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▶▶ website | [Click here for the GRI Sustainability Reporting Guidelines Index.](#)

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CORPORATE PROFILE

Date of Establishment	December 26, 1933
Location of Organization's Headquarters	1-1, Takashima 1-chome, Nishi-ku, Yokohama, Kanagawa 220-8686, Japan
Group Structure and Business Outline	The Nissan Group consists of Nissan Motor Co., Ltd., subsidiaries, affiliates and other associated companies. Its main business includes sales and production of vehicles, marine products and related parts. The Nissan Group also provides various services accompanying its main business, such as logistics and sales finance.
Brands	Nissan, Infiniti, Datsun
Consolidated Number of Employees (as of March 31, 2016)	152,421
Global Network (as of March 2016)	R&D: 15 countries/areas (Japan, USA, Mexico, U.K., Spain, Belgium, Germany, Russia, China, Taiwan, Thailand, South Africa, Brazil, India, Vietnam; total of 43 sites)
	Design: 5 countries (Japan, USA, U.K., China, Brazil; total of 7 sites)
	Automobile Production: 40 bases in 19 countries/areas (Total includes Nissan's consolidated vehicle assembly plants and nonconsolidated assembly plants. Plants for OEM production are included, except for those providing OEM vehicles to Nissan in Japan [Fuso, Suzuki, Mitsubishi Motors, etc.])

 GRI G4 Indicators
 ▶ G4-4/G4-5/G4-9

FINANCIAL DATA

	(FY)		
	billion yen		
	2013	2014	2015
Net sales	10,482.5	11,375.2	12,189.5
Operating income	498.4	589.6	793.3
Ordinary income	527.2	694.2	862.3
Profit before tax	529.4	687.4	732.9
Net income attributable to owners of the parent	389.0	457.6	523.8
Capital expenditure	536.3	463.1	479.0
Depreciation	347.1	373.3	401.9
Research & Development costs	500.6	506.1	531.9

▶ Since the beginning of fiscal year 2013, Nissan has reported figures calculated under equity method accounting for its joint venture with Dongfeng in China.

▶ [website](#)
 Click here for more detailed financial information at Nissan's IR website.

 GRI G4 Indicators
 ▶ G4-9

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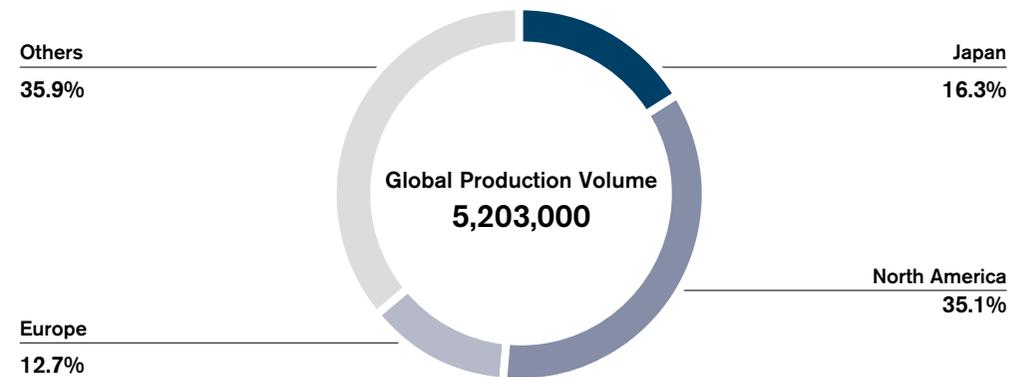
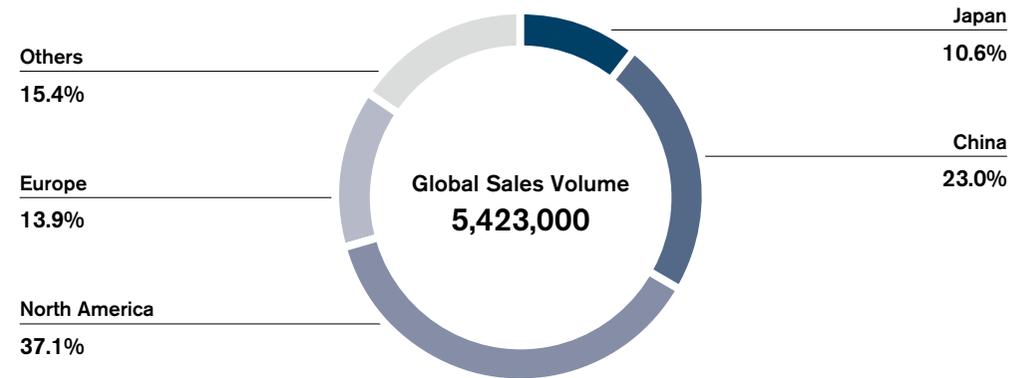
GLOBAL SALES VOLUME AND PRODUCTION VOLUME

	(FY) thousand units		
	2013	2014	2015
Global Sales Volume	5,188	5,318	5,423
Japan	719	623	573
China	1,266	1,222	1,250
North America	1,648	1,829	2,011
Europe	676	755	754
Others	879	889	835

	thousand units		
	2013	2014	2015
Global Production Volume	5,082	5,061	5,203
Japan	1,000	871	849
North America	1,588	1,744	1,825
Europe	716	720	661
Others	1,808	1,726	1,868

▶ website
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FY2015 figures



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EMPLOYEE DATA

	(FY)		
	2013	2014	2015
Nissan Motor Co., Ltd.			
Number of employees	23,085	22,614	22,471
Male	21,153	20,567	20,346
Female	1,932	2,047	2,125
Average age (years)	43.0	43.0	43.0
Male	43.5	43.5	43.5
Female	37.9	38.0	38.0
Average service (years)	19.4	20.1	20.0
Male	19.9	20.6	20.5
Female	14.0	14.9	14.8
Employee turnover rate	3.8	4.3	3.8
Voluntary leave	0.9	1.1	1.1
Company initiated	2.9	3.2	2.7
Average annual salary (yen) ^(*)	7,665,078	7,767,269	7,950,212
Disabled employment ratio	2.09	2.04	2.08
Number of employees taking parental leave	233	269	280
Male	3	11	23
Female	230	258	257
Ratio of returnees from parental leave	99	97	98
Male	100	100	100
Female	99	97	98
Number of employees taking nursing care leave	9	6	7
Male	6	2	4
Female	3	4	3
Number of employees taking maternity leave	230	258	280
Days of paid holiday taken	18.3	18.7	18.9
Taken paid holiday ratio	91.5	93.5	95.3
Average overtime hours/month	18.9	16.3	19.6
Number of unionized employees	22,196	22,179	21,182

^(*) Average annual salary for employees not in managerial positions; includes bonuses and overtime pay. Beginning in fiscal 2013, calculated for employee base including managerial positions.



▶▶ GRI G4 Indicators
 ▶ G4-9/G4-10/G4-11/G4-12/G4-38/
 G4-EC1/G4-LA1/G4-LA3/G4-LA12

	(FY)		
	2013	2014	2015
Number of female managers	183	214	242
Ratio	7.1	8.2	9.1
Target	(Internal target)		
General and higher-level managers	44	58	62
Ratio	5.0	6.4	7.0
Number of female corporate officers	1	1	1
Ratio	2.0	2.0	1.9
Target	(Internal target)		
Number of female board members	0	0	0
Ratio	—	—	—
- Female board members (internal)	0	0	0
Ratio	—	—	—
- Female board members (external)	0	0	0
Ratio	—	—	—
Number of auditors	0	0	0
Ratio	—	—	—
Number of new graduates hired	537	606	535
Male	412	477	402
Female	125	129	133
Bachelor/master graduates	324	400	349
Male	249	306	265
Female	75	94	84
Others	213	206	186
Junior college, tech school graduates	18	18	9
Male	18	17	8
Female	0	1	1
High school graduates	195	188	177
Male	145	154	129
Female	50	34	48
Retention			
Number of new recruits 3 years ago	231	220	324
Male	196	158	254
Female	35	62	70
Number of the above 3 years later	222	206	307
Male	190	149	242
Female	32	57	65

	(FY)		
	2013 ^(*)	2014	2015
Consolidated			
Consolidated number of employees ^(*)	142,925 (21,750)	149,388 (20,381)	152,421 (19,007)
Japan	65,480	65,771	64,837
North America	32,272	37,185	40,151
Europe	15,931	16,535	16,148
Asia	24,383	25,439	26,310
Other countries	4,859	4,458	4,975

^(*) Numbers in brackets represent part-time employees not included in the consolidated number of employees.

^(*) Since the beginning of fiscal 2013, Nissan has reported figures calculated under equity method accounting for its joint venture with Dongfeng in China.

UNION INFORMATION

Nissan Motor Co., Ltd.'s employees are affiliated with the All Nissan Motor Workers' Union, for which the governing body is the All Nissan and General Workers Unions, and the Japanese Trade Union Confederation (Rengo) through the Confederation of Japan Automobile Workers' Unions. The labor-management relations of the company are stable, and the number of union workers was 21,182 as of March 31, 2016.

