
299	Benzene	132,939	64	0	67	0	0	29,038	103,770
304	Boron and its compounds	2,494	161	823	1,207	293	0	0	9
307	Poly (oxyethylene) = alkyl ether (C = 12 - 15)	3,538	88	170	2,442	0	0	837	0
309	Poly (oxyethylene) nonyl phenyl ether	8,977	0	349	955	0	2,118	5,556	0
310	Formaldehyde	11,612	9,896	0	0	0	0	1,716	0
311	Manganese and its compounds	486,016	0	541	1,576	2,782	0	0	481,117
346	Molybdenum and its compounds	12,767	0	0	1	0	122	0	12,644
Total		9,905,092	2,023,567	4,338	20,486	5,651	2,021,151	1,120,937	4,708,962

According to PRTR law, raw materials that contain 0.1% or more of carcinogen (designated type 1 chemical substances) and those that contain 1% or more of other substances are measured. Only carcinogens whose annual handling volume is 500 kg or greater and other substances whose handling volume is 1 ton or greater are listed. (All dioxins are listed)
 As the figures are rounded to the tens place, the sum of air, water, transferred as waste, buried by Nissan, recycled, chemical change, and products may not necessarily be the same as the sum of the amount handled and total.

Major Achievements Over the Last Five Years

1997	March	Cedric/Gloria CNGV (compressed natural gas vehicle) is released
	May	Prairie Joy EV (electric vehicle) is released Oppama Plant receives ISO 14001 certification for its environmental management system
	June	Nissan begins to issue Environmental Note EURO Environmental Management Committee is formed
	September	NISSAN CVT is commercialized
1998	October	Demonstration dismantling plant is opened to promote the recycling of end-of-life vehicles
	December	Nissan Di direct-injection gasoline engine is commercialized
	January	North American Environmental Management Committee is formed
1999	February	Sale of LEV is commenced (Cube) Nissan Vehicle Recycling Program is announced Green Office Program is launched
	March	Nissan Environmental Report (data version) is issued
	May	R'nessa EV (electric vehicle) is released
	June	Nissan Di direct-injection diesel engine is commercialized
	September	A unit combining direct-injection gasoline engine and NISSAN CVT is commercialized The first Nissan Environmental Forum is held
	February	Nissan Green Parts supply system is expanded Fukkatsukun, an engine coolant recycling machine, is released
	March	All seven plants in Japan and the Product Planning, Research and Development Group acquire the ISO 14001 certification for environmental management systems
2000	May	On-road testing of the Tino Hybrid started On-road testing of methanol reformer-equipped fuel cell vehicle started
	June	Nissan Di VQ30DD and Nissan Di VQ25DD, direct-injection gasoline engines that meet 2000 exhaust emission standards, are commercialized on the new Cedric/Gloria
	September	Participation in joint field trial projects with the ultra-small Hypermini EV Nissan Environmental Report 1999 is issued
	October	Extroid CVT, a new generation transmission, is installed on a vehicle for the first time in the world, on the Cedric/Gloria
	January	Nissan Sentra CA, the world's cleanest gasoline vehicle, is launched in California
	February	Hypermini ultra small electric vehicle is released
2001	March	Nissan participates in The California Fuel Cell Partnership in the United States Nissan Green Shop certification system, Nissan's independent environmental certification system, is implemented at dealers Tino Hybrid is released
	April	AD Van CNGV (compressed natural gas vehicle) is verified as ultra-low emission vehicle () by the Ministry of Transportation's low emission vehicle certification system.
	August	Bluebird Sylphy, an ultra-low emission vehicle (), is released
	September	Nissan Environmental Report 2000 is issued Environmental actions announced for the former Ogikubo Office site
	October	Nissan Green Parts is extended throughout the country Atlas 10 LPG vehicle and Atlas 20 LPG vehicle are released

