Nissan
Green Purchasing Guidelines

January, 2017

Nissan Motor Co., Ltd.
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1. INTRODUCTION

A variety of environmental challenges--climate change, pollution and drain on resources--now affect our entire world. It has become crucial for all and every individual in the world as well as business entities, governments, non-governmental and non-profit organizations to proactively think and act in order to address these challenges.

Nissan Motor Co. Ltd. (Nissan) has promoted quality control and substance management in cooperation with our entire supply chain of automobile component parts and materials, by sharing the value of Nissan’s procurement policy and environmental philosophy. Nissan ensures proper management of substances by suppliers for parts and materials through their compliance with “Nissan Green Purchasing Guidelines”, as well as with “Alliance Nissan Product Quality Procedure” (ANPQP) and Nissan Engineering Standard “Restricted Use of Substances” of Nissan Engineering Standard. These guidelines and standards are based on “The Renault-Nissan Purchasing Way”, “Renault-Nissan Supplier CSR Guidelines” and “Nissan Green Program”.

After the last revision of the guideline in 2012, a mid-term environmental action plan called “Nissan Green Program 2016” was included in Nissan environmental policy. Based on the policy, Nissan has been building better communication with our supply partners and further accomplished our tasks for proper risk management.

In each countries of the world, legislations on environment-impacting substances are being developed in accordance with Strategic Approach to International Chemicals Management (SAICM). It is absolutely necessary for Nissan to expand its environmental activities to a global scale.

The requirements described in this Guideline are key factors when Nissan establishes a sustainable mobility and sustainable corporate management. It is prerequisite that we positively reinforce substance management as well as developing new technology to lower the vehicle’s environmental impact, which cannot be accomplished without the cooperation of every single supplier around the world who provides parts and material to Nissan.

Together with partners, Nissan will continue to conduct due diligence aiming at reducing environmental impact of our products, while developing products and offering service that will give full satisfaction to our customers. Nissan is confident that such effort will build and enhance a win-win relationship between Nissan and our partners, which also will contribute towards enhancement of competitive edge in the global market.

This guideline applies to all the automobile materials, parts, products and packaging that are to be delivered to Nissan.

Nissan Partners are encouraged to visit the Official Global Website of Nissan for the latest edition of the Nissan Green Purchasing Guideline as needed. Nissan appreciates all suppliers’ understanding as well as their cooperation in promoting Nissan’s environmental efforts through this guideline.

Nissan Motor Co., Ltd.
Purchasing Administration Department
Environmental Planning Group, Corporate Planning Department

Nissan Green Purchasing Guideline
2. REVISED POINTS OF NISSAN GREEN PURCHASING GUIDELINE 2016

Nissan and Renault S.A.S (Renault) are continuously working on strengthening its alliance and maximizing the synergy effect in the environmental activities within entire supply chain. In July 2016, Nissan and Renault finalized unification of its engineering standards and issued RNES-B00027, the Renault-Nissan common standard with respect to toxic substances management.

This Nissan Green Purchasing Guideline includes compliance requirements with the RNES (Renault Nissan Engineering Standard), which will apply to all newly designed part subject to a Request for Quotation (RFQ). The RNES-B00027 is reflected as NESM0301-2016N on Support System of Engineering Standard. NESM0301-2016N or its later edition is essentially the same as the RNES-B00027 including any future revisions to be made.

In addition, this guideline illustrate key points of an “E-file process” (a supplier evaluation in toxic substances management) in order to ensure compliance with environmental regulations by Nissan suppliers. The E-file requirement applies to every Nissan location of the world after its global expansion from the previous fiscal year. All Nissan suppliers are required to declare its proper environmental management in response to the E-file requirement.
3. PURCHASING WAY AND ENVIRONMENTAL POLICY

3.1 Renault-Nissan Purchasing Way, its Philosophy and Guideline

In the year 2006, Renault and Nissan purchasing departments jointly developed “The Renault-Nissan Purchasing Way”, in which our procurement policies and philosophies were compiled, to be shared worldwide with our supply chains. In 2010, “The Renault-Nissan Corporate Social Responsibility (CSR) Guidelines” were crafted in order for all our suppliers to enhance their management systems by reviewing their own businesses from the standpoint of CSR. The CSR Guidelines consist of five key areas, including the area of “Environment” which sets out six environmental policies as shown below.

