

Nissan

Green Purchasing Guidelines

July 2024

Nissan Motor Co., Ltd.

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1. Introduction

A variety of environmental challenges--climate change, pollution and scarcity of natural resources-- now effect our entire world. It has become crucial for every individual in the world as well as business entities, governments, non-governmental and non-profit organizations to think and act proactively 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, by sharing the value of Nissan's procurement policy and environmental philosophy with suppliers. Nissan conducts surveys of suppliers' actions related to CO2 reduction, setting science based targets, and ensuring 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" (NPQP) and "Restricted Use of Substances" of Nissan Engineering Standard. These guidelines and standards are based on "Nissan Supplier CSR Guidelines" and "Nissan Green Program (NGP)".

"Nissan Green Purchasing Guidelines" was revised in 2024, adding contents of NGP2030. Key issues under NGP2030 are climate change, resource dependency, air quality and water, as well as the strengthening of foundation to promote them. Based on the policy, Nissan builds better communication with our supply partners and further accomplishes our tasks.

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 to reduce 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 will also contribute towards enhancing competitive edge in the global market.

This guideline applies to all automobile materials, parts, products and packaging that are supplied to Nissan. Nissan Partners are encouraged to visit the official global website of Nissan to review the latest edition of this guideline. 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 Guidelines in FY24

This guideline in FY24 includes below amendments.

Section	Title	Revises / Updates
1	Introduction	Revision due to the transition to NGP2030
3	Purchasing Way and Environmental Policy (3.2)	Revision due to the transition to NGP2030
4	Requirements for the Key Issues of NGP2030 (4.1, 4.2, 4.3, 4.4.3)	Revision due to the transition to NGP2030
5	Reporting (5.2.1, 5.3)	Revision due to the transition to NGP2030
5	Reporting (5.1, 5.4.2 2), 5.4.3, 5.4.4)	Updates the request of reporting

3. Purchasing Way and Environmental Policy

3.1 Nissan Purchasing Way, its Philosophy and Guidelines

We have shared with our suppliers “The Renault-Nissan Purchasing Way” published in 2006 and the “Renault-Nissan Corporate Social Responsibility Guidelines for Suppliers” formulated in 2010 and revised in 2015.

Key Areas of Nissan CSR Guidelines

- | |
|--|
| <ol style="list-style-type: none"> 1. Compliance 2. Safety and quality 3. Human rights and labor 4. Environment <ul style="list-style-type: none"> ● 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 5. Information disclosure |
|--|

Please refer to “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".

Corporate Environmental Principle

Corporate Purpose | **Driving Innovation to Enrich People's Lives**

Environmental Philosophy | **Symbiosis of People, Vehicle and Nature**

Ultimate Goal | **We will reduce the environmental impact and resource consumption of our corporate operations and vehicles throughout their life cycle to a level that can be absorbed naturally by the nature and pass on rich natural capital to future generations.**

What we want to be | **Sincere Eco-Innovator**

Sincere: To address proactively the environmental challenges and reduce the impact on the environment

Eco-innovator: To develop a sustainable mobility society, we will provide customers with innovative technology in our products



Key Issues and Challenges

On top of being compliant, we strive for the continuous improvement and the innovation of technologies and services based on social needs together with long term vision

Climate Change

Carbon Neutral

Toward the goal of carbon neutrality by 2050, strive for electrification potential and Monozukuri innovation.

Resource Dependency

No new material resource use

Drive circular economy by efficient and sustainable use of resources, and by creating a system that maximizes the use of mobility.

Water / Air Quality

Zero risk / Zero impact

Reduce water usage and manage water quality responding to the regional issues, and reduce the impact on air quality by minimizing emissions from cars and corporate activities.

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<Nissan Green Program (NGP)>

Nissan Green Program (NGP) is a mid-term environmental action plan, based on Nissan’s environmental philosophy and policy. Our fifth-generation program is called “NGP 2030”, which is an eight-year action plan. Under NGP2030, Nissan accelerates efforts toward 2030 to address three key issues and strengthen its foundation.