2001	October	Nissan Environmental Report 2001 is issued Nissan announces the use of ultra-low emission engines on more models
	November	Environmental survey on the former Murayama Plant site is completed
	December	Serena, an ultra-low emission vehicle (), is released Forklift engines (gasoline and LPG) are certified for the first time by California's emission regulation
2002	January	NISSAN GREEN PROGRAM 2005 is announced Sponsoring "Nissan Environmental Meeting" Exhibition on Coexistence of Man, Automobile, and Nature is held
	February	Skyline, an ultra-low emission vehicle (), is released Primera, an ultra-low emission vehicle (), is released
	March	March, an ultra-low emission vehicle (), is released Nissan Green Shop certification is completed at all dealers

TOPICS Environmental awards received in 2001

Nissan's efforts in environmental protection are bearing fruit as environmental improvement technologies. These technologies and activities were recognized with various awards during 2001.

The 36th Japan Society for the Promotion of Machine Industry Award and Minister of Economy and Industry Award
 Nissan was recognized for developing many technologies with the aim of zero emissions.

The 51st Technology Development Award, Society of Automotive Engineers of Japan, Inc.
 Nissan won the award for its successful development and commercialization of zero emission technologies for gasoline engines. The two-stage high-efficiency HC trap catalytic system is the world's first system that traps unburned hydrocarbon (HC) that is discharged by the engine immediately after the engine is started, and cleans the HC after the catalytic converter has been warmed up. The ultra-low heat mass carrier catalyst and the high-speed injection high swirl combustion are technologies that make the catalytic converter operable much quicker than with a conventional technology.

The 5th Environmental Report Awards (Minister of Environment Award)
 Nissan's Environmental Report for the fiscal year ending in March 2001 was recognized as the best environmental report for 2001. The environmental report was highly praised for showing Nissan's philosophy and efforts, and Nissan's responsibilities and actions in reducing environmental impact throughout the life cycle of vehicles.

The Director General's Award of the Kanto Bureau of International Trade and Industry at the 2001 Energy Conservation Center National Convention
 A group at Tochigi Plant that developed a controller that prevents excess cooling of compressed air won the award.

The Director General's Award of the Kanto Bureau of International Trade and Industry for 2001 Excellent Energy Management
 The Technical Center was awarded for being a model for others in promoting energy conservation.

Comparison of Items Included in the Environmental and Social Report

This report makes use of outside guidelines in presenting Nissan's environmental management system, policies, goals, reporting plan, etc. The chart below compares the previous edition of the Environmental Report with this version in line with the Environmental Guideline (February 2001) prepared by Japan's Ministry of the Environment. We will also continue to make improvements for the sustainability report by providing social performance based on GRI.

	Items	March 1998 edition	March 1999 edition	March 2000 edition	Year ending in March 2001	March 2002 edition	
Ministry of the Environment	Basic items	CEO's introductory remarks and signature					
		Preliminary remarks and signature of officer in charge of environmental protection					
		Corporate philosophy (management philosophy)					
		Corporate profile					
		Name of department that prepared the report and the contact					
		List of disclosed materials					
		Report time frame and date of next planned publication					
	Environmental Management	Environmental philosophy and environmental guidelines Overview of environmental management system Organization for environmental activities Environmental audit system, if any, and methods ISO 14001 certification Communications with subsidiaries, affiliates, and suppliers Emergency Measures Employee education Environmental Communication Compliance with regulatory requirements Environmental Accounting Life cycle assessment					More detailed
			Efforts to reduce environmental impact	Responsibility specified by field			
			Product Development	Product environment policy			
Product environmental management organization							
Cleaner Exhaust Emission							
Improving Fuel Economy							
Development Clean Energy Vehicles							
Reducing External Car Noise							
Manufacturing			Pre-Assessment System				
			Product environmental management organization				
	Promoting energy saving						
	Waste reduction						
Sales and Service	Environmental Preservation in Logistics						
	Recycling	Development process for recycling design				Newly added	
Business activities	Green Procurement					More detailed	
	Industrial machinery business Environmental Monitoring Research Relations with society (e.g., ITS)						
Interactive communication	Environmental data						
	Social performance	Community Relations Health and Safety Employee Relations Communication With Customers				Newly added Newly added	
GRI	Sustainability	Approach to Sustainability				Newly added	