<table>
<thead>
<tr>
<th>Key Areas of Renault-Nissan CSR Guidelines</th>
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<tr>
<td>1. Safety and Quality</td>
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<tr>
<td>• Implement environmental management</td>
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<tr>
<td>• Reducing greenhouse gas emissions</td>
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<td>• Preventing air, water and soil pollution</td>
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<td>• Saving resources and reducing waste</td>
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<td>• Managing chemical substances</td>
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<td>4. Compliance</td>
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<td>5. Information disclosure</td>
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</table>

Please refer to “The Renault-Nissan Purchasing Way” and “Renault-Nissan CSR Guidelines for Suppliers” for details.
3.2 Nissan’s Philosophy and Policy on Environment

Nissan’s Environmental Policy

Environmental Philosophy
"Symbiosis of People, Vehicles and Nature"

Ultimate Goal
"Manage the environmental impact caused by our operations, use of Nissan vehicles and use of resources to a level that can be absorbed by the nature"

Corporate Policy
"Sincere Eco-Innovator"
Sincere: To address proactively the environmental challenges and reduce the impact on the environment.
Eco-Innovator: To develop a sustainable mobility society, we will provide customers with innovative technology in our products.

Key Issues
We persistently improve following issues by setting environmental objectives and targets based on social demand and long term vision which extended beyond compliance.

- Reducing CO2 Emissions/Shifting to Renewable Energies
- Resource Recycling
- Protecting the Air, Water, Soil and Biodiversity

Date: May 13, 2014

F. Matsumoto
Environmental Supervisor
Nissan Motor Co., Ltd.

"This environmental policy is to be announced within the company and disclosed to the public"
Nissan Green Program

Nissan Green Program is a mid-term environmental action plan, developed based on Nissan’s environmental philosophy and policy, and our third-generation program is called “Nissan Green Program 2016”, which is a six-year action plan continues through fiscal 2016. Nissan Green Program 2016 aims to achieve the following main targets by fiscal 2016.

### Nissan Green Program 2016

<table>
<thead>
<tr>
<th>Penetration of Zero-Emission Vehicles</th>
<th>EV market share leadership with Alliance partner Renault</th>
</tr>
</thead>
</table>
| **Wider application of Fuel Efficient Vehicles** | Improve Corporate average fuel economy by 35% from FY2005 (JPN/US/EUR/PRC)  
Contribute to CO2 reduction by Intelligent Transportation Systems (ITS) technologies |
| **Corporate Carbon Footprint minimization** | Reduce CO2 emissions of corporate activities by 20% (t-CO2/vehicle, vs. FY2005) |
| **New Natural Resources Usage Minimization** | Increase recycled material usage ratio per vehicle by 25%  
Reduce scarce resource usage  
Reduce waste  
Promote water-usage management and reduction in all plants |
| **Environmental Management Enhancement** | Enhance and promote environmental management through supply-chain (consolidated companies, sales companies and suppliers)  
Promote reduction, substitution, and management on environment-impacting substances  
Reduce environmental impact with life cycle assessments (LCAs) |

Nissan Green Program URL

<http://www.nissan-global.com/EN/ENVIRONMENT/APPROACH/GREENPROGRAM/>
3.3 Position of Nissan Green Purchasing Guideline

The Nissan Green Purchasing Guideline has embodied the notions described in the environment area from the Renault-Nissan Supplier CSR Guidelines. Development of the Nissan Green Purchasing Guideline is one of Nissan’s efforts towards accomplishment of mid-term environmental action plan known as Nissan Green Program.
4. REQUIREMENTS

All Nissan suppliers are required to work on following environmental activities based on “Supplier CSR Guidelines” and “Nissan Green Program”.

