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Regarding Data for Publication

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

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GOVERNANCE

Stakeholder Engagement

In addition to providing the obvious benefit of growth with sustainable profits, Nissan seeks to contribute to the sustainable development of society. To this end, we listen carefully to the wide variety of our stakeholders, working with them as we pursue activities that meet society's needs.

We identify key stakeholders with the use of value-chain analysis. Our entire value-chain, from extraction of materials to dismantling of the vehicle, has dependency to the stakeholders and also creates impacts to the stakeholders. Opinions from those diverse stakeholders, and people who may help solve the issues should be engaged in our strategy processes. Nissan constantly communicates with a number of regional and international stakeholders including customers, shareholders/investors, business partners/suppliers, non-governmental organizations (NGOs), local communities, government, and future generations.

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



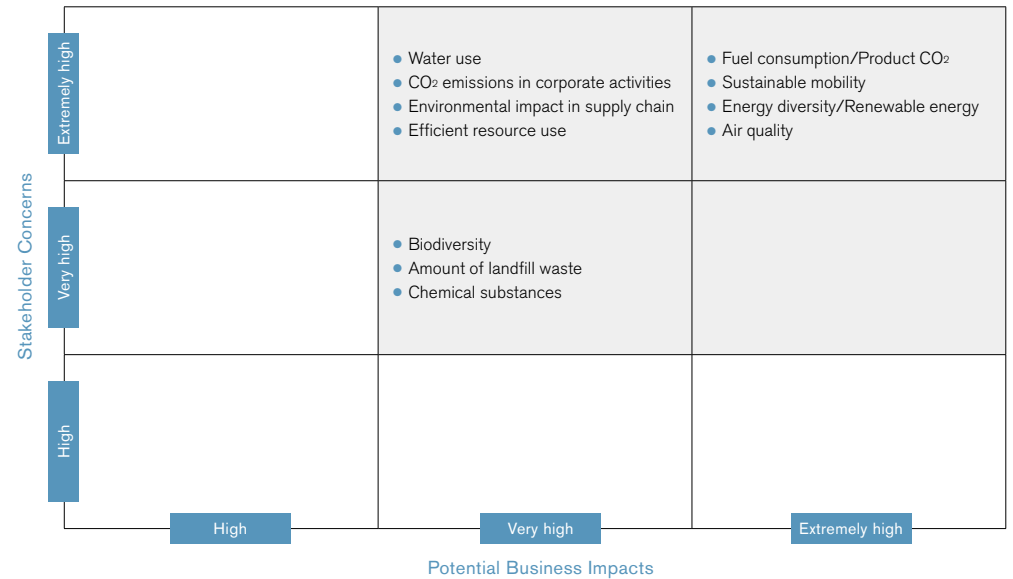
 GRI G3 Indicators
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Materiality (Environment)

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

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



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Nissan's Global Environment Management Organization

We have created specific organizational roles and responsibilities to clarify areas of activity and responsibility. Our Global Environment Management Committee (G-EMC) headed by the member of the board, assembles twice a year to determine overall policies and the proposals to be put before the Executive Committee with other board members. The Environmental Planning Department, which is a part of the Corporate Planning and Business Development Division, determines which proposals will be forwarded to the G-EMC and assigns specific actions to each division.

Nissan has also implemented an environmental management system based on ISO 14001 in all of its business locations in Japan, including production and R&D facilities, offices and training centers. Assigned board member oversees all the company's environmental activities directly. Twice a year, review meetings with the assigned board member are assembled to report the progress of these activities. This is part of a PDCA, or "plan, do, check and act" process, to ensure that Nissan's environmental performance will see continual improvement.

The goals defined by the assigned board member are cascaded down through the organization's personnel for integrated ISO management to each business location and finally to individual employees, who share the goals and targets as each of them plays a role in implementing the company's environmental activities.

Awards and Incentives for Employee

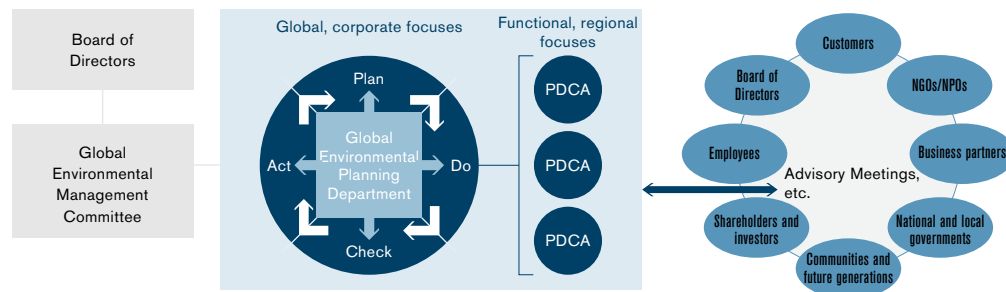
Employee engagements in environmental activities are included as a part of "commitment and target", each employee's annual performance objectives in Japan and some overseas facilities. The results of these activities are evaluated according to how well they have achieved their targets and reflected in the performance-based component of their compensation.

By forging a clear connection between the results achieved by individuals and the environmental activity performance of the company as a whole, Nissan is able to foster environmental awareness among all its employees, motivate their abilities, and support their self-realization efforts at the same time.

Exceptional contributions in the environmental area will be awarded in various ways. Managers present their workers with personal thank-you cards, and employees are honored with the Nissan Prizes presented by the CEO or COO and with awards given by factory chiefs. We seek to enrich our systems for promoting environmental consciousness among employees.



Environment Management Organization



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CORPORATE INDICATORS

Material Balance

Input		(FY)	Output		(FY)
	Unit	2012		Unit	2012
Raw materials	ton	7,330,000	Vehicles		
Water	1000m ³	27,585	Group vehicles produced	ton	4,309,602
Energy	MWh	8,984,684	Waste	ton	170,910
			Waste for disposal	ton	33,479
			Recycled	ton	137,431
			Total wastewater	1000m ³	20,557
			CO ₂ emissions	t-CO ₂	3,268,655
			VOC	ton	12,305
			NOx	ton	525
			SOx	ton	43

Nissan's mid-term environmental action plan, Nissan Green Program 2016 (NGP2016) focuses on reducing the environmental impact of corporate activities and pursuing harmony between resource consumption and ecology. To minimize our corporate carbon footprint, we aim to reduce CO₂ emissions per vehicle produced by 20% in fiscal year 2016 compared to fiscal year 2005. Furthermore, to improve resource efficiency, we aim to increase the ratio of recycled material usage per vehicle to 25% in Japan, U.S., and Europe by fiscal year 2016.

 GRI G3 Indicators
 ▶ EN1 / EN2 / EN3 / EN4 / EN8 / EN16 / EN20 / EN21 / EN22

Energy Input

	Unit	2008	2009	2010	2011	2012
Total	MWh	6,480,833	6,525,000	9,353,605	9,460,190	8,984,864
Japan	MWh	4,195,000	4,142,222	5,525,097	5,573,174	4,565,499
North America	MWh	1,267,500	1,175,278	1,782,399	1,733,447	2,157,793
Europe	MWh	683,056	719,444	1,066,503	939,469	982,332
Other	MWh	335,278	488,056	979,606	1,214,099	1,279,240
Primary						
Natural gas	MWh			3,691,097	3,467,178	2,847,325
LPG	MWh			340,985	527,696	360,891
Coal	MWh			245,848	160,720	235,239
Heating oil	MWh			259,530	253,821	248,445
Gasoline	MWh			81,502	90,413	211,449
Diesel	MWh			18,114	20,247	72,151
Heavy oil	MWh			92,607	87,368	67,967
External						
Electricity (external source)	MWh			4,365,622	4,524,044	4,741,046
Chilled water	MWh			11,692	9,087	25,947
Heated water	MWh			0	0	7,492
Steam	MWh			9,022	67,940	114,281
Internal						
Electricity (in-house)	MWh			236,624	250,520	52,630
Renewable energy	MWh			962	1,157	8,341
Ratio of renewable energy	%	0.000	0.000	0.017	0.026	0.82

Comprehensive energy-saving activities at Nissan facilities resulted in a reduction of energy usage from 9.46 million MWh in fiscal year 2011 to 8.98 million MWh in fiscal year 2012, a reduction of 5.0% despite an increase of 1% in global production volume.

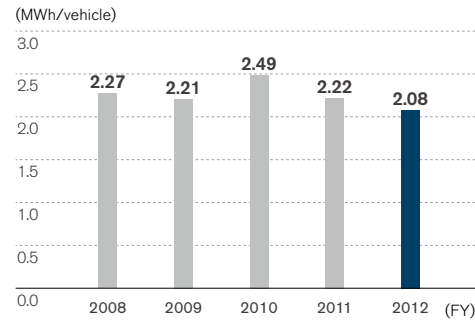
Nissan's objective is to increase the usage of renewable energy to 9% of the total energy in fiscal year 2016.

 GRI G3 Indicators
 ▶ EN3 / EN4 / EN5

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Energy per Vehicle Produced

In fiscal year 2012, comprehensive energy-saving activities at Nissan facilities resulted in an increase in the efficiency of production, leading to a reduction in energy per vehicle produced from 2.22 MWh to 2.08 MWh, a decrease of 6.0% compared to the previous fiscal year.