At most domestic Group companies, employees are affiliated with their respective trade unions on a company basis, and the governing body is the All Nissan and General Workers Unions.

At foreign Group companies, employees are affiliated with their respective trade unions. In Mexico, for example, workers are affiliated with a domestic trade union for which the governing body is the Confederation of Mexican Workers (CTM) or independent trade unions, whereas most employees in the United Kingdom are affiliated with the Unite the Union Nissan Motor Manufacturing (U.K.) Ltd. Branch. Local employees of other Group companies are affiliated with different types of trade unions according to the labor environment in each country.

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SOCIAL CONTRIBUTION ACTIVITY DATA

Global social contributions (FY2015): ¥2.4 billion

- Expenses for implementing philanthropic programs (labor costs are excluded)
- Monetary donations, sponsorship fees and membership fees spent for philanthropic purposes
- In-kind donations included as equivalent monetary value

Breakdown of FY2015 social contributions (Nissan Motor Co., Ltd.)

	Activity costs	Monetary donations	Donations of items (value)	Sponsorships, etc.	Total
Amount (¥ million)	1,083	1,065	82	165	2,395
% of total	45.2%	44.5%	3.4%	6.9%	100%

	2013	2014	2015
Donations for disaster relief	¥12.0 million (by Nissan Motor Co., Ltd. for Great East Japan Earthquake) 3.0 million yuan (about ¥48.0 million) (by Nissan Motor Co., Ltd., Nissan [China] Investment Co., Ltd. and Infinity Business Unit [China] for Sichuan earthquake in China) ¥20.0 million in total (by Nissan Motor Co., Ltd. for typhoon in the Philippines) \$10,000 (by Nissan North America, Inc. for tornado in Illinois, USA)	¥38.0 million (by Nissan Motor Co., Ltd. for Great East Japan Earthquake) 2.0 million yuan (about ¥33.0 million) (by Nissan Motor Co., Ltd. for Yunnan Province earthquake in China) ¥5.0 million (by Nissan Motor Co., Ltd. for heavy rain and landslides in Hiroshima) ¥10.0 million (by Nissan Motor Co., Ltd. for Ebola outbreak in Liberia)	¥10.0 million (by Nissan Motor Co., Ltd. for Nepal Earthquake) \$50,000 (by Nissan North America, Inc. for heavy rain and flooding in USA) ¥10.0 million (by Nissan Motor Co., Ltd. for heavy rain and flooding in northern Kanto region, Japan) ¥26.0 million (by Nissan Motor India Pvt. Ltd. for heavy rain and flooding in Tamil Nadu, India)

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ENVIRONMENTAL DATA

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Regarding Data for Publication

- Fiscal year: April 1, 2015, through March 31, 2016.
- 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 fiscal 2013)
 - Others: China, Thailand, Indonesia, India, Australia, South Africa, Brazil, Egypt, Vietnam, UAE, others

Restatement of Information Provided in Previous Years

- Fiscal 2014 Corporate Carbon Footprint per Vehicle Sold was updated as a result of CO₂ emissions revision in logistics.
- Some recalculation of Energy Input and Carbon Footprint figures was made as a result of revisions to our internal guidelines, which include emission factors applied to each operation. This impact of change is less than 3% of total performance data.
- Other fiscal 2014 data also were reviewed and some were revised.

▶▶ [page_22](#)

▶ See p. 22, Employee Engagement and Education, for additional environment-related information.

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CORPORATE INDICATORS

Material Balance

Input	Unit	(FY) 2015	Output	Unit	(FY) 2015
Raw materials	ton	7,342,156	Vehicles	unit	5,203,000
Water	1,000 m ³	28,978	Global production volume	unit	5,203,000
Energy	MWh	9,686,391	Waste	ton	159,345
			Waste for disposal	ton	11,355
			Recycled	ton	147,990
			Wastewater	1,000 m ³	20,680
			CO ₂ emissions	t-CO ₂	3,471,480
			VOC	ton	10,820
			NO _x	ton	450
			SO _x	ton	37

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 CO₂ emissions per vehicle sold and, to improve resource efficiency by increasing the recycled material usage ratio. Four key actions, including the above, are implemented 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

	Unit	2011	2012	2013	2014	(FY) 2015
Total	MWh	9,460,190	8,894,864	9,207,124	9,474,368	9,686,391
Japan	MWh	5,573,174	4,565,499	4,424,486	4,191,517	4,135,138
North America	MWh	1,733,447	2,157,793	2,061,393	2,424,942	2,609,402
Europe	MWh	939,469	982,332	1,027,027	1,156,519	1,106,800
Other	MWh	1,214,099	1,279,240	1,694,218	1,701,391	1,835,051
Primary						
Natural gas	MWh	3,467,178	2,847,325	2,894,901	3,060,122	3,303,909
LPG	MWh	527,696	360,891	339,751	295,800	302,402
Coal	MWh	160,720	235,239	149,232	199,801	206,307
Heating oil	MWh	253,821	248,445	226,513	225,114	188,943
Gasoline	MWh	90,413	211,449	263,663	322,624	322,349
Diesel	MWh	20,247	72,151	71,371	99,045	81,832
Heavy oil	MWh	87,368	67,967	61,359	58,274	34,289
External						
Electricity (Purchased)	MWh	4,775,721	4,785,477	5,038,384	5,084,989	5,120,190
Renewable energy	MWh	1,157	15,522	118,917	154,515	141,076
Chilled water	MWh	9,087	25,947	11,646	4,239	12,116
Heated water	MWh	0	7,492	6,227	4,635	4,630
Steam	MWh	67,940	114,281	133,849	110,953	100,000
Internal						
Electricity (In-house generation)	MWh		8,199	10,227	8,772	9,423
Renewable energy	MWh		8,199	10,227	8,772	9,423
Total renewable energy	MWh	1,157	23,721	129,144	163,287	150,499
Ratio of renewable energy	%	0.01%	0.26%	1.40%	1.73%	1.55%

Despite the extensive energy-saving activities at Nissan facilities, energy usage was 9.69 million MWh in fiscal 2015, a 2.2% increase from fiscal 2014. Energy-saving activities throughout our corporate operations and efficient manufacturing contributed to limiting the rise, given that sales volume increased by 2.8% in the same period. Production sites of Nissan Motor Co., Ltd. accounted for 8,349,000 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_136

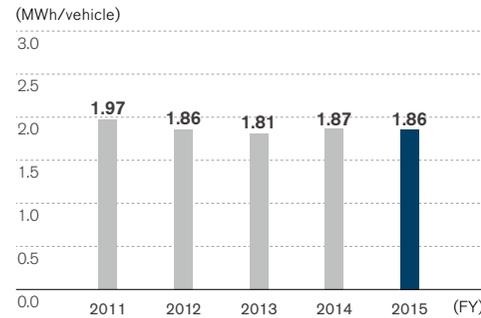
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- ▶ GRI G4 Indicators
- ▶ G4-EN3

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Energy per Vehicle Produced

In fiscal 2015, despite extensive energy-saving activities at global Nissan facilities, energy per vehicle produced increased to 1.86 MWh, the same level as the previous fiscal year.



(By Region)

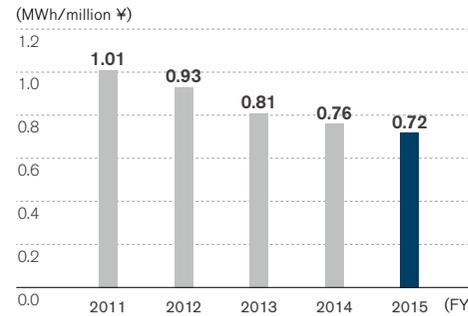
	Unit	(FY) 2015
Japan	MWh/vehicle	4.87
North America	MWh/vehicle	1.43
Europe	MWh/vehicle	1.67
Other	MWh/vehicle	0.98

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 2015, efficient energy use throughout global Nissan facilities improved energy per revenue to 0.72 MWh, an improvement of 4.5% 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/
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CORPORATE INDICATORS – CO₂

Carbon Footprint

	Unit	2011	2012	2013	2014	2015 (FY)
Scope1	t-CO ₂	1,047,691	835,766	812,062	861,457	928,236
Scope2	t-CO ₂	2,051,965	2,432,889	2,538,360	2,422,410	2,547,951
Scope1+2	t-CO ₂	3,099,656	3,268,655	3,350,422	3,283,867	3,476,187
Japan	t-CO ₂	1,451,343	1,526,182	1,446,871	1,267,676	1,479,721
North America	t-CO ₂	623,654	758,457	698,934	769,696	807,134
Europe	t-CO ₂	311,790	284,079	259,972	290,109	207,986
Other	t-CO ₂	712,868	699,937	944,644	956,386	976,641
Scope3						
Commuting	t-CO ₂	449,110	468,346	426,487	455,510	319,189
Japan, U.S., Europe	t-CO ₂	213,538	214,619	217,091	227,248	218,137
Logistics	t-CO ₂	1,660,000	1,490,050	1,678,903	1,608,582	1,598,891

