ENVIRONMENTAL DATA

* Please see p. 37 for Employee Engagement and Education

Regarding Data for Publication

- Fiscal year: April 1 through March 31.
- Scope: All Nissan manufacturing facilities management offices and Nissan subsidiaries worldwide.

NISSAN MOTOR CORPORATION

CONTENTS | INTRODUCTION | CEO MESSAGE | BLUE CITIZENSHIP: NISSAN'S CSR | RENAULT-NISSAN ALLIANCE | CSR DATA | THIRD-PARTY COMMENT

ENVIRONMENT | SAFETY | PHILANTHROPY | QUALITY | VALUE CHAIN | EMPLOYEES | ECONOMIC CONTRIBUTION | CORPORATE GOVERNANCE & INTERNAL CONTROL

GOVERNANCE

Materiality (Environment)

In addition to providing the obvious benefit of growth with sustainable profits, Nissan seeks to contribute to the sustainable development of society. To this end, the company listens carefully to the wide variety of its stakeholders on whom our activities have dependencies and impacts, working with them in pursuit of activities that meet society's needs.

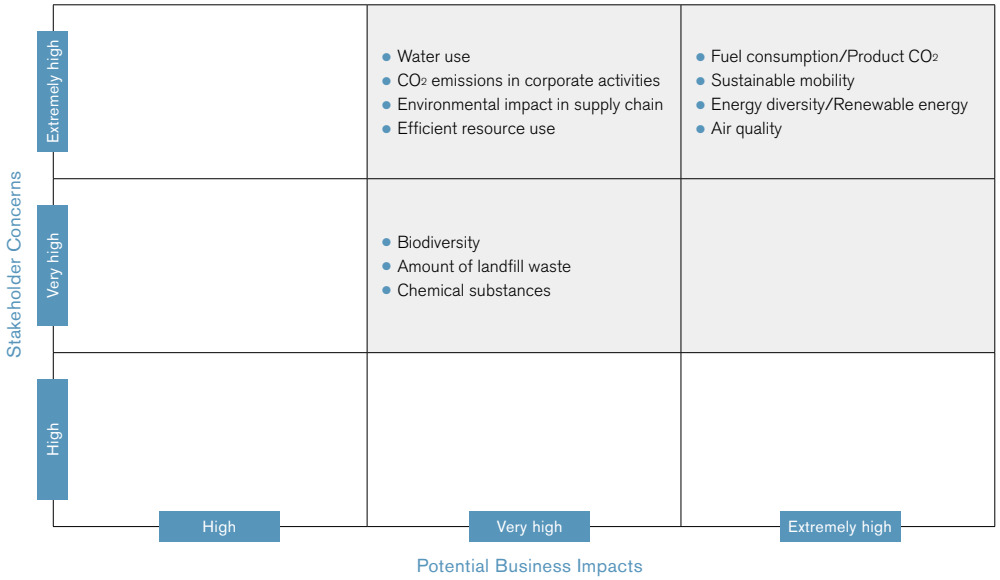
We identify key stakeholders* with the use of value-chain analysis. Opinions from those diverse stakeholders, and others who may help address issues, are engaged in our strategy processes. Nissan constantly communicates with a number of regional and international stakeholders.

Nissan creates various venues for engagement with the stakeholders. For example, the company invites globally active authorities in the environmental field, including both academics and people on the front lines of the business world, to annual Advisory Meetings. The Board of Directors and these stakeholders exchange opinions on Nissan's business direction and the validity of its strategy in the area of the environment. Nissan then uses this information in its strategies going forward.

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

Nissan's strategy is built on the idea of listening to the voices of society and identifying the seeds of both opportunity and risk. The framework of this plan is built around the PDCA, or "plan, do, check and act," cycle. Nissan uses concept of materiality analysis to analyze potential opportunities and risks, taking the levels of importance that society and Nissan ascribe to various issues as indices. Priority is focused on issues to which both stakeholders and Nissan ascribe the same levels of importance. The Board of Directors and stakeholders exchange opinions on Nissan's business direction and the validity of its strategy in the area of the environment to engage in the process of creating a future environmental strategy.

* Our stakeholders include customers, shareholders, investors, business partners, suppliers, NGOs/NPOs, local communities, governments, future generations, employees and the Board of Directors.



GRI G4 Indicators
G4-DMA

CORPORATE INDICATORS

Material Balance

Input

(FY)

	Unit	2013
Raw materials	ton	**7,508,828**
Water	1,000m³	**30,134**
Energy	MWh	**9,154,841**

Output

(FY)

	Unit	2013
Vehicles		
Global Sales Volume	unit	**5,188,972**
Waste	ton	**172,849**
Waste for disposal	ton	**17,903**
Recycled	ton	**154,946**
Total wastewater	1,000m³	**22,816**
CO_2 emissions	t-CO_2	**3,403,736**
VOC	ton	**11,734**
NOx	ton	**450**
SOx	ton	**40**

Nissan's mid-term environmental action plan, Nissan Green Program 2016 (NGP2016), focuses on reducing the environmental impact of corporate activities and pursuing harmony between resource consumption and ecology. To minimize corporate carbon footprint, Nissan aims to reduce CO_2 emissions per vehicle sold and, to improve resource efficiency, to increase the recycled material usage ratio. Four key actions, including the above, are performed throughout Nissan's corporate activities.

▸▸ GRI G4 Indicators
▸▸ G4-EN1/G4-EN3/G4-EN4/G4-EN6/G4-EN8/G4-EN16/G4-EN21/G4-EN22/G4-EN23

Energy Input

(FY)

	Unit	2009	2010	2011	2012	2013
Total	MWh	6,525,000	9,353,605	9,460,190	8,984,864	**9,154,841**
Japan	MWh	4,142,222	5,525,097	5,573,174	4,565,499	**4,461,440**
North America	MWh	1,175,278	1,782,399	1,733,447	2,157,793	**2,173,879**
Europe	MWh	719,444	1,066,503	939,469	982,332	**861,196**
Other	MWh	488,056	979,606	1,214,099	1,279,240	**1,658,327**
Primary						
Natural gas	MWh		3,691,097	3,467,178	2,847,325	**2,732,779**
LPG	MWh		340,985	527,696	360,891	**339,751**
Coal	MWh		245,848	160,720	235,239	**149,232**
Heating oil	MWh		259,530	253,821	248,445	**226,513**
Gasoline	MWh		81,502	90,413	211,449	**260,157**
Diesel	MWh		18,114	20,247	72,151	**71,168**
Heavy oil	MWh		92,607	87,368	67,967	**61,359**
External						
Electricity (external source)	MWh		4,365,622	4,524,044	4,741,046	**5,114,978**
Chilled water	MWh		11,692	9,087	25,947	**11,646**
Heated water	MWh		0	0	7,492	**6,227**
Steam	MWh		9,022	67,940	114,281	**133,849**
Internal						
Electricity (in-house)	MWh		236,624	250,520	52,630	**47,182**
Renewable energy	MWh		962	1,157	8,341	**39,191**
Ratio of renewable energy	%	0.000	0.017	0.026	0.82	**2.72**

Despite the comprehensive energy-saving activities at Nissan facilities, energy usage was 9.15 million MWh in fiscal year 2013, 1.9% increase from fiscal year 2012. Our energy saving activities throughout corporate operations and efficient manufacturing achieved this gentle increase compared to the 2.4% increase in production volume. Within the total energy, manufacturing processes in Japan, North America and Europe used 6,248,525 MWh.*

Nissan has the objective of increasing the usage of renewable energy to 9% of total energy used in global activities by fiscal year 2016.

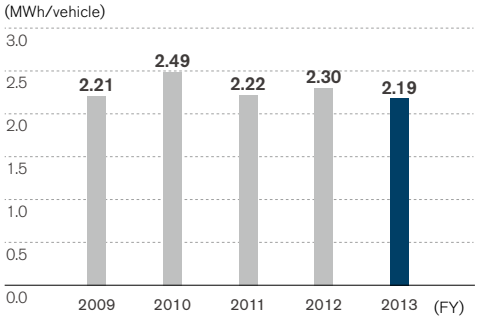
▸▸ page_139

* Nissan receives third-party assurance from PricewaterhouseCoopers Sustainability Co., Ltd. For details, please see p. 139.

▸▸ GRI G4 Indicators
▸▸ G4-EN3/G4-EN4

Energy per Vehicle Produced

In fiscal year 2013, comprehensive energy saving activities at Nissan facilities mainly in the United States and Europe reduced energy per vehicle produced to 2.19 MWh, an improvement of 4.9% compared to the previous fiscal year.