NGP 2030 Key Actions

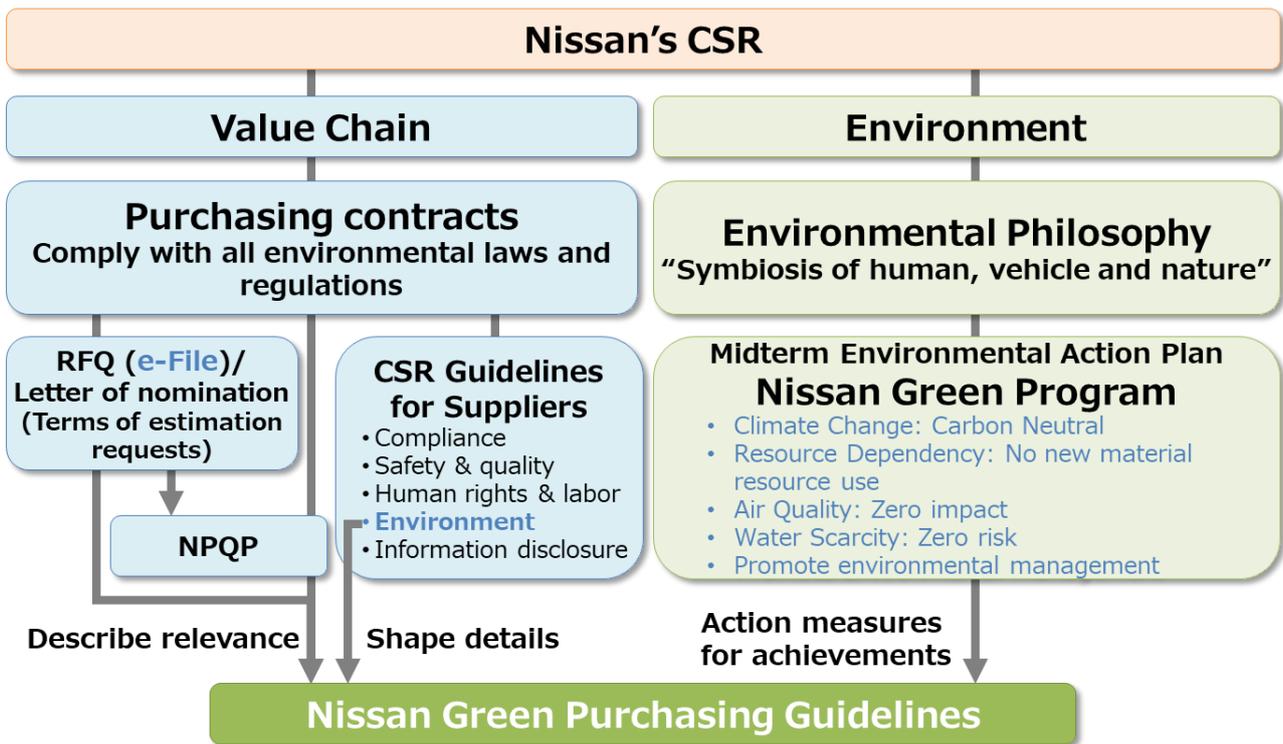
Climate Change	<p>Toward the goal of carbon neutrality by 2050, strive for electrification potential and Monozukuri innovation, delivering CO2 emission reduction targets vs 2018:</p> <ul style="list-style-type: none"> ■ Lifecycle : -30% (Global) ■ New cars: -32.5% (Global), -50% (JPN, US, EUR, PRC) ■ In-house manufacturing: -52% per global production volume
Resource Dependency	<p>Drive circular economy by efficient and sustainable use of resources, and by creating a system that maximizes the use of mobility.</p> <ul style="list-style-type: none"> ■ Expand sustainable material use : 40% (weight basis ; JPN, US, EUR, PRC) ■ Manage waste / landfill ■ Expand energy management function : Equip to EV 100% (JPN, US, EUR)
Air Quality & Water	<p>Reduce water usage and manage wastewater quality responding to the regional issues. Reduce the impact on air quality by minimizing emissions from cars and corporate activities.</p> <p><Water></p> <ul style="list-style-type: none"> ■ Number of high risk sites to be zero by enhancing water risk management at manufacturing sites ■ Reduce water usage at manufacturing sites ■ Manage wastewater quality at manufacturing sites <p>< Air quality ></p> <ul style="list-style-type: none"> ■ Enhance management of vehicle emission including non-tail pipe ■ Manage VOC at manufacturing sites: Continue current activities (Paint shop) ■ Manage air quality in cabin: Comply with Nissan standards on In-Cabin VOC
Enhancement of Foundation	<p>Enhance environmental management</p> <ul style="list-style-type: none"> ■ Secure responsible sourcing: Conduct supply chain risk management ■ Secure and integrate value-chain information (traceability) <p>•Build and operate management system (e.g. Carbon Footprint) for corporate activities and parts production</p> <p>•Secure supply-chain data reliability</p> <ul style="list-style-type: none"> ■ Enhance Environmental Governance

