NISSAN
MOTOR CORPORATION

Nissan
Green Purchasing Guidelines

May 2022

Nissan Motor Co., Ltd.

Contents

1. INTRODUCTION

A variety of environmental challenges--climate change, pollution and drain on resources-- now affect our entire world. It has become crucial for all and every individual in the world as well as business entities, governments, non-governmental and non-profit organizations to proactively think and act in order to address these challenges.
Nissan Motor Co. Ltd. (Nissan) has promoted environmental impact reduction through actions such as quality control and substance management in cooperation with our entire supply chain of automobile component parts and materials, by sharing the value of Nissan's procurement policy and environmental philosophy with suppliers. Nissan conducts surveys of suppliers' actions related to climate change and water and ensures proper management of substances by suppliers for parts and materials through their compliance with "Nissan Green Purchasing Guidelines", as well as with "Alliance Nissan Product Quality Procedure" (ANPQP) and Nissan Engineering Standard "Restricted Use of Substances" of Nissan Engineering Standard. These guidelines and standards are based on "The Renault-Nissan Purchasing Way", "Renault-Nissan Supplier CSR Guidelines" and "Nissan Green Program".
"Nissan Green Purchasing Guidelines" was revised in 2018 by adding content of Nissan Green Program 2022 (NGP2022). Key issues under NGP2022 are climate change, resource dependency, air quality, and water scarcity. The business foundation is strengthened. to promote these actions. Based on the policy, Nissan will build better communication with our supply partners and further accomplish our tasks.
In each country of the world, legislations on environment-impacting substances are being developed in accordance with Strategic Approach to International Chemicals Management (SAICM). It is absolutely necessary for Nissan to expand its environmental activities to a global scale.

The requirements described in this Guideline are key factors when Nissan establishes sustainable mobility and sustainable corporate management. It is a prerequisite that we positively reinforce substance management as well as develop new technology to lower the vehicle's environmental impact, which cannot be accomplished without the cooperation of every single supplier around the world who provides parts and materials to Nissan.
Together with partners, Nissan will continue to conduct due diligence aiming at reducing the environmental impact of our products, while developing products and offering services that will give full satisfaction to our customers. Nissan is confident that such an effort will build and enhance a win-win relationship between Nissan and our partners, which also will contribute towards enhancement of a competitive edge in the global market.

This guideline applies to all the automobile materials, parts, products and packaging that are to be delivered to Nissan and use for automobiles, corporate activities such as manufacturing process, and suppliers' environmental action.

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

Nissan Motor Co., Ltd.
Purchasing Administration Department
Environmental Strategy Group, Sustainability Development Department

2. REVISED POINTS OF NISSAN GREEN PURCHASING GUIDELINE in FY22

This guideline in FY21 includes amendments to Corporate purpose, the lifecycle assessment (LCA), Surveys related to climate change. Below table shows revised / updated part.

Section	Title	Revises / Updates
4.1.1	CO2 emissions reduction throughout the value chain	Contents revision
4.5.1.2	Management of Environment-Impacting Substances	Contents revision
4.5.3	Environment impact reduction with supplier	Contents revision
5.5.2	Reporting on the Use of Environment-impacting Substances and SVHC	Contents revision
6	Laws, Regulations, etc.	Related item addition
8	History of revision	Update
	Contact details by subject category	Update

3. PURCHASING WAY AND ENVIRONMENTAL POLICY

3.1 Renault-Nissan Purchasing Way, its Philosophy and Guideline

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

Key Areas of Renault-Nissan CSR Guidelines

1. Safety and Quality
2. Human Rights and Labor
3. Environment
   - Implement environmental management
   - Reducing greenhouse gas emissions
   - Preventing air, water and soil pollution
   - Saving resources and reducing waste
   - Managing chemical substances
   - Conservation of Eco system
4. Compliance
5. Information disclosure

Please refer to “The Renault-Nissan Purchasing Way” and “Renault-Nissan CSR Guidelines for Suppliers” for details.

3.2 Nissan’s Philosophy and Policy on Environment

The “Corporate Environmental Principle” has been established to enable us to realize our Corporate Purpose “Driving innovation to enrich people's lives”.

<Nissan Green Program>

Nissan Green Program is a mid-term environmental action plan, developed based on Nissan's environmental philosophy and policy, and our fourth-generation program is called "Nissan Green Program 2022", which is a six-year action plan that continues through fiscal 2022.
Nissan Green Program 2022 aims to achieve the following main targets by fiscal 2022.
Under NGP2022, Nissan will accelerate efforts toward 2022 to address four key issues and strengthen its business foundation.

