ENVIRONMENTAL DATA

CORPORATE INDICATORS

113

PRODUCT INDICATORS

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THIRD-PARTY ASSURANCE

135

▸▸ page_41 Please see p. 41 for Employee Engagement and Education.

Regarding Data for Publication

- Fiscal year: April 1, 2014 through March 31, 2015.
- Scope: All Nissan manufacturing facilities, management offices and subsidiaries worldwide covered under consolidation of Nissan Motor Co., Ltd., and equity method affiliated manufacturing companies.
  - Environment Management Regions: Managed companies included in the scope are categorized by following regions:
    Japan: Japan
    North America: United States, Mexico, Canada
    Europe: United Kingdom, Spain, Russia, Germany, Italy, France, Netherlands, Belgium, Hungary, Finland, Switzerland (Russia data moved from Others and included in Europe from 2013)
    Others: China, Thailand, Indonesia, India, Australia, South Africa, Brazil, Egypt, Vietnam, UAE, others

Restatement of Information Provided in Previous Years

- 'Per vehicle produced' figures were recalculated from fiscal 2010 reflecting changes in 'global production volume'. See p.109 for details of global production volume.
- COD figures were recalculated from fiscal 2010 following the introduction of a revised methodology that is now applied across all global operations.
- Some recalculation of Energy Input and Carbon Footprint figures was made as a result of revisions to our internal guidelines, which includes emission factors applied to each operation. This impact of change is less than 3% of total performance data.

CORPORATE INDICATORS

Material Balance

Input

	Unit	(FY) 2014
Raw materials	ton	**7,055,790**
Water	1,000 m^3	**30,204**
Energy	MWh	**9,412,024**

Output

	Unit	(FY) 2014
Vehicles		
Global production volume	unit	**5,061,000**
Waste	ton	**173,513**
Waste for disposal	ton	**13,153**
Recycled	ton	**160,360**
Wastewater	1,000 m^3	**22,204**
CO_2 emissions	t-CO_2	**3,283,867**
VOC	ton	**10,888**
NOx	ton	**405**
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 the company's corporate carbon footprint, Nissan aims to reduce CO_2 emissions per vehicle sold and, to improve resource efficiency by increasing the recycled material usage ratio. Four key actions, including the above, are impremented throughout Nissan's corporate activities.

▸▸ GRI G4 Indicators
▸▸ G4-EN1/G4-EN3/ G4-EN8/G4-EN15/ G4-EN16/G4-EN21/ G4-EN22/G4-EN23

CORPORATE INDICATORS – ENERGY

Energy Input

(FY)

	Unit	2010	2011	2012	2013	2014
Total	MWh	9,353,605	9,460,190	8,894,864	9,207,124	**9,412,024**
Japan	MWh	5,525,097	5,573,174	4,565,499	4,424,486	**4,191,517**
North America	MWh	1,782,399	1,733,447	2,157,793	2,061,393	**2,424,942**
Europe	MWh	1,066,503	939,469	982,332	1,027,027	**1,094,175**
Other	MWh	979,606	1,214,099	1,279,240	1,694,218	**1,701,391**
Primary						
Natural gas	MWh	3,691,097	3,467,178	2,847,325	2,894,901	**3,060,122**
LPG	MWh	340,985	527,696	360,891	339,751	**295,800**
Coal	MWh	245,848	160,720	235,239	149,232	**137,456**
Heating oil	MWh	259,530	253,821	248,445	226,513	**225,114**
Gasoline	MWh	81,502	90,413	211,449	263,663	**322,624**
Diesel	MWh	18,114	20,247	72,151	71,371	**99,045**
Heavy oil	MWh	92,607	87,368	67,967	61,359	**58,274**
External						
Electricity (Purchased)	MWh	4,603,208	4,775,721	4,785,477	5,038,384	**5,084,989**
Renewable energy	MWh	962	1,157	15,522	118,917	**154,515**
Chilled water	MWh	11,692	9,087	25,947	11,646	**4,239**
Heated water	MWh	0	0	7,492	6,227	**4,635**
Steam	MWh	9,022	67,940	114,281	133,849	**110,953**
Internal						
Electricity (In-house generation)	MWh			8,199	10,227	**8,772**
Renewable energy	MWh			8,199	10,227	**8,772**
Total renewable energy	MWh	962	1,157	23,721	129,144	**163,287**
Ratio of renewable energy	%	0.01%	0.01%	0.26%	1.40%	**1.73%**

Despite the extensive energy-saving activities at Nissan facilities, energy usage was 9.41 million MWh in fiscal 2014, a 2.2% increase from fiscal 2013. Energy-saving activities throughout our corporate operations and efficient manufacturing contributed to limiting the rise, given that sales volume increased by 2.5% in the same period. Manufacturing operations accounted for 8,375,000 MWh of total energy consumption.*

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

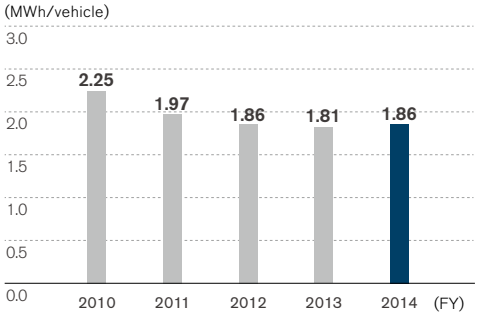
▸▸ page_135

* This figure is subject to assurance by PricewaterhouseCoopers Sustainability Co., Ltd. For details, please see p. 135.

▸▸ GRI G4 Indicators
▸▸ G4-EN3

Energy per Vehicle Produced

In fiscal 2014, despite extensive energy saving activities at global Nissan facilities, energy per vehicle produced increased to 1.86 MWh, a deterioration of 2.7% compared to the previous fiscal year. This is due to an increase in parts production for Alliance partners and other auto manufacturers that are not counted in the denominator of produced vehicles. But as shown in Manufacturing CO_2 per Vehicle Produced on p. 116, the energy used in manufacturing Nissan and Infiniti vehicles is improving, thus emitting less CO_2 per vehicle produced.



(By Region)

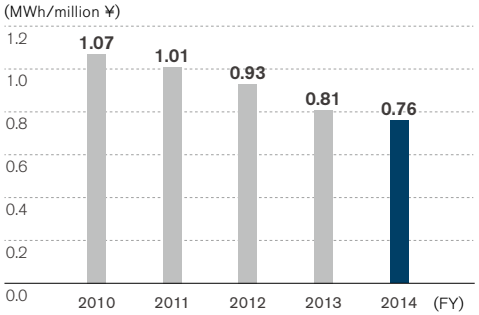
(FY)

	Unit	2014
Japan	MWh/vehicle	**4.81**
North America	MWh/vehicle	**1.39**
Europe	MWh/vehicle	**1.52**
Other	MWh/vehicle	**0.99**

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

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

Energy per Revenue



In fiscal 2014, efficient energy use throughout global Nissan facilities improved energy per revenue to 0.76 MWh, an improvement of 5.8% compared to the previous fiscal year. This result shows our continuous steps toward decoupling financial capital generation from energy use.

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

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CORPORATE INDICATORS – CO_2

Carbon Footprint

(FY)

	Unit	2010	2011	2012	2013	2014
Scope1	t-CO_2	1,023,208	1,047,691	835,766	812,062	**861,457**
Scope2	t-CO_2	1,944,684	2,051,965	2,432,889	2,538,360	**2,422,410**
Scope1+2	t-CO_2	2,967,892	3,099,656	3,268,655	3,350,422	**3,283,867**
Japan	t-CO_2	1,444,074	1,451,343	1,526,182	1,446,871	**1,267,676**
North America	t-CO_2	610,016	623,654	758,457	698,934	**769,696**
Europe	t-CO_2	316,856	311,790	284,079	259,972	**290,109**
Other	t-CO_2	596,945	712,868	699,937	944,644	**956,386**
Scope3						
Commuting	t-CO_2		449,110	468,346	426,487	**455,510**
Japan, U.S., Europe	t-CO_2		213,538	214,619	217,091	**227,248***
Logistics	t-CO_2	1,438,000	1,660,000	1,490,050	1,678,903	**1,632,070**

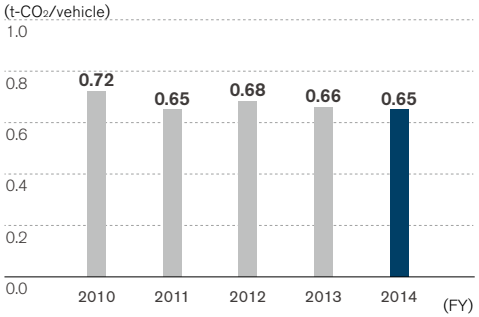
▸▸ page_135

* This figure is subject to assurance by PricewaterhouseCoopers Sustainability Co., Ltd. For details, please see p. 135.