Nissan Green Program URL

<https://www.nissan-global.com/EN/ENVIRONMENT/GREENPROGRAM/Framework/>

3.3 Position of Nissan Green Purchasing Guidelines

The Nissan Green Purchasing Guidelines embodies the notions described in the environment area from the Nissan Supplier CSR Guidelines. Development of the Nissan Green Purchasing Guidelines is one of Nissan’s efforts towards accomplishing the mid-term environmental action plan known as Nissan Green Program.



4. Requirements for Key Issues of NGP2030

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 Guidelines.

4.1 Request Related to Climate Change

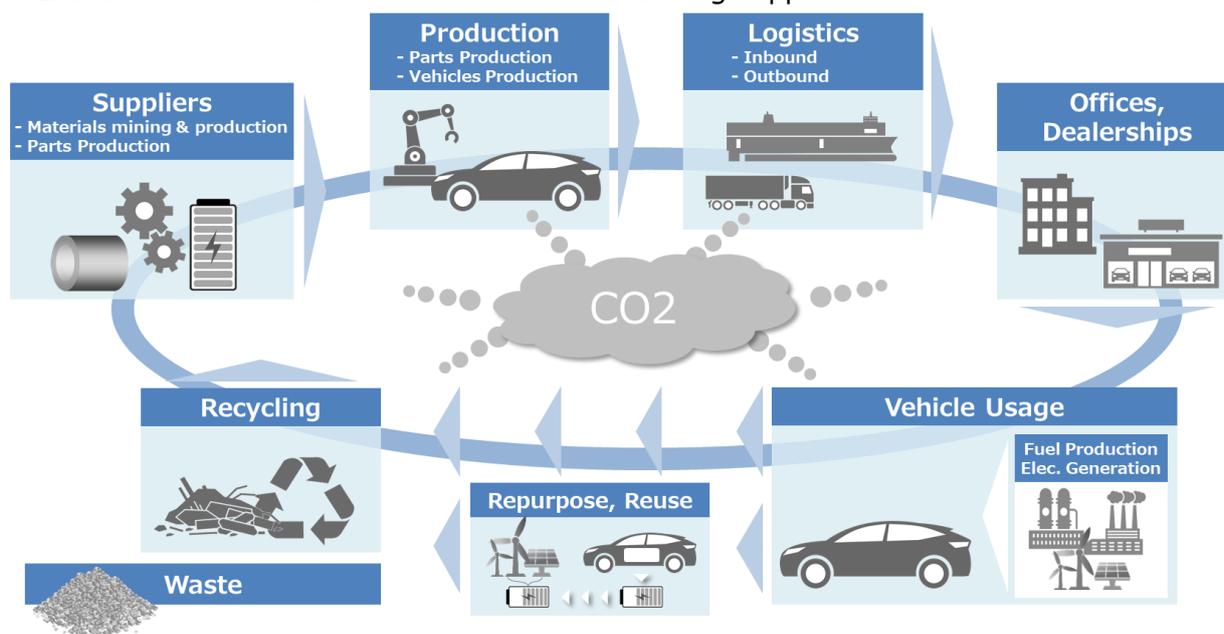
NGP2030 key actions for climate change

Toward the goal of carbon neutrality by 2050, strive for electrification potential and Monozukuri innovation, delivering CO2 emission reduction target (vs 2018):

- Lifecycle : -30% (Global)
- New cars: -32.5% (Global), -50% (JPN, US, EUR, PRC)
- In-house manufacturing: -52% per global production volume

4.1.1 CO2 Emissions Reduction throughout the Value Chain

To realize carbon neutrality on the entire vehicle lifecycle by 2050, Nissan strives to reduce CO2 emissions from our entire value chains including suppliers.



Approximately 10% of lifecycle CO2 emissions is attributed to supplier emissions, and this accounts for 80% of the CO2 emitted until a vehicle is completed. To achieve carbon neutrality, supplier’s actions are crucial, and under NGP2030, we will further enhance our actions to reduce CO2 emissions from the raw materials and parts etc.

The scope of CO2 reduction by suppliers includes emissions from the entire supply chain, including Tier-2, -3 and subsequent 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 every supplier to solve any issues on action plan promotion.

<Viewpoint of action plan >

- Develop "management system for execution"
- Calculate entire supply chain CO2 emissions
- Create a feasible and effective reduction plan
- Set science based CO2 reduction target (e.g. SBT)
- Disclose information based on framework (e.g. TCFD, TNFD)

4.2 Request Related to Resource Dependency

NGP2030 key actions for resource dependency

Drive circular economy by efficient and sustainable use of resources, and by creating a system that maximizes the use of mobility.

- Expand use of sustainable material : 40% (weight basis ; JPN, US, EUR, PRC)
- Manage waste / landfill
- Expand energy management function : Equip to EV 100% (JPN, US, EUR)