(By Region)

	Unit	(FY) 2012
Japan	MWh/vehicle	4.31
North America	MWh/vehicle	1.60
Europe	MWh/vehicle	1.53
Other	MWh/vehicle	1.01

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



▶ GRI G3 Indicators
▶ EN3 / EN4 / EN6

CORPORATE INDICATORS – CO₂

Carbon Footprint

	Unit	2008	2009	2010	2011	(FY) 2012
Scope1	t-CO ₂	909,000	869,592	1,023,208	1,047,691	835,766
Scope2	t-CO ₂	1,531,000	1,587,603	1,944,684	2,051,965	2,432,889
Scope1+2	t-CO ₂	2,440,000	2,457,195	2,967,892	3,099,656	3,268,655
Japan	t-CO ₂			1,444,074	1,451,343	1,526,182
U.S.	t-CO ₂			610,016	623,654	758,457
Europe	t-CO ₂			316,856	311,790	284,079
Other	t-CO ₂			596,945	712,868	699,937
Scope3						
Commuting	t-CO ₂				449,110	468,346
Japan, U.S., Europe	t-CO ₂				213,538	214,619*
Logistics	t-CO ₂	992,000	1,102,000	1,438,000	1,660,000	1,490,050
Manufacturing only	ktCO ₂	2,189	1,805	1,899	2,589	2,822
Japan, U.S., Europe	ktCO ₂				1,698	1,934*
Other	ktCO ₂				891	888

In fiscal year 2012, CO₂ emissions from Nissan facilities increased 5.5% from the previous fiscal year, and the total of Scope 1 and 2 emissions was 3.27 million tons. While the fiscal year 2012 results show that comprehensive energy-saving activities at Nissan facilities had positive effects, CO₂ emissions increased at a higher percentage rate than global vehicle production due to changes in the CO₂ emission coefficient of electrical power generated in Japan.



▶ page_142

* Nissan receives third-party certification from PricewaterhouseCoopers Aarata Sustainability Certification Co., Ltd. For details, please see p. 142.

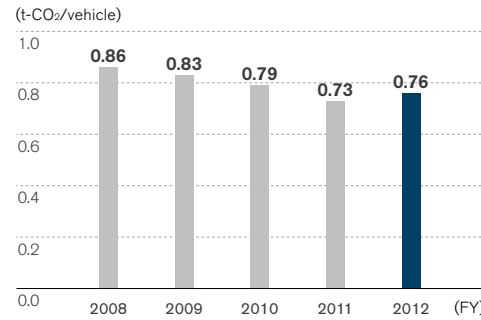


▶ GRI G3 Indicators
▶ EN16 / EN17 / EN18

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Scope 1 and 2 CO₂ per Vehicle Produced

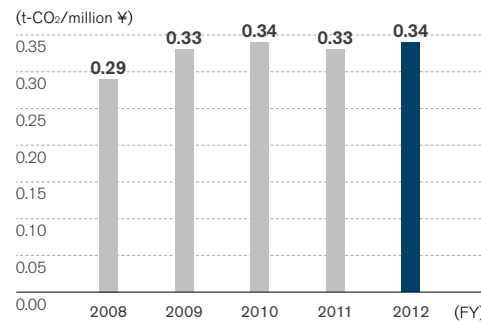
For fiscal year 2012, CO₂ emissions per vehicle produced increased 4.4% from the previous fiscal year, with combined Scope 1 and 2 emissions at 0.76 tons. Our energy conservation diagnosis and best practice sharing among global Nissan plants contributed to significant improvements; however, overall results were greatly influenced by the changes in the electrical power generated in Japan.



(By Region)

	Unit	(FY) 2012
Japan	t-CO ₂ /vehicle	1.04
North America	t-CO ₂ /vehicle	0.44
Europe	t-CO ₂ /vehicle	0.38
Other	t-CO ₂ /vehicle	0.70

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



▶ GRI G3 Indicators
▶ EN16 / EN18

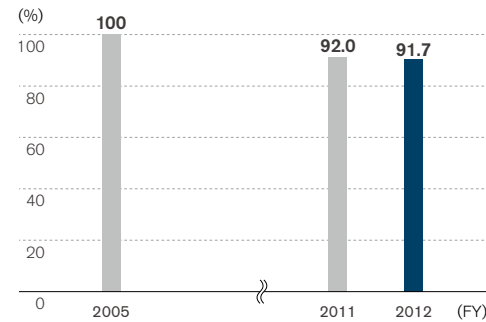
Scope 1 and 2 CO₂ per Revenue

In fiscal year 2012, as measured by sales value, the CO₂ emissions of Scope 1 and 2 totaled 0.34 tons per ¥1 million, which was the same level as in fiscal year 2011.

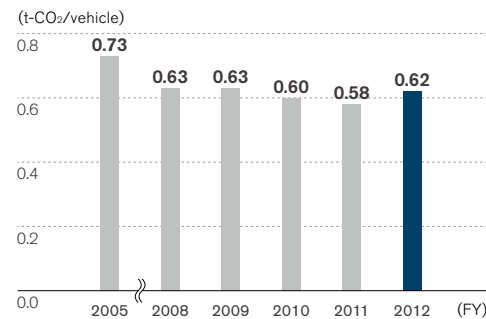


▶ GRI G3 Indicators
▶ EN16 / EN18

Corporate Carbon Footprint per Vehicle Sold



Manufacturing CO₂ per Vehicle Produced



We aim to reduce CO₂ emissions from corporate activities by 20% compared to fiscal year 2005, which focuses on manufacturing, logistics, offices, and sales companies (in Japan). From this report, we have expanded our scope to include all consolidated companies, and revised including origin and previous year results. Fiscal year 2012, even with the improvement in energy consumption in manufacturing, it was greatly influenced by the changes in the electrical power generated in Japan. However, improvement in logistics made the overall corporate emission result as 8.3% reduction compared to fiscal year 2005.



▶ GRI G3 Indicators
▶ EN16 / EN17 / EN18

In the NGP 2016, we aim to reduce CO₂ emissions per vehicle produced from manufacturing activities by 27% in fiscal year 2016 compared to fiscal year 2005. Nissan's manufacturing CO₂ emissions per vehicle produced in fiscal year 2012 were reduced by 15.2% compared to fiscal year 2005.



▶ GRI G3 Indicators
▶ EN16 / EN18

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CORPORATE INDICATORS – WATER

Water Input

	Unit	2008	2009	2010	2011	2012
Total	1000m ³	20,901	15,629	28,671	29,216	27,585
Japan	1000m ³	14,532	9,221	17,612	17,268	14,844
North America	1000m ³	3,009	2,970	4,330	4,591	4,770
Europe	1000m ³	1,954	1,315	2,297	2,276	2,252
Other	1000m ³	1,406	2,123	4,432	5,081	5,720



▶ GRI G3 Indicators
▶ EN8, EN10

In fiscal year 2012, water input in our global sites was about 27,585 thousand cubic meters, a reduction of 5.6% from fiscal year 2011 despite an increase in global production volume. Change in regional production volume and efforts to reduce water use were factors in the overall reduction.

Nissan's objective is to reduce -15% of intake water in fiscal year 2016 compared with 2010 in cubic meter per production unit.

Water Discharge

	Unit	2008	2009	2010	2011	2012
Total	1000m ³	15,970	10,435	19,281	20,398	20,557
Japan	1000m ³	11,040	6,293	13,030	13,565	13,710
North America	1000m ³	2,152	2,099	2,732	3,214	3,055
Europe	1000m ³	1,486	972	1,830	1,930	1,871
Other	1000m ³	1,292	1,071	1,689	1,689	1,920

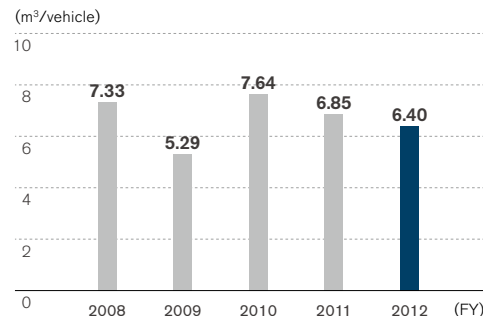
	Unit	2008	2009	2010	2011	2012
Quality						
Chemical oxygen demand (COD)	kg	13,640	11,685	12,345	13,613	8,763



▶ GRI G3 Indicators
▶ EN21

In fiscal year 2012, water discharges from our global sites totaled 20,557 thousand cubic meters, which was about the same amount as fiscal year 2011.

Water Input per Vehicle Produced



(By Region)

	Unit	2012
Japan	m ³ /vehicle	14.00
North America	m ³ /vehicle	3.55
Europe	m ³ /vehicle	3.50
Other	m ³ /vehicle	4.53

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

In fiscal year 2012, water use per vehicle produced was decreased to 6.40 cubic meters, a reduction of 6.5% from fiscal year 2011. Increased efficiency in each region contributed to the overall result.