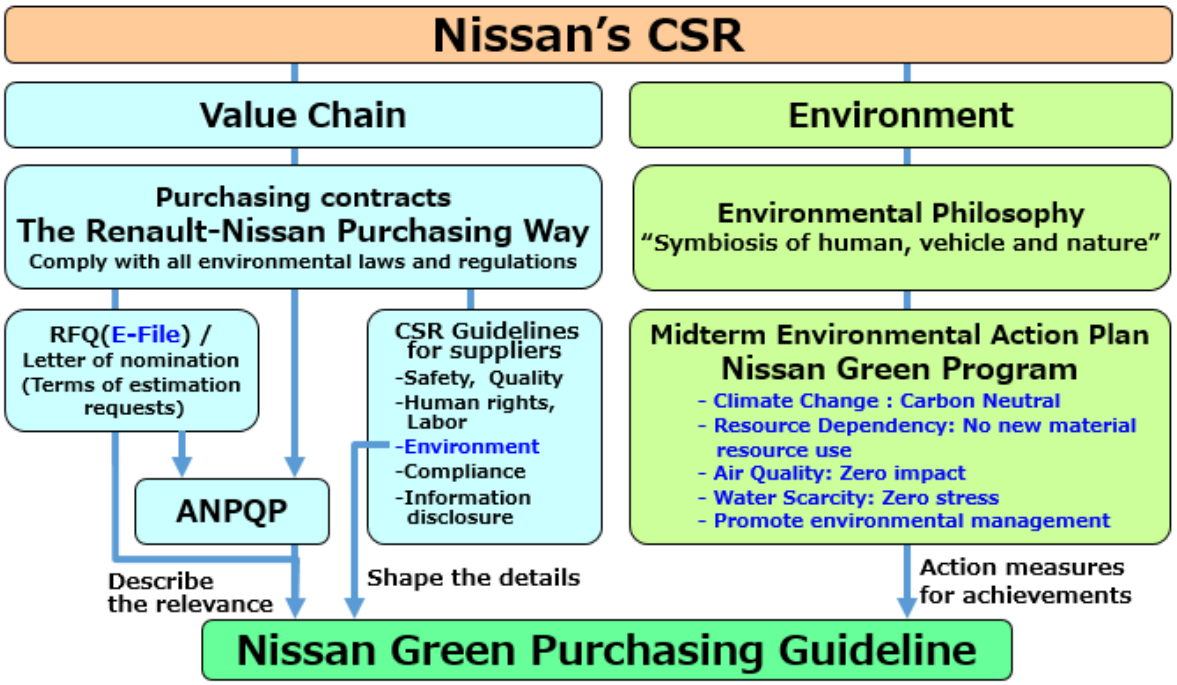
Nissan Green Program 2022 Key Actions

Climate change	Promote society's de-carbonization through expansion of electrification, vehicle intelligence, and innovative future Monozukuri ■ -40 % of CO2 reduction from new cars (vs.FY00; JPN, US, EUR, PRC) ■ -30% reduction of CO2 per global sales from corporate activities (vs FY05)
Resource dependency	Create a system that uses resources efficiently and sustainably, and promotes services to use vehicles more effectively ■ Reduction of new natural resource usage for vehicle manufacturing ■ Waste reduction at manufacturing sites ■ Reduction of landfill ratio at manufacturing sites
Air quality	Cleaner exhaust emissions and create a comfortable in-cabin environment to protect human health and reduce the impact on the ecosystem ■ Research technical solutions for cabin air quality improvement ■ Reduction of VOC from manufacturing sites
Water Scarcity	Reduce water consumption and manage water quality with Monozukuri that cares for ecosystem services ■ -21% reduction of water per global production at manufacturing sites (vs FY10)
Enhancement of business foundation	Enhance environmental management ■ Ensure management of the environmental compliance policy ■ Measure life cycle environmental impact of vehicle and new technology ■ Reduce environmental impact through engagement with stakeholders including suppliers, next generation customers and NGOs.

Nissan Green Program URL
https://www.nissan-global.com/EN/ENVIRONMENT/GREENPROGRAM/FRAMEWORK/

3.3 Position of Nissan Green Purchasing Guideline

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



4. REQUIREMENTS FOR KEY ISSUES OF NGP2022

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

Nissan Partners are encouraged to visit the Official Global Website of Nissan for the latest edition of the Nissan Green Purchasing Guideline as needed.

Contact information for inquiry regarding each of the above items is available on p.26 "Contact Details by Subject Category".