In fiscal 2014, CO_2 emissions from Nissan facilities decreased 2% from the previous fiscal year, and the total of Scope 1 and 2 emissions was 3.28 million tons. This is due to energy-conservation activities in Japan and a revision in the national grid CO_2 coefficient. The CO_2 emissions in Japan decreased by more than 10%. Total CO_2 emissions from manufacturing processes were 2.923 million tons (Scope 1 emissions: 0.789 million tons, Scope 2 emissions: 2.134 million tons).*

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

Scope 1 and 2 Emissions per Vehicle Produced



For fiscal 2014, CO_2 emissions per vehicle produced decreased 1.6% from the previous fiscal year, with combined Scope 1 and 2 emissions at 0.65 tons. Energy conservation diagnosis and best practice sharing among global Nissan plants contributed to achieving these significant improvements.

(By Region)

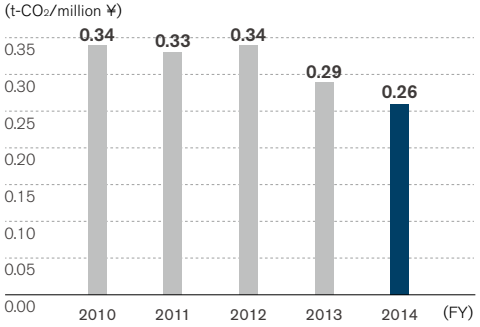
(FY)

	Unit	2014
Japan	t-CO_2/vehicle	**1.46**
North America	t-CO_2/vehicle	**0.44**
Europe	t-CO_2/vehicle	**0.40**
Other	t-CO_2/vehicle	**0.55**

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, this results in intensity tending to show higher values.

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

Scope 1 and 2 Emissions per Revenue

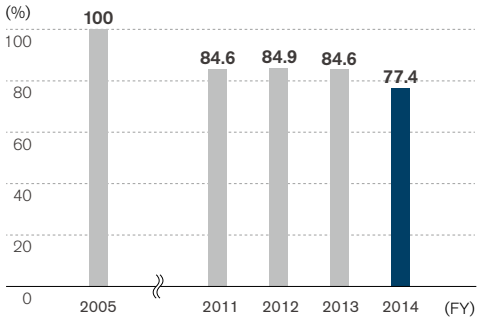


In fiscal 2014, as measured by the per revenue CO_2 emissions from our global operations, the result was 0.26 tons per ¥1 million, an improvement of 9.7% compared to fiscal 2013.

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

Corporate Carbon Footprint per Vehicle Sold

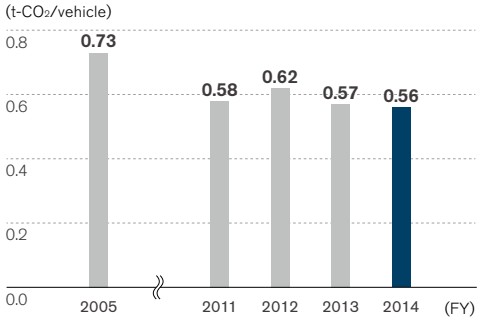
In the Nissan Green Program 2016 (NGP2016), the company aims to reduce CO_2 emissions from corporate activities by 20% compared to fiscal 2005, focusing on manufacturing, logistics, offices and sales companies in Japan. Fiscal 2014 saw an improvement in energy consumption in manufacturing and offices, with overall corporate emissions reduced by 22.6 % compared to fiscal 2005, achieving the target two years in advance.



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

Manufacturing CO_2 per Vehicle Produced

In the Nissan Green Program 2016 (NGP2016), the company aims to reduce CO_2 emissions per vehicle produced from manufacturing activities by 27% in fiscal 2016 compared to fiscal 2005. In fiscal 2014, Nissan's manufacturing CO_2 emissions per vehicle produced reached 0.56 ton, a 23.9% reduction compared to fiscal 2005.



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

CORPORATE INDICATORS – WATER

Water Input

(FY)

	Unit	2010	2011	2012	2013	2014
Total	1,000 m³	28,671	30,513	29,537	30,967	**30,204**
Japan	1,000 m³	17,612	18,565	15,956	16,818	**16,032**
North America	1,000 m³	4,330	4,591	4,770	5,176	**5,419**
Europe	1,000 m³	2,297	2,276	2,410	2,404	**2,310**
Other	1,000 m³	4,432	5,081	6,401	6,569	**6,443**

Nissan's objective is to reduce intake water by 15% in fiscal 2016 compared with fiscal 2010 in cubic meters per production unit. In fiscal 2014, water input in our global sites was 30,204 thousand m³, an improvement of 2.5% from fiscal 2013. This is mainly due to the water-saving activities in vehicle production plants, as shown in Vehicle Production Plant Water Input per Vehicle Produced on p. 117. Water use allocated for manufacturing processes in Japan is 6,353,568 m³.*

▸▸ page_135

* This figure is subject to assurance by PricewaterhouseCoopers Sustainability Co., Ltd. For details, please see p. 135.

▸▸ GRI G4 Indicators
▸▸ G4-EN8

Water Discharge

(FY)

	Unit	2010	2011	2012	2013	2014
Total	1,000 m³	19,281	20,398	21,228	23,482	**22,204**
Japan	1,000 m³	13,030	13,565	13,710	15,114	**14,372**
North America	1,000 m³	2,732	3,214	3,055	3,658	**3,533**
Europe	1,000 m³	1,830	1,930	2,031	2,054	**1,793**
Other	1,000 m³	1,689	1,689	2,432	2,656	**2,507**

(FY)

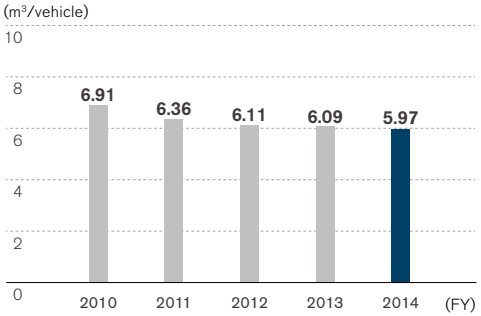
	Unit	2010	2011	2012	2013	2014
Quality						
Chemical oxygen demand (COD)	kg	27,695	31,982	34,894	32,130	**27,883**

In fiscal 2014, water discharges from our global sites totaled 22,204 thousand m³, which was an approximately 5.4% decrease from fiscal 2013.

▸▸ GRI G4 Indicators
▸▸ G4-EN22

Water Input per Vehicle Produced

In fiscal 2014, water use per vehicle produced decreased to 5.97 m³, a 2.1% improvement from fiscal 2013. This is mainly due to the water-saving activities in vehicle production plants as shown below.



(By Region)

(FY)

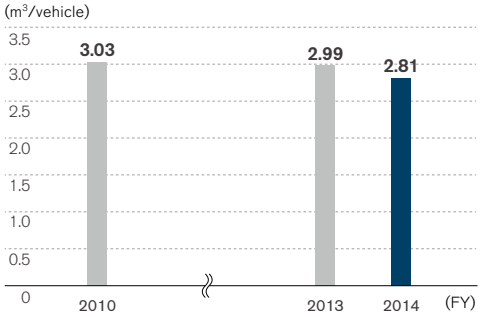
	Unit	2014
Japan	m³/vehicle	**18.41**
North America	m³/vehicle	**3.11**
Europe	m³/vehicle	**3.21**
Other	m³/vehicle	**3.73**

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, this results in intensity tending to show higher values.

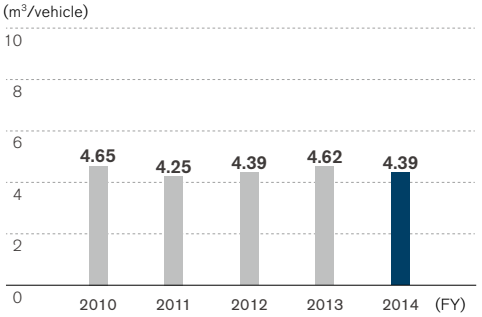
▸▸ GRI G4 Indicators
▸▸ G4-EN8

Vehicle Production Plant Water Input per Vehicle Produced

Nissan's objective is to reduce intake water by 15% in fiscal 2016 compared with fiscal 2010 in cubic meters per production unit. In fiscal 2014, water use per vehicle produced in vehicle production plants improved 7.3% compared with fiscal 2010.