1) Establishment and use of an environmental management system
2) Management of environment-impacting substances “Compliance with Regulations and Nissan Engineering Standards”
3) Management of environmental impacts through vehicle life cycle and proactively propose environmentally efficient solutions
4) Reports

◆ Nissan Partners are encouraged to visit the Official Global Website of Nissan for the latest edition of the Nissan Green Purchasing Guideline as needed.
◆ Contact information for inquiry regarding each of the above items is available on p.22 “Contact Details by Subject Category”.

4.1 Establishment and Use of an Environmental Management System

All business partners of Nissan are requested to promote the establishment and use of an Environmental management system of their own.

4.1.1 Compliance with Regulations and Nissan Environmental Basic Policies

Nissan partners are required to comply with all applicable laws and regulations related to their business activities as well as requirements set out in Renault Nissan Engineering Standard (chemical substance management standard: RENS-B00027), IMDS data entry standard: RENS-B00043 (NES M0302), material identification mark standard: RNESA-00001 (NES D0031) and other related publications.

4.1.2 Establishment of Environmental Management System (EMS)

Nissan suppliers are required to acquire an external certificate of environmental management system (EMS) such as ISO14001 or any system equivalent to ISO14001, as well as to establish their own EMS.

* Suppliers who have an EMS are requested to continue to develop and update the system.

* Suppliers who have no such system are required to establish one immediately.

4.1.3 Designation of an Environmental Responsible Person

Nissan requests that each of its suppliers communicates the name and contact details of at least one responsible manager in charge of environmental impacts of manufacturing (CO2, energy, water, waste,...) and environmental product issues (substances, materials, recycling, Life cycle assessment, environmental labelling,...).
4.1.4 Tier-2, -3 and Farther Upstream Suppliers Management

Nissan expects the Tier-1 suppliers to assure that they work in cooperation with their Tier-2 suppliers and that this cooperation will expand farther upstream to reduce the environmental impacts over the product life cycle and guarantee the compliance of the supplied parts with the requirements of these guidelines.

4.1.5 Supplier Audits for implementation of Environment management system

Nissan may verify the environmental commitments (management system, waste,...) either through audits or brand specific actions

4.2 Management of Environment-Impacting Substances

~Compliance with Regulations and Nissan Engineering Standards~

◆ Please refer to the “Contact Details by Subject Category” (p.22) for an enquiry and reporting.

4.2.1 Elimination, Reduction and Management of Environment-impacting Substances under regulations and Nissan Engineering Standards

Nissan requires its suppliers to comply with its substances standard and policy that aims at replacing potentially harmful substances to human health and/or the environment.

4.2.1.1 Substances management under regulation

Nissan promotes the management of environment-impacting substances and recycling, in consideration of all the regulations around the world. The supplier is committed to comply with applicable laws and regulations in each country or region of production, importation or product sale for the following substances issues,

- control the substances used in parts and vehicles and prevent the use of prohibited substances
- control the cabin air quality

Current trend of chemical substance regulation focuses on risk assessment and management as well as restriction and reduction considering hazardous properties. Among those regulations specific attention must be paid to enlarged frames like EU REACH (entered into force in 2007 in Europe (EC No 1907/2006)) or REACH like approaches. Nissan expects its suppliers to ensure compliance with requirements for substances of concern in those various requirements under the REACH regulation: Registration, Evaluation, Authorisation and Restriction.

Specific regulations such as Europe's Biocidal Products Regulation (EC No 528/2012), which do not restrict the use of substances but identify the authorized chemicals for biocidal use, also need to be taken into account. Nissan requests its suppliers to handle this topic with the appropriate judgment in order to avoid the use of un-
authorized chemicals whenever biocidal properties are needed.

Regulations associated with safety verifications on delivery and transportation are also included in the scope. Those regulations set out documentation requirements to take into account:

- MSDS (Material Safety Data Sheet) to accompany parts on delivery
- SDS (Safety Data Sheet) for safety verification of the substances contained in the raw materials, parts, and products

4.2.1.2 Renault Nissan Engineering Standard (RNES: Renault Nissan Engineering Standard)

Renault and Nissan globally ban the use of substances likely subject to eventual restriction for parts, accessories and materials under Renault Nissan Engineering Standard (RNES-B00027). The RNES was crafted referring to GADSL*¹ and other relevant laws and regulations. Nissan suppliers are required to deliver products and materials compliant to regulations of each country and the RNES-B00027.