4.1 Request related to climate change

NGP2022 key action for climate change

Promote society's de-carbonization through expansion of electrification, vehicle intelligence, and innovative future Monozukuri

- **-40 % of CO2 reduction from new cars (vs.FY00; JPN, US, EUR, PRC)**
- **-30% reduction of CO2 per global sales from corporate activities (vs FY05)**

4.1.1 CO2 emissions reduction throughout the value chain

To realize carbon neutrality on the entire vehicle lifecycle by 2050, Nissan will seek to reduce CO2 emissions from our entire supply chain including suppliers.

Suppliers are requested to build and execute voluntary action plans and contribute to reducing CO2 emissions from the entire vehicle manufacturing process of both Nissan and suppliers. Nissan will cooperate with our every suppliers to solve any issue on action plan promotion.

<Viewpoint of action plan >

- Developing “management system for execution”
- Grasping present entire supply chain CO2 emission
- Feasible and effective reduction plan

Please refer to 4.5.3 Environment impact reduction with supplier for details regarding grasping the present entire supply chain CO2 emission.

4.2 Request related to resource dependency

NGP2022 key action for resource dependency

Create a system that uses resources efficiently and sustainably, and promote services to use vehicles more effectively

- ■ **Reduction of new natural resource usage for vehicle manufacturing**
- ■ Waste reduction at manufacturing sites
- ■ Reduction of landfill ratio at manufacturing sites

4.2.1 Proactive efforts by suppliers in individual recycling activities and the use of recycled materials

Nissan promotes “Closed loop recycling” in which scrap generated from Nissan production activities or recycled materials from end-of-life vehicles are reused in in-house production of vehicle components. Furthermore, NGP2022 emphasizes suppliers’ individual recycling activities and the use of recycled materials, which aims to reduce dependency on natural resources and minimize negative environmental effects from mining and drilling. All Nissan suppliers are encouraged to make continuous efforts in;

- Prioritize to use of recycled material in every kind of raw materials including standard reference materials;
- Promote development and adaption of new recycled materials; and
- Propose to implement Nissan Green Parts and/or remanufactured parts for after services.

4.3 Request related to air quality

NGP2022 key action for air quality

Cleaner exhaust emission and create a comfortable in-cabin environment to protect human health and to reduce the impact on the ecosystem

- **Research technical solutions for cabin air quality improvement**
- **Reduction of VOC from manufacturing sites**

4.3.1 Development on VOC, Odor reduction and compliance with standard

To improve the comfort of car cabin air quality, suppliers are requested to comply with standards and directions for the reduction of substances affecting human health and promote the reduction of volatile substances from products.

Renault and Nissan globally have applied common targets on VOC (Volatile Organic Compounds & Carbonyl Compounds) and odor to reduce material emissions inside the car cabin. Those targets can be achieved by implementing specific requirements for individual parts and materials.

18 groups of parts and related materials inside vehicle cabin for VOC and all parts inside vehicle cabin and such as adhesives, paint, etc. materials that could impact to car cabin air for odor are the scopes.

4.4 Request related to water scarcity

NGP2022 key action for water scarcity

Reduce water consumption and manage water quality with Monozukuri that cares ecosystem services

- **-21% reduction of water per global production at manufacturing sites (vs FY10)**

4.4.1 Water reduction throughout the value chain

To realize zero stress, Nissan Green Program 2022 will seek to reduce water intake.

Please contribute to Nissan's action to reduce water intake by providing equipment for wastewater recycling etc.

Nissan will, in cooperation with our entire suppliers, promote efforts to reduce water usage throughout our value chain. Please refer to 4.5.3 Environment impact reduction with supplier for details.

4.5 Request related to enhancement of business foundation

NGP2022 key action for enhancement of business foundation

Enhance environmental management

- **Ensure management of the environmental compliance policy**
- **Measure life cycle env. impact of vehicle and new technology**
- **Reduce environmental impact through engagement with** stakeholders including **suppliers**, next generation customers and NGO

4.5.1 Enhancement of Environmental Impacting Substance management for Environmental Compliance

4.5.1.1 Establishment and Use of an Environmental Management System

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

1) Compliance with Regulations and Nissan Environmental Basic Policies

Nissan suppliers are required to comply with all applicable laws and regulations related to their business activities as well as requirements set out in Renault Nissan Engineering Standard (chemical substance management standard: RENS-B00027(NESM0301)), IMDS data entry standard: RENS-B00043 (NES M0302), material identification mark standard: RNES-A00001 (NES D0031) and other related publications for products to be supplied to Nissan.

2) Establishment of Environmental Management System (EMS)

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

* Suppliers who have an EMS are requested to continue to develop and update the system.
* Suppliers who have no such system are required to establish one immediately.