Water Discharge per Vehicle Produced



(By Region)

(FY)

	Unit	2014
Japan	m³/vehicle	**16.50**
North America	m³/vehicle	**2.03**
Europe	m³/vehicle	**2.49**
Other	m³/vehicle	**1.45**

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, this results in intensity tending to show higher values.

In fiscal 2014, water discharge per vehicle produced was 4.39 m³, which was a 5% improvement from fiscal 2013.

▸▸ GRI G4 Indicators
▸▸ G4-EN22

CORPORATE INDICATORS – EMISSIONS

Emissions

(FY)

	Unit	2010	2011	2012	2013	2014
NOx	ton	751	731	525	450	**405**
SOx	ton	41	46	43	40	**40**

In fiscal 2014, NOx and SOx emissions from our facilities were 405 tons and 40 tons, respectively.

▸▸ GRI G4 Indicators
▸▸ G4-EN21

Volatile Organic Compounds (VOCs)

(FY)

	Unit	2010	2011	2012	2013	2014
Total	ton	10,130	11,424	12,305	11,734	**10,888**
Japan	ton	4,018	4,399	3,623	3,492	**2,826**
North America	ton	2,941	3,366	5,194	5,338	**5,082**
Europe	ton	3,171	3,658	3,488	2,904	**2,979**

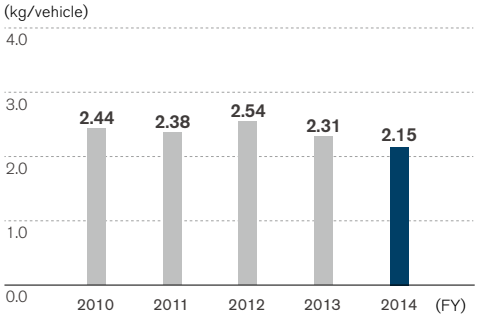
Nissan's objective is to reduce volatile organic compounds (VOCs) from the body manufacturing process by 15% in fiscal year 2016 compared with fiscal year 2010 in grams per square meters. In fiscal 2014, VOCs from manufacturing plants were 10,888 tons globally, a 7.2% decrease from fiscal 2013. This is mainly due to improvements in emissions from paint shop operations.

▸▸ GRI G4 Indicators
▸▸ G4-EN21

VOC Reduction from 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 dioxide 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 U.S. 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 2014, VOCs per vehicle produced were 2.15 kg, a 6.8% decrease from fiscal 2013, mainly due to improvements in emissions from paint shop operations.

(By Region)

(FY)

	Unit	2014
Japan	kg/vehicle	**3.25**
North America	kg/vehicle	**2.91**
Europe	kg/vehicle	**4.14**

▸▸ GRI G4 Indicators
▸▸ G4-EN21

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Released Substances Designated by PRTR Law (Japan)*

(FY)

	Unit	2009	2010	2011	2012	2013
Japan site total	ton	3,773	3,607	4,441	4,158	**4,183**
Oppama	ton	1,263	911	981	715	**676**
Tochigi	ton	897	829	915	942	**1,155**
Kyushu	ton	910	1,106	1,390	1,394	**1,300**
Yokohama	ton	429	418	555	581	**579**
Iwaki	ton	13	58	320	183	**128**
NTC	ton	260	284	280	343	**347**

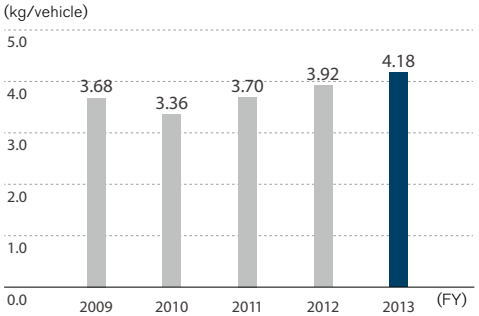
* The table shows chemical substance emissions calculated based on the Japanese government PRTR guideline. PRTR emissions show total volume excluding substances adherent to the product.

In fiscal 2013, released substances designated by the PRTR (Pollutant Release and Transfer Register) Law in Japan were 4,183 tons, a slight increase from the previous year. Results for fiscal 2014 will be updated later this year.

▸▸ GRI G4 Indicators
▸▸ G4-EN21

PRTR Emissions per Vehicle Produced (Japan)

In fiscal 2013, PRTR emissions per vehicle produced in Japan were 4.18 kg, a 6.6% increase from the previous year. The result was greatly influenced by the increase of R&D activities in Japan. Results for fiscal 2014 will be updated later this year.



▸▸ GRI G4 Indicators
▸▸ G4-EN21

CORPORATE INDICATORS – WASTE

Waste

(FY)

	Unit	2010	2011	2012	2013	2014
Total	ton	164,381	193,798	168,617	172,849	**173,513**
Japan	ton	70,136	74,412	65,412	61,999	**59,808**
North America	ton	31,806	35,780	40,208	51,767	**58,452**
Europe	ton	59,617	56,996	50,495	51,295	**45,358**
Other	ton	2,822	26,610	12,502	7,788	**9,895**
Detail						
Waste for disposal	ton	41,288	40,048	31,187	17,903	**13,153**
Recycled	ton	123,093	153,750	137,430	154,946	**160,360**

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 2014, waste generated totaled 174 ktons, an increase of 0.4% from fiscal 2013. Although total waste generated increased, waste for disposal improved greatly by 26.5% from the previous year, mainly due to an activity at a manufacturing plant in Spain. The boundary of the waste data is limited to global production facilities. Waste generated from the 5 major manufacturing plants in Japan is 27,307 tons.*

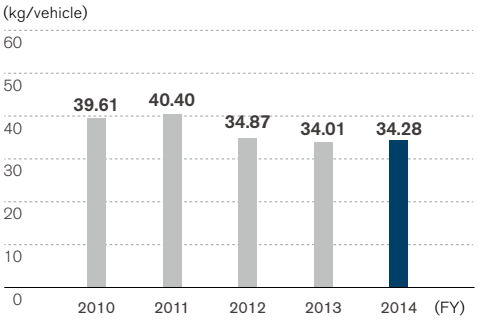
▸▸ page_135

* This figure is subject to assurance by PricewaterhouseCoopers Sustainability Co., Ltd. For details, please see p. 135.

▸▸ GRI G4 Indicators
▸▸ G4-EN23

Waste per Vehicle Produced

Waste per vehicle produced was 34.28 kg, an increase of 0.8% from fiscal 2013. This is due to full operation at a new manufacturing plant in Mexico, which is expected to improve its figures in the following years.



(By Region)

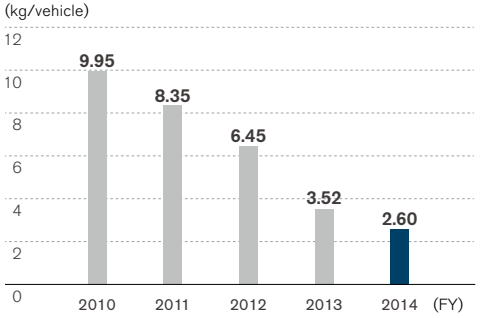
(FY)

	Unit	2014
Japan	kg/vehicle	**68.67**
North America	kg/vehicle	**33.52**
Europe	kg/vehicle	**63.00**
Other	kg/vehicle	**5.73**

▸▸ GRI G4 Indicators
▸▸ G4-EN23

Waste for Disposal per Vehicle Produced

Nissan production sites overseas continue to make strong efforts toward reducing waste for disposal. In fiscal 2014, despite the fact that total waste volume increased slightly, Nissan reduced the volume of waste for disposal to a total of 2.60 kg per vehicle produced, a 26.2% reduction from fiscal 2013. This is mainly due to the effort at the manufacturing plant in Spain.



▸▸ GRI G4 Indicators
▸▸ G4-EN23

CORPORATE INDICATORS – LOGISTICS

Logistics Volume

(FY)

	Unit	2010	2011	2012	2013	2014
Total	mil ton-km	35,132	37,946	35,747	37,719	**35,259**
Inbound	mil ton-km	10,659	11,603	12,156	12,883	**11,594**
Outbound	mil ton-km	24,473	26,343	23,591	24,836	**23,665**
Sea	%	71.8	70.8	70.7	64.3	**62.0**
Road	%	19.6	20.4	20.6	24.9	**25.0**
Rail	%	8.2	8.1	8.2	10.5	**12.5**
Air	%	0.4	0.7	0.5	0.4	**0.5**

In fiscal 2014, global shipping decreased by 6.5% from the previous year to reach 35,259 million ton-km, primarily due to increased land shipping using rail transport, which emits less CO_2, associated with North American operations. Enhancing management techniques and utilizing other transportation methods allowed Nissan to considerably reduce the amount shipped, resulting in an annual reduction of 9.9% in sea freight volume.