4.2.1 Proactive Efforts by Suppliers in Individual Recycling Activities and the Use of Sustainable Materials

Toward zero dependency on new material resource use, Nissan promotes sustainable use of resources. In NGP2030, we have defined sustainable materials as circulable virgin materials that can be recycled and meet all the following sustainability requirements considering the environment and social aspects, in addition to the materials that are not newly mined resources that we have been working on. Nissan has set a goal to expand the use of sustainable materials to 40% by 2030.

<Definitions of Sustainable Materials>

	Non-newly mined materials*	Ciculable virgin materials
De-carbonized materials	-	✓
Non-toxic materials	✓	✓
Ethical materials	✓	✓

✓ : sustainable materials requirements

* Non-newly mined materials include recycled materials / bio-materials

<Sustainability Requirements>

De-carbonized materials	Materials reduced more than 50% of CO2 emission (v.s. 2018)* *Generally available CO2 emission factors for third party assurance
Non-toxic materials	Materials not containing toxicity nor prohibited •Ruled as Renault Nissan Engineering Standard "RNES-B-00027"
Ethical materials	Materials with minimum impact on society/environment from Nissan •Without human rights violation, bribery/corruption •Considering biodiversity conservation, animal welfare •Request whole supply chain for complying with policies/guidelines

Furthermore, Nissan supports suppliers' individual recycling activities and the use of sustainable materials. All Nissan suppliers are encouraged to make continuous efforts in;

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

4.3 Request Related to Air Quality and Water

4.3.1 Request Related to Water

NGP2030 key actions for water

Reduce water usage and manage wastewater quality responding to the regional issues

- Number of high risk sites to be zero by enhancing water risk management at manufacturing sites
- Reduce water usage at manufacturing sites
- Manage wastewater quality at manufacturing sites

4.3.1.1 Reduce Water Usage and Manage Wastewater Quality throughout the Value Chain

Toward zero water risk, NGP2030 will seek to reduce water usage and manage water quality. All Nissan suppliers are encouraged to make continuous efforts in:

- Water usage reduction: Promote reduction actions (e.g. wastewater recycling)
- Wastewater quality management: Comply with local laws, regulations and standards when discharging wastewater from facilities.