Please be aware that the RNES_B-00027 will be reviewed and updated at least once a year in order to reflect the latest environmental regulations, requirements and policy changes. Nissan suppliers are encouraged to consult the latest edition of the NES M0301 for compliance. Nissan suppliers are required to report the research result of environment-impacting substances that must be eliminated or reduced in accordance with NES M0303 “Measurement Methods of Environmental Impact Substance”. Nissan expects our suppliers’ full compliance and will greatly appreciate their co-operations.

*¹GADSL: Global Automotive Declarable Substance List
URL: http://www.gadsl.org/

*²RNES-B00027 is reflected as NESM0301-2016N on Support System of Engineering Standard

4.2.2 Extended use of Recycled Material

Nissan and Renault facilitate closed-loop recycling, a specific approach aiming at introducing collected vehicle end-of-life products as materials, in the same type of products as their initial usage. This is one of the major future developments to be promoted at any place where local sourcing enables this approach. With this method, Nissan and Renault aim to minimize the negative environmental impacts of new mining mineral resources. Nissan and Renault seek continuous assurance from their suppliers that they:

- Prioritize all materials resulting from recycling including those already part of the reference material panel
- Collaborate with Nissan and Renault, in particular in order to develop new material closed loops, and extend the offer of remanufactured spare parts

Any proposal along the lines of service economy, namely, promoting the purchase of a service use rather than the product itself will be welcome.

Renault and Nissan expect their suppliers to fully collaborate in order to develop these concepts.

4.3 Management of environmental impacts through vehicle
life cycle and proactively propose environmentally efficient solutions

Nissan carries out quantitative assessment on environmental impact in all stages of the vehicle lifecycle from resource extraction to vehicle disposal, instead of merely from operational emission. Nissan will continue to work on lowering the vehicle’s environmental impact by developing new technology and improving efficiency in manufacturing process. As a method of assessing the environmental impact, Nissan uses the Life Cycle Assessment (LCA: a method of measuring the environmental performance of products from cradle to grave). Nissan relies on collaboration with our suppliers to collect necessary data.

4.4 Reports

4.4.1 E-file

E-File (Environmental File), describing requirements regarding the management of environment-impacting substances contained in target parts, is included in RFQ (Request for Quotation). Nissan suppliers are required to complete the RFQ by responding to questions about compliance with requirements and submit it by the designated deadline.

Scope
Global

How to report
Respond to RFQ for verification of supplier’s conformity to the Nissan’s requirements regarding the environment-impacting substances, regulations of each country and the RNES-B00027.

Inadequate response to the E-file
Disagreement with requirements in regulatory compliance or other inadequate responses to the E-file may result in a rejection. A supplier with rejected E-file will be subject to an improvement measure in terms of environmental management. Nissan R&D and Purchasing Department will review the supplier’s E-file and ask for a resubmission of the file upon implementation of the improvement measure. The supplier is required to demonstrate the implementation of improved management and/or procedure in order to become a qualified candidate in supplier selection.

In case an improvement was not found in the reevaluation of the supplier, the result will affect supplier selection.

All Nissan supplier are encouraged to maintain close communication with responsible designers and buyers of Nissan to ensure compliance with all the requirements specified in the E-file.

The response must include contact information of responsible person for Environment-impacting Substances.

• A duly authorized, responsible person who manages environment-impacting
substances, as well as a person who handles actual duties on behalf of the responsible person such as a sales person, an IMDS* engineer and REACH regulation responder

- An IMDS reporter as well as a sub-IMDS reporter who will responsibly complete material data inputs to the IMDS by specified date in response to a request from Nissan.
- A REACH Regulation responder who handles matters related to REACH requirement

*IMDS (International Material Data System):
An internet based material data collection system the IMDS (International Material Data System) is the automobile industry's material data system.
Equivalent data systems with Nissan-approval may alternatively be used.