(By Region)

(FY)

	Unit	2013
Japan	MWh/vehicle	**4.46**
North America	MWh/vehicle	**1.40**
Europe	MWh/vehicle	**1.31**
Other	MWh/vehicle	**1.34**

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

▸▸ GRI G4 Indicators
▸▸ G4-EN3/G4-EN5/G4-EN6

CORPORATE INDICATORS – CO_2

Carbon Footprint

(FY)

	Unit	2009	2010	2011	2012	2012
Scope1	t-CO_2	869,592	1,023,208	1,047,691	835,766	**780,970**
Scope2	t-CO_2	1,587,603	1,944,684	2,051,965	2,432,889	**2,622,767**
Scope1+2	t-CO_2	2,457,195	2,967,892	3,099,656	3,268,655	**3,403,736**
Japan	t-CO_2		1,444,074	1,451,343	1,526,182	**1,446,871**
U.S.	t-CO_2		610,016	623,654	758,457	**814,186**
Europe	t-CO_2		316,856	311,790	284,079	**213,202**
Other	t-CO_2		596,945	712,868	699,937	**929,477**
Scope3						
Commuting	t-CO_2			449,110	468,346	**426,487**
Japan, U.S., Europe	t-CO_2			213,538	214,619	**217,091***
Logistics	t-CO_2	1,102,000	1,438,000	1,660,000	1,490,050	**1,678,903**
Manufacturing only	ktCO_2	1,805	1,899	2,589	2,822	**2,872**
Japan, U.S., Europe	ktCO_2			1,698	1,934	**1,846***
Other	ktCO_2			891	888	**1,026**

In fiscal year 2013, CO_2 emissions from Nissan facilities increased 4.1% from the previous fiscal year, and the total of Scope 1 and 2 emissions was 3.40 million tons. This is due to an increase in the China production volume; CO_2 emissions in Europe decreased more than 20%. CO_2 reduction in manufacturing processes in Japan, North America and Europe was 88kt-CO_2.*

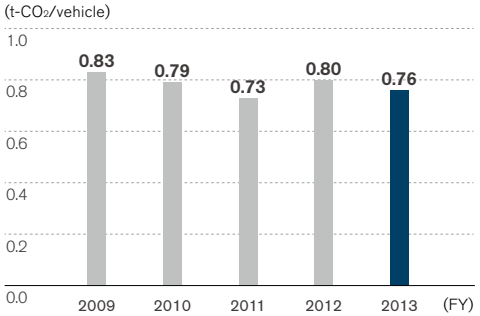
▸▸ page_139

* Nissan receives third-party assurance from PricewaterhouseCoopers Sustainability Co., Ltd. For details, please see p.139.

▸▸ GRI G4 Indicators
▸▸ G4-EN15/G4-EN16/G4-EN17/G4-EN19/G4-EN30

Scope 1 and 2 CO_2 per Vehicle Produced

For fiscal year 2013, CO_2 emissions per vehicle produced decreased 4.6% from the previous fiscal year, with combined Scope 1 and 2 emissions at 0.76 tons. Our energy conservation diagnosis and best practice sharing among global Nissan plants contributed to significant improvements.



(By Region)

(FY)

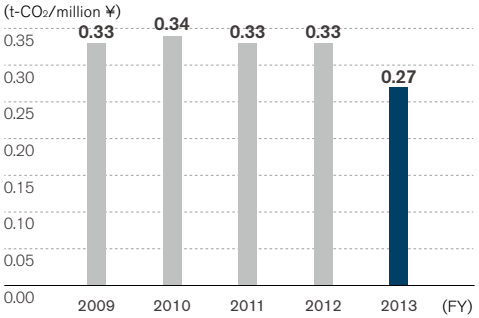
	Unit	2013
Japan	t-CO_2/vehicle	**0.97**
North America	t-CO_2/vehicle	**0.42**
Europe	t-CO_2/vehicle	**0.35**
Other	t-CO_2/vehicle	**0.72**

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

GRI G4 Indicators
G4-EN15/G4-EN16/G4-EN18

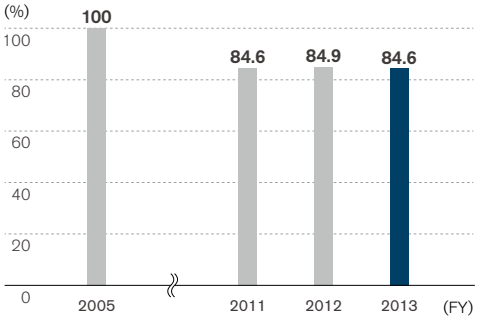
Scope 1 and 2 CO_2 per Revenue

In fiscal year 2013, as measured by the per revenue CO_2 emissions of Scope 1 and 2, result was 0.27 tons per ¥1 million, which was improved 17.8% compared to fiscal year 2012.



GRI G4 Indicators
G4-EN15/G4-EN16/G4-EN18

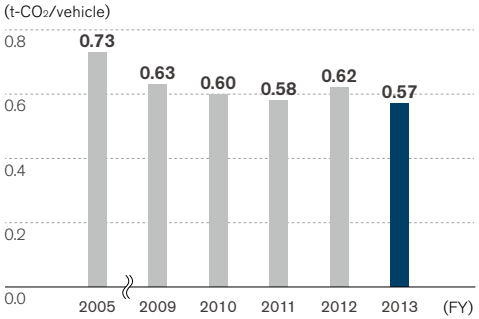
Corporate Carbon Footprint per Vehicle Sold



Nissan aims to reduce CO_2 emissions from corporate activities by 20% compared to fiscal year 2005, focusing on manufacturing, logistics, offices and sales companies in Japan. Fiscal year 2013, with the improvement in energy consumption in manufacturing and offices, saw overall corporate emissions reduced by 15.4% compared to fiscal year 2005.

GRI G4 Indicators
G4-EN15/G4-EN16/G4-EN18

Manufacturing CO_2 per Vehicle Produced



In Nissan Green Program 2016 (NGP2016), the company aims to reduce CO_2 emissions per vehicle produced from manufacturing activities by 27% in fiscal year 2016 compared to fiscal year 2005. In fiscal year 2013, Nissan's manufacturing CO_2 emissions per vehicle produced reached 0.57 ton, a 21.8% reduction compared to fiscal year 2005.

GRI G4 Indicators
G4-EN15/G4-EN16/G4-EN18

CORPORATE INDICATORS – WATER

Water Input

(FY)

	Unit	2009	2010	2011	2012	2013
Total	1,000m³	15,629	28,671	30,513	28,697	**30,134**
Japan	1,000m³	9,221	17,612	17,268	14,844	**16,818**
North America	1,000m³	2,970	4,330	4,591	4,770	**5,176**
Europe	1,000m³	1,315	2,297	2,276	2,252	**2,258**
Other	1,000m³	2,123	4,432	5,081	5,720	**5,881**

Nissan's objective is to reduce intake water by 15% in fiscal year 2016 compared with fiscal year 2010 in cubic meters per production unit. In fiscal year 2013, water input in our global sites was 30,134 thousand cubic meters, an increase of 5.0% from fiscal year 2012. Increase in global production volume influenced the usage.

▸▸ GRI G4 Indicators
▸▸ G4-EN8

Water Discharge

(FY)

	Unit	2009	2010	2011	2012	2013
Total	1,000m³	10,435	19,281	20,398	20,557	**22,816**
Japan	1,000m³	6,293	13,030	13,565	13,710	**15,114**
North America	1,000m³	2,099	2,732	3,214	3,055	**3,658**
Europe	1,000m³	972	1,830	1,930	1,871	**1,904**
Other	1,000m³	1,071	1,689	1,689	1,920	**2,139**

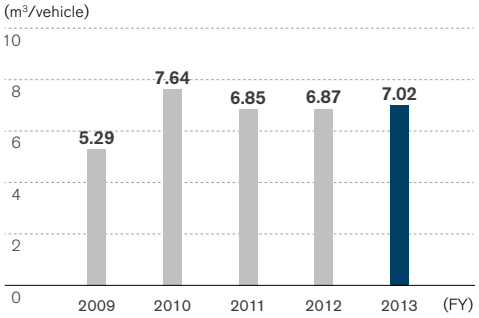
(FY)

	Unit	2009	2010	2011	2012	2013
Quality						
Chemical oxygen demand (COD)	kg	11,685	12,345	13,613	18,075	**16,036**

In fiscal year 2013, water discharges from our global sites totaled 22,816 thousand cubic meters, which was about a 11.0% increase from fiscal year 2012.

▸▸ GRI G4 Indicators
▸▸ G4-EN22

Water Input per Vehicle Produced



(By Region)

(FY)

	Unit	2013
Japan	m³/vehicle	**16.81**
North America	m³/vehicle	**3.32**
Europe	m³/vehicle	**3.44**
Other	m³/vehicle	**3.95**

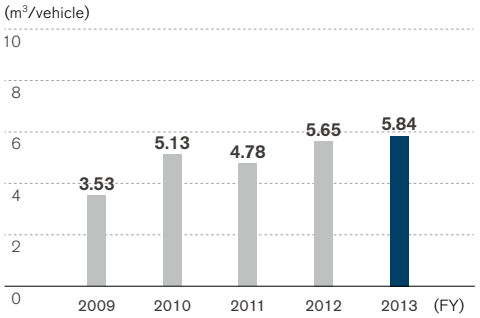
Data for the Japan region includes manufacturing of powertrains and other components for overseas assembly use. Since the denominator is vehicles produced in the region, intensity tends to show higher values.

In fiscal year 2013, water use per vehicle produced decreased to 7.02 cubic meters, a 2.1% increase from fiscal year 2012.

▸▸ GRI G4 Indicators
▸▸ G4-EN8

Water Discharge per Vehicle Produced

In fiscal year 2013, water discharge per vehicle produced was 5.84 cubic meters, which was a 3.3% increase from fiscal year 2012.



(By Region)

(FY)

	Unit	2013
Japan	m³/vehicle	**15.11**
North America	m³/vehicle	**2.35**
Europe	m³/vehicle	**2.90**
Other	m³/vehicle	**2.34**

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

▸▸ GRI G4 Indicators
▸▸ G4-EN22

CORPORATE INDICATORS – EMISSIONS

Emissions

(FY)

	Unit	2009	2010	2011	2012	2013
NOx	ton	755	751	731	525	**450**
SOx	ton	36	41	46	43	**40**

In fiscal year 2013, NOx and SOx emissions from our facilities were 450 tons and 40 tons, respectively.