Nissan will, in cooperation with all of our suppliers, promote efforts to reduce water usage throughout our value chain. Please refer to 4.4.3 Environment impact reduction with supplier for details.

4.3.2 Request Related to Air Quality

NGP2030 key actions for air quality

Reduce the impact on air quality by minimizing emissions from cars and corporate activities.

- Enhance management of vehicle emission including non-tail pipe
- Manage VOC at manufacturing sites: Continue current activities (Paint shop)
- Manage air quality in cabin: Comply with Nissan standard on In-Cabin VOC

4.3.2.1 Reduce Various Emissions from Vehicles

Nissan prioritizes the cleanliness of all emissions generated from vehicles and production

activities and providing a pleasant in-cabin to customers. Toward zero impact to the humans, society, and environment, NGP2030 strengthens vehicle emission reduction including non-tail pipe and management of VOC at manufacturing sites and air quality in cabin. Suppliers are requested to comply with regulations of each country, as well as Nissan's standards and policies.

Nissan has applied requirements for individual parts and materials to improve air quality within the car cabin. The scope of VOC (Volatile Organic Compounds & Carbonyl Compounds) is target parts and related materials inside car cabin. For odor, all parts inside the car cabin are in scope, such as adhesives, paint, etc.

4.4 Request Related to Enhancement of Foundation

NGP2030 key actions for enhancement of foundation

Enhance environmental management

- Enhance environmental governance
- Secure responsible sourcing: Conduct supply chain risk management
- Secure and integrate value-chain information (traceability)
 - Build and operate management system (e.g. Carbon Footprint) for corporate activities and parts production
 - Secure supply-chain data reliability

4.4.1 Enhancement of governance to ensure effective environment & substance management.

4.4.1.1 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-B-00043 (NES M0302), material identification mark standard: RNES-A-00001 (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, etc) 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 5.4.1 for E-file details)

4) Tier-2, -3 and further 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 further 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, etc) either through audits or brand specific actions.

4.4.1.2 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 frameworks 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) need to be taken into account. Nissan requests its suppliers to identify the authorized chemicals

for biocidal use and handle them complying with laws and regulations when 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 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 had been working on the 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. 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 RNE-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 RNE-B-00027 as of June 2024 is V7.0 Regular update will be made every March.

*2 GADSL (Global Automotive Declarable Substance List) URL: <http://www.gadsl.org/>

4.4.2 Information related to Vehicle Life Cycle Assessment (LCA)

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.

4.4.3 Environment Impact Reduction with Supplier

Nissan enhances engagement with suppliers to reduce environmental footprint in order to secure responsible sourcing.

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, and manage wastewater quality throughout our value chain based on the collected environmental data. For further details, please refer to "5.4.4 Survey related to climate change and water".

In addition, Nissan would like to request suppliers to promote CO2 emission and water usage reduction, and wastewater quality management throughout their 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. Please cooperate with us in providing CO2 emission data by product if requested for compliance with regulations such as the EU Battery Regulation, CSRD (Corporate Sustainability Reporting Directive), CBAM(Carbon border adjustment mechanism) and IFRS (International Financial Reporting Standards).

5.2 Reporting Requirement with Respect to Resource Dependency

5.2.1 Reporting on the Use of Sustainable Materials

1) Reporting on the Use of Non-New Materials (recycled materials / bio-materials)

Nissan suppliers are required to submit information about their use of non-newly mined 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 RNE-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)

2) Reporting on the Use of Circulable Virgin Materials

Please provide information related to circulable newly mined materials used for raw materials and parts delivered to Nissan, if requested in supplier selection process, etc.