3) Designation of an Environmental Responsible Person

Nissan requires that each of its suppliers designates persons who are to be in charge of environmental issues (substances, materials, recycling, Life cycle assessment, environmental labelling,…) and environmental impacts (CO2, energy, water, waste,…) of manufacturing process of Nissan products, and submit his or her name and contact information through an E-file in response to an RFQ. (see 5.5.1 for E-file details)

4) Tier-2, -3 and Farther Upstream Suppliers Management

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

supplied parts with all the requirements of these guidelines.

5) Supplier Audits for implementation of Environment management system

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

4.5.1.2 Management of Environment-Impacting Substances

~Compliance with Regulations and Nissan Engineering Standards~

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

1) Substances management under regulations

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

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

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

Current effective regulations are also subject to be strengthened by continuous revision. The Current EU ELV Directive which includes the exception of Lead, is considered in the direction of banning the Lead usage. EU RRR Directive stipulates a requirement of compliance with this ELV Directive in the framework of a preliminary assessment of vehicle manufacturers. The Directive specifies a list of component parts deemed to be non-reusable* such as airbags, etc., and Nissan prohibits the reuse of any of those listed items under the Directive. Furthermore, such Directives are being extended to the outside of EU such as Korea, China. And it is necessary to watch those regulations to ensure compliance with specific requirements in each region for global common parts.

Each chemical substance subject to eventual prohibition or restriction has intrinsic properties that are classified as carcinogenicity, germ cell mutagenicity, persistent,

bioaccumulation, endocrine disrupting and/or respiratory sensitization, etc. Specifically Prohibition and/or restriction on flame retardants, plasticizers and water repellents with one or more of such hazard classes are either already in force or discussed to be decided. Non-use of these substances must therefore be ensured.

In addition to chemical substances on products or vehicles, it is important to manage risks on daily-use chemicals in offices and industrial facilities. In Japan, administration or risk assessment scope of chemical substances will be expanded in the future by regulations revision like PRTR and Industrial Safety and Health Act. All products and raw materials in scope need to be managed properly based on SDS (Safety Data Sheet).

*Component parts deemed to be non-reusable;
All airbags; automatic or non-automatic seat belt assemblies; seats (only in cases where safety belt anchorages and/or airbags are incorporated in the seat); steering lock assemblies acting on the steering column; immobilisers; emission after-treatment systems (e.g. catalytic converters, particulate filters); and exhaust silencers.

2) Renault Nissan Engineering Standard

Renault and Nissan are working on establishment of commonized standards, "Renault Nissan Engineering Standard (RNES)" and "Renault Nissan Design Standard (RNDS)".
RNES B-00027[*1] globally bans the use of substances likely to be subject to eventual restriction in parts, accessories and materials in addition to the substances currently listed in GADSL*[2] or other relevant laws and regulations. Renault-Nissan suppliers are required to deliver products and materials compliant with regulations of each country and the RNES B-00027.
Please be aware that the RNES B-00027 will be reviewed and updated at least once a year in order to reflect the latest environmental regulations, requirements and policy changes. All of our suppliers are encouraged to consult the latest edition of the RNES B-00027.
With respect to the substances subject to elimination or reduction, Nissan may require its supplier to report analysis result of material composition of products in accordance with NES M0303 "Measurement Method of Environmental Impact Substances"

*1 Current edition of RNES_B-00027 as of May 2021 is V5.0. Regular update will be made every March.
*2 GADSL (Global Automotive Declarable Substance List) URL: http://www.gadsl.org/

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

Nissan carries out quantitative assessment on environmental impact in all stages of the vehicle lifecycle from resource extraction, manufacturing, transportation and to vehicle disposal, instead of merely from operational emission. Nissan will continue to work on lowering the vehicle's environmental impact by developing new technology and improving efficiency in manufacturing process. As a method of assessing the environmental impact, Nissan uses the Life Cycle Assessment (LCA: a method of measuring the environmental performance of products from cradle to grave). Please provide designated environmental data on production process of parts or materials base on request from Nissan.

4.5.3 Environment impact reduction with supplier

Nissan conducts survey to enhance engagement with suppliers and reduce environmental footprint under NGP2022.

Globally selected Tier-1 suppliers are asked to respond to a survey related to climate change and water for the purpose to ascertain their present situations of environmental management and environmental efforts, as well as to promote their environmental activities. Nissan will work together with suppliers to promote efforts to reduce CO2 emission and water usage throughout our value chain based on the collected environmental data. For further details, please refer to "5.5.4 Survey related to climate change and water".

In addition, Nissan would like to request suppliers to promote CO2 emission and water reduction throughout supplier's value chain.

5. REPORTING

5.1 Reporting on climate change

5.1.1 Information related to CO2 emission

Nissan will take actions to reduce CO2 emission from our products, services and corporate activities. Please provide information related to CO2 emission, such as weight of parts, energy usage of equipment, and emission factor of electricity, if requested in supplier selection process, etc.