▸▸ GRI G4 Indicators
▸▸ G4-EN21

Volatile Organic Compounds (VOCs)

(FY)

	Unit	2009	2010	2011	2012	2013
Total	ton	8,615	10,130	11,424	12,305	**11,734**
Japan	ton	4,008	4,018	4,399	3,623	**3,492**
North America	ton	2,264	2,941	3,366	5,194	**5,338**
Europe	ton	2,343	3,171	3,658	3,488	**2,904**

Nissan's objective is to reduce volatile organic compounds (VOCs) from the body manufacturing process by 15% in fiscal year 2016 compared with fiscal year 2010 in grams per square meters.

In fiscal year 2013, VOCs from manufacturing plants were 11,734 tons globally, a 4.6% decrease from fiscal year 2012. This is mainly due to the improvement in emission from the paint shop process.

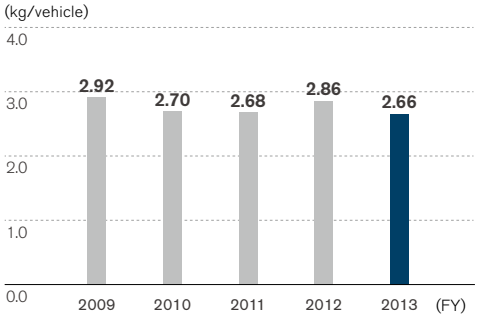
▸▸ GRI G4 Indicators
▸▸ G4-EN21

VOC Reduction with Paint Shop Technologies

In 2013, Nissan opened its most advanced paint plant in the world. The state-of-the-art facility in Smyrna, Tennessee, sets new standards for quality, efficiency and environmental impacts, as it is capable of reducing energy consumption by 30%, carbon emissions by 30% and volatile organic compound (VOCs) emissions by 70%. The plant uses an innovative three-wet paint process that applies all three paint layers in succession, before the vehicle goes into the oven. The plant is Nissan's "Showcase Project" as part of the Department of Energy's Better Buildings Better Plants Challenge, where Nissan has committed to reducing energy intensity in its three U.S. plants by 25% by 2020.

VOCs per Vehicle Produced

In fiscal year 2013, VOCs per vehicle produced were 2.66 kg, a 6.9% decrease from fiscal year 2012, mainly due to the improvement in emissions from paint shop processes.



(By Region)

(FY)

	Unit	2013
Japan	kg/vehicle	**3.49**
North America	kg/vehicle	**3.43**
Europe	kg/vehicle	**4.42**

▸▸ GRI G4 Indicators
▸▸ G4-EN21

PRTR Emissions (Japan)*

(FY)

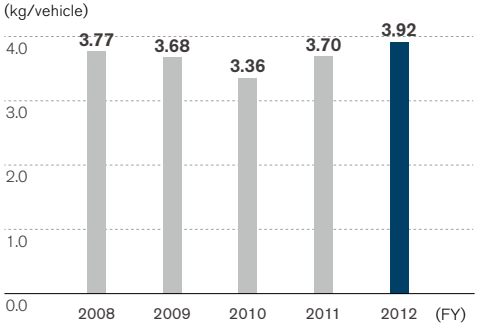
	Unit	2008	2009	2010	2011	2012
Japan site total	ton	3,960	3,773	3,607	4,441	**4,158**
Oppama	ton	1,111	1,263	911	981	**715**
Tochigi	ton	904	897	829	915	**942**
Kyushu	ton	1,145	910	1,106	1,390	**1,394**
Yokohama	ton	453	429	418	555	**581**
Iwaki	ton	70	13	58	320	**183**
NTC	ton	276	260	284	280	**343**

In fiscal year 2012, PRTR emissions decreased by 6.4% compared to the previous year influenced by the change in production volume in Japan. Results for fiscal year 2013 will be updated later this year.

* The table shows chemical substance emissions calculated based on the Japanese government guideline for PRTR (Pollutant Release and Transfer Register). PRTR emissions show total volume excluding substances adherent to the product.

▸▸ GRI G4 Indicators
▸▸ G4-EN21

PRTR Emissions per Vehicle Produced (Japan)



In fiscal year 2012, PRTR emissions per vehicle produced in Japan were 3.92 kg, a 5.9% increase from the previous year. The result was greatly influenced by the increase of R&D activities in Japan. Results for fiscal year 2013 will be updated later this year.

▸▸ GRI G4 Indicators
▸▸ G4-EN21

CORPORATE INDICATORS – WASTE

Waste

(FY)

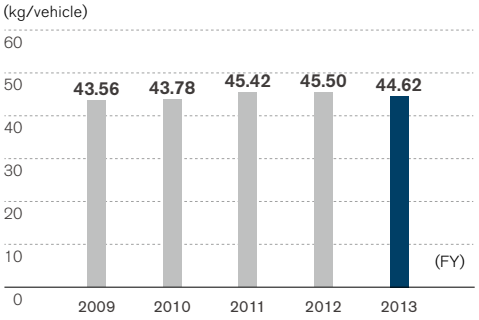
	Unit	2009	2010	2011	2012	2012
Total	ton	128,664	164,381	193,798	170,910	**172,849**
Japan	ton	62,064	70,136	74,412	67,705	**61,999**
North America	ton	24,214	31,806	35,780	40,208	**51,767**
Europe	ton	39,474	59,617	56,996	45,985	**46,874**
Other	ton	2,912	2,822	26,610	17,012	**12,209**
Detail						
Waste for disposal	ton		41,288	40,048	33,479	**17,903**
Recycled	ton		123,093	153,750	137,431	**154,946**

GRI G4 Indicators
G4-EN23

Nissan's objective is to reduce waste in manufacturing plants by 2% per year for Japan and 1% per year globally compared to BAU (business as usual). For fiscal year 2013, waste totaled 173 ktons, an increase of 1.1% from fiscal year 2012, mainly due to an increase in production volume, but waste intensity per vehicle produced is improving. The scope of the waste data is limited to global production facilities.

Waste per Vehicle Produced

Waste per vehicle produced was 44.62 kg, a decrease of 1.9% from fiscal year 2012. The improvements in waste processing at overseas manufacturing facilities are reducing the total volume of waste generated.



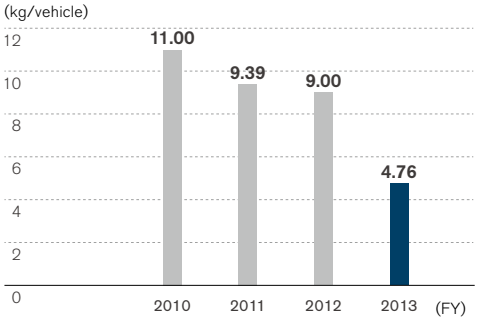
(By Region)

(FY)

	Unit	2013
Japan	kg/vehicle	**61.99**
North America	kg/vehicle	**33.23**
Europe	kg/vehicle	**71.39**
Other	kg/vehicle	**13.09**

GRI G4 Indicators
G4-EN23

Waste for Disposal per Vehicle Produced



Nissan production sites overseas continue to make strong efforts toward reducing waste. In fiscal year 2013, Nissan reduced the volume of waste for disposal to a total of 4.76 kg per vehicle produced, a 47.1% reduction from fiscal year 2012.

GRI G4 Indicators
G4-EN23

CORPORATE INDICATORS – LOGISTICS

Logistics Volume

(FY)

	Unit	2009	2010	2011	2012	2013
Total	mil ton-km	26,336	35,132	37,946	35,747	**37,719**
Inbound	mil ton-km	7,556	10,659	11,603	12,156	**12,883**
Outbound	mil ton-km	18,780	24,473	26,343	23,591	**24,836**
Sea	%	68.0	71.8	70.8	70.7	**64.3**
Road	%	21.2	19.6	20.4	20.6	**24.9**
Rail	%	10.5	8.2	8.1	8.2	**10.5**
Air	%	0.3	0.4	0.7	0.5	**0.4**

▸▸ GRI G4 Indicators
▸▸ G4-EN30

In fiscal year 2013 global shipping rose by 5.5% from the previous year to reach 37,719 million ton-km, primarily due to increased land shipping accompanying the rise in production in geographically extensive China and North America. In the area of air freight for parts, meanwhile, enhanced management techniques allowed Nissan to considerably reduce the amount shipped, resulting in an annual reduction of 12.9% in air freight volume. Sea freight volume also fell 4.0% from fiscal year 2012.

CO_2 Emissions in Logistics

(FY)

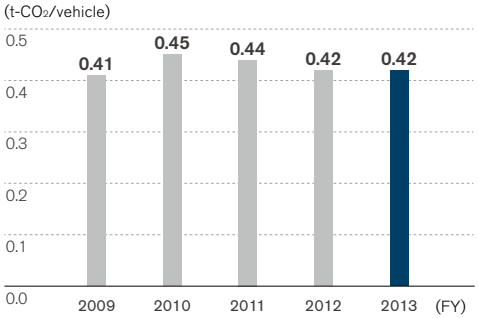
	Unit	2009	2010	2011	2012	2013
Total	t-CO_2	1,083,305	1,412,657	1,642,195	1,490,050	**1,678,903**
Inbound*	t-CO_2	501,056	686,412	859,671	821,030	**908,804**
Outbound*	t-CO_2	582,249	726,246	782,524	669,020	**770,098**
Sea	%	24.0	25.2	23.3	23.9	**20.2**
Road	%	58.4	54.7	50.8	55.3	**61.7**
Rail	%	5.6	4.5	4.1	4.3	**5.2**
Air	%	12.0	15.7	21.8	16.4	**12.9**

▸▸ GRI G4 Indicators
▸▸ G4-EN19/G4-EN30

In fiscal year 2013, CO_2 emissions from logistics were 1,678,903 tons, an increase of 12.8% from the previous year, mainly due to a 30% increase in China and North America. On the other hand, emissions from air and sea freight were reduced by 11.4% and 4.9%, respectively.