▸▸ GRI G4 Indicators
▸▸ G4-EN30

CO_2 Emissions in Logistics

(FY)

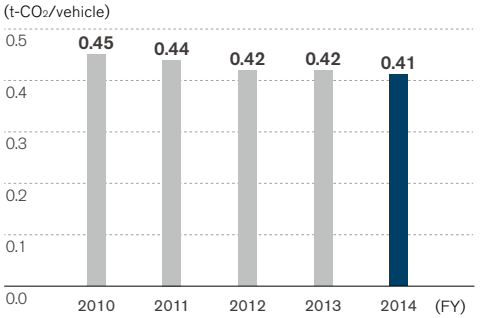
	Unit	2010	2011	2012	2013	2014
Total	t-CO_2	1,412,657	1,642,195	1,490,050	1,678,903	**1,632,070**
Inbound *1	t-CO_2	686,412	859,671	821,030	908,804	**846,340**
Outbound *1	t-CO_2	726,246	782,524	669,020	770,098	**785,730**
Sea	%	25.2	23.3	23.9	20.2	**18.2**
Road	%	54.7	50.8	55.3	61.7	**59.6**
Rail	%	4.5	4.1	4.3	5.2	**5.0**
Air	%	15.7	21.8	16.4	12.9	**17.1**

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

In fiscal 2014, CO_2 emissions from logistics were 1,632,070 tons, a decrease of 2.8% from the previous year, mainly due to use of rail transport, which only increased CO_2 emissions by 5.1% while boosting logistic volume by 11.4%.

GRI G4 Indicators
G4-EN19/G4-EN30

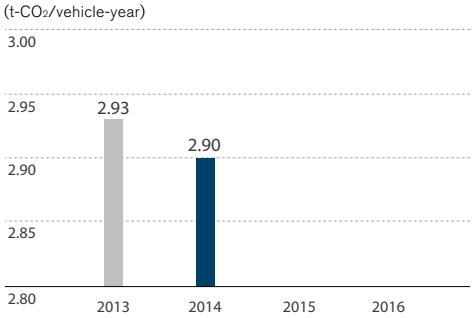
CO_2 Emissions per Vehicle Transported



In fiscal 2014, despite an expansion in global production, the CO_2 emissions per vehicle transported were 0.41 ton, a 3.3% improvement from fiscal 2013.

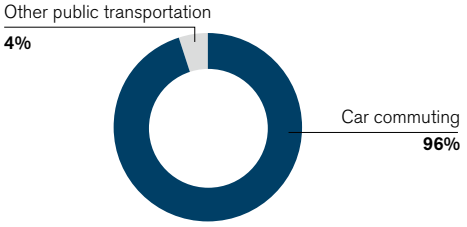
GRI G4 Indicators
G4-EN18

Employee Commuting CO_2 Emissions



In fiscal 2013, we introduced a companywide CO_2 reduction plan for car commuting employees in Japan. For fiscal 2014, CO_2 emissions from car commuting in Japan were approximately 54 kton,*1 or 2.90 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.

CO_2 Emissions from Commuting *2



*1 Calculated by using below parameters together with vehicle homologation data:
- Average car commuting range (JPN): 9,000 km/vehicle-year
- National Greenhouse Gas Inventory Report of Japan (2009), Ministry of the Environment, Japan: 0.33 kg-CO_2e
- CO_2 emission factor in fiscal 2011, Tokyo Electric Power Company: 0.000463 t-CO_2/kWh

*2 Employees of Nissan offices and manufacturing plants in Japan, fiscal 2013.

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CO_2 Emissions from Business Trips

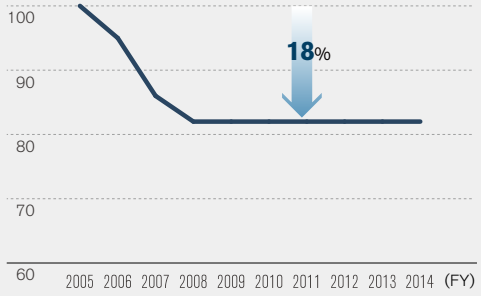
In 2005 the company started the Nissan Meeting Way program to improve the efficiency of meetings. This program has five major rules: keep things paperless, require as little movement of people as possible, take only 1 hour per unit of discussion, confirm meeting objectives and record clear minutes. As a result of this program, meeting efficiency was improved; CO_2 emissions from business travel were also reduced through the use of video and telephone conference systems.

Achieved 18% Reduction of CO_2 Emission from Business Travel

Currently, CO_2 emissions from business travel are approximately 238 kton. Nissan has achieved an 18% reduction in business-travel-related CO_2 emissions compared to fiscal 2005 through the use of video and telephone conference systems since 2009.

Contribution to CO_2 Reduction by Nissan Meeting Way

(CO_2 emissions from business trips: FY2006 = 100)



CORPORATE INDICATORS – SUPPLY CHAIN

Supplier Emissions

(FY)

	Unit	2011	2012	**2013**
Carbon footprint	kt-CO_2	49,254	48,226	**48,089**
Direct	kt-CO_2	22,927	22,534	**22,732**
Indirect	kt-CO_2	26,327	25,692	**24,597**
Energy input	GWh	143,594	139,800	**136,219**
Renewable energy	GWh	683	703	**846**
Water input	1,000 m^3	118,907	118,786	**113,102**
Water discharge	1,000 m^3	100,555	98,661	**92,477**
Waste	kton	3,002	2,971	**2,493**

A supply-chain environmental survey was conducted on global tier-1 suppliers. Calculations were based on actual submitted data from suppliers and combined with other estimated data. This survey is one of Nissan's efforts to reduce CO_2 emissions throughout the entire value chain. In fiscal 2013, the carbon footprint of contract suppliers was flat from the previous year. From fiscal 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. Overall water input usage/waste emissions are also expected to improve by 1% per turnover annually. Nissan is regularly engaging with global suppliers to continuously reduce environmental impacts. The company is involved in energy-saving collaborative Thanks Activities with suppliers to reduce energy/CO_2 in China. Results for fiscal 2014 will be updated later this year.

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

Scope 3 Emissions by Category

(FY)

Category	Component ratio	2014
1. Purchased goods & services	kt-CO_2	**16,035**
2. Capital goods	kt-CO_2	**1,145**
3. Fuel- and energy-related activities	kt-CO_2	**368**
4. Upstream transportation & distribution	kt-CO_2	**846**
5. Waste generated in operations	kt-CO_2	**176**
6. Business travel	kt-CO_2	**243**
7. Employee commuting	kt-CO_2	**456**
8. Upstream leased assets	kt-CO_2	**0**
9. Downstream transportation & distribution	kt-CO_2	**786**
10. Processing of sold products	kt-CO_2	**9**
11. Use of sold products	kt-CO_2	**122,788***
12. End-of-life treatment of sold products	kt-CO_2	**379**
13. Downstream leased assets	kt-CO_2	**448**
14. Franchises	kt-CO_2	**0**
15. Investments	kt-CO_2	**0**
Total	kt-CO_2	**143,678**

▸▸ page_135

* The values marked with an asterisk are subject to assurance by PricewaterhouseCoopers Sustainability Co., Ltd. For details, please see p. 135.

Nissan conducted a study based on the Corporate Value Chain (Scope 3) Accounting and Reporting Standard from the GHG Protocol. The results showed that about 90% of Scope 3 emissions were from the use of sold products. Nissan has introduced fuel-efficient vehicles globally and disclosed the resulting progress in corporate average fuel efficiency. As about 10% of Scope 3 emissions were from purchased goods and services, Nissan believes actions are necessary along the entire value chain. Since 2011, the company has shared its environmental policy and promoted collaboration with suppliers. For details, please see p. 42.