4.4.2 Report on Use of Environment-impacting Substances and Substances of Very High Concern (SVHC) of Products under Development

Nissan suppliers are required to report their use of the environment-impacting substances contained in all the parts and materials that are to be delivered to Nissan, in accordance with relevant regulations and Nissan Engineering Standards.

Particularly based on the REACH Regulation, Nissan suppliers who supply parts, materials, preparation (mixtures), subsidiary materials and packaging materials to Nissan are required to identify that Nissan articles/products are free from the Substances of Very High Concern on the ECHA's Candidate List, stated in <1>-(2) of this section, and their concentration do not exceed the regulated amount. If the SVHC present in the article at a concentration above 0.1% w/w, the applicable supplier is required to communicate information, such as CAS number and concentration rate, on the SVHC in his articles to Nissan using IMDS or other designated methods.

Nissan suppliers are required to notify Nissan’s Purchasing Department, without exception, of any changes on the use of environment-impacting substances arisen due to alteration of part materials and/or raw materials that our suppliers use for their products, in accordance with this guideline.

Designated areas
Global
(Note: IMDS data of parts for forklifts are not required to submit.)

4.4.2.1 Parts and raw materials

- For Environmental Impacting substance, The supplier shall input and submit International Material Data System (IMDS) data for all the parts and materials independently of the vehicle shipment destination.

The suppliers shall refer to the following Nissan requirement when inputting IMDS data.
- RNES_B-00027 (NES M0302)

And IMDS (International Material Data System) ID number should be inputted in inspection report.
The Inspection Report must be submitted to Nissan with each trial parts submission. An Inspection Report shall be submitted to Nissan following any changes to the product, material, process or tooling.

* Nissan conducts random inspections on the parts and raw materials delivered to Nissan and investigate the content of environment-impacting substances. Depending on the inspection results and/or status of their existing/submitted IMDS data, Nissan suppliers may individually be required to submit additional substance data as well as being audited of their production process and being checked on their substance management.

4.4.2.2 Raw materials and subsidiary materials for factories

Scope
All chemical substances that are to be used:
- as raw materials (e.g. article and plastic materials, metal materials, paints, adhesive materials, toner, ink and fillers) and parts (e.g. batteries) for new designs, as well as existing products and those under development.
- as indirect materials (e.g. ink for paint marker pens used at factories)
- at factories and/or other business facilities

Deliverables
MSDS (Material Safety Data Sheet) for substances contained in the specified raw materials and parts.

How to report
Every time a new contract is planned and an individual request is made, target suppliers are required to register the MSDS and the material composition of the raw materials and parts to be delivered to Nissan, via the designated servers such as MSDS server (see accompanying sheets for details).

4.4.2.3 Equipments and service parts

Scope
- Newly designed or existing accessories (including AVCN)
- service parts for old model vehicles out-of warranty
- some exclusive service parts without distinction as to existing or old model vehicles as well as within or out-of warranty.
* “Existing vehicles” and “parts for old model vehicles within warranty” follow the same rules as mass production parts.

Requirements
Nissan suppliers are required to enter and submit the material information of designated parts via IMDS
Nissan suppliers may be required to submit additional material information of their parts using Nissan Engineering Notice, even if the parts are not bounding for countries subject to the regulations.

How to report
Nissan suppliers are required to use IMDS for reporting. Please refer to RNES-B00027 (NES M0302) for details of how to submit the data and to which department the data be reported.

For the parts reported via IMDS, the IMDS numbers must be accompanied with an inspection report on delivery. Both are required on delivery of the trial parts of every trial lot on delivery of the first parts from first time mass production line, and on delivery of design changed parts from first time mass production line after the change.

Nissan suppliers are required to follow the specific directions in the Engineering Notice for the individual request made with the notification form.

4.4.2.4 Packaging materials for logistics

Scope
Packaging materials for newly designed parts.

Nissan suppliers may also be individually requested to submit substance data on the packaging materials after the mass production of those parts.