* "Inbound" includes parts procurement from suppliers and transportation of knockdown parts, and "Outbound" includes transportation of complete vehicles and service parts.

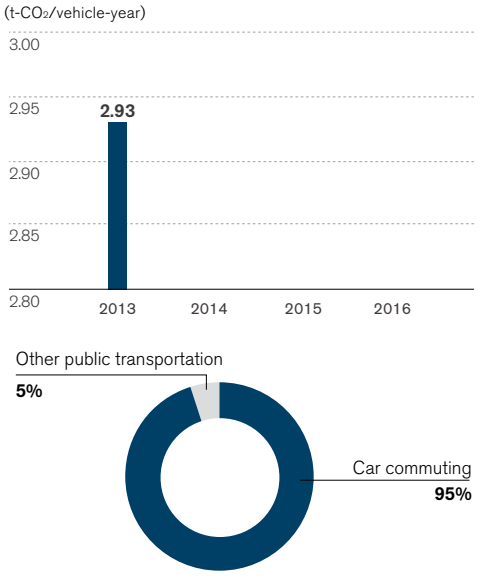
CO_2 Emissions per Vehicle Transported



In fiscal year 2013, despite an expansion in global production, the CO_2 emissions per vehicle transported were 0.42 ton, which marked an improvement through efficient logistics compared to fiscal year 2012.

▸▸ GRI G4 Indicators
▸▸ G4-EN18

Employee Commuting CO_2 Emissions



CO_2 emissions from commuting (Employees of Nissan offices and manufacturing plants in Japan, FY2012)

In fiscal year 2013, we introduced a companywide CO_2 reduction plan for car commuting employees in Japan. Currently, CO_2 emissions from car commuting in Japan are approximately 56 kton, or 2.93 ton-CO_2/vehicle annually. This plan encourages car commuters to shift from internal combustion engine vehicles to the zero-emission electric vehicle Nissan LEAF to reduce CO_2. The objective is to reduce emissions by 1% in ton-CO_2/vehicle annually.

CORPORATE INDICATORS – SUPPLY CHAIN

Supplier Emissions

(FY)

	Unit	2011	2012
Carbon footprint	kt-CO_2	49,254	**48,226**
Direct	kt-CO_2	22,927	**22,534**
Indirect	kt-CO_2	26,327	**25,692**
Energy input	GWh	143,594	**139,800**
Renewable energy	GWh	683	**703**
Water input	1,000m³	118,907	**118,786**
Water discharge	1,000m³	100,555	**98,661**
Waste	kton	3,002	**2,971**

▸▸ GRI G4 Indicators
▸▸ G4-EN17/G4-EN19

A supply-chain environmental survey was conducted on global tier-1 suppliers. Calculation was made from actual submitted data from suppliers and combined with other estimated data to cover the scope. In fiscal year 2012, the carbon footprint of contract suppliers decreased by 2% from the previous year. This survey is one of Nissan's efforts to reduce CO_2 throughout the entire value chain. From fiscal year 2014, with tier-1 suppliers' own individual targets, overall CO_2 emissions are expected to improve by 1% in t-CO_2 per turnover annually. Nissan is regularly engaging with global suppliers to continuously reduce environmental impacts. Results for fiscal year 2013 will be updated later this year.

Component Ratio of Scope 3

(FY)

Category	Component ratio	2013
1. Purchased goods & services	kt-CO_2	**16,101**
2. Capital goods	kt-CO_2	**1,055**
3. Fuel- and energy-related activities	kt-CO_2	**369**
4. Upstream transportation & distribution	kt-CO_2	**909**
5. Waste generated in operations	kt-CO_2	**177**
6. Business travel	kt-CO_2	**238**
7. Employee commuting	kt-CO_2	**426***
8. Upstream leased assets	kt-CO_2	**0**
9. Downstream transportation & distribution	kt-CO_2	**770**
10. Processing of sold products	kt-CO_2	**9**
11. Use of sold products	kt-CO_2	**127,312***
12. End-of-life treatment of sold products	kt-CO_2	**380**
13. Downstream leased assets	kt-CO_2	**412**
14. Franchises	kt-CO_2	**0**
15. Investments	kt-CO_2	**0**
Total	kt-CO_2	**148,161**

Nissan conducted a study based on the draft Corporate Value Chain (Scope 3) Accounting and Reporting Standard from the GHG Protocol. The results showed that about 90% of Scope 3 emission was from the use of sold products. For the values marked with an asterisk, Nissan receives third-party assurance from PricewaterhouseCoopers Sustainability Co., Ltd. For details, please see p. 139.

▸▸ GRI G4 Indicators
▸▸ G4-EN17

CORPORATE INDICATORS – ENVIRONMENTAL ACCOUNTING

Environmental Emissions

(FY)

	Unit	2011 Investment	2011 Cost	2012 Investment	2012 Cost
Total	mil ¥	5,110	158,149	**5,520**	**165,959**
Business area	mil ¥	310	1,660	**320**	**1,632**
Upstream/downstream	mil ¥	0	664	**-**	**683**
Management	mil ¥	0	2,426	**0**	**2,537**
R&D	mil ¥	4,800	153,300	**5,200**	**161,000**
Social activities	mil ¥	0	99	**0**	**106**
Damage repairs	mil ¥	0	0	**0**	**0**

(FY)

	Unit	2011	2012
Total	mil ¥	2,581	**2,604**
Cost reduction	mil ¥	889	**900**
Profit	mil ¥	1,692	**1,704**

All environmental costs are based on the guidelines provided by Japan's Ministry of the Environment, and are calculated for activities in Japan only. Results for fiscal year 2013 will be updated later this year.

▸▸ GRI G4 Indicators
▸▸ G4-EN31

CORPORATE INDICATORS – FACILITY

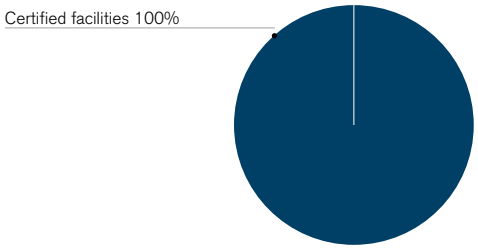
Carbon Credit

(FY)

	Unit	2009	2010	2011	2012	2013
Allowance	t-CO_2	7,308	7,308	7,308	7,308	**21,015**
Credit	t-CO_2	2,681	4,934	4,066	5,261	-

Nissan Motor Iberica, S.A. in Barcelona, Spain, entered EU-ETS in fiscal year 2009. The verified allowance earned for fiscal year 2013 was 21,015 tons.

ISO 14001 Certification



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

▸▸ GRI G4 Indicators
▸▸ G4-DMA

Green Building Policy

With ISO 14001 management processes for evaluating environmental impact, Nissan makes it a key task to optimize its buildings in the construction or refurbishing stages for making all its structures greener. Evaluation metrics in this area include buildings with a smaller environmental footprint, such as lower CO_2 emissions; construction methods producing less waste and emissions; and reduced use of hazardous materials and other quality control tasks. Furthermore, in Japan Nissan uses the Ministry of Land, Infrastructure, Transport and Tourism's Comprehensive Assessment System for Built Environment Efficiency (CASBEE) as one performance index.

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

The Global Headquarters gained a Built Environment Efficiency Rating of 5.6, the high rating CASBEE for a new structure, making it one of Japan's greenest office buildings. The building's use of natural energy sources to reduce its energy usage and its CO_2 emissions were highly evaluated, as were its methods of water recycling and drastic reduction in waste produced.

Since April 2000, Nissan has been deploying unique environmental facility certification system based on ISO 14001 for sales dealers called Nissan Green Shop. The company's environmental policy requires all dealers in Japan to meet a certain standard and continue to be audited by Nissan each year. The dedicated evaluation sheet has a total of 84 KPIs and is regularly revised to reflect requirements from national legislation, local communities and the Nissan Green Program.