▸▸ GRI G4 Indicators
▸▸ G4-EN17

CORPORATE INDICATORS – ENVIRONMENTAL ACCOUNTING

Environmental Conservation Cost

(FY)

	Unit	2012		2013	
		Investment	Cost	Investment	Cost
Total	mil ¥	5,520	165,959	**3,225**	**178,833**
Business area	mil ¥	320	1,632	**25**	**1,635**
Upstream/downstream	mil ¥	-	683	**–**	**665**
Management	mil ¥	0	2,537	**0**	**2,362**
R&D	mil ¥	5,200	161,000	**3,200**	**174,000**
Social activities	mil ¥	0	106	**0**	**114**
Damage repairs	mil ¥	0	0	**–**	**55**

(FY)

	Unit	2012	2013
Total	mil ¥	2,604	**2,478**
Cost reduction	mil ¥	900	**897**
Profit	mil ¥	1,704	**1,581**

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 2014 will be updated later this year.

▸▸ GRI G4 Indicators
▸▸ G4-EN31

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CORPORATE INDICATORS – FACILITY

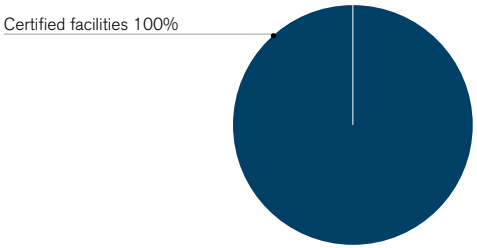
Carbon Credit

(FY)

	Unit	2010	2011	2012	2013	2014
Allowance	t-CO_2	7,308	7,308	7,308	21,015	**21,225**
Credit	t-CO_2	4,934	4,066	5,261	–	**–**

Nissan Motor Iberica, S.A. in Barcelona, Spain, entered EU-ETS in fiscal 2009.
The verified allowance earned for fiscal 2014 was 21,225 tons.

ISO 14001 Certification



Nissan is progressing with the introduction of environmental management systems to all its operating 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 major 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 to make 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 highest CASBEE rating 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 evaluated highly, as were its methods of water recycling and its significant reduction in waste produced.

Since April 2000, Nissan has been deploying unique environmental facility certification system based on ISO 14001 for sales dealers called the 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 of 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-EN29

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PRODUCT INDICATORS

PRODUCT INDICATORS – FUEL ECONOMY, CO_2

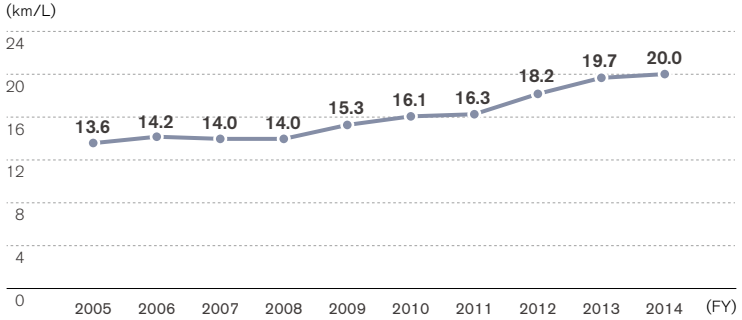
Japan Fuel Economy by Weight Rank

(FY)

Passenger cars	Unit	2006	2007	2008	2009	2010	2011	2012	2013	2014
≦702 kg	km/L 10-15									
703–827 kg	km/L 10-15	20.6	20.9	20.8	21.7	22.5	25.0	26.2	27.3	**28.2**
828–1,015 kg	km/L 10-15	18.8	18.6	18.3	19.5	22.5	23.0	23.1	28.5	**28.2**
1,016–1,265 kg	km/L 10-15	17.6	18.1	18.3	19.5	19.4	19.4	21.8	23.0	**23.1**
1,266–1,515 kg	km/L 10-15	12.8	13.6	13.3	13.8	14.4	14.4	14.5	15.8	**16.0**
1,516–1,765 kg	km/L 10-15	11.8	11.6	12.0	12.7	13.1	14.1	15.2	16.1	**16.9**
1,766–2,015 kg	km/L 10-15	8.7	8.6	9.2	9.2	11.7	11.9	12.5	13.7	**14.1**
2,016–2,265 kg	km/L 10-15	8.3	8.3	8.4	8.4	9.2	9.4	9.7	10.1	**10.1**
≧2,266 kg	km/L 10-15	5.5	5.5							

The progress on fuel efficiency in each market is measured according to fuel efficiency standards applied in the Japanese, U.S., European and Chinese markets, respectively. Regarding the fiscal 2014 results for Japan and Europe, provisional values determined by Nissan are used.

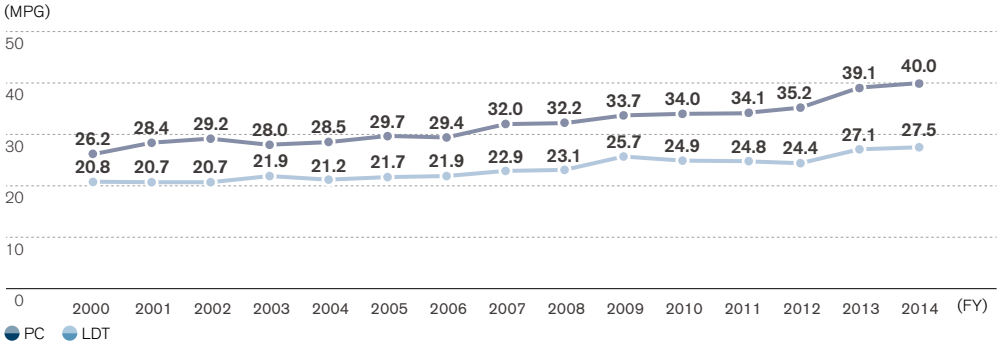
Corporate Average Fuel Efficiency (CAFE, JC08 mode) in Japan



In fiscal 2014, mainly due to strong sales of the Note and other models, the average fuel economy improved to 20.0 km/L in JC08 mode, which is approximately a 1.5% improvement compared to fiscal 2013.

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

Corporate Average Fuel Efficiency in the United States

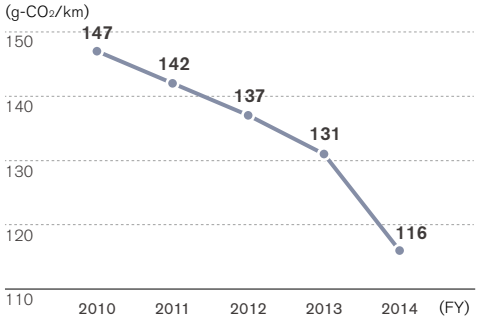


In fiscal 2014, sales of the fuel-efficient Altima, Versa and Rogue resulted in CAFE of 40.0 MPG for passenger cars, an improvement of 2.3% from fiscal 2013. CAFE for light duty trucks was 27.5 mpg.

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

CO_2 Emission Index from Nissan Vehicles in Europe

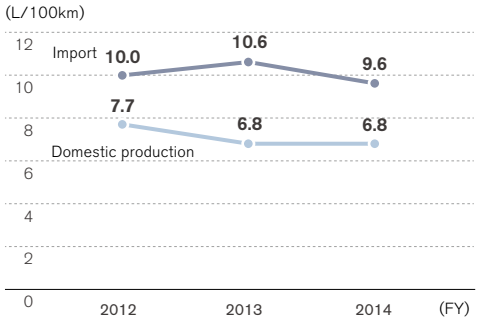
In fiscal 2014, sales of the new Qashqai launched in fiscal 2013 and the fuel-efficient new Note improved CO_2 emissions by 13% compared to fiscal 2013 for Nissan's passenger car models sold in Europe.



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

Corporate Average Fuel Efficiency (CAFE) in China

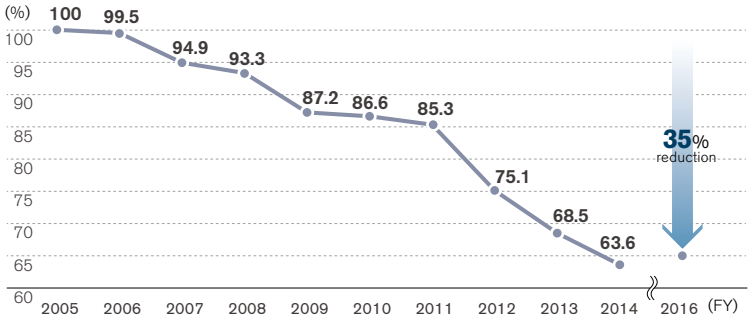
The results from the Chinese market are added from fiscal 2014. For domestically produced vehicles, CAFE improved 9.4% from the previous fiscal year. The result includes production for other brands by Nissan's joint venture partners in China.