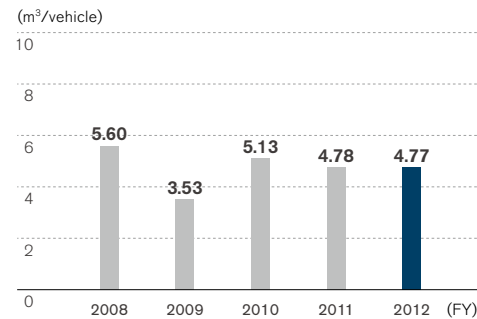


▶ GRI G3 Indicators
▶ EN8

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Water Discharge per Vehicle Produced

In fiscal year 2012, water discharge per vehicle produced was 4.77 cubic meters, which was about the same as fiscal year 2011.



(By Region)

	Unit	(FY) 2012
Japan	m³/vehicle	12.93
North America	m³/vehicle	2.27
Europe	m³/vehicle	2.91
Other	m³/vehicle	1.52

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



CORPORATE INDICATORS – EMISSIONS

Emissions

	Unit	2008	2009	2010	2011	(FY) 2012
NOx	ton	802	755	751	731	525
SOx	ton	154	36	41	46	43



Volatile Organic Compounds (VOCs)

	Unit	2008	2009	2010	2011	(FY) 2012
Total	ton	9,514	8,615	10,130	11,424	12,305
Japan	ton	4,607	4,008	4,018	4,399	3,623
North America	ton	2,451	2,264	2,941	3,366	5,194
Europe	ton	2,456	2,343	3,171	3,658	3,488

In fiscal year 2012, VOCs from manufacturing plants was 12,305 tons totally, a 7.7% increase from fiscal year 2011, partly due to the increase in global production volume.

Nissan's objective is to reduce -15% of Volatile Organic Compounds (VOC) from body manufacturing process in fiscal year 2016 compared with 2010 in grams per square meters.



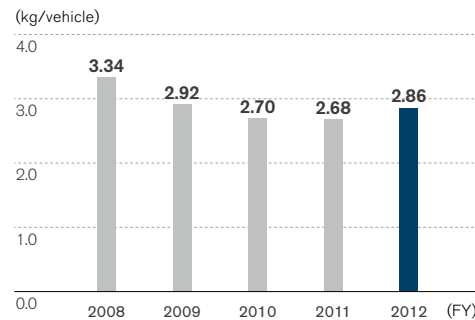
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VOC Reduction with Paint Shop Technologies

In 2013, Nissan opened its most advanced paint plant in the world. The state-of-the-art facility in Smyrna, Tennessee, sets new standards for quality, efficiency and environmental impacts, as it is capable of reducing energy consumption by 30 percent, carbon emissions by 30 percent, and volatile organic compound (VOCs) emissions by 70 percent. The plant uses an innovative three-wet paint process that applies all three paint layers in succession, before the vehicle goes into the oven. The plant is Nissan's "Showcase Project" as part of the Department of Energy's Better Buildings Better Plants Challenge, where Nissan has committed to reducing energy intensity in its three U.S. plants 25 percent by 2020. This effort is part of Nissan's broader global environmental initiative, the Nissan Green Program 2016, which focuses on reducing environmental impacts of corporate activities and pursuing harmony between resource consumption and ecology by promoting and widening the application of innovative green technologies, energy management and fuel-efficient vehicles.

VOCs per Vehicle Produced

In fiscal year 2012, VOCs per vehicle produced was 2.86kg, a 6.6% increase from fiscal year 2011.



(By Region)

	Unit	(FY)
Japan	kg/vehicle	2012 3.42
North America	kg/vehicle	3.86
Europe	kg/vehicle	5.42

GRI G3 Indicators
EN20

PRTR Emissions*(Japan)

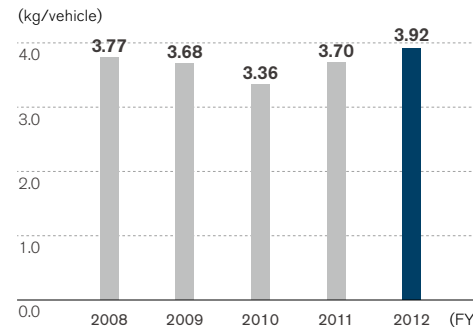
	Unit	2008	2009	2010	2011	2012
Japan site total	ton	3,960	3,773	3,607	4,441	4,158
Oppama	ton	1,111	1,263	911	981	715
Tochigi	ton	904	897	829	915	942
Kyushu	ton	1,145	910	1,106	1,390	1,394
Yokohama	ton	453	429	418	555	581
Iwaki	ton	70	13	58	320	183
NTC	ton	276	260	284	280	343

In fiscal year 2012, PRTR emissions decreased by 6.4% compared to previous year influenced by the change in production volume in Japan.

* Table shown is the chemical substance emissions calculated based on Japanese government guideline of PRTR (Pollutant Release and Transfer Register). PRTR emissions show total volume excluding substances adherent to the product.

GRI G3 Indicators
EN20 / EN24

PRTR Emissions per Vehicle Produced(Japan)



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

GRI G3 Indicators
EN20 / EN24

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CORPORATE INDICATORS – WASTE

Waste

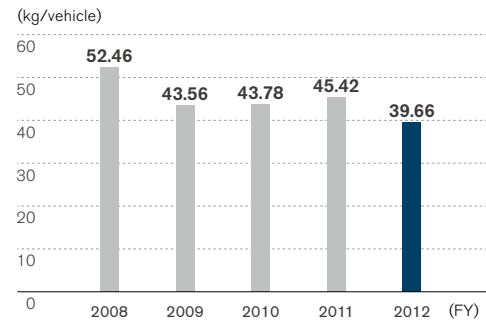
	Unit	2008	2009	2010	2011	2012 (FY)
Total	ton	149,520	128,664	164,381	193,798	170,910
Japan	ton	68,032	62,064	70,136	74,412	67,705
North America	ton	24,957	24,214	31,806	35,780	40,208
Europe	ton	52,176	39,474	59,617	56,996	45,985
Other	ton	4,355	2,912	2,822	26,610	17,012
Detail						
Waste for disposal	ton			41,288	40,048	33,479
Recycled	ton			123,093	153,750	137,431

The scope of the waste data is limited to global production facilities. For fiscal year 2012, waste totaled 170,910 tons, a decrease of 11.8% from fiscal year 2011.



Waste per Vehicle Produced

Waste per vehicle produced was 39.66kg, a decrease of 12.7% from fiscal year 2011. The improvements in waste processing are reducing the total volume of waste generated.

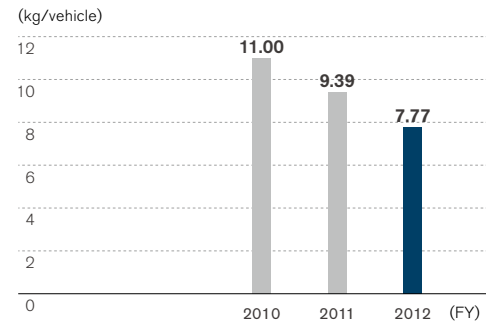


(By Region)

	Unit	2012 (FY)
Japan	kg/vehicle	63.86
North America	kg/vehicle	29.91
Europe	kg/vehicle	71.51
Other	kg/vehicle	13.48



Waste for Disposal per Vehicle Produced



Nissan production sites continue to dedicate strong efforts toward reducing waste for disposable, and the number of "Zero Waste" facilities is increasing. In fiscal year 2012, we reduced the volume of waste for disposal to a total of 7.77kg per vehicle produced, a 17.3% reduction from fiscal year 2011.



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CORPORATE INDICATORS – LOGISTICS

Logistics Volume

	Unit	2008	2009	2010	2011	2012 (FY)
Total	mil ton km	26,696	26,336	35,132	37,946	35,747
Inbound	mil ton km	5,751	7,556	10,659	11,603	12,156
Outbound	mil ton km	20,944	18,780	24,473	26,343	23,591
Sea	%	76.3	68.0	71.8	70.8	70.7
Road	%	13.9	21.2	19.6	20.4	20.6
Rail	%	9.4	10.5	8.2	8.1	8.2
Air	%	0.3	0.3	0.4	0.7	0.5



In fiscal year 2012, despite a 1% increase in global production volume, with our improved filling method for shipping containers and efficient modes of packaging, logistics volume showed improvement. Compared to fiscal year 2011, total volume decreased 5.8%. Although temporary airfreight use remains at a relatively high volume, we are making efforts to substitute rails, trucks and vessels whenever possible.

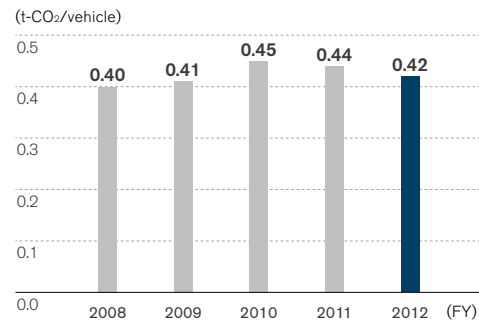
CO₂ Emissions in Logistics

	Unit	2008	2009	2010	2011	2012 (FY)
Total	t-CO ₂	981,562	1,083,305	1,412,657	1,642,195	1,490,050
Inbound	t-CO ₂	380,825	501,056	686,412	859,671	821,030
Outbound	t-CO ₂	600,737	582,249	726,246	782,524	669,020
Sea	%	30.1	24.0	25.2	23.3	23.9
Road	%	51.7	58.4	54.7	50.8	55.3
Rail	%	5.9	5.6	4.5	4.1	4.3
Air	%	12.3	12.0	15.7	21.8	16.4



In fiscal year 2012, the promotion of a modal shift, improved container filling ratios and efficient modes of packaging decreased relevant CO₂ emissions by 9.3% compared to fiscal year 2011. Note: "Inbound" includes parts procurement from suppliers and transportation of knockdown parts, and "Outbound" includes transportation of complete vehicles and service parts.