5.2 Reporting requirement with respect to resource dependency

5.2.1 Reporting on the Use of Recycling Materials

In order to proceed with a reduction of natural resource dependency as a key task of NGP2022, Nissan has been actively facilitating expanded use of recycled materials. Nissan suppliers are required to submit information about their use of recycled materials.

What to report

Type and weight of post-/pre-consumer materials and their ratio to the weight of virgin materials if they are used in resin materials for products supplied to Nissan. The definition of post-/pre-consumer materials is defined in ISO14021 as follows:

Post-consumer material: Material generated by households or by commercial, industrial and institutional facilities in their role as end-users of the product which can no longer be used for its intended purpose. This includes returns of material from the distribution chain.

Pre-consumer material: Material derived from waste stream during a manufacturing process, excluding materials generated from rework, regrind or scrap and reclaimable into the same manufacturing process.

How to report

The supplier shall include ratio of recycled resin in IMDS data submission. The suppliers shall refer to RNES_B-00043 (NES M0302) for IMDS reporting instruction.

*IMDS (International Material Data System):

An internet based material data collection system the IMDS is the automobile industry's material data system. Nissan-authorized web-based systems equivalent to IMDS are accepted. (e.g. CAMDS)

5.2.2 Reporting on Materials Used and Weight

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

What to report

Information of all materials used and weight of the parts to be delivered to Nissan.

How to report

The supplier shall submit IMDS data. The suppliers shall refer to RNES B-00043 (NES M0302) for IMDS reporting instruction.

5. 2. 3 Reporting on Marking of Products and Parts

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

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

What to report

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

How to report

The supplier shall submit IMDS data. The suppliers shall refer to RNES B-00043 (NES M0302) for IMDS reporting instruction.

Table of regulatory requirements and targets over recycling

√: All suppliers ▲: Applicable suppliers (To be advised by Nissan)

				Target parts / materials					
Requirements				Parts	Raw Materials *1	Indirect Materials *2	Access ories *3	Service parts *4	Logistics packaging materials
Recycle	Improve Recyclability	Report on materials used and weight	Target	√	√	-	-	▲	-
			Timing	When delivering trial/mass production parts		-	-	Upon individual request	-
			Form Tool	IMDS	IMDS	-	-	IMDS	-
		Report on recycling materials	Target	√	√	-	-	▲	-
			Timing	When delivering trial/mass production parts		-	-	Upon individual request	-
			Form Tool	IMDS	IMDS	-	-	IMDS	-
		Report on marking of products and parts	Target	√	-	-	-	▲	-
			Timing	When delivering trial / mass production parts	-	-	-	Upon individual request	-
			Form Tool	IMDS	-	-	-	IMDS	-

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

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

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

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

5.3 Reporting on air quality

5.3.1 Reporting on development on VOC, Odor reduction and compliance with standard

Report on VOC and odor : To reduce car cabin odor and volatile substance to have an influence on human health, suppliers shall report evaluation result and test data on car cabin parts and materials in accordance with Renault/Nissan common standards shown as following.

What to report

Suppliers shall investigate all parts and material as paste and liquid of materials in car cabin and trunk following to the below standards.

- VOC, Odor test method and target in accordance with Renault/Nissan Design Standard (RNDS)/Nissan Design Standard (NDS)
- VOC & Carbonyl compounds emissions from parts :
  Parts VOC test method; Renault/Nissan Technical Standard RNES B-00114 (Nissan Technical Standard NES M0402), Parts VOC target; Renault/Nissan Technical Standard RNES B-00115 (Nissan Technical Standard NES M0403)
- Odor from parts and materials :
  Odor test method; Renault/Nissan Technical Standard RNES B-00096, Odor target; Renault/Nissan Technical Standard RNES B-00161 (Nissan Technical Standard NES M0160), Odor substance usage restrictions; Nissan Technical Standard NES M0297

How to report

- In the development phase, suppliers shall submit test results (measurement result) and data of parts VPC and Odor test as suppliers test report (STR) in accordance with Renault/Nissan Design Standard (RNDS)/Nissan Design Standard (NDS). Report format should be followed to Renault/Nissan Technical Standard (RNES) or Nissan Technical Standard (NES). Additionally suppliers shall submit the usage amount and types of paints and adhesive material.
- In the mass production, suppliers shall submit VOC and Odor data of mass production parts for COP (Conformity of Production) management.

5.4 Reporting on water

5.4.1 Information related to water usage

Nissan will take actions to reduce water intake. Please provide information related to water, such as equipment's water usage, if requested in supplier selection process, etc.