▸▸ GRI G4 Indicators
▸▸ G4-DMA

Fines from Environmental Laws

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

▸▸ GRI G4 Indicators
▸▸ G4-EN24/G4-EN26/G4-EN29

PRODUCT INDICATORS

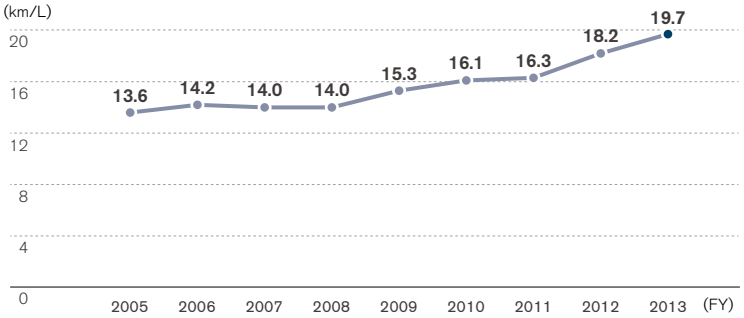
PRODUCT INDICATORS – FUEL ECONOMY, CO_2

Japan Fuel Economy by Weight Rank

(FY)

Passenger cars	Unit	2005	2006	2007	2008	2009	2010	2011	2012	2013
≦702 kg	km/L 10-15									
703–827 kg	km/L 10-15	19.9	20.6	20.9	20.8	21.7	22.5	25.0	26.2	**27.3**
828–1,015 kg	km/L 10-15	18.6	18.8	18.6	18.3	19.5	22.5	23.0	23.1	**28.5**
1,016–1,265 kg	km/L 10-15	17.3	17.6	18.1	18.3	19.5	19.4	19.4	21.8	**23.0**
1,266–1,515 kg	km/L 10-15	12.8	12.8	13.6	13.3	13.8	14.4	14.4	14.5	**15.8**
1,516–1,765 kg	km/L 10-15	11.7	11.8	11.6	12.0	12.7	13.1	14.1	15.2	**16.1**
1,766–2,015 kg	km/L 10-15	8.6	8.7	8.6	9.2	9.2	11.7	11.9	12.5	**13.7**
2,016–2,265 kg	km/L 10-15	8.3	8.3	8.3	8.4	8.4	9.2	9.4	9.7	**10.1**
≧2,266 kg	km/L 10-15	5.5	5.5	5.5						

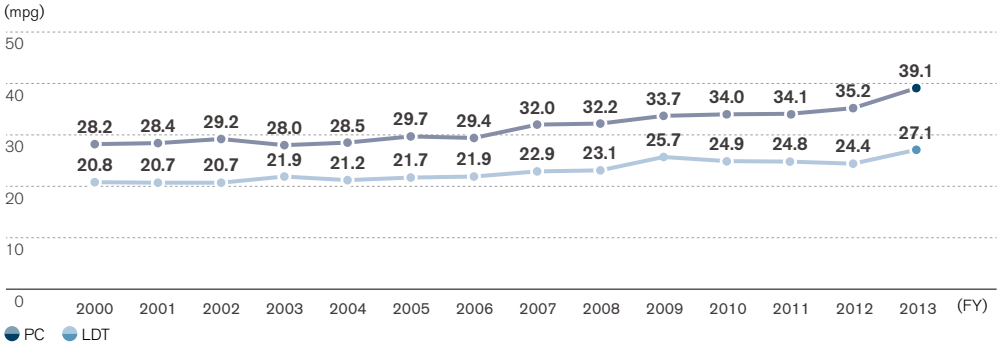
Corporate Average Fuel Efficiency (CAFE, JC08 mode) in Japan



In fiscal year 2013, mainly due to strong sales of the DAYZ and Note, the average fuel economy improved to 19.7 km/L in the JC08 mode, which is around a 8% improvement compared to fiscal year 2012.

GRI G4 Indicators
G4-EN7/G4-EN27

Corporate Average Fuel Efficiency in U.S.

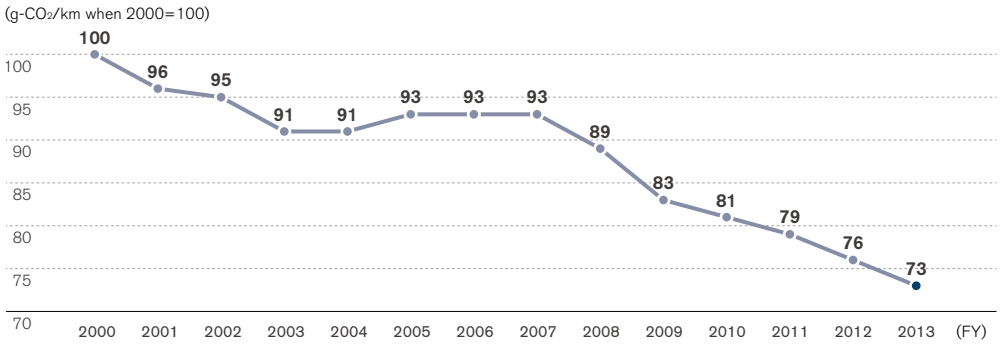


In fiscal year 2013, sales of the new Pathfinder Hybrid and the more fuel-efficient Altima and Versa resulted in CAFE of 39.1 mpg for passenger cars, an improvement of 11% from fiscal year 2012. CAFE for light duty trucks was 27.1 mpg.

GRI G4 Indicators
G4-EN7/G4-EN27

NISSAN MOTOR CORPORATION | CONTENTS | INTRODUCTION | CEO MESSAGE | BLUE CITIZENSHIP: NISSAN'S CSR | RENAULT-NISSAN ALLIANCE | CSR DATA | THIRD-PARTY COMMENT
ENVIRONMENT | SAFETY | PHILANTHROPY | QUALITY | VALUE CHAIN | EMPLOYEES | ECONOMIC CONTRIBUTION | CORPORATE GOVERNANCE & INTERNAL CONTROL

CO_2 Emission Index from Nissan Vehicles in Europe

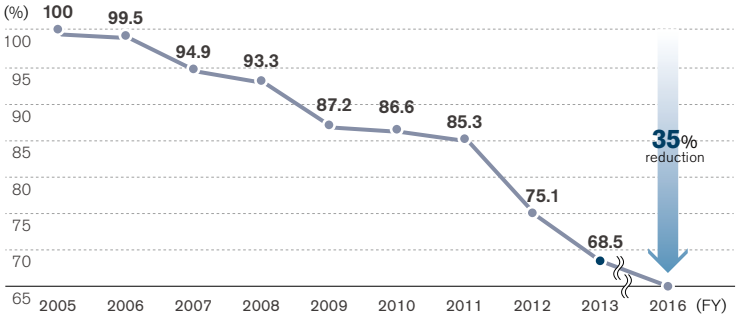


In fiscal year 2013, strong sales of the fuel-efficient new Note improved the CO_2 emission index to 27% compared to fiscal year 2000 for Nissan's European sales passenger car models.

▸▸ GRI G4 Indicators
▸▸ G4-EN7/G4-EN27

Global Corporate Average Fuel Efficiency (CAFE)

Nissan's CAFE result in fiscal year 2013 represented a 31.5% improvement from the fiscal year 2005 level. The "kei" minicar DAYZ in Japan, Note in Europe and Altima and Versa in the U.S. market improved the overall CAFE result. The company is steadily progressing toward the Nissan Green Program 2016 (NGP2016) goal of a 35% improvement from fiscal year 2005 (as measured by fuel efficiency standards in the Japanese, North American, European and Chinese markets).



▸▸ GRI G3 Indicators
▸▸ G4-EN7/G4-EN27

Top Fuel Economy Models

(FY)

	Unit		2013
Global	km/L (JC08)	Moco 0.66L 2WD + Stop/Start System	**30.0**
Best selling model	mpg	Altima/Teana 2.5L 2WD	**42.0**
Japan(excl. light vehicle)	km/L (JC08)	Note 1.2L 2WD w/Super Charger + Stop/Start System	**25.2**
Japan(incl. light vehicle)	km/L (JC08)	Moco 0.66L 2WD + Stop/Start System	**30.0**
Europe	gCO_2/km	Note 1.5L dCi + Stop/Start System	**95.0**
U.S.	mpg	Versa 1.6L 2WD	**48.5**
China	L/100km	Sunny 1.5L 2WD	**5.8**

Only models with an internal combustion engines are listed, and the 100% electric Nissan LEAF is excluded. From fiscal year 2013, fuel economy in Japan is shown in JC08 mode.