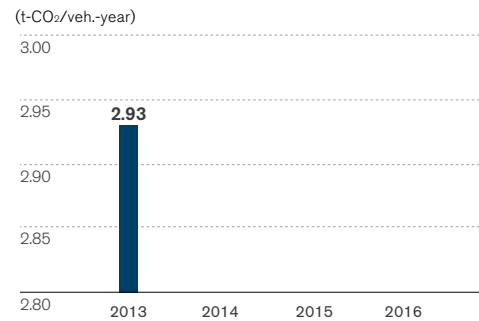
CO₂ Emissions per Vehicle Transported



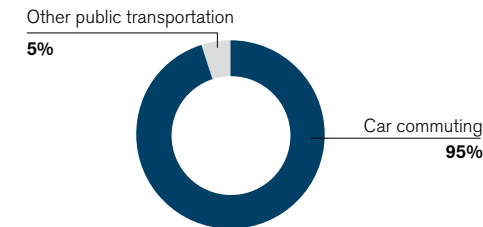
In fiscal year 2012, despite an expansion in global production, the CO₂ emissions per vehicle transported were 0.42 ton, which marked an improvement through efficient logistics compared to fiscal year 2011.



Employee Commuting CO₂ Emission



In fiscal year 2013, we introduced companywide CO₂ reduction plan for car commuting employees in Japan. Currently, CO₂ emission from car commuting in Japan is approximately 56 kton, or 2.93 ton-CO₂/vehicle annually. This plan encourages car commuters to replace from internal combustion engine vehicle to Nissan's zero emission electric vehicle LEAF to reduce CO₂. Our objective is to reduce 1% in ton-CO₂/vehicle annually.



CO₂ emission from commuting (Employees for Nissan offices and manufacturing plants in Japan, FY2012)

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CORPORATE INDICATORS – SUPPLY CHAIN

Supplier Emissions

	Unit	2011	2012 (FY)
Carbon Footprint	kt-CO ₂	49,254	48,226
Direct	kt-CO ₂	22,927	22,534
Indirect	kt-CO ₂	26,327	25,692
Energy Input	GWh	143,594	139,800
Renewable energy	GWh	683	703
Water Input	1000m ³	118,907	118,786
Water Discharge	1000m ³	100,555	98,661
Waste	kton	3,002	2,971



▶▶ GRI G3 Indicators
▶▶ EN17

Supply chain environmental survey was conducted to global Tier-1 suppliers. Calculation was made from actual submitted data from suppliers and combined with other estimated data to cover the scope. In fiscal year 2012, carbon footprint of our contract suppliers decreased their emission by 2% from the previous year. This survey is one of our efforts to reduce CO₂ from entire value chain. From fiscal year 2014, with Tier-1 suppliers' own individual targets, overall CO₂ emission would improve 1% in tonne-CO₂ per turnover annually. Nissan is regularly engaging with global suppliers to continuously reduce environmental impacts.

Component Ratio of Scope 3

Category	Component ratio	2012 (FY)
1. Purchased Goods & Services	%	8.7
2. Capital Goods	%	0.5
3. Fuel- and energy-related Activities	%	0.2
4. Upstream transportation & distribution	%	0.9
5. Waste generated in operations	%	0.1
6. Business travel	%	0.1
7. Employee commuting	%	0.3
8. Upstream leased assets	%	0.0
9. Downstream transportation & distribution	%	0.4
10. Processing of sold products	%	0.0
11. Use of sold products	%	88.4
12. End of life treatments of sold products	%	0.2
13. Downstream leased assets	%	0.2
14. Franchises	%	0.0
15. Investments	%	0.0
Total	%	100



▶▶ GRI G3 Indicators
▶▶ EN17

Nissan conducted a study based on the draft Corporate Value Chain (Scope 3) Accounting and Reporting Standard from the GHG Protocol. The results showed that about 90% of Scope 3 emission was from the use of sold products.

CORPORATE INDICATORS – ENVIRONMENTAL ACCOUNTING

Environmental Expenses

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

	Unit	2011	2012 (FY)
Total	mil Yen	2,581	2,604
Cost reduction	mil Yen	889	900
Profit	mil Yen	1,692	1,704

All environmental costs are based on the guidelines provided by Japan's Ministry of the Environment, and are calculated for activities in Japan only. Expense results for fiscal year 2012 are tentative and subject to future change.



▶▶ GRI G3 Indicators
▶▶ EN30

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CORPORATE INDICATORS – FACILITY

Carbon Credit

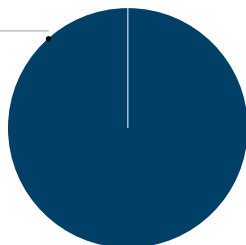
	Unit	2008	2009	2010	2011	2012
Allowance	t-CO ₂		7,308	7,308	7,308	7,308
Credit	t-CO ₂		2,681	4,934	4,066	5,261

Nissan Motor Iberica, S.A. in Barcelona, Spain, entered EU-ETS in 2009. The verified emissions credit earned for fiscal year 2012 was 5,261 tons.



ISO 14001 Certification

Certified facilities 100%



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



Green Building Policy

With ISO 14001 management processes for evaluating environmental impact, Nissan makes it a key task to optimize its buildings in the construction or refurbish stages for making all its structures greener. Our evaluation metrics in this area include buildings with a smaller environmental footprint, such as lower CO₂ emissions; construction methods producing less waste and emissions; and reduced use of hazardous materials and other quality control tasks. Furthermore, in Japan we use the Ministry of Land, Infrastructure, Transport and Tourism's Comprehensive Assessment System for Built Environment Efficiency (CASBEE) as one of our performance indices.

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

The Global Headquarters gained a Built Environment Efficiency Rating of 5.6, the high rating CASBEE for a new structure, making it one of Japan's greenest office buildings. The building's use of natural energy sources to reduce its energy usage and its CO₂ emissions were highly evaluated, as were its methods of water recycling and drastic reduction in waste produced.

Since April 2000, Nissan has been deploying unique environmental facility certification system based on ISO 14001 for sales dealers called Nissan Green Shop. Our environmental policy is requiring all dealers in Japan to pass the certain standard and continue to be audited by Nissan headquarter each year. Dedicated evaluation sheet has total 78 KPIs and keep revising to reflect requirements from national legislation, local community, and from our Nissan Green Program.

Fines from Environmental Laws

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



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CORPORATE INDICATORS – EMPLOYEE ENGAGEMENT AND EDUCATION

Employee Engagement

Nissan has developed programs to provide multiple outlets for employee suggestions and feedbacks. Our Best Practice Sharing program recruits distinguished environmental activities from frontline employees. Their knowledge and skills on energy usages, CO₂, water, waste/landfill are compiled in best practice manuals and shared among global Nissan facilities. The system to reduce cooling tower water use was born from this activity. Energy Efficiency Contest in certain facility is another example. During the month of energy conservation in Japan, employees with conservation ideas are entitled to enter competition to reduce energy usages and CO₂. These programs support employee's motivation to actively participate in environmental activities and achieving objectives.



Employee Education

All environmental activities rest on the foundation of individual employees' knowledge, awareness and competency. From this perspective, as part of its environmental management system, Nissan implements regular environmental education sessions for its own employees and for the employees of partner companies working in Nissan production facilities. The content of these sessions includes topics in line with the Nissan Green Program (NGP), such as CO₂ reduction, energy and water conservation, waste reduction, and management of hazardous materials. We update the content of our training exercises once a year as a means of constantly improving employees' knowledge.

NGP2016, the mid-term environmental action plan announced in fiscal 2011, was communicated through town-hall-style meetings at Nissan business locations throughout Japan with the participation of company executives to discuss topics including the significance and background factors to NGP2016.

The events of these meetings are also shared through the company intranet, internal newsletters and in-house video broadcasts. The same material presented to Nissan's own employees is communicated to affiliate companies as well.



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CORPORATE INDICATORS – NISSAN GREEN PROGRAM KPIS

NGP KPIs (Corporate)

The Nissan Green Program 2016 (NGP2016), our environmental action plan for the six years through fiscal year 2016, focuses on reducing the environmental impact of corporate activities and pursuing harmony between resource consumption and ecology. The program includes activities in development, manufacturing, sales, service and all other departments companywide.

The status of each action plans of NGP2016 is as follows. The overall status column shows the progress achieved by fiscal 2012 compared to the objectives laid out for the duration of NGP2016. Each dot shows the progress achieved versus the target of the planned annual objectives.