▶▶ page_136

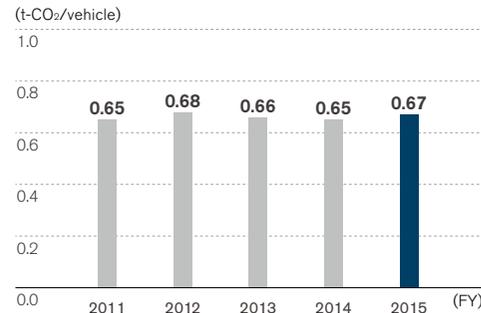
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In fiscal 2015, CO₂ emissions from Nissan facilities increased 5.7% from the previous fiscal year, and the total of Scope 1 and 2 emissions was 3.47 million tons. This is due to a revision in the national grid CO₂ coefficient in Japan. Total CO₂ emissions from manufacturing processes were 3.071 million tons (Scope 1 emissions: 0.789 million tons, Scope 2 emissions: 2.282 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 2015, CO₂ emissions per vehicle produced increased 2.8% from the previous fiscal year, with combined Scope 1 and 2 emissions at 0.67 tons. This is also due to a revision in the national grid CO₂ coefficient in Japan.

(By Region)

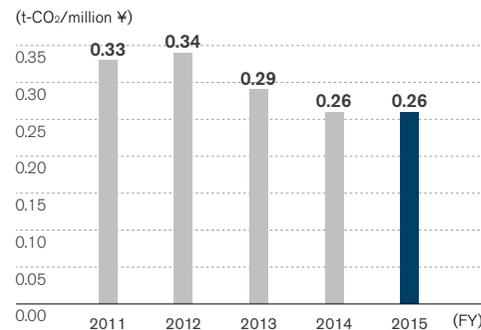
	Unit	2015 (FY)
Japan	t-CO ₂ /vehicle	1.74
North America	t-CO ₂ /vehicle	0.44
Europe	t-CO ₂ /vehicle	0.31
Other	t-CO ₂ /vehicle	0.52

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 2015, as measured by the per revenue CO₂ emissions from our global operations, the result was 0.26 tons per ¥1 million, the same level as in fiscal 2014.

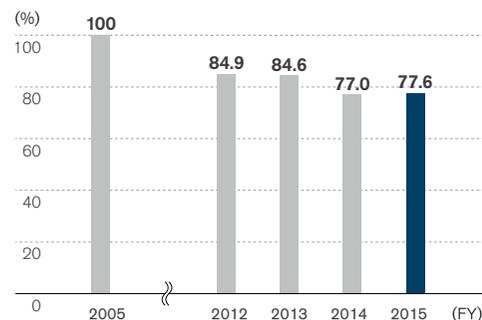


▶▶ GRI G4 Indicators
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Corporate Carbon Footprint per Vehicle Sold

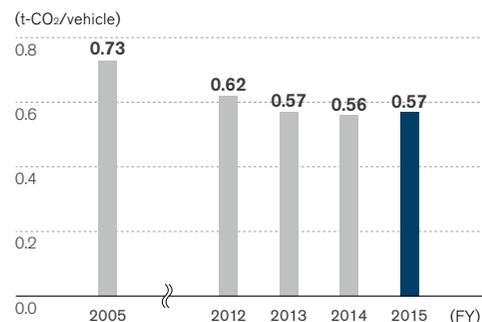
In the Nissan Green Program 2016 (NGP2016), the company aims to reduce CO₂ emissions from corporate activities by 20% compared to fiscal 2005, focusing on manufacturing, logistics, offices and dealerships in Japan. In fiscal 2015, overall corporate emissions were reduced by 22.4 % compared to fiscal 2005.



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

Manufacturing CO₂ per Vehicle Produced

In the Nissan Green Program 2016 (NGP2016), the company aims to reduce CO₂ emissions per vehicle produced from manufacturing activities by 27% in fiscal 2016 compared to fiscal 2005. In fiscal 2015, Nissan's manufacturing CO₂ emissions per vehicle produced reached 0.57 ton, a 22.3% reduction compared to fiscal 2005.



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

CORPORATE INDICATORS—WATER

Water Input

	Unit	2011	2012	2013	2014	2015
Total	1,000 m ³	30,513	29,537	30,967	29,162	28,978
Japan	1,000 m ³	18,565	15,956	16,818	15,018	15,398
North America	1,000 m ³	4,591	4,770	5,176	5,419	5,427
Europe	1,000 m ³	2,276	2,410	2,404	2,310	2,330
Other	1,000 m ³	5,081	6,401	6,569	6,415	5,823

Nissan's objective is to reduce water input by 15% in fiscal 2016 compared with fiscal 2010 in cubic meters per production unit. In fiscal 2015, water input in our global sites was 28,978 thousand m³, an improvement of 0.6% from fiscal 2014. 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. 118. Water input from production sites of Nissan Motor Co., Ltd. in Japan is 6,238,295 m³.

▶▶ page_136

▶ This figure is subject to assurance by PricewaterhouseCoopers Sustainability LLC. For details, please see p. 136.



▶▶ GRI G4 Indicators
▶▶ G4-EN8

Water Discharge

	Unit	2011	2012	2013	2014	2015
Total	1,000 m ³	20,398	21,228	23,482	20,938	20,680
Japan	1,000 m ³	13,565	13,710	15,114	13,358	12,976
North America	1,000 m ³	3,214	3,055	3,658	3,550	3,916
Europe	1,000 m ³	1,930	2,031	2,054	1,793	1,740
Other	1,000 m ³	1,689	2,432	2,656	2,237	2,048

	Unit	2011	2012	2013	2014	2015
Quality						
Chemical oxygen demand (COD)	kg	31,982	34,894	32,130	27,883	28,042

In fiscal 2015, water discharges from our global sites totaled 20,680 thousand m³, which was an approximately 1.1% decrease from fiscal 2014.

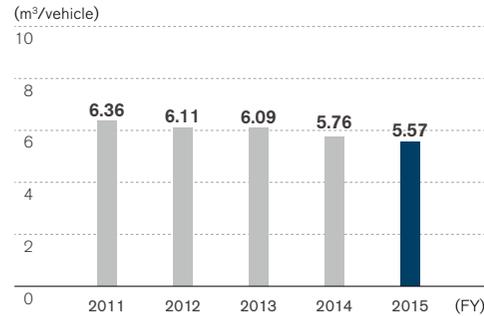


▶▶ GRI G4 Indicators
▶▶ G4-EN22

CONTENTS	INTRODUCTION	CEO MESSAGE	BUILDING TOMORROW'S SUSTAINABLE MOBILITY SOCIETY	BLUE CITIZENSHIP: NISSAN'S CSR	RENAULT-NISSAN ALLIANCE	CSR DATA	THIRD-PARTY ASSURANCE
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Water Input per Vehicle Produced

In fiscal 2015, water input per vehicle produced decreased to 5.57 m³, a 3.3% improvement from fiscal 2014. This is mainly due to the water-saving activities in vehicle production plants as shown below.



(By Region)

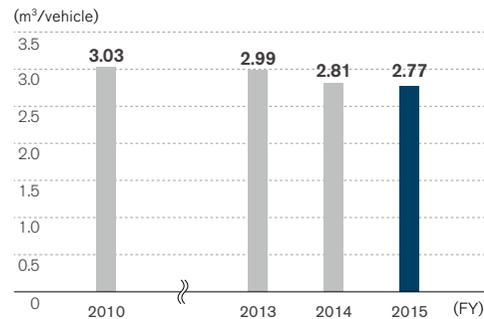
Region	Unit	(FY) 2015
Japan	m ³ /vehicle	18.14
North America	m ³ /vehicle	2.97
Europe	m ³ /vehicle	3.52
Other	m ³ /vehicle	3.12

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.



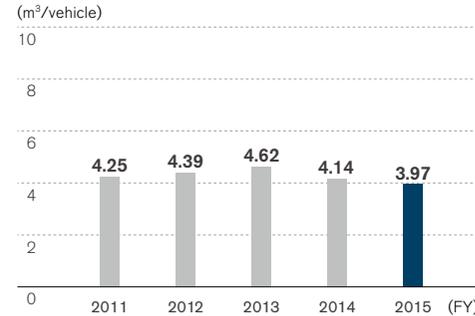
Vehicle Production Plant Water Input per Vehicle Produced

Nissan's objective is to reduce water input by 15% in fiscal 2016 compared with fiscal 2010 in cubic meters per production unit. In fiscal 2015, water input per vehicle produced in vehicle production plants improved 8.7% compared with fiscal 2010.



Water Discharge per Vehicle Produced

In fiscal 2015, water discharge per vehicle produced was 3.97 m³, which was a 3.9% improvement from fiscal 2014.