▸▸ GRI G4 Indicators
▸▸ G4-EN7/G4-EN27

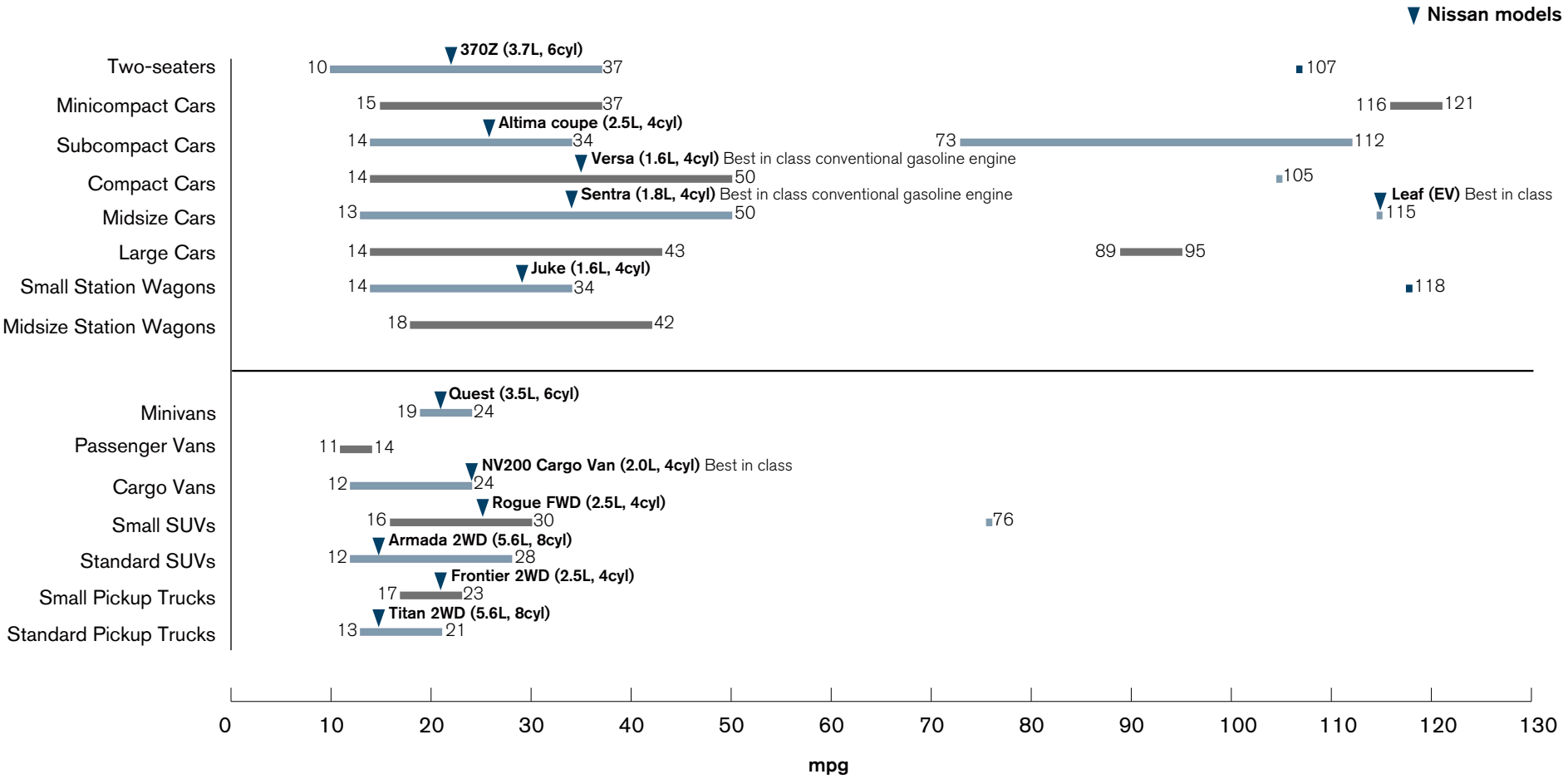
ENERGY SAVINGS THROUGH ULTRACOMPACT MOBILITY

The Nissan New Mobility Concept enables efficient use of energy and realization of smooth traffic flow. This two-seat, ultracompact, lightweight vehicle, used in the car sharing program "Choimobi Yokohama," consumed only 12,796 kWh last year, significantly less compared to a normal car.

Nissan is cosponsoring the city of Yokohama's Y-Green Partner program for wind power generation in Japan. From fiscal year 2013, by allocating purchased green power certificates for this program, Nissan is supporting the use of renewable energy in car-sharing operations.

Fuel Economy Leaders

The *Fuel Economy Guide* published by the U.S. Environmental Protection Agency (EPA) and Department of Energy (DOE) helps buyers to choose the most fuel-efficient vehicle. Based on the *Model Year 2013 Fuel Economy Guide,* the all-electric Nissan LEAF was listed as a leader in Midsize Cars with combined fuel economy of 115 MPGe. Also, the data shows that the Nissan Versa and Sentra were best in class with conventional gasoline engines, and the NV200 Cargo Van was best in class for cargo vans.



Compiled from the *Model Year 2013 Fuel Economy Guide* by the U.S. Environmental Protection Agency (EPA) and Department of Energy (DOE)

PRODUCT INDICATORS – TECHNOLOGIES

Sales Ratio by Powertrain Type

	Unit	Gasoline-powered vehicles	Diesel-powered vehicles	Natural-gas drive vehicles	Hybrid drive vehicles	Electric drive vehicles
Japan	%	83.0	2.8	0.04	2.01	1.08
North America	%	97.7	0.2			
Europe	%	46.8	50.5			
Russia	%	94.3	5.7			
Brazil	%	80.5	19.5			
China	%	99.7	0.3			
Other	%	82.1	17.8			

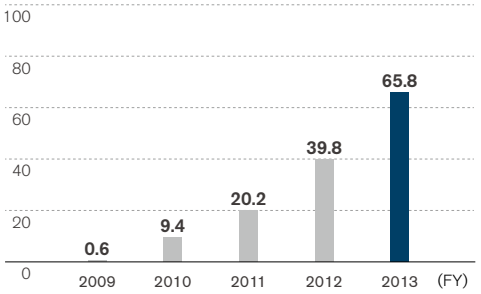
Sales of the all-electric Nissan LEAF—the world's best-selling zero-emission car—surpassed 110,000 units in fiscal year 2013. Also, sales of the Serena S-Hybrid improved the ratio of hybrid vehicles.

▸▸ GRI G4 Indicators
▸▸ G4-EN27

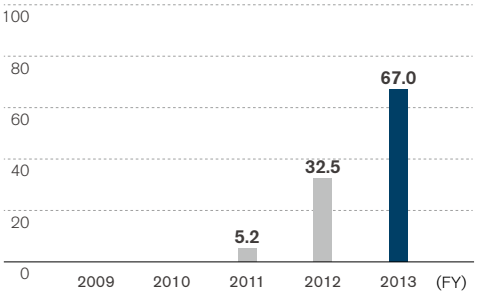
Green Product Innovation

Nissan believes it is important not only to develop and introduce zero-emission vehicles such as electric vehicles and fuel-cell vehicles, but also to improve the fuel economy of engine-powered vehicles. Nissan's PURE DRIVE title is given to vehicles that not only meet existing fuel economy requirements in each market but clear more stringent internal standards which we periodically review in line with societal demands. PURE DRIVE implements innovative environmental technologies that maximize energy efficiency to lower fuel consumption and reduce CO_2 emissions. Cars featuring these technologies are being marketed worldwide.

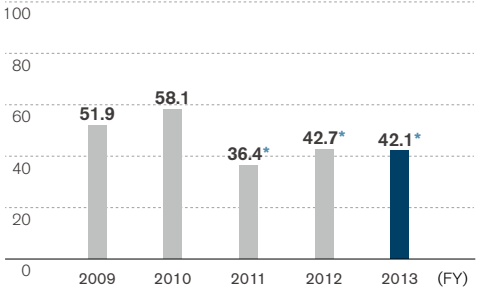
PURE DRIVE Sales Volume Ratio in Japan



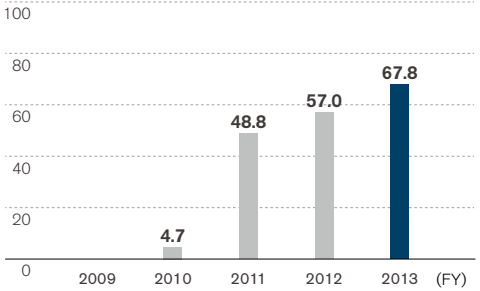
PURE DRIVE Sales Volume Ratio in U.S.



PURE DRIVE Sales Volume Ratio in Europe



PURE DRIVE Sales Volume Ratio in China



* PURE DRIVE vol./Nissan TTL (except Infiniti and EVs)

In fiscal year 2013, mainly due to higher demand for the new Rogue and Versa in the U.S. market and the DAYZ "kei" minicar sales in Japan, the PURE DRIVE introduction improved to nearly twice the level of the previous year. Results from the U.S. market are added from this fiscal year.

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

Country/Region	2009	2010	2011	2012	2013	2013 PURE DRIVE Line-up
Japan						CIMA, FUGA, LATIO, CUBE, NOTE, MARCH, X-TRAIL, JUKE, SERENA, LAFESTA HS, NV350 CARAVAN, MOCO, DAYZ, DAYZ ROOX
U.S.						CUBE, SENTRA, ALTIMA SEDAN, ALTIMA COUPE, JUKE, PATHFINDER, ROGUE, VERSA NOTE
Europe						NV200, NOTE, JUKE, NEW MICRA, NEW QASHQAI, PIXO, Q50 SEDAN, QASHQAI
China						SUNNY, TIIDA, SYLPHY, TEANA, LIVINA
Certain Regions of Asia/Oceania						MARCH, SYLPHY, SERENA, JUKE, ALMERA, PULSAR, TEANA
Certain Regions of Latin America						MARCH, CUBE, JUKE, QASHQAI, SENTRA, SYLPHY, TEANA, VERSA, NOTE, TIIDA SEDAN

▸▸ GRI G4 Indicators
▸▸ G4-EN27

PRODUCT INDICATORS – OTHER EMISSIONS

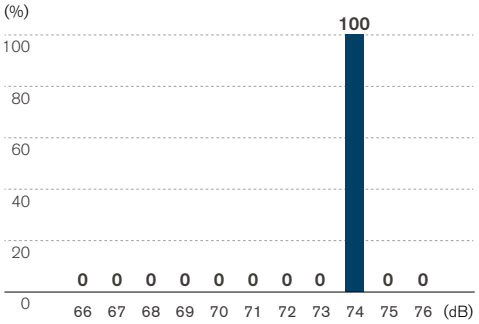
	Unit	(FY) 2013
Japan SU-LEV	%	**98**
Europe Euro 5	%	**100**
U.S. U-LEV/SULEV/ZEV	%	**93**
China National 4	%	**100**

While Nissan has zero-emission vehicles, the ultimate clean car, in its portfolio, the company endeavors to make the entire fleet as clean as possible by reducing exhaust emissions. Nissan has introduced vehicles that comply today with each region's or country's more stringent future emission regulations. Due to differences in regulations, there is no direct way to compare by region or country, but this shows the percentage of Nissan's fleet in each location produced to the strictest standards of that region or country. The National 5 (Euro 5 equivalent) standard is applied in some regions of China; Nissan's vehicles marketed there are 100% compliant.