5.5 Reporting with respect to business foundation strengthening

5.5.1 Report on RFQ: E-file

E-File (Environmental File), included in RFQ (Request for Quotation) for supplier selection

process, is used to evaluate candidate supplier's compliance with Nissan's requirements related to environmental impacting substances control for target parts. The E-file requirement applies to all regions globally.

Evaluation criteria

- Supplier agreement of compliance with laws and regulations in different countries and RNES B-00027
- Supplier agreement of compliance with Nissan's requirements related to the environmental impacting substances management
- Submission of contact information of managers and/or staffs in charge of environmental impacting substances management for Nissan products
  - Responsible person who manages environment-impacting substances and/or a person who handles actual duties on behalf of the responsible person such as a sales person, an IMDS* engineer or a REACH regulation responder
  - An IMDS reporter and a sub-IMDS reporter who complete material data inputs to the IMDS by specified date in response to a request from Nissan.
  - A REACH Regulation responder who handles matters related to REACH requirement

Inadequate response to the E-file

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

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

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

*IMDS (International Material Data System):

An internet based material data collection system the IMDS (International Material Data System) is the automobile industry's material data system.

Nissan-authorized web-based systems equivalent to IMDS are accepted. (e.g. CAMDS)

5.5.2 Reporting on the Use of Environment-impacting Substances and Substances of Very High Concern (SVHC)

Material data submission is globally required for all parts, materials for Nissan products in accordance with relevant regulations and Renault-Nissan Engineering Standards.
Especially for EU REACh regulation, NISSAN requests to report all SVHC's CAS number and its concentration rate with IMDS or other designated method if SVHC usage in article and preparation amount is excess our threshold in RNESB-00027 to all parts, raw materials, preparation (mixtures), subsidiary materials or packaging materials suppliers.
Also the supplier must communicate any changes in the use of SVHCs resulting from component or raw material substitution to Nissan purchasing department, and at the same time, the changes must be reported by using IMDS, SDS or other designated methods.

1) Parts and raw materials

How to report

Each design note for Nissan parts indicates a requirement of IMDS data submission for the part and raw materials. Suppliers must input substance data to the IMDS in accordance with RNES B-00043 (NES M0302) and submit to Nissan. An engineering liaison form may also be used to require additional IMDS data submissions in some cases.

Submission of an inspection report, upon delivery of a prototype part from each prototype lot, a first product after SOP or a first product after a part change, must include approved IMDS ID number in accordance with ANPQP unless otherwise directed by an engineering liaison form.

In order to ensure Conformity of Production (CoP) regarding the use of heavy metals (lead, cadmium, hexavalent chromium, mercury, etc.) restricted under motor vehicle recycling laws in different countries, Nissan requires its suppliers of a material data analysis in accordance with RNES-B-20205 Regulated Chemical Substance Analysis(NES M0303) if the suppliers use any raw materials (e.g., solders) that are likely to contain the heavy metals.

Nissan conducts random analysis on the Nissan parts and raw materials to validate the concentration of environment-impacting substances. Depending on the inspection results and/or status of their existing/submitted IMDS data, Nissan suppliers may individually be required to submit additional substance data as well as to be audited of their substance management procedure in a production process.

In addition, suppliers will be requested to conduct self-assessment for chemical substance management once per year in order to confirm environment-impacting substance management level and continuous improvement. Please fill out self-assessment sheet and send back to Nissan when you received this request by Nissan.

2) Raw materials and indirect materials for factories

Scope

All chemical substances for newly developed/existing products to be used at factories and/or all other business facilities:

- raw materials (e.g. paints, compositions, greases, adhesives, detergent, toner, ink and fillers)
- indirect materials (e.g. ink for paint marker pens used at factories)
- parts (e.g. batteries).

What to report

SDS (Safety Data Sheet) for the following substances:

- contained in raw materials and parts specified by Nissan
- risk assessment object in Industrial Safety and Health Act(Japan only)
- defined as type1 and/or type2 in PRTR Act(Japan only)
- object in Poisonous and Deleterious Substance Control Law(Japan only)

How to report

Sending SDS to registration window(nissan_sds_search@mail.nissan.co.jp) on each new contract planning and every individual request from Nissan*

* note: use latest SDS template to align with revised PRTR Act in Japan

3) Accessories and service parts

Scope

- Newly designed or existing accessories (including AVCN)
- service parts for old model vehicles out-of warranty
- some exclusive service parts without distinction as to existing or old model vehicles as well as within or out-of warranty.

  * “Existing vehicles” and “parts for old model vehicles within warranty” follow the same rules as mass production parts.