(By Region)

Region	Unit	(FY) 2015
Japan	m ³ /vehicle	15.28
North America	m ³ /vehicle	2.15
Europe	m ³ /vehicle	2.63
Other	m ³ /vehicle	1.10

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.



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CORPORATE INDICATORS—EMISSIONS

Emissions

	Unit	2011	2012	2013	2014	2015 (FY)
NOx	ton	731	525	450	453	450
SOx	ton	46	43	40	40	37

 GRI G4 Indicators
 ▶ G4-EN21

In fiscal 2015, NOx and SOx emissions from Nissan facilities were 450 tons and 37 tons, respectively.

Volatile Organic Compounds (VOCs)

	Unit	2011	2012	2013	2014	2015 (FY)
Total	ton	11,424	12,305	11,734	11,316	10,820
Japan	ton	4,399	3,623	3,492	2,826	2,850
North America	ton	3,366	5,194	5,338	5,511	5,309
Europe	ton	3,658	3,488	2,904	2,979	2,661

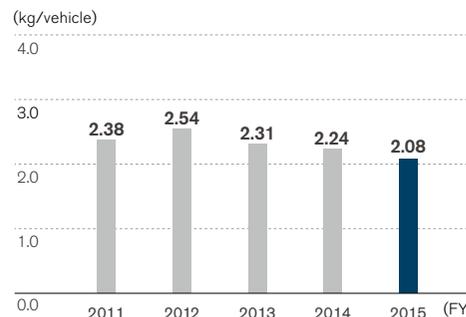
 GRI G4 Indicators
 ▶ G4-EN21

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 2015, VOCs from manufacturing plants were 10,820 tons globally, a 4.4% decrease from fiscal 2014. This is mainly due to improvements in emissions from paint shop operations.

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 2015, VOCs per vehicle produced were 2.08 kg, a 7% decrease from fiscal 2014, mainly due to improvements in emissions from paint shop operations.

(By Region)

	Unit	2015 (FY)
Japan	kg/vehicle	3.36
North America	kg/vehicle	2.91
Europe	kg/vehicle	4.03

 GRI G4 Indicators
 ▶ G4-EN21

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Released Substances Designated by PRTR Law (Japan)*

	Unit	2010	2011	2012	2013	2014 (FY)
Japan site total	ton	3,607	4,441	4,158	4,183	3,879
Oppama	ton	911	981	715	676	402
Tochigi	ton	829	915	942	1,155	1,317
Kyushu	ton	1,106	1,390	1,394	1,300	1,152
Yokohama	ton	418	555	581	579	547
Iwaki	ton	58	320	183	128	114
NTC	ton	284	280	343	347	347

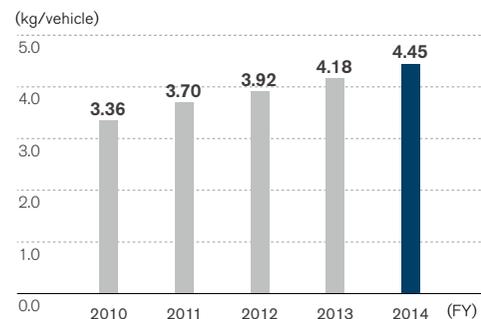
▶ The table shows chemical substance emissions calculated based on the Japanese government PRTR guideline. PRTR emissions show total volume excluding substances adherent to the product.

In fiscal 2014, released substances designated by the PRTR (Pollutant Release and Transfer Register) Law in Japan were 3,879 tons, a decrease from the previous fiscal year.

 ▶▶ GRI G4 Indicators
▶▶ G4-EN21

PRTR Emissions per Vehicle Produced (Japan)

In fiscal 2014, PRTR emissions per vehicle produced in Japan were 4.45 kg, a 6.5% increase from the previous fiscal year.



 ▶▶ GRI G4 Indicators
▶▶ G4-EN21

CORPORATE INDICATORS—WASTE

Waste

	Unit	2011	2012	2013	2014	2015 (FY)
Total	ton	193,798	168,617	172,849	173,513	159,345
Japan	ton	74,412	65,412	61,999	59,808	63,630
North America	ton	35,780	40,208	51,767	58,452	49,129
Europe	ton	56,996	50,495	51,295	45,358	37,204
Other	ton	26,610	12,502	7,788	9,895	9,382

Detail						
Waste for disposal	ton	40,048	31,187	17,903	13,153	11,355
Recycled	ton	153,750	137,430	154,946	160,360	147,990

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 2015, waste generated totaled 159 ktons, an 8.2% decrease from fiscal 2014. Contributing to this were waste-reduction activities at manufacturing plants in Mexico and Spain. The boundary of the waste data is limited to global production facilities. Waste generated from production sites of Nissan Motor Co., Ltd. in Japan is 30,090 tons. *

▶▶ page_136

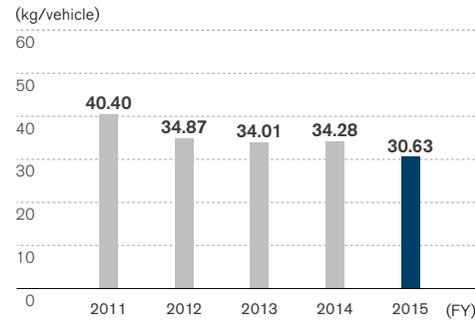
* This figure is subject to assurance by PricewaterhouseCoopers Sustainability LLC. For details, please see p. 136.

 ▶▶ GRI G4 Indicators
▶▶ G4-EN23

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Waste per Vehicle Produced

Waste per vehicle produced was 30.63 kg, a 10.7% decrease from fiscal 2014.



(By Region)

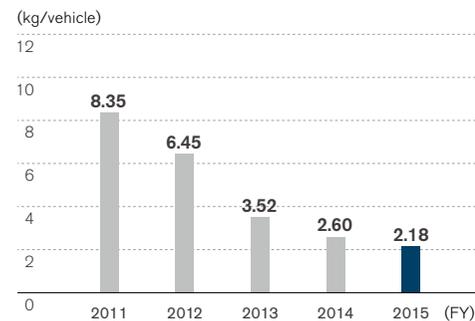
Region	Unit	2015 (FY)
Japan	kg/vehicle	74.95
North America	kg/vehicle	26.92
Europe	kg/vehicle	56.28
Other	kg/vehicle	5.02



▶▶ GRI G4 Indicators
▶▶ G4-EN23

Waste for Disposal per Vehicle Produced

In fiscal 2015, Nissan reduced the volume of waste for disposal to a total of 2.18 kg per vehicle produced, a 16% reduction from fiscal 2014. This was mainly due to waste-reduction efforts at the manufacturing plant in Spain.



▶▶ GRI G4 Indicators
▶▶ G4-EN23

CORPORATE INDICATORS – LOGISTICS

Logistics Volume

	Unit	2011	2012	2013	2014	2015 (FY)
Total	mil ton-km	37,946	35,747	37,719	35,243	35,546
Inbound	mil ton-km	11,603	12,156	12,883	11,578	11,221
Outbound	mil ton-km	26,343	23,591	24,836	23,665	24,325
Sea	%	70.8	70.7	64.3	62.0	60.1
Road	%	20.4	20.6	24.9	25.0	26.5
Rail	%	8.1	8.2	10.5	12.5	13.0
Air	%	0.7	0.5	0.4	0.5	0.3

In fiscal 2015, global shipping increased by 0.9% from the previous fiscal year to reach 35,546 million ton-km, primarily due to increased land shipping accompanying the rise in production in North America. Meanwhile, air freight volume for parts decreased by 33.6% due to enhanced management techniques and use of other transportation methods. Sea freight volume also fell 2.2% from fiscal 2014.



▶▶ GRI G4 Indicators
▶▶ G4-EN30

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CO₂ Emissions in Logistics

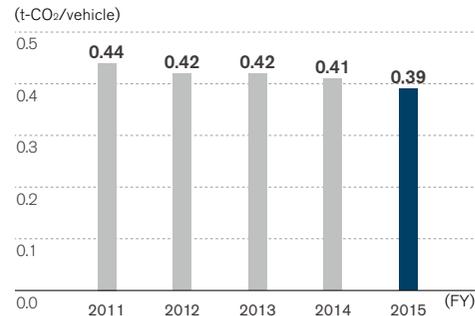
	Unit	2011	2012	2013	2014	2015 (FY)
Total	t-CO ₂	1,642,195	1,490,050	1,678,903	1,608,582	1,598,891
Inbound	t-CO ₂	859,671	821,030	908,804	822,867	797,034
Outbound	t-CO ₂	782,524	669,020	770,098	785,715	801,857
Sea	%	23.3	23.9	20.2	18.5	18.3
Road	%	50.8	55.3	61.7	60.5	65.7
Rail	%	4.1	4.3	5.2	5.1	5.4
Air	%	21.8	16.4	12.9	15.9	10.6

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

In fiscal 2015, CO₂ emissions from logistics were 1,598,891 tons, a decrease of 0.6% from the previous fiscal year, mainly due to a 33.6% reduction in emissions from air freight, which features high emission levels. On the other hand, emission from the road transport increased.