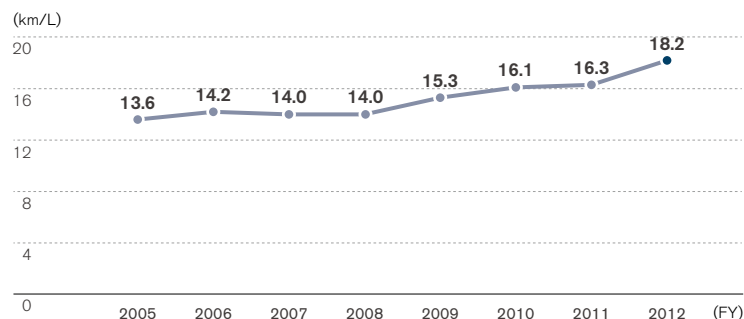
Action plans	FY2012 Status	Overall Status
Reduce CO ₂ emissions of corporate activities by 20% (t-CO ₂ /vehicle, vs. FY2005)	Reduced 12.3% from FY2005	●●●○○○
Reduce by 27% in all manufacturing sites (t-CO ₂ /vehicle, vs. FY2005)	Reduced 15.2% from FY2005	●●●●○○
Promote activities to reduce CO ₂ emissions in inbound/ outbound logistics	Promoted measures including introduction of <i>Nisshai Maru</i> , our fourth energy-efficient auto shipping vessel	●●○○○○
Reduce by 1%/year in offices (Japan, North America, Europe, China, t-CO ₂ /unit)	17.7% increase from FY2010	○○○○○○
Reduce by 1%/year in dealers (Japan, t-CO ₂ /unit)	1.8% increase from FY2010	○○○○○○
Reduce waste		
Reduce waste by 2%/year (Japan) and 1%/year (global) in manufacturing plants	Waste reduced by 10.3% in Japan plants and 3.2% in global plants	●●●●○○
Reduce waste in logistics by expanding best-practice activities		
Promote water-usage management and reduction in all plants	Set targets, started activities to reduce water use in Spain, Egypt, and South Africa	●●○○○○
Enhance and promote environmental management throughout supply chain (consolidated companies, sales companies, suppliers)	Briefing held about NGP2016 with consolidated manufacturers and suppliers; environmental objectives and environmental data, activities reporting added to management items for supplier selections upstream in the supply chain	●●○○○○
Promote reduction, substitution and management of environment-impacting substances	Added our global policy related to environment-impacting substances in the Nissan Green Purchasing Guidelines and distributed it to our suppliers	●●○○○○
Reduce environmental impact of products with life cycle assessments (LCAs)	CO ₂ assessments underway as part of product LCAs	●●○○○○

PRODUCT INDICATORS – FUEL ECONOMY, CO₂

Japan Fuel Economy by Weight Rank

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

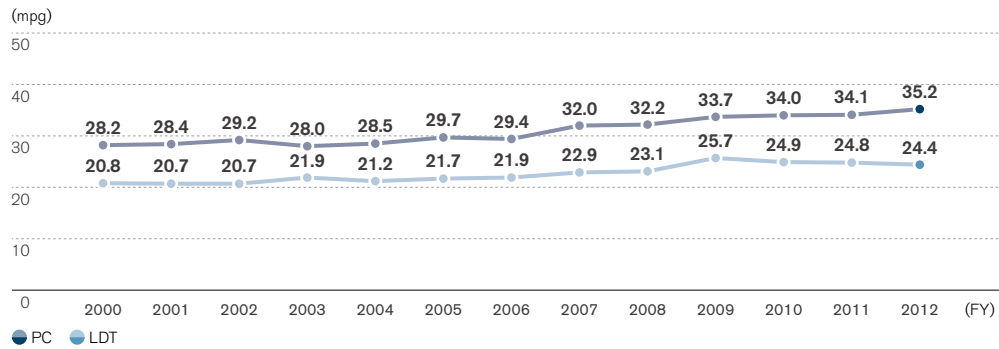
Corporate Average Fuel Efficiency (CAFE, JC08 mode) in Japan



In fiscal year 2012, the increase of sales of Note and the higher proportion of *kei* vehicles (minicars) year-on-year improved the average fuel economy to 18.2km/l in the JC08 mode, which is around a 12% improvement compared to 2011.

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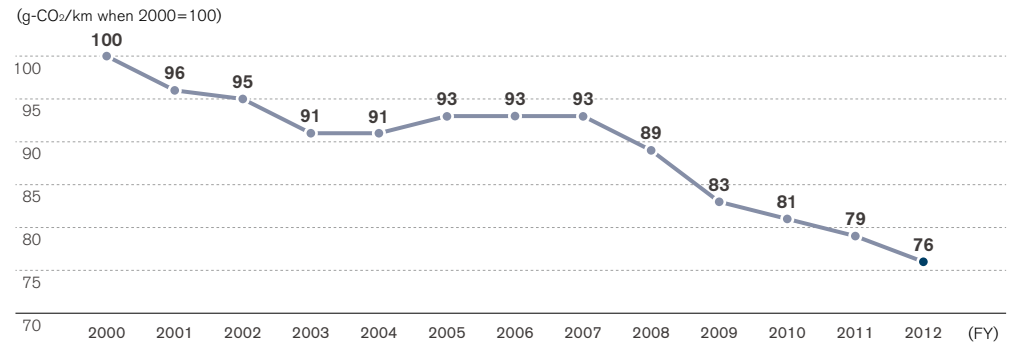
Corporate Average Fuel Efficiency in U.S.



In fiscal year 2012, strong sales of fuel-efficient vehicles equipped with the continuously variable transmission (CVT), such as the Altima and Versa, resulted in CAFE of 35.2 mpg for passenger cars, an improvement of 3% from fiscal year 2011.

 GRI G3 Indicators
EN6/EN26

CO₂ Emission Index from Nissan Vehicles in Europe



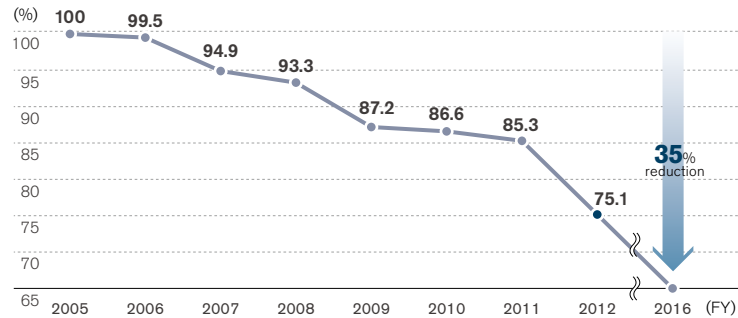
In fiscal year 2012, Nissan reduced its CO₂ emissions by more than 20% compared to fiscal year 2000 on its European sales models.

 GRI G3 Indicators
EN6/EN26

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Global Corporate Average Fuel Efficiency (CAFE)

Nissan's CAFE result in fiscal year 2012 represented a 24.9% improvement from the fiscal year 2005 level. We are steadily progressing toward the Nissan Green Program 2016 (NGP2016) goal of a 35% improvement from fiscal year 2005 (as measured by fuel efficiency standards in the Japanese, North American, European, and Chinese markets).





 ▶▶ GRI G3 Indicators

 ▶▶ EN6/EN26

Top Fuel Economy Models

	Unit		(FY) 2012
Global	km/L(10-15mode)	Nissan NOTE 1.2L 2WD w/Super Charger + Stop/Start System	28.0
Best selling model	mpg	Nissan Versa Sedan (Latio/Sunny/Almera) 1.6L 2WD	43.0
Japan(excl. light vehicle)	km/L(10-15mode)	Nissan NOTE 1.2L 2WD w/Super Charger + Stop/Start System	28.0
Japan(incl. light vehicle)	km/L(10-15mode)	Nissan MOCO 0.66L 2WD + Stop/Start System	29.0
Europe	gCO ₂ /km	Nissan Micra 1.2 DIG-S 2WD + Stop/Start System	95.0
U.S.	mpg	Nissan Sentra 1.8L 2WD	44.2
China	L/100km	Nissan Sunny 1.5L 2WD	5.8

Only models with an internal combustion engines are listed. The 100% electric Nissan LEAF which produces zero CO₂ tailpipe emissions is excluded.