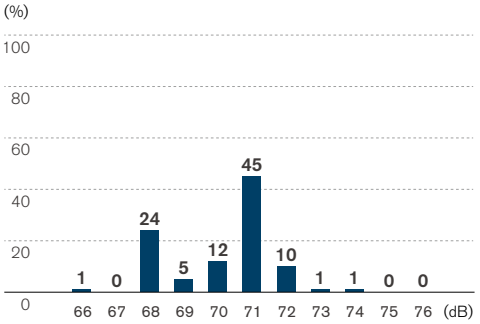
▸▸ GRI G4 Indicators
▸▸ G4-EN27

Share of Noise Emissions

Japan



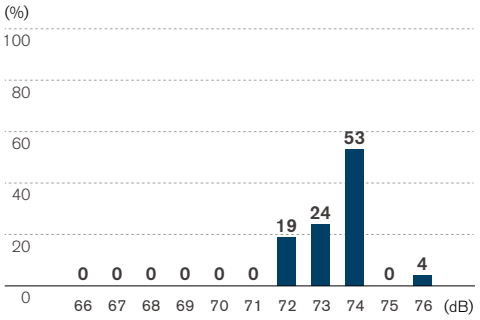
Europe



Noise emissions are shown by the noise produced by the acceleration of vehicle in accordance with each national regulation. Only complete, built-up imported models are shown for Europe and China data.

GRI G4 Indicators
G4-EN27

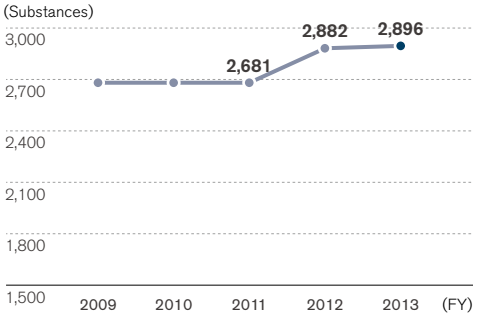
China



Regulated Chemical Substances

In 2007, Nissan created a unified global approach to reducing environment-impacting substances. Since then the company has enhanced management of these substances and advanced plans to reduce or to replace their use. Through communication with NGOs, Nissan restricts usage of substances that have potential to be hazardous, that are thought to have a high risk of falling into this category or that have been identified as potential threats even if they are not covered by laws and regulations in each country where it does business. As defined in the Nissan Engineering Standard (NES) titled "Restricted Use of Substances," these substances are banned or subject to controls in line with this approach. Nissan is working to apply this standard from the early development phase onward to the modules, raw materials and service parts that go into all Nissan vehicles. In fiscal year 2013, the NES was revised to include total of 2,896 substances. Added substances are based on the Global Automotive Declarable Substance List (GADSL), which is the result of the efforts of the global automotive, automotive parts supply and chemical/plastics industries.

Defined Chemical Substances



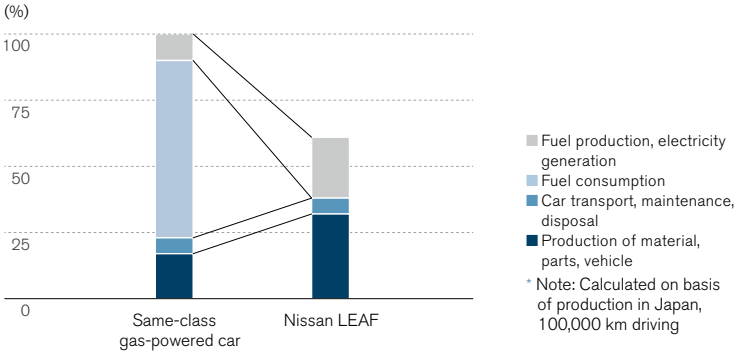
GRI G4 Indicators
G4-EN27

PRODUCT INDICATORS – LIFECYCLE ASSESSMENTS (LCAs)

Lifecycle Assessment to Reduce Environmental Impact

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

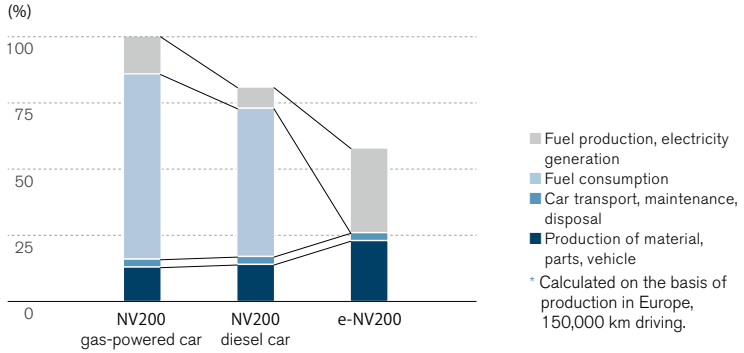
CO_2 Emissions over Vehicle Lifecycle for Nissan LEAF*



Company calculations show that Nissan LEAF reduces CO_2 emissions by up to 40% over its lifecycle compared to gasoline-powered vehicles of the same class. This assessment was certified by a third-party LCA assessment organization, the Japan Environmental Management Association for Industry.

Nissan has also obtained LCA methodology certification from TÜV Rheinland and calculated LCAs for the e-NV200. Calculations show that electric vehicles reduce CO_2 emissions by up to 40% over their lifecycle compared to equivalent gasoline-powered vehicles and by 30% compared to diesel-powered vehicles.

CO_2 Emissions over Vehicle Lifecycle for e-NV200*



Electric vehicles' unique parts, such as their batteries, show relatively higher CO_2 emissions compared to those for ICE vehicles at the manufacturing stage. But in fuel production, electricity generation and energy use, the higher energy efficiency of electric vehicle leads to lower CO_2 emissions.

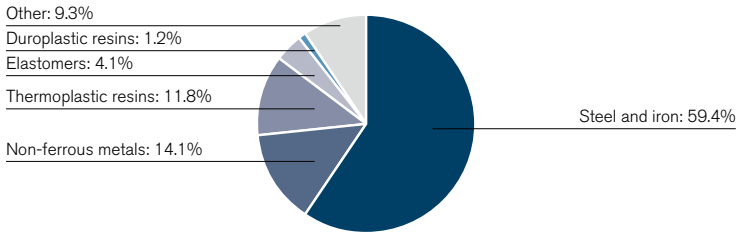
Nissan is making efforts to reduce CO_2 emissions in manufacturing by improving the yield ratio of materials, using more efficient manufacturing processes and increasing the use of recycled materials. Nissan also continues to pursue technology development on electric powertrains, power savings on ancillary devices and the use of renewable energy to reduce CO_2 emissions over the entire EV lifecycle. In the end-of-life stage, used batteries can be utilized for energy storage to contribute to comprehensive CO_2 emission reduction in society.

PRODUCT INDICATORS – MATERIALS, RECYCLING

Material Ratio

Nissan is increasing the use of renewable resources and recycled materials in addition to the traditional approach of using resources more efficiently to reduce reliance on them. The company's efforts with respect to recycled materials are based on the thought that once a natural resource is extracted, it should continue to be used, while maintaining quality, to minimize environmental impact. Nissan has set a target of increasing the recycled material usage ratio per new vehicle for which production begins in fiscal year 2016 by 25% in Japan, the United States and Europe.

Pie data shown here represents the status of fiscal year 2013.



▸▸ GRI G4 Indicators
▸▸ G4-EN1/G4-EN2/G4-EN27/G4-EN28

Recycling

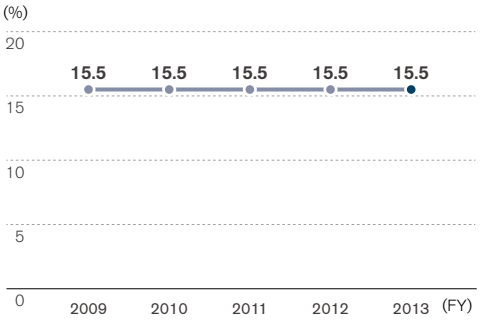
Nissan has defined a long-term goal of maintaining global usage of these natural resources at 2010 levels through 2050.

Toward this end, Nissan is presently researching ways to increase the recovery rate further in order to reclaim and reuse valuable materials from end-of-life vehicles (ELVs). As of fiscal year 2013, company calculations showed that Nissan had achieved a recovery rate of 99.5% in Japan.

From the early development stage, Nissan considers the use of highly recyclable materials and makes structural improvements for ease of recycling. Since the Note, launched in 2005, all new models have achieved a 95% or greater recyclability rate based on the national regulations on ELVs in regions such as Europe, Japan and Korea.

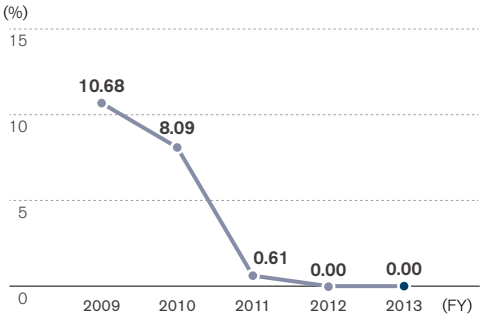
Ratio of recycled plastic to total plastic was calculated based on the bestselling model in Europe. Recycled plastics use in fiscal year 2013 was 15.5%.

Recycled Plastic Usage in Vehicle



Based on the Automobile Recycling Law in Japan, Nissan calculated the ratio of landfill to residue after removing ferrous and non-ferrous metals from ELVs. Nissan achieved a zero landfill ratio in fiscal year 2013 by enhancing recycling capability through acquiring additional facilities that comply with the law.

Automotive Shredder Residue to Landfill Ratio



▸▸ GRI G4 Indicators
▸▸ G4-EN2/G4-EN27

PRODUCT INDICATORS – ELV PROGRAMS

ELV Programs

Nissan has joined forces with other automotive companies to promote the recycling of ELVs through dismantling and shredding. In fiscal 2012, the program in Japan achieved a final recovery ratio for ELVs of 99.3% (actual value), at the same time reducing the amount of automotive shredder residue (ASR) related landfill and incineration disposal to zero based on the calculation method provided by the Japanese government.