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

Global Corporate Average Fuel Efficiency (CAFE)

Nissan's CAFE result in fiscal 2014 represented a 36.4% improvement from the fiscal 2005 level (as measured by fuel efficiency standards in the Japanese, U.S., European and Chinese markets). The sales of the Note and other smaller, fuel-efficient models in Japan, the Note in Europe and the Altima and Versa in the U.S. market improved the overall CAFE result.



▸▸ GRI G4 Indicators
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Top Fuel Economy Models

			(FY)
	Unit		2014
Global	km/L (JC08)	Moco 0.66L 2WD + Stop/Start System	**30**
Best selling model	MPG	Altima 2.5L 2WD	**31**
Japan (excl. light vehicles)	km/L (JC08)	Note 1.2L 2WD + Super Charger + Stop/Start System	**25.2**
Japan (incl. light vehicles)	km/L (JC08)	Moco 0.66L 2WD + Stop/Start System	**30**
Europe	g-CO_2/km	Note 1.5L dCi + Stop/Start System	**90**
U.S.	MPG	Versa 1.6L 2WD	**35**
China	L/100km	March 1.2L 2WD	**5.3**

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

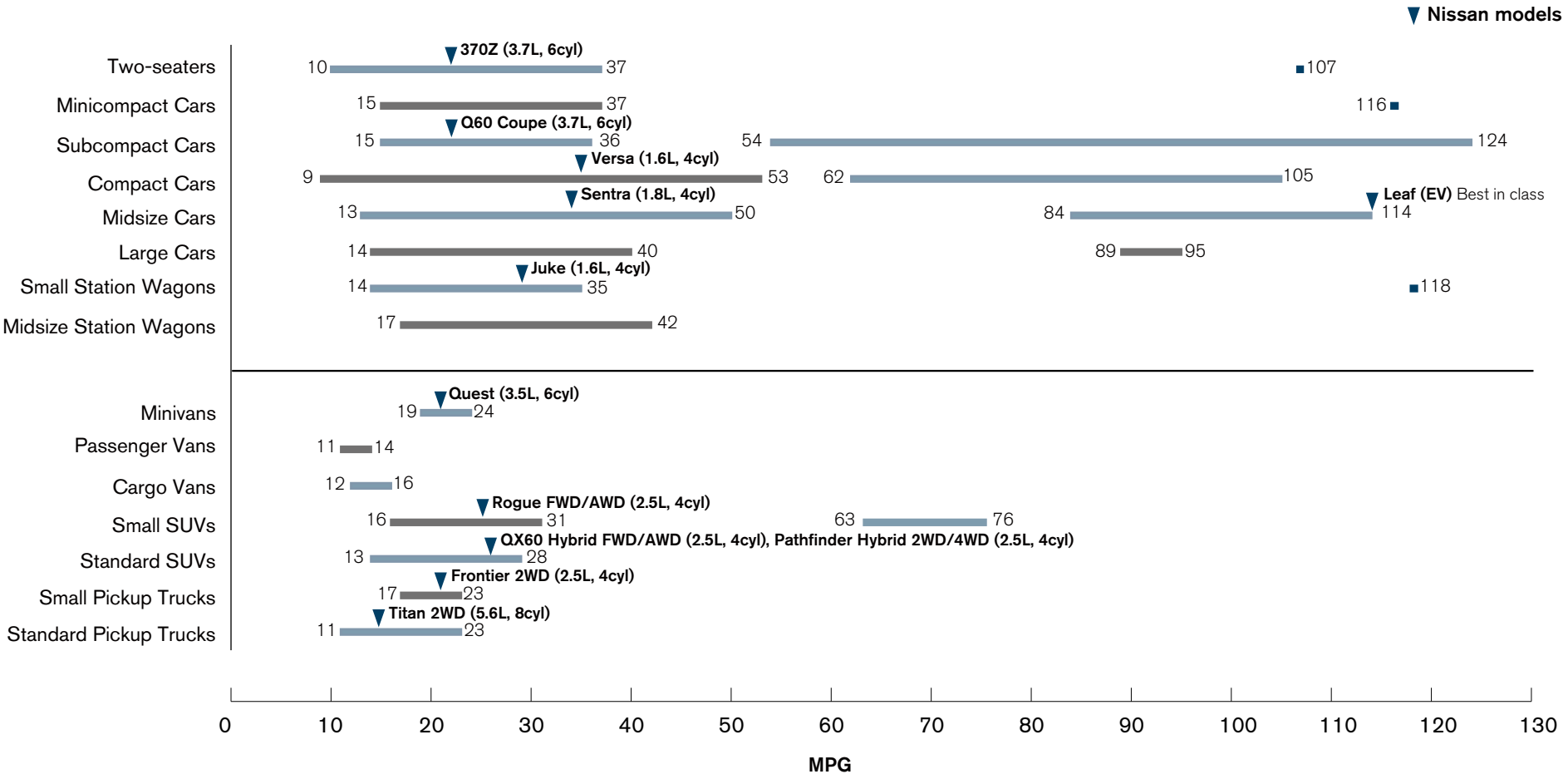
Only models with internal combustion engines are listed, and the 100% electric Nissan LEAF is excluded. From fiscal 2013, fuel economy in Japan is shown in JC08 mode.

Energy Savings through Ultracompact Mobility

The Nissan New Mobility Concept enables efficient use of energy and realization of smooth traffic flow. 50 units of this two-seat, ultracompact, lightweight vehicle, used in the car-sharing program "Choimobi Yokohama," contributed more than 10 ton of CO_2 reduction compared to "kei" vehicles. This is based on total autonomy range until end of fiscal 2014. Nissan is cosponsoring the city of Yokohama's Y-Green Partner program for wind power generation in Japan. From fiscal 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 2014 Fuel Economy Guide*, the all-electric Nissan LEAF was listed as a leader in the Midsize Cars category with a combined fuel economy of 114 MPGe.



Compiled from the *Model Year 2014 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	%	84.7	2.7	0.05	1.43	1.38
North America	%	97.8	0.2			
Europe	%	55.6	41.5			
Other	%	91.2	8.6			

▸▸ GRI G4 Indicators
▸▸ G4-EN27

Sales of the all-electric Nissan LEAF—the world's best-selling zero-emission car—surpassed 170,000 units in fiscal 2014. The ratio of EVs is steadily improving as a new commercial EV, the e-NV200, was launched.

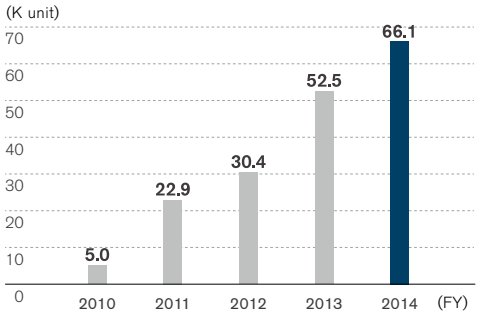
Green Product Innovation

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.

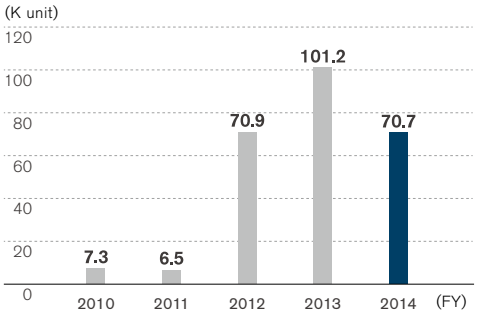
Core Technologies for Green Products

Nissan strives to develop technologies that maximize the overall energy efficiency of internal combustion engines and improve transmission performance, as well as zero-emission technologies. Nissan's core technologies in this area are lithium-ion batteries, Intelligent Dual Clutch Control Hybrid and the Xtronic transmission (Continuously Variable Transmission, or CVT) system.

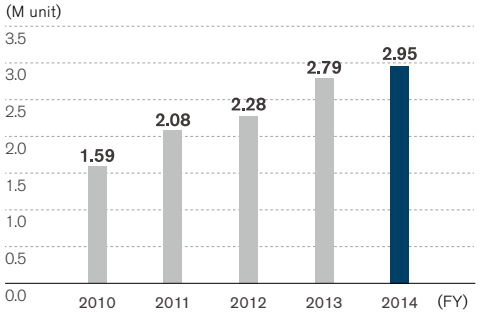
EV Sales Volume



HEV Sales Volume



ICE with CVT Sales Volume



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EV

The Nissan LEAF is now sold in more than 40 countries, with sales increasing every year. In March 2015, total sales worldwide reached 170,000 vehicles.