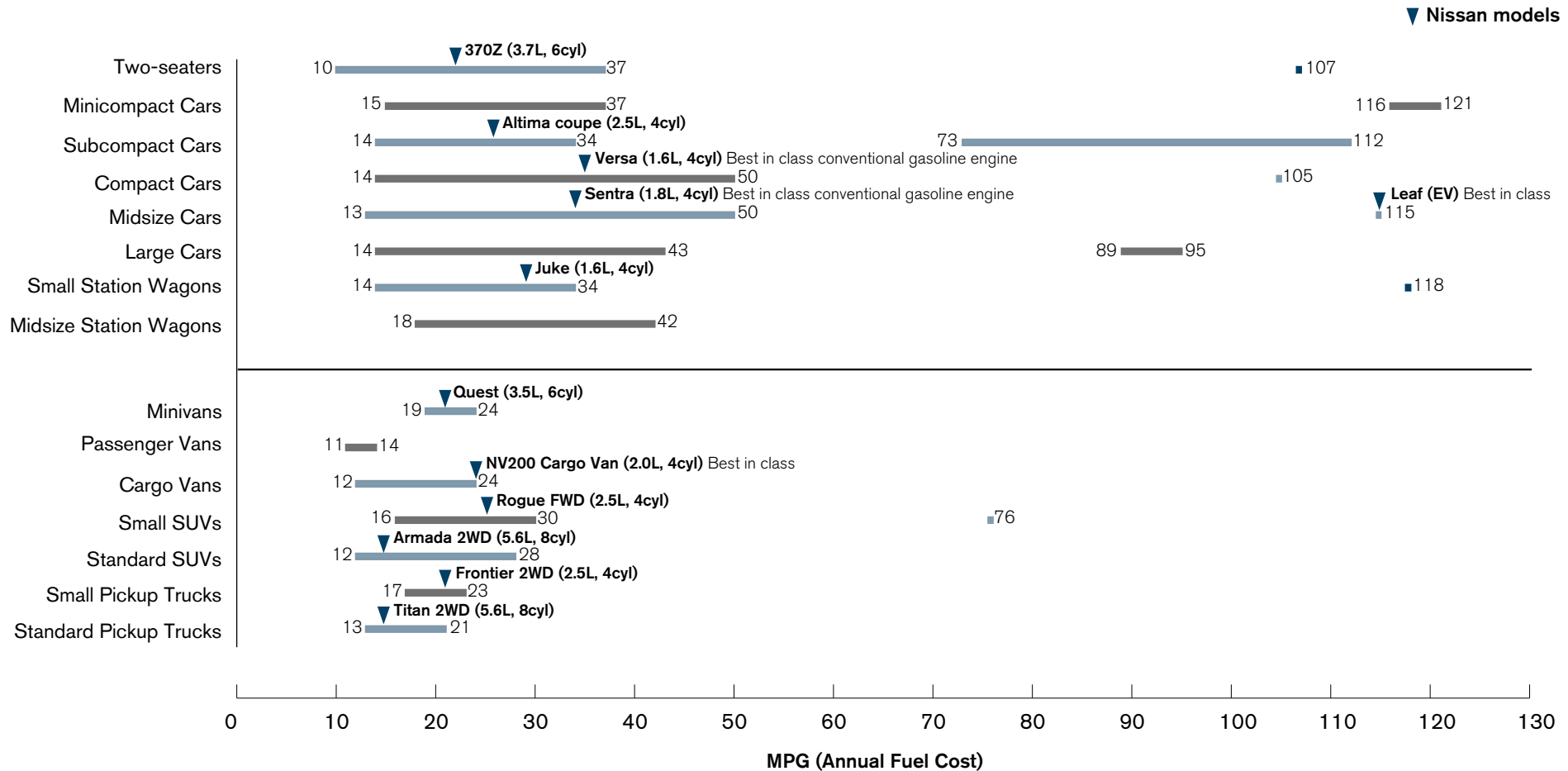
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Fuel Economy Leaders

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



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

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PRODUCT INDICATORS – TECHNOLOGIES

Technologies

	Unit	Gasoline-powered vehicles	Diesel-powered vehicles	Natural-gas drive vehicles	Hybrid drive vehicles	Electric drive vehicles
Japan	%	88.9	3.1			
North America	%	98.7	0.3			
Europe	%	46.7	52.1			
Russia	%	92.5	7.5	0.05	0.89	0.68
Brazil	%	81.4	18.6			
China	%	99.7	0.3			
Other	%	77.2	22.8			

The 100% electric Nissan LEAF sold about 30,500 units in fiscal year 2012, and more than 58,000 vehicles have been sold globally since its introduction in 2010. Nissan LEAF is the bestselling electric vehicle in the world. Also, Nissan Serena S-Hybrid was introduced in the Japan market from 2012.

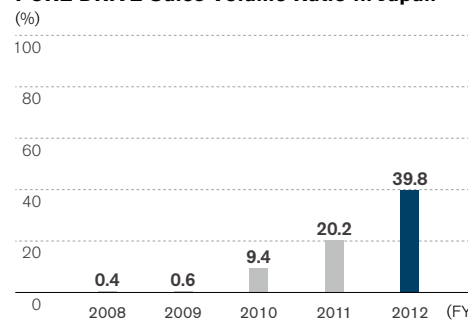


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Green Products Innovation

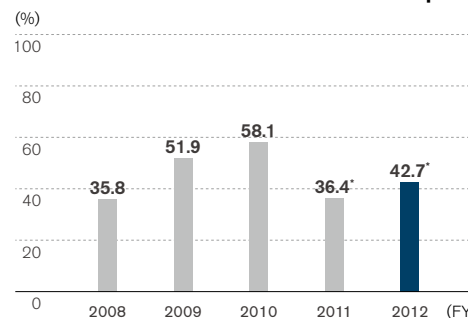
Nissan believes it is important not only to develop and introduce zero emission vehicles such as electric vehicles and fuel cell vehicles, but also to improve the fuel economy of engine-powered vehicles. Nissan's PURE DRIVE title is given to vehicles that not only meet existing fuel economy requirements in each market but clear more stringent internal standards which we periodically review in line with societal demands. PURE DRIVE implements innovative environmental technologies that maximize energy efficiency to lower fuel consumption and reduce CO₂ emissions. Cars featuring these technologies are being marketed worldwide.

PURE DRIVE Sales Volume Ratio in Japan



Sales volume ratio in Japan was nearly 40% in fiscal year 2012, almost doubled from the previous year.

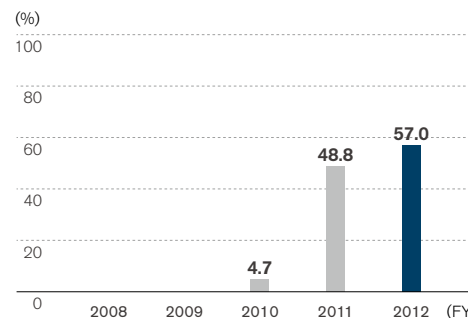
PURE DRIVE Sales Volume Ratio in Europe



Since its drop due to the PURE DRIVE criteria revision in 2011, volume ratio was improved to 42.7% in fiscal year 2012, a jump of 6.3 points.

* PURE DRIVE Vol. / Nissan TTL (except. INFINITI and EV)

PURE DRIVE Sales Volume Ratio in China



Volume ratio in China has increased to 57% in fiscal year 2012, a jump of 8.2 points from the previous year.

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

Country/Region	2008	2009	2010	2011	2012	2012 PURE DRIVE Line-up
Japan						CIMA, FUGA, LATIO, CUBE, NOTE, MARCH, X-TRAIL, SERENA, LAFESTA HS, NV350 CARAVAN, NT450 ATLAS, MOCO, ROOX
U.S.						CUBE, SENTRA, ALTIMA SEDAN, JUKE, VERSA SEDAN
Europe						NV200, NOTE, JUKE, NEW MICRA, NEW QASHQAI, PIXO, Q50 SEDAN, QASHQAI
China						SUNNY, TIIDA, SYLPHY, TEANA, LIVINA
Certain Region of Asia/Oceania						MARCH, LATIO, NOTE, SYLPHY, TIIDA, SERENA
Certain Region of Latin America						MARCH, CUBE, JUKE, QASHQAI, SENTRA, SYLPHY, TEANA, VERSA, NOTE, TIIDA SEDAN

 GRI G3 Indicators
EN6/EN26

Product Innovation Policy

Nissan aims to be a "sincere eco-innovator." We show that we are sincere by taking a proactive stance toward addressing environmental challenges and reducing the real-world environmental impact. We believe that being an eco-innovator means providing our customers with optimal value in the form of innovative products, technologies and services as contributions to a sustainable mobility society.

As one of the objective, we have introduced the Nissan Global CO₂ Management Way, QCT-C, This is a new set of management indices with CO₂ (C) added to the traditional QCT indices of quality, cost and time. With QCT-C, we have set CO₂ reduction targets in all areas of our business.

As steps toward becoming a "sincere eco-innovator", Nissan will annually invest 70% of its research and advanced engineering budget on environmental technologies under Nissan Green Program 2016, our environmental mid-term plan.