This program consists of three phases: First, any Nissan ELVs entering the dismantling process are recycled, including flat steel, cast aluminum, bumpers, interior plastic parts, wire harnesses and precious rare earth metals. Second, specific items such as lithium-ion batteries are collected individually and directed to a dedicated recycling process. Third, residues from the dismantling process are shredded and collected at a dedicated facility.

Since 2004, Nissan and seven other Japanese auto manufacturers have promoted this facility to recycle ASR. Aligned with the Automobile Recycling Law in Japan, this serves as an integral part of a system to recycle ASR effectively, smoothly and efficiently. Nissan is a team leader of this alliance.

Another activity is Nissan's take-back system for ELVs in Europe. This network of Authorized Treatment Facilities was developed for individual countries in collaboration with contracted dismantlers, contracted service providers and governments to be aligned with the European ELV directive.

ASSURANCE AND EXTERNAL RATINGS

Third-Party Assurance

pwc

Independent Practitioner's Limited Assurance Report on Sustainability Report 2014

To Mr. Toshiyuki Shiga,
Representative Director, Nissan Motor Co., Ltd.

We have undertaken limited assurance engagement of the information marked (*)(the "Selected Information") in the Nissan Sustainability Report 2014 (the "Report").

We have not performed any procedures with respect to other information in the Report and, therefore, no conclusion is expressed on such information.

Management's responsibilities

Nissan Motor Co., Ltd. (the "Company") is responsible for the preparation of the Selected Information in accordance with the Basis of Calculation of CO2 Emissions Subject to Third Party Assurance (the "Reporting Criteria"), which is available on the Company's website [1]. The Company's responsibility includes the design, implementation and maintenance of internal control, relevant to the preparation of the Selected Information that is free from material misstatement, whether due to fraud or error.

Our Independence and Quality Control

We have complied with the Code of Ethics for Professional Accountants issued by the International Ethics Standards Board for Accountants, which includes independence and other requirements founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behavior.

In accordance with International Standard on Quality Control 1, we maintain a comprehensive system of quality control including documented policies and procedures with respect to compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Understanding reporting and measurement methodologies

The Selected Information should be read and understood together with the Reporting Criteria. As outlined in the Reporting Criteria, the quantification of greenhouse gas emission is subject to various inherent uncertainties.

The absence of a significant body of established practice on which to base the evaluation and measurement of non-financial information allows for different, but acceptable, measurement techniques. The nature of non-financial information, and the techniques and precision used to determine and evaluate it, can result in materially different measurements. This may affect comparability between different entities and periods of time. The Reporting Criteria used is applicable as at March 31, 2014.

Our Responsibility

Our responsibility is to express a limited assurance conclusion on the Selected Information based on the procedures we have performed and the evidence we have obtained. Depending on the type of information, we conducted our limited assurance engagement in accordance with:

- International Standard on Assurance Engagements 3410, Assurance Engagements on Greenhouse Gas Statements ("ISAE 3410") for Scope 1 and 2 greenhouse gas emission information.
- International Standard on Assurance Engagements 3000, Assurance Engagements other than Audits and Reviews of Historical Financial Information" ("ISAE 3000" revised December 2003) for other information in the Selected Information.

These standards require that we plan and perform this engagement to obtain limited assurance about whether the Selected Information is free from material misstatement.

A limited assurance engagement undertaken in accordance with ISAE 3000 and 3410 involves assessing the suitability in the circumstances of the Company's use of the Reporting Criteria as the basis for the preparation of the Selected Information, assessing the risks of material misstatement of the Selected Information whether due to fraud or error, responding to the assessed risks as necessary in the circumstances, and evaluating the overall presentation of the Selected Information. A limited assurance engagement is substantially less in scope than a reasonable assurance engagement in relation to both the risk assessment procedures, including an understanding of internal control, and the procedures performed in response to the assessed risks.

The procedures we performed were based on our professional judgment and included inquiries, observation of processes performed, inspection of documents, analytical procedures, evaluating the appropriateness of quantification methods and reporting policies, and agreeing or reconciling with underlying records.

The procedures we performed included:

- inquiry with relevant Company management;
- evaluating the suitability of the Reporting Criteria as the basis for preparing the Selected Information;
- assessing the risk of material misstatement in the Selected Information due to fraud or error;
- visiting the Company headquarters and two manufacturing sites, selected on the basis of their inherent risk and materiality to the Company, to understand the processes and controls over the recording, collation, measurement and reporting of the Selected Information at those locations;
- performing selected limited testing at the Company headquarters and in connection with twenty manufacturing sites over the recording, collation, measurement and reporting of the Selected Information; and
- evaluating the overall presentation of the Selected Information.

The procedures performed in a limited assurance engagement vary in nature from, and are less in extent than for, a reasonable assurance engagement. As a result, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had we performed a reasonable assurance engagement. Accordingly, we do not express a reasonable assurance opinion about whether the Selected Information has been prepared, in all material respects, in accordance with the Reporting Criteria.

Limited Assurance Conclusion

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that the Selected Information is not prepared, in all material respects, in accordance with the Reporting Criteria.

PricewaterhouseCoopers Sustainability Co., Ltd.

PricewaterhouseCoopers Sustainability Co., Ltd.
June 5, 2014
Tokyo, Japan

[1] The maintenance and integrity of the Company's website is the responsibility of Company management. Our engagement did not consider matters relating to the maintenance and integrity of the Company website. Accordingly, we accept no responsibility for any errors or changes to Selected Information or Reporting Criteria when presented on the website.

[Remarks] Basis of calculation for CO_2 emissions subject to third-party assurance

- CO_2 emissions from production sites: Calculated based on Nissan internal standards. The energy use data of each site is based on invoices from suppliers, which are multiplied by a CO_2 emissions coefficient publicly available for each production site.
- CO_2 emissions resulting from employees' commute: Calculated based on the GHG Protocol Scope 3 Standard. Specifically, the annual CO_2 emissions resulting from each employee's commute is calculated using a standard unit of measurement announced by Japan's Ministry of Economy, Trade and Industry, Ministry of the Environment, and Ministry of Land, Infrastructure, Transport and Tourism. This figure is calculated on the basis that employees working at Global Headquarters commute by bus and others employees use cars that are vehicles designated by Nissan, based on the data they submit when applying for transportation allowances. This is multiplied by the number of employees at each facility or office.
- CO_2 emissions from the use of sold products: Calculated using the average regional CO_2 emissions per vehicle multiplied by estimated average lifecycle mileage and multiplied by fiscal year 2013 sales volumes. The average CO_2 emissions for the use phase (including direct emissions only) per unit are calculated for each of our main regions (Japan, North America, EU and China) and extrapolated from average emissions of these markets for other markets. The Sustainable Mobility Project (SMP) model issued by the International Energy Agency was used to determine estimated average lifecycle mileages.
- Scope 3 emissions figures are estimates subject to varying inherent uncertainties.

GRI index (Environment)

Section	Index	Reference
G4-EN1	Materials used	120, 137
G4-EN2	Percentage of recycled materials	137, 138
G4-EN3	Energy consumption within the organization	31, 119, 121
G4-EN4	Energy consumption outside of the organization	120, 121
G4-EN5	Energy intensity	31,121
G4-EN6	Reduction of energy consumption	30, 31, 120, 121
G4-EN7	Reductions in energy requirements of products and services	27, 28, 130-132
G4-EN8	Total water withdrawal	120, 123
G4-EN9	Water sources significantly affected by withdrawal of water	–
G4-EN10	Percentage and total volume of water recycled and reused	36
G4-EN11	Location and size of protected areas	32
G4-EN12	Description of significant impacts in protected areas	40, 41
G4-EN13	Habitats protected or restored	–
G4-EN14	IUCN Red List species in areas affected by operations	–
G4-EN15	Direct greenhouse gas (GHG) emissions (Scope 1)	16, 31, 121, 122
G4-EN16	Energy indirect greenhouse gas (GHG) emissions (Scope 2)	16, 31, 121, 122
G4-EN17	Other relevant indirect greenhouse gas emissions	16, 17, 128
G4-EN18	Greenhouse gas (GHG) emissions intensity	122, 127
G4-EN19	Reduction of greenhouse gas (GHG) emissions	121, 127
G4-EN20	Emissions of ozone-depleting substances (ODS)	–
G4-EN21	NOx, SOx and other significant air emissions	124, 125
G4-EN22	Total water discharge	36, 123, 124
G4-EN23	Total weight of waste	126
G4-EN24	Total number and volume of significant spills	129
G4-EN25	Weight of transported, imported, exported, or treated hazardous waste	–
G4-EN26	Areas affected by the reporting organization's discharges of water and runoff	128
G4-EN27	Extent of impact mitigation of environmental impacts of products and services	20-29, 34, 35, 130-138
G4-EN28	Percentage of products sold and their packaging materials that are reclaimed by category	34-36, 137
G4-EN29	Significant fines and noncompliance with environmental laws and regulations	129
G4-EN30	Environmental impacts of transporting products, goods, materials, and members of the workforce	32, 33, 127
G4-EN31	Environmental protection expenditures and investments	37, 128
G4-EN32	Percentage of new suppliers that were screened using environmental criteria	39
G4-EN33	Significant actual and potential negative environmental impacts in the supply chain and actions taken	39
G4-EN34	Number of grievances about environmental impacts filed, addressed, and resolved through formal grievance mechanisms	-