Nissan also launched the company's first commercial EV, the e-NV200, in the European and Japanese markets in 2014.

HEV

In fiscal 2013, the Nissan Group launched two rear-wheel-drive vehicles, the Skyline and the Infiniti Q50, equipped with an original hybrid system. Nissan is also expanding use of its hybrid system for front-wheel-drive vehicles. The extremely compact system is combined with the Xtronic transmission in the fiscal 2013 Pathfinder and Infiniti QX60. A simple and compact hybrid system, S-Hybrid, has been used in the Serena since 2012. The system includes an auxiliary motor with enhanced energy regeneration capacity and power output, as well as a sub-battery installed in the engine compartment to boost storage capacity.

The Xtronic Transmission

Nissan's goal is to ship 20 million Xtronic-equipped vehicles, with their fuel efficiency benefits, by fiscal 2016 from their first launch in 1992, thereby helping to reduce global CO_2 emissions. Nissan sold 2.95 million Xtronic vehicles in fiscal 2014, bringing the cumulative total to 19.10 million.

PRODUCT INDICATORS – OTHER EMISSIONS

Compliance with Emission Regulations

(FY)

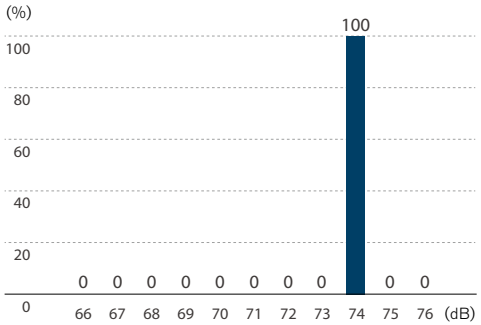
	Unit	2014
Japan 75% lower than 2005 standard (SU-LEV)	%	**99**
Europe Euro 5	%	**100**
U.S. U-LEV/SULEV/ZEV	%	**93**
China National 4	%	**100**

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. In Europe, the Euro 6 standard went into effect in September 2014; Nissan has begun working to ensure its vehicles' compliance.The National 5 (Euro 5 equivalent) standard is applied in some regions of China; Nissan's vehicles marketed there are 100% compliant.

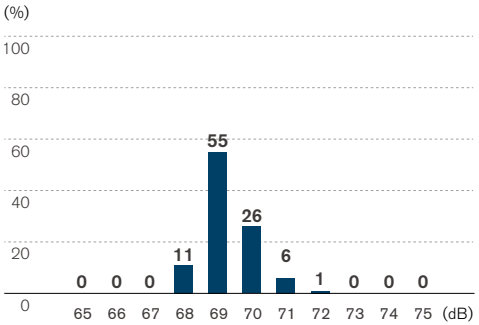
▸▸ GRI G4 Indicators
▸▸ G4-EN27

Share of Noise Emissions

Japan

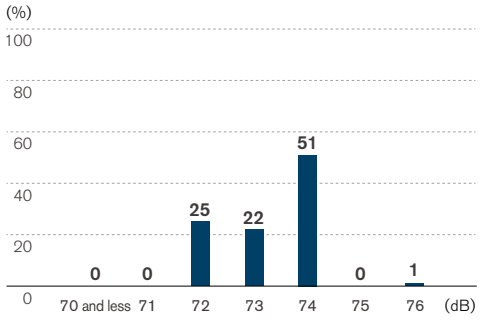


Europe



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.

China

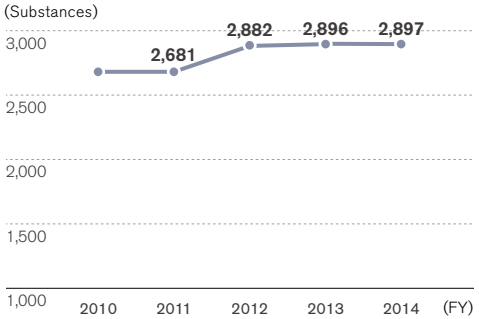


▸▸ GRI G4 Indicators
▸▸ G4-EN27

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 2014, the NES was revised to include total of 2,897 substances in consideration of substances of high concern under the European regulation.

Defined Chemical Substances



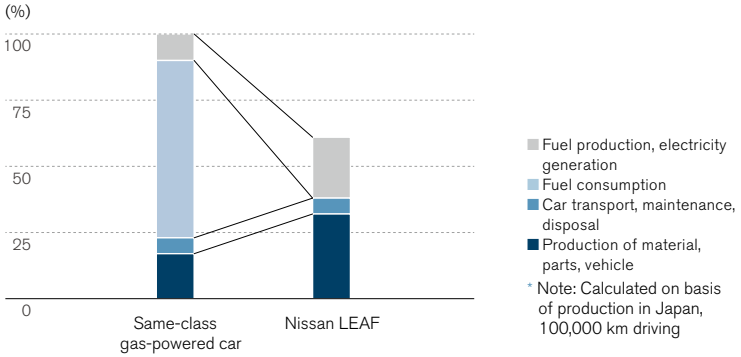
▸▸ GRI G4 Indicators
▸▸ G4-EN27

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.

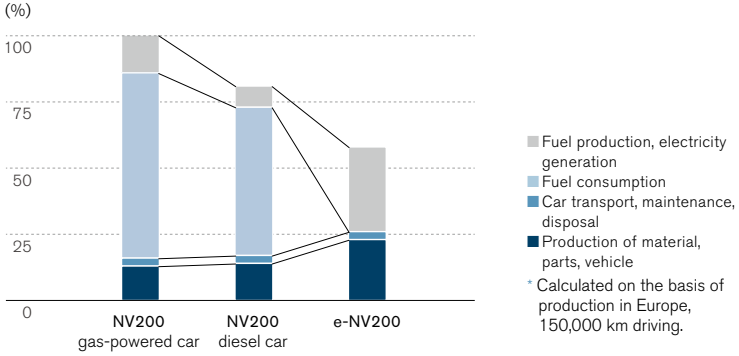
CO_2 Emissions over Vehicle Lifecycle for Nissan LEAF*



Company calculations show that the 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.

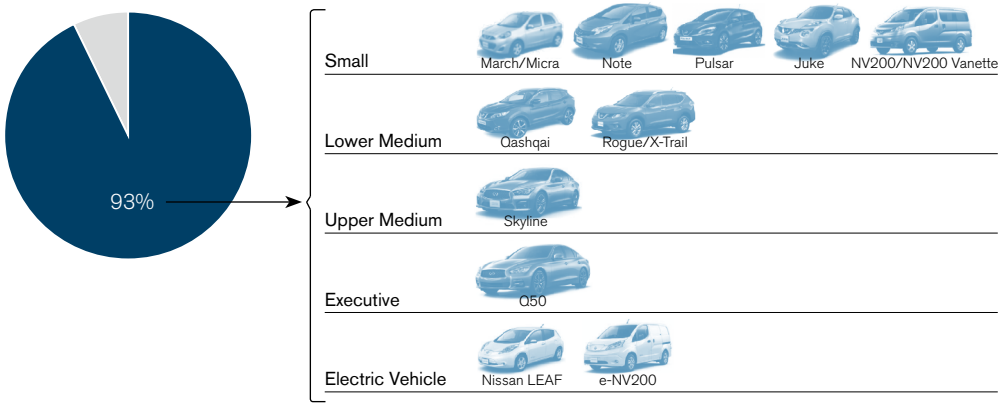
CO_2 Emissions over Vehicle Lifecycle for e-NV200*



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.

LCA Conducted Product Ratio in Sales Volume (EU Market)

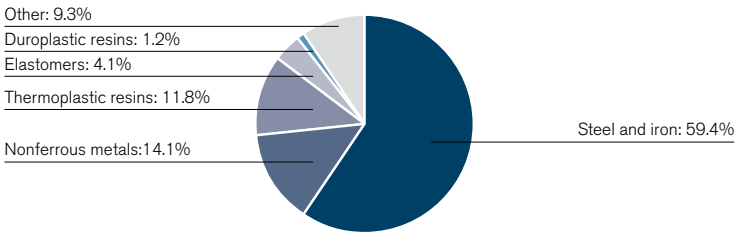


Nissan is working to enhance the application of the LCA method and to extend quantitative understanding of environmental impact. In fiscal 2014, the LCA application rate as a percentage of total sales volume in the EU was more than 90%, thus allowing Nissan to better understand the environmental impact of a wider range of segments, including small- to large-size internal combustion engine vehicles and zero-emission vehicles. The segment shown here is made with reference to the definition of the European Automobile Manufacturers' Association (ACEA).