 GRI G3 Indicators
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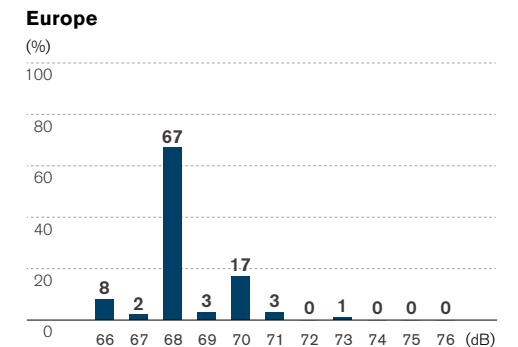
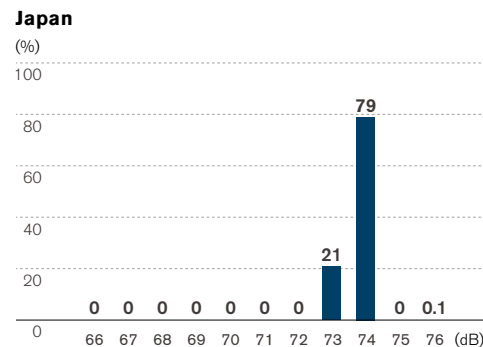
PRODUCT INDICATORS – OTHER EMISSIONS

		(FY)
Japan SU-LEV	Unit	2012
Europe Euro 5	%	98
U.S. U-LEV/SU-LEV/ZEV	%	100
China Euro 4	%	83
		100

While we have zero-emission vehicles, the ultimate clean car, in our portfolio, we endeavor to make our entire fleet as clean as possible by reducing exhaust emissions. We have introduced vehicles that comply today with each region's or country's more stringent future emission regulations. Due to differences in regulations, there is no direct way to compare by region or country, but we show here the percentage of our fleet in each location produced to the strictest standards of that region or country. EURO5 vehicles are introduced in China where that standard applies.

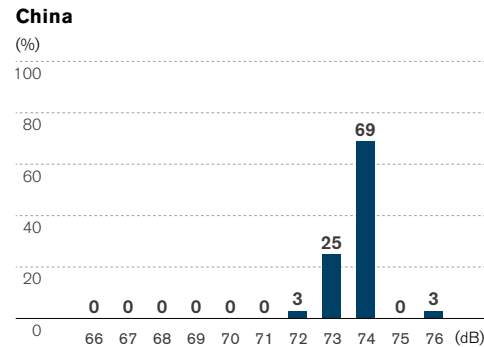
 GRI G3 Indicators
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Share of Noise Emissions



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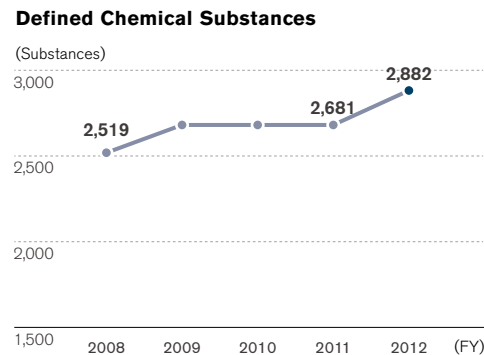
Noise emissions are shown by the noise produced by the acceleration of vehicle in accordance with each national regulation. Only complete built up imported models are shown for Europe and China data.



Regulated Chemical Substances

In 2007, Nissan created a unified global approach to reducing environment-impacting substances. Since then we have enhanced our management of these substances and advanced plans to reduce or to replace their use.

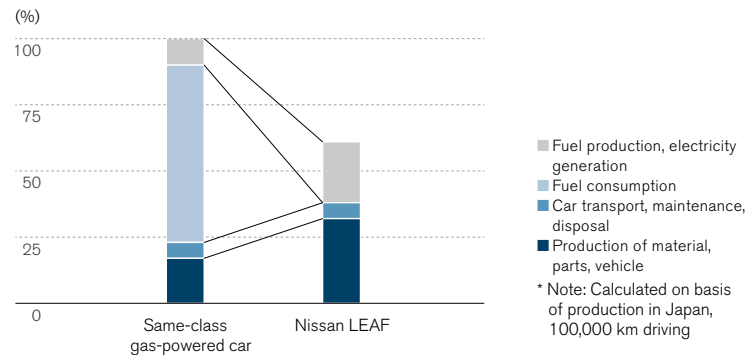
Through our communication with NGOs, we restrict usage of substances that have potential to be hazardous, that are thought to have a high risk of falling into this category or that have been identified as potential threats even if they are not covered by laws and regulations in each country where we do business. As defined in the Nissan Engineering Standard (NES) titled "Restricted Use of Substances", these substances are banned or subject to controls in line with this approach. We are working to apply this standard from the early development phase onward to the modules, raw materials, and service parts that go into all Nissan vehicles. In 2012, NES was revised and added substances based on the definition of substance of very high concern (SVHC) in the EU REACH regulation, and also based on the Global Automotive Declarable Substance List (GADSL) which is the result of the efforts of a global automotive, automotive parts supplier and chemical/plastics industries.



PRODUCT INDICATORS – LIFECYCLE ASSESSMENTS (LCAs)

Lifecycle Assessment to Reduce Environmental Impact

CO₂ Emissions Over a Vehicle's Lifecycle*



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

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

In the future we will continue to strive to lower the vehicles' environmental impact based on new technology and more efficient manufacturing processes. We are aiming for further reductions in CO₂ emissions over the lifecycle of our new vehicles.

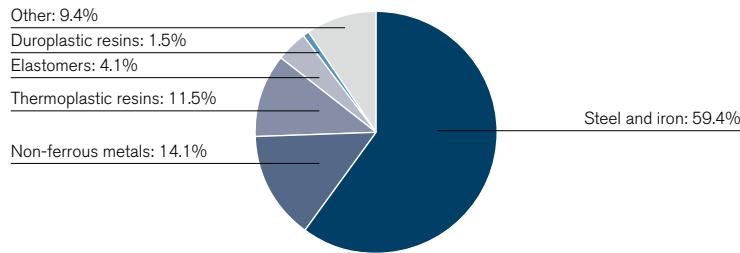
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PRODUCT INDICATORS – MATERIALS, RECYCLING

Material Ratio

We are increasing the use of renewable resources and recycled materials in addition to the traditional approach of using resources more efficiently to reduce reliance on them. Our efforts with respect to recycled materials are based on the thought that once a natural resource is extracted, it should continue to be used, while maintaining quality, to minimize environmental impact. We have set a target of increasing the usage rate for recycled materials per vehicle to 25% by fiscal year 2016.

Pie data shown here represents the status of fiscal year 2011.



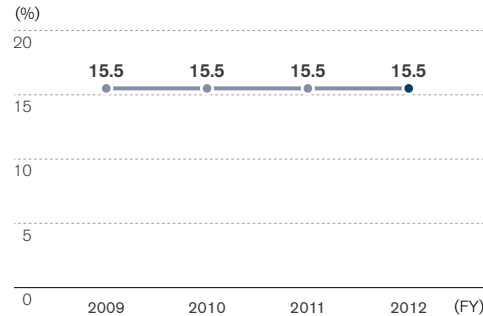
Recycling

For the efficient use of limited and precious natural resources, Nissan aims to reduce dependency on the newly extracted resources as much as possible. We have defined a long-term goal of maintaining our global usage of these natural resources at 2010 levels through 2050. As a mid-term goal, we are working to raise the ratio of recycled materials, such as plastics, aluminums, and steels, which go into each new Nissan vehicle to 25% per unit by fiscal year 2016.

Toward this end, we are presently researching ways to increase the recovery rate further in order to reclaim and reuse valuable materials from End-of-Life Vehicles (ELVs). As of fiscal year 2012, our own calculations showed that we had achieved a recovery rate of 99.3% in Japan.

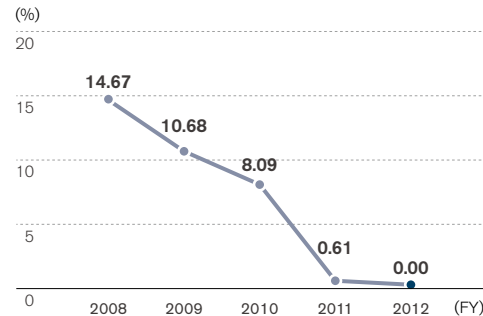
From the early development stage, we consider the use of highly recyclable materials and made structural improvements for ease of recycling. Since Nissan Note, launched in 2005, all new models have achieved a 95% or greater recyclability rate based on the national regulations on ELVs in regions such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

Recycled Plastic Usage in Vehicle



Ratio of recycled plastic to total plastic was calculated based on the bestselling model in Europe. An additional 200 g of parts have been replaced with recycled plastics since minor modifications in 2010.

Automotive Shredder Residue to Landfill Ratio



Based on the Automobile Recycling Law in Japan, we calculated the ratio of landfills to residues after removing ferrous and non-ferrous metals from ELVs. We achieved a 0.0% landfill ratio in 2012 by enhancing recycling capability through acquiring additional facilities that comply with the Automobile Recycling Law.



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PRODUCT INDICATORS - ELV PROGRAMS

ELV Programs

Nissan joined forces to promote the recycling of ELVs with dismantling, shredding, and other automotive companies. In FY2012, our program in Japan have achieved the final recovery ratio for ELVs (actual value) stands at 99.3%, and at the same time reduced the amount of ASR-related landfill and incineration disposal to zero based on the calculation method provided the government. This program consists 3 phases; First, any Nissan ELVs entering the process of the dismantling will be recycled, including flat steel, cast aluminum, bumper, interior plastic parts, wire harness, and precious ground metals. Second, specific items such as Lithium-ion batteries are corrected individually and enter dedicated recycling process. Third, residues from dismantling process will be shredded and corrected at the dedicated facility. Since 2004, Nissan and seven other Japanese auto manufacturers promoted this facility to recycle automobile shredder residue (ASR). Aligned with the Automobile Recycling Law in Japan, this serve as an integral part of a system to recycle ASR effectively, smoothly, and efficiently. Nissan has been a team leader of the alliance.