Scope of the Environmental and Social Report

The purpose of this report is to furnish information on Nissan's environmental efforts and social performance to a large number of stakeholders, including our customers. In the future, we plan to disclose further information that is not within the current scope of this report.

Target year	Fiscal Year 2001
Main timeframe of the data	April 2001 to March 2002 (some information is from earlier years; some more recent data also included)
Regional and geographical scope (sites)	This report covers the global Nissan Group, including the parent company, consolidated subsidiaries, and overseas operations. Environmental data is provided for individual major domestic and overseas plants engaged in vehicle/parts manufacturing, as their activities may have particularly significant impact on the environment.
Scope of business operations	This report describes environmental protection efforts over the entire range of Nissan's products and business activities and social performance. Aspects that are closely related to the development, manufacturing, and recycling of products are discussed in greater detail.
Scope of environmental impact	The environmental impact of products and business activities is explained on both the local and global levels. Environment impact is also reported in every stage of product life cycle.

About the Environmental and Social Report for the Year Ended March 2002

Nissan aims to publish a sustainability report as advocated by GRI. From 1999, our annual environmental report also has reported on the company's environmental and social performance. This year, the report also covers our efforts to realize a sustainable mobile society. Customer communication and employee involvement have been added to report on Nissan's efforts to further improve social performance. Because we would like as many stakeholders as possible to understand our efforts, we have included a digest version of this report and a site report. In addition to an Environmental and Social Report, Nissan publishes an Annual Report and Fact File. We hope that disclosing the information will provide everyone a better understanding of our Triple Bottom Line (environmental, social, and economical) as we attempt to achieve sustainable growth. Because no reliable technique for a third party review has been established, such a review may only impair reliability, which is the inherent purpose of the Environmental and Social Report. Therefore, we have decided to forego a third party review this year. On the other hand, we do recognize the need for subjective verification of the report and assurance of its credibility to ensure reliability. We would like to work with stakeholders to establish an appropriate technique in the future.

Note: Although this report was published in 2002, it reports on data from 2001, and has thus been called the Environmental and Social Report 2001. To reflect the additional data on social performance, the publication has been renamed "Environmental and Social Report" from "Environmental Report" last year.

Environmental and Social Report

- Edition 1 Released July 1990
(Title: On the Environment)
- Edition 2 Revised September 1992
- Edition 3 Revised September 1993
(Revision of Environmental Action Plan brochure)
- Edition 4 Revised March 1997
- Edition 5 Revised October 1997
(Released in March 1998 as a separate volume of Nissan Environmental Report (Data Sheet))
- Edition 6 Revised September 1998
(Revised as Environmental Report)
- Edition 7 Revised September 1999
- Edition 8 Revised September 2000
- Edition 9 Revised September 2001
- Edition 10 Revised July 2002
(Revised as Environmental and Social Report)
- Next edition
Scheduled for release in summer 2003 (issued once a year)

Published by

Nissan Motor Company Co., Ltd
Environmental Management Committee

〒104 - 8023 6-17-1 Ginza, Chuo-ku, Tokyo

For comments and inquires, please contact:

Nissan Motor Company Co., Ltd.
Environmental and Safety Engineering Dept.

Youichi Hara, Masakazu Matsubara and Hidetoshi Tahara
TEL +81-3-5565-2181
FAX +81-3-3546-3266
E-mail: env@nissan.co.jp

This report also can be viewed on Nissan Motor's web site.
<http://www.nissan-global.com>
Editing and printing by e-Graphics, Inc.