PRODUCT INDICATORS – MATERIALS, RECYCLING

Material Ratio

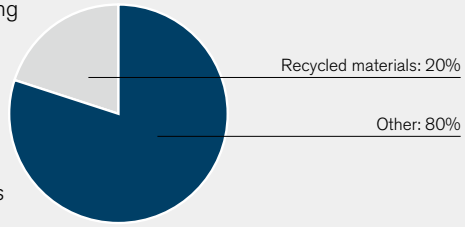
Nissan is increasing the use of renewable resources and recycled materials in addition to the traditional approach of using resources more efficiently to reduce reliance on them. The company's efforts with respect to recycled materials are based on the thought that once a natural resource is extracted, 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 2016 by 25% in Japan, the United States and Europe. The data shown here represents the status in fiscal 2014.



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

Recycled Material Ratio

For production, Nissan has focused efforts on using recycled materials containing steel, aluminum and plastics. As a result, recycled materials account for approximately 20% by weight in the average vehicle. For example, the recycled ratio of cast aluminum in vehicle components such as engine cylinders is over 90% in total. This calculation was based on Nissan production in fiscal 2010.



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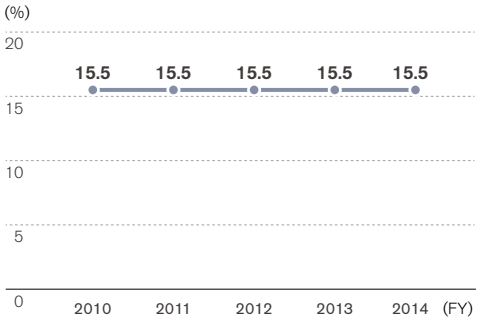
Recycling

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 2014, company calculations showed that Nissan had achieved a recovery rate of 99.6% in Japan.

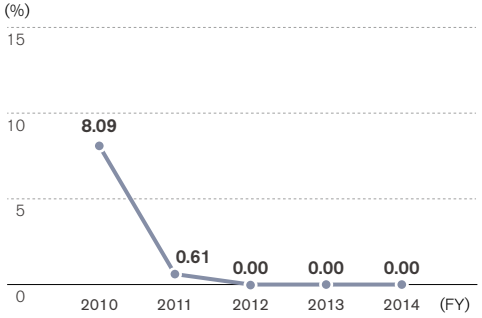
From the early development stage, Nissan considers the use of highly recyclable materials and makes structural improvements for ease of recycling. Since the Note, launched in 2005, all new models have achieved a 95% or greater recyclability rate based on the national regulations on ELVs in regions such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

Recycled Plastic Usage in Vehicle



Ratio of recycled plastic to total plastic was based on the best performance model in Europe. Recycled plastic use in fiscal 2014 was 15.5%.

Automotive Shredder Residue to Landfill Ratio



Based on the Automobile Recycling Law in Japan, Nissan calculated the ratio of landfill to residue after removing ferrous and nonferrous metals from ELVs. Nissan achieved a zero landfill ratio in fiscal 2014 by enhancing recycling capability through the acquisition of additional facilities that comply with the law.

▸▸ 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 2014, the program in Japan achieved a final recovery ratio for ELVs of 99.6% (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.

THIRD-PARTY ASSURANCE

Third-Party Assurance

This English language report is a translation of the original Independent Practitioner's Limited Assurance Report in Japanese for reader's convenience.

Independent Practitioner's Limited Assurance Report on Sustainability Report 2015

June 11, 2015

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

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

We have undertaken a limited assurance engagement of the information marked (*) (hereafter the "Selected Information") in the Nissan Sustainability Report (hereafter the "Report") for the year ended March 31, 2015.

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. (hereafter the "Company") is responsible for the preparation of the Selected Information in accordance with the "Basis of Calculation for CO2 Emissions, Waste Generated, and Water Input Subject to Third Party Assurance" (hereafter "Reporting Criteria") which is applied as explained in note of the Report. 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.

GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases.

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 the 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 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 Selected Information, therefore, should be read and understood together with the Reporting Criteria ("Basis of Calculation for CO2 Emissions, Waste Generated, and Water Input Subject to Third Party Assurance")[1]. The Reporting Criteria used is applicable as at March 31, 2015.

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 CO2 emission information (scope 1 emission and scope 2 emission).
- 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 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.

We assessed the risk of material misstatement in the Selected Information due to fraud or error, and performed the following procedures:

- inquiry with relevant Company management;
- evaluating the suitability of the Reporting Criteria as the basis for preparing the Selected Information;
- responding to the assessed risks as necessary in the circumstances;
- evaluating the overall presentation of the Selected Information;
- evaluating the design of the key structures, systems, processes and controls for managing, recording and reporting the Selected Information. This included visiting the four manufacturing sites and corporate offices selected on the basis of their inherent risk and materiality to the group, to understand the key processes and controls for reporting site performance data and to obtain supporting information; and
- performing limited substantive testing on a selective basis of the Selected Information at the corporate offices and in relation to twenty-six manufacturing sites to check that data had been appropriately measured, recorded, collated and reported.

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 information with underlying records.

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 in this report for the year ended March 31, 2015 is not prepared, in all material respects, in accordance with the Reporting Criteria.

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

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[Remarks] Basis of calculation for CO_2 emissions, waste generated and water input 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' commutes: Calculated based on the GHG Protocol Scope 3 Standard. Specifically, the annual CO_2 emissions resulting from each employee's commute are 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 2014 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.
- Waste generated from production sites of Nissan Motor Co., Ltd. in Japan: Calculated based on Nissan internal standards. The discharged waste is based on data from truck scales at the sites or data reported by disposal contractors. All discharged waste within the sites concerned is targeted. However, nonsteady and irregular generated waste, waste generated in canteens, waste from permanently stationed companies at the sites, waste generated by external vendors and waste from construction are excluded. In addition, materials recycled in-house, used in reproduction (reused by Nissan) or recycled (as salable, valuable materials) are not categorized as generated waste.
- Water input from production sites of Nissan Motor Co., Ltd. in Japan: Calculated based on Nissan internal standards. Water input is the water withdrawal amount according to billing meters or company meters installed on site. The water withdrawal amount includes drinking water (tap water), industrial-use water, underground water (spring/well water) and rainwater or the like.

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GRI index (Environment)

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G4-EN2	Percentage of materials used that are recycled input materials	133-135
G4-EN3	Energy consumption within the organization	37,113
G4-EN4	Energy consumption outside of the organization	120-122
G4-EN5	Energy intensity	36-37,114
G4-EN6	Reduction of energy consumption	37,113-114
G4-EN7	Reductions in energy requirements of products and services	33,125-128
G4-EN8	Total water withdrawal by source	116
G4-EN9	Water sources significantly affected by withdrawal of water	–
G4-EN10	Percentage and total volume of water recycled and reused	–
G4-EN11	Location and size of protected areas	–
G4-EN12	Description of significant impacts in protected areas	–
G4-EN13	Habitats protected or restored	–
G4-EN14	Total number of IUCN Red List species in areas affected by operations	–
G4-EN15	Direct greenhouse gas (GHG) emissions (Scope 1)	115
G4-EN16	Energy indirect greenhouse gas (GHG) emissions (Scope 2)	115
G4-EN17	Other relevant indirect greenhouse gas emissions	123
G4-EN18	Greenhouse gas (GHG) emissions intensity	115-116
G4-EN19	Reduction of greenhouse gas (GHG) emissions	37,115-116
G4-EN20	Emissions of ozone-depleting substances (ODS)	–
G4-EN21	NOx, SOx and other significant air emissions	118
G4-EN22	Total water discharge by quality and destination	116
G4-EN23	Total weight of waste by type and disposal method	23,119-120
G4-EN24	Total number and volume of significant spills	124
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	–
G4-EN27	Extent of impact mitigation of environmental impacts of products and services	26-35,38-39,125-134
G4-EN28	Percentage of products sold and their packaging materials that are reclaimed by category	38-39,133-134
G4-EN29	Significant fines and noncompliance with environmental laws and regulations	124
G4-EN30	Environmental impacts of transporting products, goods, materials, and members of the workforce	37,120-122
G4-EN31	Total environmental protection expenditures and investments by type	123
G4-EN32	Percentage of new suppliers that were screened using environmental criteria	42,72
G4-EN33	Significant actual and potential negative environmental impacts in the supply chain and actions taken	42
G4-EN34	Number of grievances about environmental impacts filed, addressed, and resolved through formal grievance mechanisms	–