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 the 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 instructions.

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	Accessories *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 and Water

5.3.1 Reporting on Water

Nissan will take actions to reduce water intake and manage wastewater quality. Please provide information related to water, such as water usage at facilities and equipments that manufacture raw materials and parts delivered to Nissan, if requested in supplier selection process, etc.

5.3.2 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 VOC 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 with Respect to Foundation Strengthening

5.4.1 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)

5.4.2 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 RNES-B-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 NPQP 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 and OSH regulation 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)

			Target parts / materials					
Requirements			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	RNES-B-00027 RNES-B-00043	RNES-B-00027	RNES-B-00027	RNES-B-00027 RNES-B-00043	RNES-B-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.

5.4.3 Submission of Life Cycle Assessment Data for Product Evaluation

Nissan suppliers are required to report the environmental data (including CO₂) for designated parts and materials, for the use of life cycle evaluations, for submission to governments based on laws and regulations, and so on. Suppliers who received such requests are asked to cooperate with the information reporting.

5.4.4 Survey Related to Climate Change and Water

Nissan will conduct surveys 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 year 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", "4.3.1.1 Reduce water usage and manage wastewater quality throughout the value chain " and "4.4.3 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

Poisonous 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)

Nissan Product Quality Procedure (NPQP)

8. History of Revision

Date	Edition	Contents
2008.03.10	[N]	Globalized edition. Newly published as Nissan Green Purchasing Guidelines.
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 Guidelines
2016.11.30	[5]	Unification of Engineering Standards of Renault and Nissan (RNES-B-00027)
2018.08.22	[6]	Alignment with NGP2022
2019.05.23	[7]	Mandate self-diagnostic assessment requirement added
2021.05.17	[8]	Revision 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
2023.5.30	[10]	Description to continue following the NGP2022-based policy until next NGP is released
2023.11.06	[11]	Revision according as the alliance with Renault entered a new phase
2024.06.28	[12]	Alignment with NGP2030

Contact Details by Subject Category

Subject	Department	e-mail	Phone
Green Purchasing Guidelines in general	Purchasing Administration Group	nissanpurch-csr@mail.nissan.co.jp	-
	Environmental Strategy Group	NISSAN_SR@mail.nissan.co.jp	+81(0)45-523-5313
Regulation matters	Regulation and Homologation Department	NGPG@mail.nissan.co.jp	+81(0)50-3789-0088
Parts/materials, material markings, recycling material use IMDS, Self -assessment for chemical substance management	Materials Engineering Department	IMDS@mail.nissan.co.jp	+81(0)46-270-1643
Apply G2B implementation	Global Help Desk (Nissan Global Customer Service Center)	-	+81(0)3-4216-3907
Random check on delivered parts, Requirement of IMDS ID numbers with delivery inspection reports	Vehicle Quality Engineering Department Purchased Parts Quality Engineering Group	tak-suzuki@mail.nissan.co.jp	+81(0)46-270-1712
Indirect materials	Vehicle Production Engineering Division Environment and Facility Engineering Department	ISO14001_newSDS@mail.nissan.co.jp	-
SDS window	Safety and Health Department	nissan_sds_search@mail.nissan.co.jp	-
Aftersales	Global Aftersales Division Global Aftersales Engineering Department	m-agata@mail.nissan.co.jp	+81(0)80-3454-9088
Accessory	Global Aftersales Conversion and Accessory / Service Engineering Division Global Conversion and Accessory Department	kamemizu@mail.nissan.co.jp	+81(0)70-1326-8354
Packaging materials	Logistics Inbound Department (KD materials)	Export-PKG@mail.nissan.co.jp	+81(0)45-277-2993
	Global Service Parts Logistics Department Global Aftersales Service Parts Division	reach_as@mail.nissan.co.jp	+81(0)42-747-9260