▶ GRI G4 Indicators
▶ G4-EN19/G4-EN30

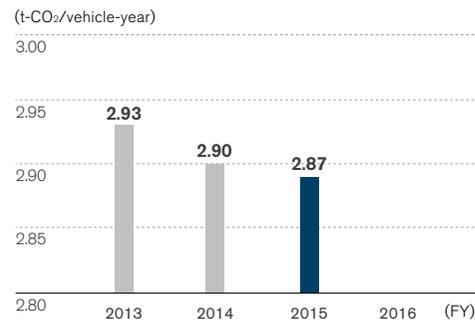
CO₂ Emissions per Vehicle Transported



In fiscal 2015, despite an expansion in global production, the CO₂ emissions per vehicle transported were 0.39 ton, a 4.2% improvement from fiscal 2014.

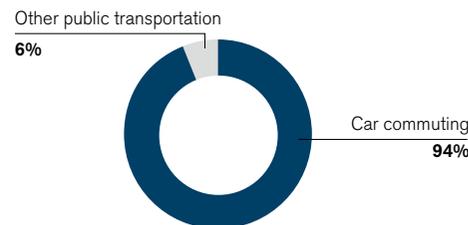
▶ GRI G4 Indicators
▶ G4-EN18

Employee Commuting CO₂ Emissions



In fiscal 2013, Nissan introduced a companywide CO₂ reduction plan for car commuting employees in Japan. For fiscal 2015, CO₂ emissions from car commuting in Japan were approximately 53 kton, or 2.87 ton-CO₂/vehicle annually. This plan encourages car commuters to shift from internal combustion engine vehicles to the zero-emission electric vehicle Nissan LEAF to reduce CO₂. The objective is to reduce emissions by 1% in ton-CO₂/vehicle annually.

CO₂ Emissions from Commuting



※1) Calculated by using below parameters together with vehicle homologation data:
 - Average car commuting range (Japan): 9,000 km/vehicle-year
 - National Greenhouse Gas Inventory Report of Japan (2009), Ministry of the Environment, Japan: 0.33 kg-CO₂e
 - CO₂ emission factor in fiscal 2011, Tokyo Electric Power Company: 0.000463 t-CO₂/kWh

※2) Employees of Nissan offices and manufacturing plants in Japan, fiscal 2015.

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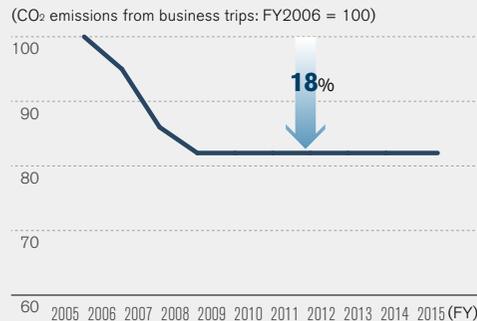
CO₂ Emissions from Business Trips

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; CO₂ emissions from business travel were also reduced through the use of video and telephone conference systems.

Achieved 18% Reduction of CO₂ Emissions from Business Travel

Currently, CO₂ emissions from business travel are approximately 248 kton. Nissan has achieved an 18% reduction in business-travel-related CO₂ emissions compared to fiscal 2005 through the use of video and telephone conference systems since 2009.

Contribution to CO₂ Reduction by Nissan Meeting Way



CORPORATE INDICATORS—SUPPLY CHAIN

Supplier Emissions

	Unit	2012	2013	2014 (FY)
Carbon footprint	kt-CO ₂	11,662	10,860	10,863
Energy input	GWh	23,104	21,916	22,243
Low-carbon/renewable energy	GWh	-	510	528
Water input	1,000 m ³	124,921	143,386	130,378
Water discharge	1,000 m ³	83,239	81,694	74,050

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 CO₂ emissions throughout the entire value chain. In fiscal 2014, the carbon footprint of contract suppliers was flat from the previous fiscal year. From fiscal 2014, with tier-1 suppliers' own individual targets, overall CO₂ emissions are expected to improve by 1% in t-CO₂ per turnover annually. Overall water input is 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/CO₂.



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Scope 3 Emissions by Category

Category	Unit	(FY) 2015
1. Purchased goods & services	kt-CO ₂	16,485
2. Capital goods	kt-CO ₂	1,227
3. Fuel- and energy-related activities	kt-CO ₂	378
4. Upstream transportation & distribution	kt-CO ₂	797
5. Waste generated in operations	kt-CO ₂	181
6. Business travel	kt-CO ₂	248
7. Employee commuting	kt-CO ₂	319
8. Upstream leased assets	kt-CO ₂	0
9. Downstream transportation & distribution	kt-CO ₂	802
10. Processing of sold products	kt-CO ₂	0
11. Use of sold products	kt-CO ₂	122,799
12. End-of-life treatment of sold products	kt-CO ₂	389
13. Downstream leased assets	kt-CO ₂	480
14. Franchises	kt-CO ₂	0
15. Investments	kt-CO ₂	0
Total	kt-CO ₂	144,105

▶▶ page_136

▶ The values marked with an asterisk are subject to assurance by PricewaterhouseCoopers Sustainability LLC. For details, please see p. 136.

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.



▶▶ GRI G4 Indicators
▶▶ G4-EN17

CORPORATE INDICATORS—ENVIRONMENTAL ACCOUNTING

Environmental Conservation Cost

	Unit	2013		2014	
		Investment	Cost	Investment	Cost
Total	mil ¥	3,245	178,833	4,268	179,769
Business area	mil ¥	25	1,637	28	1,532
Upstream/downstream	mil ¥	-	665	-	566
Management	mil ¥	0	2,362	0	2,321
R&D	mil ¥	3,220	174,000	4,240	175,000
Social activities	mil ¥	0	114	0	122
Damage repairs	mil ¥	-	55	-	228

	Unit	2013	(FY) 2014
Total	mil ¥	7,273	6,366
Cost reduction	mil ¥	897	1,341
Profit	mil ¥	6,376	5,025

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



▶▶ GRI G4 Indicators
▶▶ G4-EN31

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CORPORATE INDICATORS—FACILITY

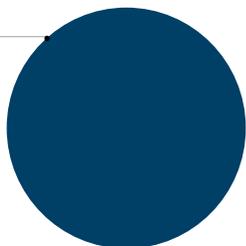
Carbon Credit

	Unit	2011	2012	2013	2014	2015
Allowance	t-CO ₂	7,308	7,308	21,015	21,225	19,730
Credit	t-CO ₂	4,066	5,261	—	—	—

Nissan Motor Iberica, S.A. in Barcelona, Spain, entered EU-ETS in fiscal 2009. The verified allowance earned for fiscal 2015 was 19,730 tons.

ISO 14001 Certification

Certified facilities 100%



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 CO₂ 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 CO₂ 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 dealerships called the Nissan Green Shop. The company's environmental policy requires all dealerships 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.

Fines from Environmental Laws

There were no fines from violations of environmental laws in the reporting year. However, two environmental accidents that we received guidance for and a warning about occurred as follows:

November 20, 2015: At the Nissan Technical Center (Kanagawa Prefecture, Japan), an unintentional release of wastewater exceeding the regional sewage quality limit occurred. Through cooperation with the municipal government, no damage to sewage treatment and no water quality degradation were confirmed. We revised the wastewater treatment manual and carried out thorough employee training.

February 22, 2016: The Nissan Prince Dealer at Nagasaki Washizaki accidentally released a limited amount of waste oil into the Hanzo River through rainwater drain gutters. We immediately closed the floodgate and installed a permanent dike for prevention with guidance from the municipal government and fire station.