What to report

Nissan suppliers are required to enter and submit the material information of designated parts via IMDS

Nissan suppliers may be required to submit additional material information of their parts using an engineering liaison form, even if the parts are not bounding for countries subject to the regulations.

How to report

Nissan suppliers are required to use IMDS for reporting. Please refer to RNES B-00043 (NES M0302) for details of how to submit the data and to which department the data be reported. For the parts reported via IMDS, the IMDS ID numbers must be accompanied with an

inspection report on delivery. Both are required on delivery of the trial parts of every trial lot on delivery of the first parts from first time mass production line, and on delivery of design changed parts from first time mass production line after the change.
Nissan suppliers are required to follow the specific directions in the engineering liaison form for the individual request made with the notification form.

4) Packaging materials for logistics

Scope

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

What to report

Nissan defined in Renault-Nissan Engineering Standard, RNES B-00027(NES M0301) the environment-impacting substances that are prohibited or restricted to use for Nissan products. Nissan will designate the packaging materials that need to be investigated and reported by our suppliers.

How to report

Please report the investigation results to Nissan by submitting a designated form(s) such as Logistic File, packing notification form (in PDS), Individual File, Material Standard Chart (AS) and MSDS.

Table of requirements and targets over management of products and materials

√: All suppliers　▲: Applicable suppliers (To be advised by Nissan)

Requirements				Target parts / materials				
				Parts, Raw Materials *1	Raw & Indirect Materials *2	Accessories *3	Service parts *4	Logistics packaging materials
Environment-impacting substances	Compliance with regulations in each country and Nissan Standards		Target	√	√	√	√	√
			Standard	RNESB-00027 RNESB-00043	RNESB-00027	RNESB-00027	RNESB-00027 RNESB-00043	RNESB-00027
	Assessment over Supplier management level		Target	√	-	▲	▲	-
			Timing	conducting ASES and replying to RFQ	-	conducting ASES and replying to RFQ	conducting ASES and replying to RFQ	-
			Form	RFQ reply	-	RFQ reply	RFQ reply	-
	Improving the products management level	Report of the use of environmental impacting substances	Target	√	√	√	√	√
			Timing	delivering trial/mass production parts	planning new raw materials	delivering trial/mass production parts		
				At the first delivery of changed parts/Upon individual request				
			Target	IMDS	SDS	IMDS	IMDS	Individual form
								MSDS
			Tool	IMDS	SDS	IMDS	IMDS	Individual file(KD)
					Overseas) Designated tools of each factory			Individual file, Material standard chart (AS)
		Submission of material analysis data	Target	▲	-	-	-	-
			Timing	delivering trial/mass production parts	-	-	-	-
		Submit parts for analysis and inspection	Target	▲	-	▲	▲	-
			Timing	delivering trial/mass production parts	-	delivering trial/mass production parts		
		Process assessment by Nissan	Target	▲	-	▲	▲	-
			Timing	Upon individual request	-	Upon individual request		
		Self-assessment By Suppliers	Target	√	-	-		
			Timing	1 time / year	-	-		

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

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

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

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

5.5.3 Submission of Life Cycle Assessment Data for Product Evaluation

Nissan suppliers are required to report the environmental data for designated parts and materials using “The Environmental Data Survey Sheet of Materials and Parts” when requested from Nissan. Nissan suppliers are encouraged to refer to the "Environment Data Survey Method of Raw Materials and Parts" for instructions. Nissan suppliers may be contacted to ascertain details of the submitted data survey sheet (e.g. calculation methods).

Deliverables

The designated data on CO2 emitted during the production process of materials or parts

How to report

Environmental data survey sheet of materials and parts.

Table of requirements and targets over LCA

√: All suppliers ▲: Applicable suppliers (To be advised by Nissan)

Requirements			Target parts / materials					
			Parts	Raw Materials *1	Indirect Materials *2	Accessories *3	Service parts *4	Logistics packaging materials
LCA	Submit the life cycle assessment data	Target	▲	▲	▲	-	-	-
		Timing	Upon individual request					
		Form Tool	Specialized sheet			-	-	-

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

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

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

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

5.5.4 Survey related to climate change and water

Nissan will conduct survey related to climate change and water to globally selected Tier-1 suppliers to enhance supplier engagement and environmental impact reduction.

Nissan adopted the supply-chain program offered by CDP, an international environmental NPO that manages a global system for disclosing corporations’ environmental impact and strategies, in fiscal 2014 to request information related to climate change and water, and to monitor and review suppliers' CO2 emission and emission targets.

Please respond to survey related to climate change and water on request from CDP/ Nissan.

This section relates to ”4.1.1 CO2 emissions reduction throughout the value chain”, ”4.4.1 Water reduction throughout the value chain" and "4.5.3 Environment impact reduction with supplier".