Requirements
Nissan defined in Nissan Engineering Standard "Restricted Use of Substances" (RNES_B-00027) the environment-impacting substances that are prohibited or restricted to use for Nissan products. Nissan will designate the packaging materials that need to be investigated and reported by our suppliers.

How to report
Please report the investigation results to Nissan by submitting a designated form(s) such as Logistic File, packing notification form (in PDS), Individual File, Material Standard Chart (AS) and MSDS.
# Table of requirements and targets over management of products and materials

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Target parts / materials</th>
<th>Parts, Raw Materials *1</th>
<th>Raw &amp; Indirect Materials *2</th>
<th>Accessories *3</th>
<th>Service parts *4</th>
<th>Logistics packaging materials</th>
</tr>
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<tbody>
<tr>
<td>Compliance with regulations in each country and Nissan Standards</td>
<td>Target</td>
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<td>√</td>
<td>√</td>
<td>√</td>
<td>√</td>
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<tr>
<td></td>
<td>Standard</td>
<td>RNESB-00027</td>
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<td>RNESB-00027</td>
<td>RNESB-00027</td>
<td>RNESB-00027</td>
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<tr>
<td>Assessment over Supplier management level</td>
<td>Target</td>
<td>√</td>
<td>-</td>
<td>▲</td>
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<td>-</td>
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<td></td>
<td>Timing</td>
<td>When conducting ASES and responding to RFQ</td>
<td>-</td>
<td>When conducting ASES and responding to RFQ</td>
<td>When conducting ASES and responding to RFQ</td>
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<td>Form</td>
<td>RFQ reply</td>
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<td>RFQ reply</td>
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<tr>
<td>Environment-impacting substances</td>
<td>Target</td>
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<td></td>
<td>Timing</td>
<td>When delivering trial/mass production parts</td>
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<td>When delivering trial/mass production parts</td>
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<tr>
<td>Improving the product management level</td>
<td>Form</td>
<td>At the first delivery of changed parts</td>
<td>Upon individual request</td>
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<tr>
<td>Submit parts for analysis and inspection</td>
<td>Target</td>
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<td></td>
<td>Timing</td>
<td>When delivering trial/mass production parts</td>
<td>-</td>
<td>When delivering trial/mass production parts</td>
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<tr>
<td>Process assessment by Nissan</td>
<td>Target</td>
<td>▲</td>
<td>-</td>
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<tr>
<td></td>
<td>Timing</td>
<td>Upon individual request</td>
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<td>Upon individual request</td>
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</tbody>
</table>

*1: Items used at production plants such as steel sheets, steel products, paints, adhesives, oils and coolants and those (have the potential to) remain in or on vehicles.
*2: Materials that do not make up actual products. It means same as indirect materials.
*3: Dealer optional parts such as accessories and others.
*4: Stocks, service parts and oil chemical products and others.
4.4.3 Report on Materials Used and Weight

To comply with recycling legislations of different countries, Nissan is working on grasping the full extent of recyclability of each model. Nissan works out recycling/recovery rates of new vehicles and generates base data for the calculation of recycling fees. To accomplish these, Nissan suppliers are required to provide Nissan with their material composition data (e.g. precise data for materials and weight.)

Designated areas
Global (Nissan will designate target countries and regions.)

Requirements
Information of all materials used and weight of the target parts that Nissan designated.

How to report
The supplier shall input and submit International Material Data System (IMDS) data for all the parts and materials independently of the vehicle shipment destination.
The suppliers shall refer to the following Nissan requirement when inputting IMDS data.
- RNES_B-00027, NES M0302
And IMDS (International Material Data System) ID number should be inputted in inspection report.
The Inspection Report must be submitted to Nissan with each trial parts submission.
An Inspection Report shall be submitted to Nissan following any changes to the product, material, process or tooling.

4.4.4 Report on Use of Recycling Materials

Nissan has been actively facilitating the use of recycled materials and leading the area of material recycling. Nissan suppliers are required to submit information about their use of recycled materials.

Designated areas
Global (Nissan will designate target countries and regions.)