 GRI G4 Indicators
 G4-DMA

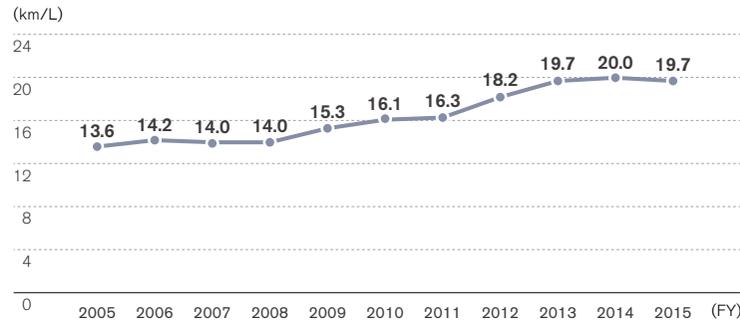
 GRI G4 Indicators
 G4-EN24/G4-EN29

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PRODUCT INDICATORS

PRODUCT INDICATORS—FUEL ECONOMY, CO₂

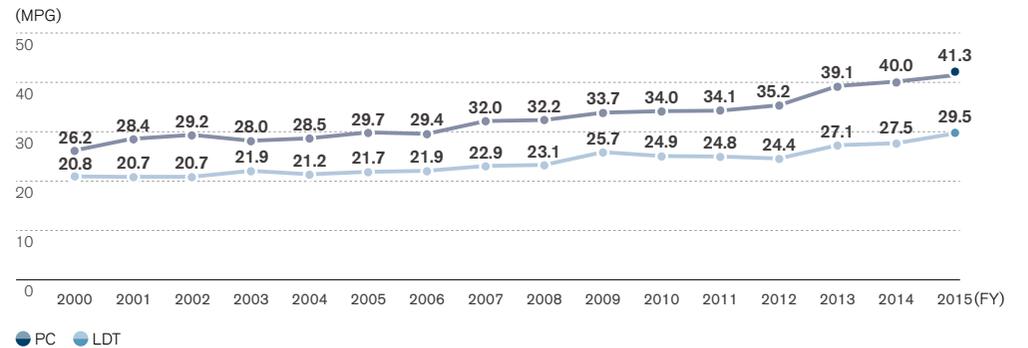
Corporate Average Fuel Efficiency (CAFE, JC08 Mode) in Japan



The sales of fuel efficient models such as Note kept growing in fiscal 2015, resulting in average fuel efficiency at 19.7 km/L in JC08 mode.


 ▶ GRI G4 Indicators
 ▶ G4-EN7/G4-EN27

Corporate Average Fuel Efficiency (CAFE) in the United States



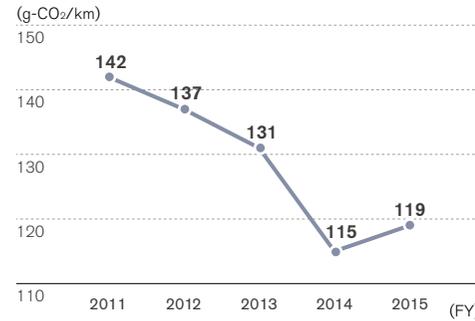
In fiscal 2015, sales of the newly launched fuel-efficient Altima and Rogue resulted in CAFE of 41.3 MPG for passenger cars, an improvement of 3.3% from fiscal 2014. CAFE for light duty trucks was 29.5 MPG.


 ▶ GRI G4 Indicators
 ▶ G4-EN7/G4-EN27

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CO₂ Emission Index from Nissan Vehicles in Europe

In fiscal 2015, sluggish sales of fuel-efficient, small-class vehicles worsened CO₂ emissions by 3.5% compared to fiscal 2014 for Nissan's passenger car models sold in Europe.



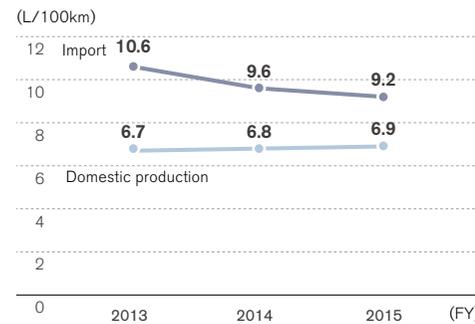


 ▶ GRI G4 Indicators

 ▶ G4-EN7/G4-EN27

Corporate Average Fuel Consumption in China

Fuel efficiency for domestically produced vehicles worsened 1.5% from the previous fiscal year, while the one for import vehicles improved by 4.2%.



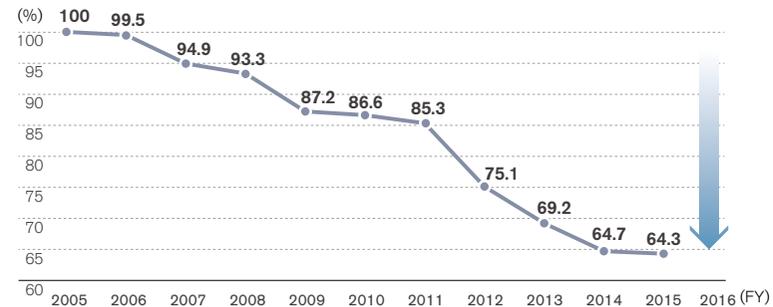


 ▶ GRI G4 Indicators

 ▶ G4-EN7/G4-EN27

Global Corporate Average Fuel Efficiency (CAFE)

Nissan's CAFE result in fiscal 2015 represented a 35.7% improvement from the fiscal 2005 level (as measured by fuel efficiency standards in the Japanese, U.S., European and Chinese markets). The sales of hybrid cars in Japan, the Note in Europe and the Altima and Versa in the U.S. market improved the overall CAFE result.





 ▶ GRI G4 Indicators

 ▶ G4-EN7/G4-EN27

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Top Fuel Economy Models

Region	Model	Unit	(FY) 2015
Global	Moco 0.66L 2WD + Stop/Start System	km/L (JC08)	30
Best selling model	X-Trail (Rogue)	km/L (JC08)	15.6~20.6
Japan (excl. light vehicles)	Note 1.2L 2WD + Super Charger + Stop/Start System	km/L (JC08)	26.8
Japan (incl. light vehicles)	Moco 0.66L 2WD + Stop/Start System	km/L (JC08)	30
Europe	Note 1.5L dCi + Stop/Start System	g-CO ₂ /km	93
U.S.	Versa 1.6L 2WD CVT	MPG	35
China	Lannia 1.6L CVT+Start/Stop System	L/100km	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.

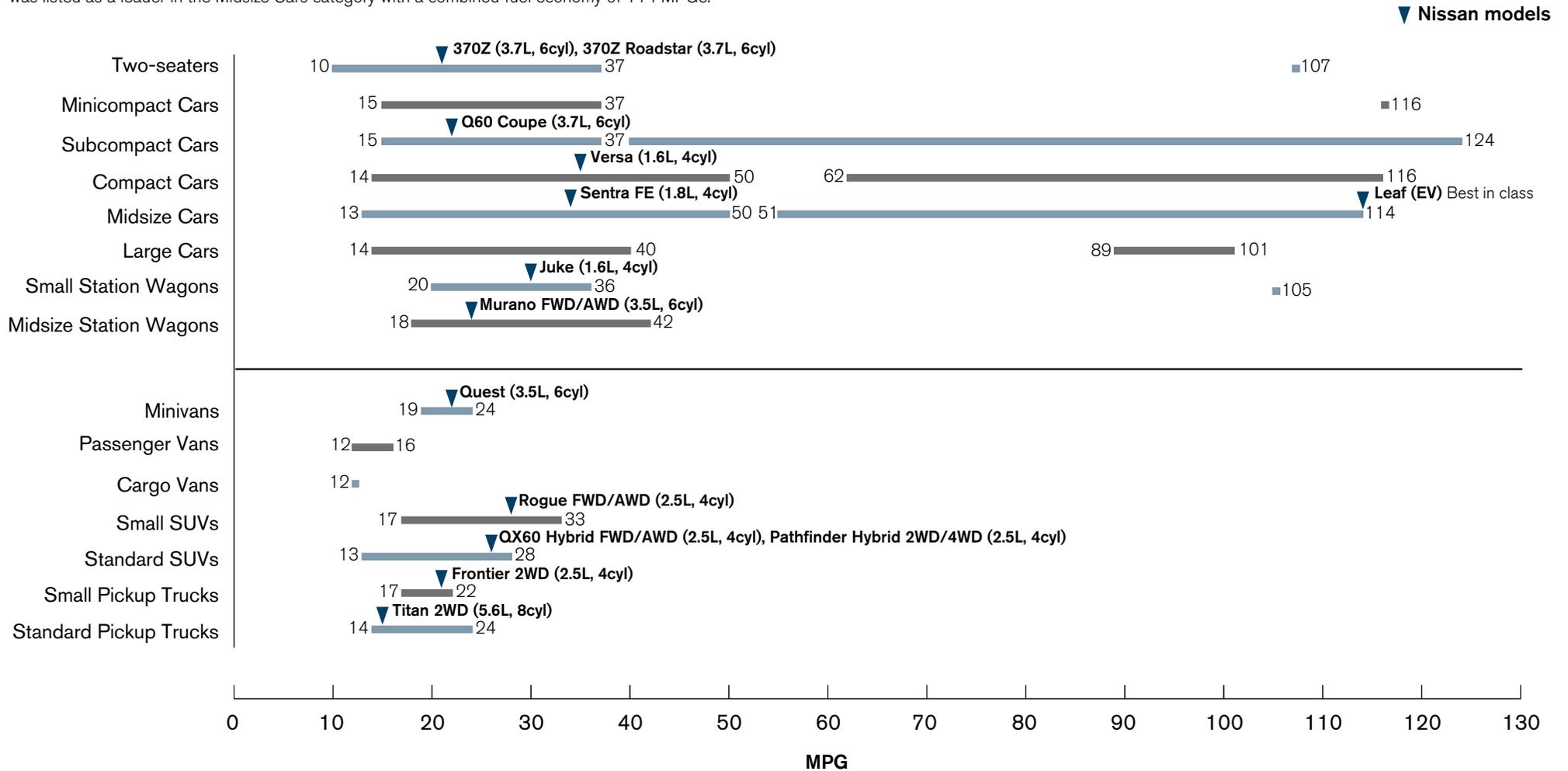
Applying EVs Toward a Zero-Emission Society

During fiscal 2015, Nissan started lending the e-NV200 for free for up to three years to some 300 municipal governments that has proposed vehicle utilization plans to help improve their urban development and solve administrative issues. The e-NV200, a multipurpose, zero-emission commercial van, delivers a cruising range of 190 kilometers in Japan's JC08 mode and is equipped with "Power Plug" outlets that can draw a maximum of 1,500W from the onboard battery. Nissan expects the proposed activities to take full advantage of the e-NV200's clean, quiet operation and electric power availability. Assuming average operation in Japan, the activities overall will mitigate approximately 870 tons of CO₂ annually.