6. Laws, Regulations, etc. (non-exhaustive)

GADSL – Global Automotive Declarable Substance List URL: https://www.gadsl.org/
UN GHS (ST/SG/AC.10/30) – "Globally Harmonized System of Classification and Labelling of Chemicals"

EU REACH Regulation - "Regulation concerning the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH)" (EC) No 1907/2006
EU CLP Regulation – "Regulation on classification, labeling and packaging of substances and mixtures" (EC) No 1272/2008
EU Packaging and Packaging Waste Directive (94/62/EC)
EU BPR – "Biocidal Products Regulation" (EU) 528/2012)
EU ELV Directive – "Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles"
EU RRR Directive – "Directive 2005/64/EC relating to the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability"

US Toxic Substances Control Act (TSCA) (15 U.S.C. 2601–2692)
US Significant New Use Rule (SNUR) (TSCA Section 5)

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

Laws and regulations on mercury aligned with requirements with Minamata convention
JP Act on Preventing Environmental Pollution of Mercury (Act No. 42 of June 19, 2015);
CA Products Containing Mercury Regulations (SOR/2014-254);
EU Mercury Regulation – "REGULATION (EU) 2017/852 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 17 May 2017 on mercury", etc.

KR Act on the Resource Circulation of Electrical and Electronic Equipment
CN Management Requirements for Vehicle Hazardous Substance and Recyclable Utilization Ratios (MIIT Notice No.38 (2015))
CN Requirements for prohibited substances in automobiles (GB/T 30512-2014)

JP Industrial Safety and Health Act (Act No. 57 of June 8, 1972)
US Occupational Safety and Health Act of 1970 (29 U.S. Code Chapter 15 § 651)
Pollutant release and Transfer Register (PRTR)
Act on Confirmation, etc. of Release Amounts of Specific Chemical Substances in the Environment and Promotion of Improvements to the Management Thereof
Poisinous and Deleterious Substance Control Law

7. Relevant Standards and Procedures

(Please go to the Nissan supplier portal website or ask a Nissan buyer for a copy.)

Renault Nissan Engineering Standard, RNES B-00027 "Restricted Use of Substances" (NES M0301)
Renault Nissan Engineering Standard, RNES B-00043 "Substance data input standard by IMDS" (NES M0302)
Renault Nissan Engineering Standard, RNES-B-20205 Regulated Chemical Substance Analysis(NES M0303)
Renault Nissan Engineering Standard, RNES A-00001 "Identification and Marking of Polymeric Parts" (NES D0031)
Renault/Nissan Technical Standard “Vehicle Interior parts - Test method for the determination of the volatile organic compounds” (RNES B-00114)
Nissan Technical Standard “VOC test method of cabin parts” (NES M0402)
Renault/Nissan Technical Standard “Vehicle Interior parts – Target value of the volatile organic compounds” (RNES B-00115)
Nissan Technical Standard “VOC of Cabin Parts” (NES M0403)
Renault/Nissan Technical Standard “Odor test method for materials and parts” (RNES B-00096)
Renault/Nissan Technical Standard “Odor specification for materials and parts” (RNES B-00161)
Nissan Technical Standard “Method of Testing the Smell of Interior Parts” (NES M0160)
Nissan Technical Standard “Odor substance usage restrictions” (NES M0297)
Alliance Nissan Product Quality Procedure (ANPQP)

8. HISTORY of Revision

Date	Edition	Contents
2008.03.10	[N]	Globalized edition. Newly published as Nissan Green Purchasing Guideline.
2010.07.29	[1]	Document edited according to the revised EU regulations for environment-impacting substances (EU REACH regulation, MSDS report requests)
		Document edited according to the publication of the Renault-Nissan CSR Guidelines for Suppliers.
2011.11.25	[2]	Document edited according to the announcement of the Nissan Green Program 2016.
2012.11.30	[3]	Document edited according to expansion of requirement to suppliers
2015.10.31	[4]	Reframed to be aligned with the Renault Green Purchasing Guideline
2016.11.30	[5]	Unification of Engineering Standards of Renault and Nissan (RNESB-00027)
2018.08.22	[6]	Alignment with NGP2022
2019.05.23	[7]	Mandate self-diagnostic assessment requirement added
2021.05.17	[8]	Revise of corporate purpose, data submission for LCA, description of survey
2022.5.23	[9]	Revision of CO2 EM reduction through value chain, technical standard and regulation revision

Contact details by subject category

May 2022

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Apply G2B implementation	Global Help Desk (Nissan Global Customer Service Center)			-	+81(0)3-5326-5623
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