Requirements
When requested, Nissan suppliers are required to notify Nissan of the kind, weight and ratio of their post-/pre-consumer materials to the weight of virgin materials. The definition of post-/pre-consumer materials is defined in ISO14021 as follows:
Post-consumer material: Material generated by households or by commercial, industrial and institutional facilities in their role as end-users of the product which can no longer be used for its intended purpose. This includes returns of material from the distribution chain.
Pre-consumer material: Material derived from waste stream during a manufacturing
process, excluding materials generated from rework, regrind or scrap and reclaimable into the same manufacturing process.

**How to report**

The supplier shall input and submit International Material Data System (IMDS) data for all the parts and materials independently of the vehicle shipment destination.

The suppliers shall refer to the following Nissan requirement when inputting IMDS data.

- RNES_B-00027, NES M0302

And IMDS (International Material Data System) ID number should be inputted in inspection report.

The Inspection Report must be submitted to Nissan with each trial parts submission. An Inspection Report shall be submitted to Nissan following any changes to the product, material, process or tooling.

### 4.4.5 Report on Marking of Products and Parts

Nissan has been implementing material marking with the parts containing plastics and elastomers for promoting material recycling.

Polymer components and materials having a weight more than 100 grams and elastomer components and materials having a weight more than 200 grams must be marked in accordance with the recycling legislations in EU.

**Designated areas**

Global (Nissan will designate target countries and regions)

**Requirements**

The marking requirements are set out in Renault Nissan Engineering Standard, RNESA-00001 (NES D0031). Nissan suppliers are required to report about the identification and marking status of their plastic and elastomer parts that are designated by Nissan.

**How to report**

The supplier shall input and submit International Material Data System (IMDS) data for all the parts and materials independently of the vehicle shipment destination.

The suppliers shall refer to the following Renault-Nissan requirement when inputting IMDS data.

- RNES_B-00027 "Substance Use Restrictions"
- NES M0302 "Substance Data Input Standard by IMDS"

And IMDS (International Material Data System) ID number should be inputted in inspection report.

The Inspection Report must be submitted to Renault-Nissan with each trial parts submission. An Inspection Report shall be submitted to Renault-Nissan following any changes to the product, material, process or tooling.
Table of regulatory requirements and targets over recycling

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Parts</th>
<th>Raw Materials *1</th>
<th>Indirect Materials *2</th>
<th>Accessories *3</th>
<th>Service parts *4</th>
<th>Logistics packaging materials</th>
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<td>Upon individual request</td>
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*1: Items used at production plants such as steel sheets, steel products, paints, adhesives, oils and coolants and those (have the potential to) remain in or on vehicles.

*2: Materials that do not make up actual products. It means same as indirect materials.

*3: Dealer optional parts such as accessories and others.

*4: Stocks, service parts and oil chemical products and others.

4.4.6 Submission of Life Cycle Assessment Data for Product Evaluation

Nissan suppliers are required to report the environmental data for designated parts and materials using “The Environmental Data Survey Sheet of Materials and Parts”. Nissan suppliers are encouraged to refer to the "Environment Data Survey Method of Raw Materials and Parts" for instructions.

Nissan suppliers may be contacted to ascertain details of the submitted data survey sheet (e.g. calculation methods).

Designated areas
Global (It starts from Japan, and then will expand globally)

Deliverables
The designated data on CO2 emitted during the production process of materials or parts
How to report
Environmental data survey sheet of materials and parts.

## Table of requirements and targets over LCA

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<th>Requirements</th>
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<td>Timing</td>
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*1: Items used at production plants such as steel sheets, steel products, paints, adhesives, oils and coolants and those (have the potential to) remain in or on vehicles.

*2: Materials that do not make up actual products. It means same as indirect materials.

*3: Dealer optional parts such as accessories and others.

*4: Stocks, service parts and oil chemical products and others.

### 4.4.7 Response to a Request for the Supplier Environmental Data

Nissan globally conducts “the Supplier Environmental Data Survey” to Tier-1 suppliers for the purpose to ascertain their present situations of environmental management and environmental efforts, as well as to promote their environmental activities.