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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 2015 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 2015 Fuel Economy Guide* by the U.S. Environmental Protection Agency (EPA) and Department of Energy (DOE).

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PRODUCT INDICATORS – TECHNOLOGIES

Ratio of Powertrain Type (Shipment Base)

	Unit	Gasoline-powered vehicles	Diesel-powered vehicles	Natural-gas drive vehicles	Hybrid drive vehicles	Electric drive vehicles
Japan	%	81.7	2.9			
North America	%	98.8	0.4	0.0	1.9	1.0
Europe	%	51.8	45.3			
Other	%	89.5	9.4			



 ▶▶ GRI G4 Indicators

 ▶▶ G4-EN27

Sales of the all-electric Nissan LEAF—the world's best-selling zero-emission car—surpassed 200,000 units in fiscal 2015. The ratio of EVs is steadily improving as a new commercial EV, the e-NV200, was launched.

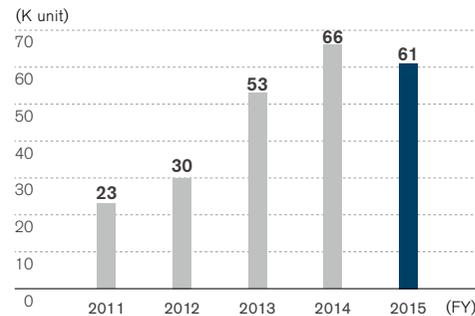
Green Product Innovation

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 CO₂ emissions. Cars featuring these technologies are being marketed worldwide.

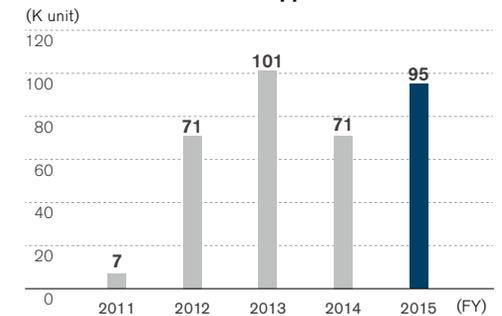
Core Technologies for Green Products

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.

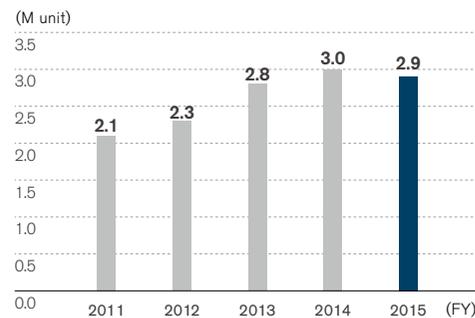
Number of EV Units Sold



Number of HEV Units Shipped



Number of ICE with CVT Units Sold



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EV

The Nissan LEAF is now sold in 47 countries, with sales increasing every year. In December 2015, total sales worldwide reached 200,000 vehicles.

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

HEV

Nissan launched the X-Trail Hybrid in fiscal 2015 with expansion of its electric vehicle (EV) mode and optimized system mode operation to offer 25% improved fuel economy compared to equivalent conventional vehicles, achieving top-level fuel economy in its class.

In fiscal 2013, Nissan 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.

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 CO₂ emissions. Nissan sold 2.87 million Xtronic vehicles in fiscal 2015, bringing the cumulative total to 21.97 million.

PRODUCT INDICATORS—OTHER EMISSIONS

Compliance with Emission Regulations (Passenger Cars Only)

		(FY)
	Unit	2014
Japan 75% lower than 2005 standard (SU-LEV)	%	99
Europe Euro 6b	%	100
U.S. U-LEV/SULEV/ZEV	%	96
China National 5	%	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.

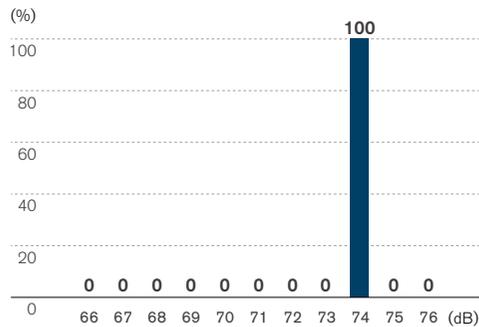


▶▶ GRI G4 Indicators
▶▶ G4-EN27

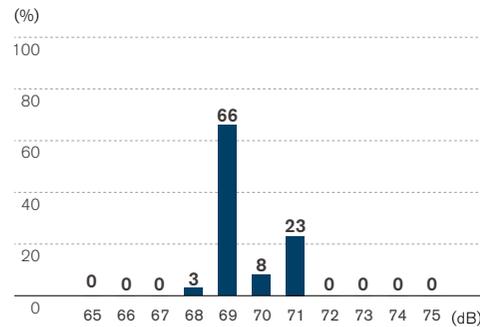
CONTENTS	INTRODUCTION	CEO MESSAGE	BUILDING TOMORROW'S SUSTAINABLE MOBILITY SOCIETY	BLUE CITIZENSHIP: NISSAN'S CSR	RENAULT-NISSAN ALLIANCE	CSR DATA	THIRD-PARTY ASSURANCE
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Share of Noise Emissions

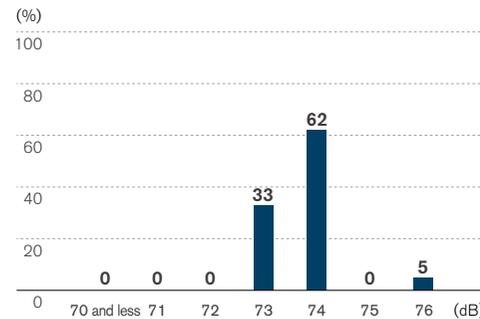
Japan



Europe



China



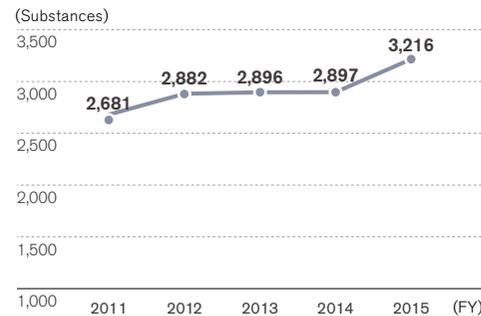
Noise emissions are shown by the noise produced by the acceleration of vehicle in accordance with each national regulation. Only complete, built-up imported models are shown for China data.

▶▶ 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 2015, the company revised its standard for assessment of hazards and risks, actively applying restrictions to substances that are increasingly the subject of consideration around the world. As a result, the number of substances covered by the NES rose to 3,216.

Defined Chemical Substances



▶▶ GRI G4 Indicators
▶▶ G4-EN27

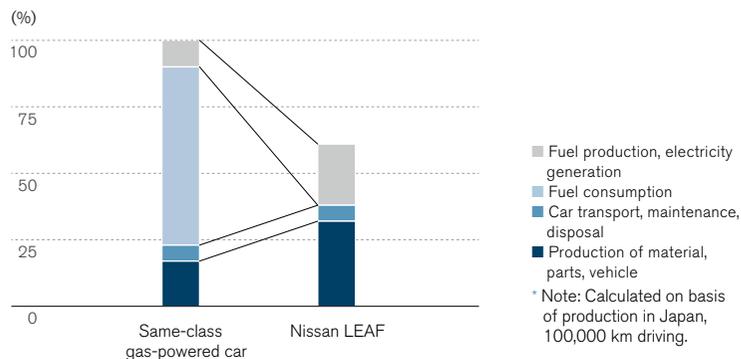
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PRODUCT INDICATORS—LIFECYCLE ASSESSMENTS (LCAs)

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.

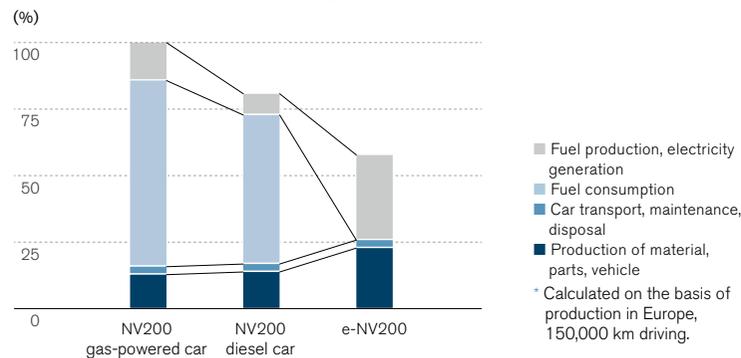
CO₂ Emissions over Vehicle Lifecycle for Nissan LEAF*



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

Nissan has also obtained LCA methodology certification from TÜV Rheinland in 2013 and calculated LCAs for the e-NV200. Calculations show that electric vehicles reduce CO₂ emissions by up to 40% over their lifecycle compared to equivalent gasoline-powered vehicles and by 30% compared to diesel-powered vehicles.

CO₂ Emissions over Vehicle Lifecycle for e-NV200*

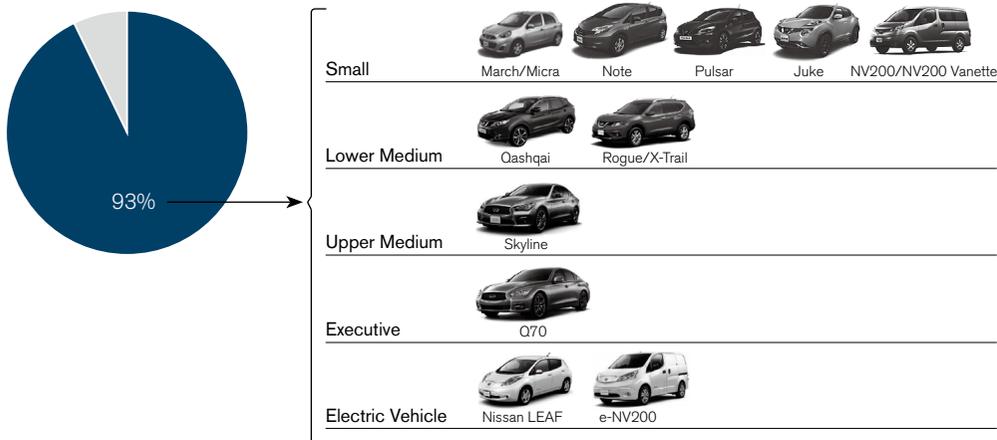


Electric vehicles' unique parts, such as their batteries, show relatively higher CO₂ emissions compared to those for ICE vehicles at the manufacturing stage. But in fuel production, electricity generation and energy use, the higher energy efficiency of electric vehicle leads to lower CO₂ emissions. Nissan is making efforts to reduce CO₂ 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 CO₂ emissions over the entire EV lifecycle. In the end-of-life stage, used batteries can be utilized for energy storage to contribute to comprehensive CO₂ emission reduction in society.

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LCA Conducted Product Ratio in Sales Volume (EU Market)

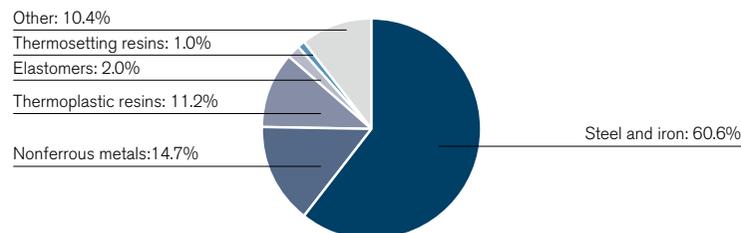


Nissan is working to enhance the application of the LCA method and to extend quantitative understanding of environmental impact. In fiscal 2015, the LCA application rate as a percentage of total sales volume in the EU was more than 90%, thus allowing Nissan to better understand the environmental impact 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

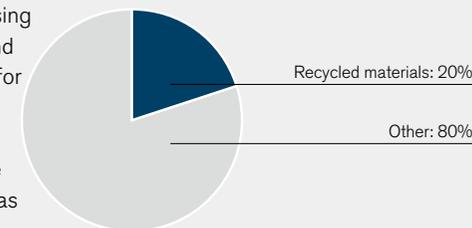
Nissan is increasing the use of renewable resources and recycled materials in addition to the traditional approach of using resources more efficiently to reduce reliance on them. The company's efforts with respect to recycled materials are based on the thought that once a natural resource is extracted, 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 2015.




 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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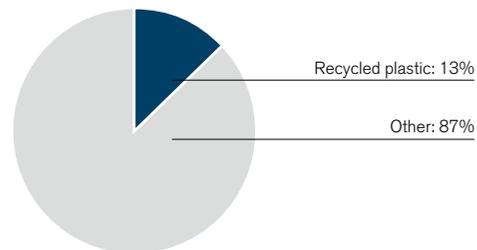
Recycling

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 2015, company calculations showed that Nissan had achieved a recovery rate of 99.6% in Japan.

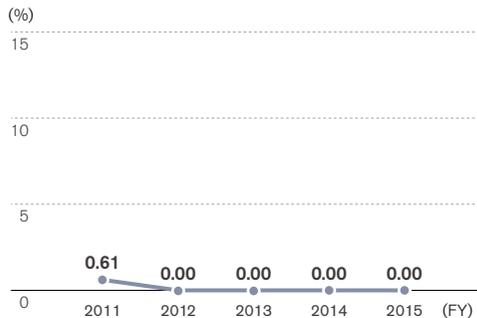
From the early development stage, Nissan considers the use of highly recyclable materials and makes structural improvements for ease of recycling. Since the Note, launched in 2005, all new models have achieved a 95% or greater recyclability rate based on the national regulations on ELVs in regions such 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 2015 was 13.0%.

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 2015 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 2015, 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.

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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 2016

June 15 2016

**To: Mr. Fumiaki Matsumoto,
Director, Nissan Motor Co., Ltd.**

PricewaterhouseCoopers Sustainability LLC
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, 2016.

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 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"). The Reporting Criteria used is applicable as at March 31, 2016.

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 the Company's 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 three production 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 thirty-two production 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, 2016 is not prepared, in all material respects, in accordance with the Reporting Criteria.

^ The maintenance and integrity of the Company's website is the responsibility of the Company's management. Our engagement did not consider matters relating to the maintenance and integrity of the Company's 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 CO₂ emissions, waste generated and water input subject to third-party assurance

- CO₂ emissions from production sites: Calculated based on Nissan internal standards. The energy use data of each site is based on invoices from suppliers, which are multiplied by a CO₂ emissions coefficient publicly available for each production site.
- CO₂ emissions resulting from employees' commutes: Calculated based on the GHG Protocol Scope 3 Standard. Specifically, the annual CO₂ 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 other 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.
- CO₂ emissions from the use of sold products: Calculated using the average regional CO₂ emissions per vehicle multiplied by estimated average lifecycle mileage and multiplied by fiscal 2015 sales volumes. The average CO₂ emissions for the use phase (including direct emissions only) per unit are calculated for each of our main regions (Japan, U.S., 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)

Section	Index	Reference
G4-EN1	Materials used by weight or volume	114, 134
G4-EN2	Percentage of materials used that are recycled input materials	134, 135
G4-EN3	Energy consumption within the organization	114, 115
G4-EN4	Energy consumption outside of the organization	121, 122, 123, 124
G4-EN5	Energy intensity	115
G4-EN6	Reduction of energy consumption	115
G4-EN7	Reductions in energy requirements of products and services	126, 127, 128
G4-EN8	Total water withdrawal by source	114, 117, 118
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)	114, 116, 117
G4-EN16	Energy indirect greenhouse gas (GHG) emissions (Scope 2)	114, 116, 117
G4-EN17	Other relevant indirect greenhouse gas emissions	116, 123, 124
G4-EN18	Greenhouse gas (GHG) emissions intensity	116, 117, 122
G4-EN19	Reduction of greenhouse gas (GHG) emissions	116, 122, 123
G4-EN20	Emissions of ozone-depleting substances (ODS)	-
G4-EN21	NOx, SOx and other significant air emissions	114, 119, 120
G4-EN22	Total water discharge by quality and destination	114, 117, 118
G4-EN23	Total weight of waste by type and disposal method	114, 120, 121
G4-EN24	Total number and volume of significant spills	125
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	126, 127, 128, 130, 131, 132, 134, 135
G4-EN28	Percentage of products sold and their packaging materials that are reclaimed by category	134
G4-EN29	Significant fines and noncompliance with environmental laws and regulations	125
G4-EN30	Environmental impacts of transporting products, goods, materials, and members of the workforce	116, 121, 122
G4-EN31	Total environmental protection expenditures and investments by type	124
G4-EN32	Percentage of new suppliers that were screened using environmental criteria	23, 70
G4-EN33	Significant actual and potential negative environmental impacts in the supply chain and actions taken	23
G4-EN34	Number of grievances about environmental impacts filed, addressed, and resolved through formal grievance mechanisms	-