In addition to the stated requirements of “<2> Establishment of Environmental Management System” and “<2> Designation of an Environmental Responsible Person”, Nissan suppliers are required to provide Nissan with their annual data concerning the major items of the environmental management such as CO2, Energies, Water and Industrial Waste.

Nissan will, in cooperation with our entire suppliers, further utilize the collected environmental data and promote environmental efforts to reduce the environmental impact posed by our supply chain.

Please refer to “The Supplier Environmental Data Survey Sheet” to find survey items that will be delivered to suppliers when Nissan requires the survey responses.
5. Laws, Regulations, etc. (non-exhaustive)

Please refer to the RNES_B-00027 for a comprehensive list of restricted substances.

**EU REACH Regulation** - “Regulation concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH)” (EC) No 1907/2006

**EU CLP Regulation** – “Regulation on classification, labeling and packaging of substances and mixtures” (EC) No 1272/2008

**EU Packaging and Packaging Waste Directive** (94/62/EC)

**EU Biocidal Product Regulation** ((EU) 528/2012)


**EU RRR Directive** - Directive 2005/64/EC relating to the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability


**US Significant New Use Rule** (SNUR) (TSCA Section 5)

**JP Act on the Evaluation of Chemical Substances and Regulation of Their Manufacture, etc.** (Act No. 117 of October 16, 1973)

**UN Globally Harmonized System of Classification and Labeling of Chemicals** (GHS) (ST/SG/AC.10/30)


**Acts, etc. associated with safety verification on delivery and transportation**

**JP Industrial Safety and Health Act** (Act No. 57 of June 8, 1972)

**US Occupational Safety and Health Act of 1970** (29 U.S. Code Chapter 15 § 651)

**Pollutant release and Transfer Register** (PRTR)
6. Relevant Standards and Procedures
(Please go to the Nissan supplier portal website or ask a Nissan buyer for a copy.)

- Renault Nissan Engineering Standard, RNES_B-00027 "Restricted Use of Substances" (NES M0301)
- Renault Nissan Engineering Standard, RNESB-00043 "Substance data input standard by IMDS" (NES M0302)
- Nissan Engineering Standard "Measurement Methods of Environmental Impact Substance" (NES M0303)
- Renault Nissan Engineering Standard, RNESA-00001 "Identification and Marking of Polymeric Parts" (NES D0031)
- Alliance Nissan Product Quality Procedure (ANPQP)

7. HISTORY

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<thead>
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<th>Edition</th>
<th>Contents</th>
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<td>2010.07.29</td>
<td>[1]</td>
<td>Document edited according to the revised EU regulations for environment-impacting substances (EU REACH regulation, MSDS report requests)</td>
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<td>2015.10.31</td>
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## Contact details by subject category

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<th>Subject</th>
<th>Department</th>
<th>Manager</th>
<th>Contact person</th>
<th>e-mail</th>
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<tbody>
<tr>
<td>Green Purchasing Guideline in general, regulation matters</td>
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<td>Masahiko Iwasaki</td>
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<td>Naoki Hatano</td>
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</tr>
<tr>
<td>Apply G2B implementation</td>
<td>Global Help Desk (Nissan Global Customer Service Center)</td>
<td>-</td>
<td></td>
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<td>+81(0)50-270-1712</td>
</tr>
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<tr>
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<td>Global Aftersales Division Global Service Engineering Department</td>
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<td>-</td>
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<td>Accessory</td>
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<td>Kenji Hanamoto</td>
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<td>+81(0)45-277-2993</td>
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<tr>
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<td>Yoshiteru Kimura</td>
<td>Hiroyoshi Terada</td>
<td><a href="mailto:reach_as@mail.nissan.co.jp">reach_as@mail.nissan.co.jp</a></td>
<td>+81(0)42-747-9260</td>
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<td></td>
<td>Parts Logistics Engineering Department (AS parts)</td>
<td>Satoshi Kusaka</td>
<td>Munekatsu Nara</td>
<td>Shintaro Kita</td>
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