Another activity is our take-back system for ELVs in EU. This network of ATFs (Authorized Treatment Facilities) was developed for individual countries in collaboration with contracted dismantlers, contracted service providers, and governments to be aligned with the ELV directive.

PRODUCT INDICATORS – NISSAN GREEN PROGRAM KPIS

NGP KPIs (Product)

The Nissan Green Program 2016 (NGP2016), our environmental action plan for the six years through fiscal 2016, focuses on reducing the environmental impact of our corporate activities and pursuing harmony between resource consumption and ecology. The program includes activities in development, manufacturing, sales, service and all other departments companywide.


The status of each action plan of NGP2016 is as follows. The overall status column shows the progress achieved by fiscal 2012 compared to the objectives laid out for the duration of NGP2016. Each dot shows the progress achieved versus the target of the planned annual objectives.

Action plans	FY2012 progress	Overall Status
1.5 million cumulative EV sales with Alliance partner Renault	Global Nissan LEAF sales: about 30,500 units in fiscal 2012, and 58,000 units cumulatively since 2010 launch	●●○○○○
Introduce four EVs including Nissan LEAF	Promoted field test of the e-NV200	●●○○○○
Prepare to introduce fuel-cell electric vehicle (FCEV) into market	Signed agreement for joint development of common fuel-cell system with Daimler AG and Ford Motor	●●○○○○
Take global leadership in supplying batteries for electric-drive	Started battery production by Nissan North America and Nissan Motor Manufacturing (UK)	●●○○○○
Help create zero-emission society utilizing EVs and their derivative technologies with partners • Develop EV charge/discharge system and information network • Demonstrate smart house/community/grid, starting from Yokohama	Launched the "LEAF to Home" power supply system using Nichicon's EV Power Station Promoted rollout of "LEAF to Home" power supply system at public facilities, houses, condominiums	●●○○○○
Provide energy storage solution with used EV batteries through "4R" business	Promoted use of EV batteries as stationary power units for houses, apartment buildings	●●○○○○
Improve CAFE* by 35% from FY2005 (Japan, U.S., Europe, China) * Corporate average fuel economy; meet or exceed regulatory requirements	Improved CAFE by 24.9% from FY2005	●●○○○○
Introduce top fuel-efficiency models in various classes	These models had top fuel efficiency in their classes: • Note, Latio in Japan • Altima in U.S. • Sylphy in China	●●○○○○
Introduce FF-HEV in C class and above; expand FR-HEV offerings	Introduced Cima Hybrid, Serena S-Hybrid in Japan	●●○○○○
Introduce plug-in hybrid vehicle (P-HEV)	Promoted P-HEV development	●●○○○○
Introduce next-generation CVT globally; expand CVT sales to 20 million cumulative units from 1992	Global CVT-equipped vehicle sales of 2.28 million; cumulative total since 1992 of 13.36 million	●●○○○○
Develop lightweight technologies with structure optimization, new materials and new manufacturing processes	Developed and used 1.2 gigapascal ultra-high tensile strength, highly formable steel in the Infiniti Q50 achieving weight reduction of about 40 kg	●●○○○○
Contribute to CO ₂ reduction by ITS technologies	Worked with Beijing Municipal Commission of Transport to confirm effectiveness of dynamic route guidance to disperse traffic congestion	●●○○○○
Collaborate with Beijing city government to improve traffic congestion, promote eco-driving		●●○○○○
Increase recycled material usage ratio per vehicle by 25% in Japan, US and Europe	Activities promoted	●●○○○○
Expand closed-loop recycling scheme with business partners • Collect and recycle scrap, waste from vehicle production • Collect and recycle end-of-life vehicles (ELVs)	Started activity to collect steel and aluminum sheet scraps generated during production, recycle them into steel and aluminum sheets for use	●●○○○○
Improve ELV recovery rate • Achieve top level ELV recovery rate (Japan) • Promote proper treatment and resource recovery globally	Achieved recovery rate of 99.3% in Japan; efforts underway globally	●●○○○○
Reduce scarce resource usage		
Reduce critical metal, rare earth usage	Developed and applied a new electric motor to reduce use of rare earth dysprosium by 40% in Nissan LEAF	●●○○○○
Comply with emission regulations in each region with minimum precious metal usage		●●○○○○

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ASSURANCE AND EXTERNAL RATINGS

Third-Party Assurance



This English language report is a translation of the original Independent Assurance Report in Japanese on the specific environmental performance data included in Nissan Motor Co., Ltd.'s Sustainability Report 2013 and is for reader's convenience.

Independent Assurance Report

June 5, 2013

**To: Mr. Toshiyuki Shiga, COO
Nissan Motor Co., Ltd.**

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

1. Objectives and Scope

We, PricewaterhouseCoopers Aarata Sustainability Certification Co., Ltd., have been commissioned by Nissan Motor Co. Ltd. (hereafter the "Company") to provide limited assurance on the Company's "Sustainability Report 2013" (hereafter the "Report").

The Company is responsible for the preparation of the Report in accordance with the Company's policies and standards. Our responsibility is to independently express a conclusion on the specific environmental performance data (scope 1 and scope 2 emissions from consolidated production sites of Japan, North America and Europe, and total of scope 3 emissions from commuting for employees of consolidated companies in Japan, U.S. and Europe) in the Report, using the Company's policies and standards as criteria as to:

- Whether the specific environmental performance data (scope 1 and scope 2 emissions from consolidated production sites of Japan, North America and Europe, and total of scope 3 emissions from commuting for employees of consolidated companies in Japan, U.S. and Europe) for the year ended March 31, 2013 included in the Report were collected and reported in accordance with the Company's policies and standards in all material respects.

The accuracy and completeness of sustainability performance indicators and information are subject to inherent limitations given their nature and methods for determining, calculating and estimating such data. Our assurance report should therefore be read in connection with the Company's policies and standards on the reporting of its sustainability performance.

2. Summary of Assurance Procedures Performed

We performed limited assurance procedures in accordance with International Standard on Assurance Engagement 3000 – Assurance Engagements other than Audits or Reviews of Historical Financial Information (ISAE3000), revised in December 2003 by the International Federation of Accountants.

In a limited assurance engagement the procedures are more limited than for a reasonable assurance engagement. Therefore, the evidence-gathering procedures to provide a basis for conclusion are more limited in nature, timing or extent than a reasonable assurance engagement. Therefore, our limited assurance provides a lower level of assurance than reasonable assurance. Because we did not conduct an audit in accordance with generally accepted auditing standards, we do not express an audit opinion.

The procedures we performed for our limited assurance engagement are summarized as follows:

- Reading relevant documents with regard to the Company's overall status and environmental management (including the internal controls), and interviewing relevant personnel;
- Interviewing relevant personnel with regard to the establishment and implementation of the Company's policies and standards for the subject matter at the headquarters and at the sites we visited (listed in the table below);
- Reading relevant documents at the headquarters and at the sites we visited with regard to the methodologies for measuring, compiling, and reporting the subject matter information, and interviewing relevant personnel;
- Performing analytical procedures and tracing part of the subject matter information with supporting documents available at the headquarters and the plants.

The sites we visited are as follows:

Name of Site	Functions
Nissan Motor Co., Ltd. Global Headquarters	Headquarters
Nissan Motor Co., Ltd. Technical Center	Headquarters
Nissan Motor Co., Ltd. Yokohama Plant	Manufacturing
Nissan Motor Co., Ltd. Oppama Plant	Manufacturing
Nissan North America, Inc. Smyrna Plant	Manufacturing

The specific environmental performance data (scope 1 and scope 2 emissions from consolidated production sites of Japan, North America and Europe, and total of scope 3 emissions from commuting for employees of consolidated companies in Japan, U.S. and Europe) subject to our assurance procedures are marked (*) and footnoted in the Report.

3. Our Conclusion

Our conclusion is as follows:

- Based on our work described in this report, nothing has come to our attention that causes us to believe that the specific environmental performance data (scope 1 and scope 2 emissions from consolidated production sites of Japan, North America and Europe, and total of scope 3 emissions from commuting for employees of consolidated companies in Japan, U.S. and Europe) for the year ended March 31, 2013 included in the Report were not collected or reported, in all material respects, in accordance with the Company's policies and standards.

1 The maintenance and integrity of the Company's website is the responsibility of management; the work carried out by us does not involve consideration of these matters and, accordingly, we accept no responsibility for any changes that may have occurred to the Report when presented on the Company's website.

[Remarks]Calculation

- CO₂ emissions from production sites: Calculated based on Nissan internal standards. The energy use data of each site is based on invoices from suppliers which is multiplied by a CO₂ emissions coefficient derived from a survey and validated by each production site.
- CO₂ emissions resulting from employees' commute: Calculated based on the GHG Protocol Scope 3 Standard. Specifically, the annual CO₂ emissions resulting from each employees' commute is calculated using a standard unit of measurement announced by METI, MOE and MLIT. This figure is calculated on the basis that employees working at GHQ commute by bus and others employees use cars that are vehicles designated by Nissan, based on the data they submit when applying for transportation allowances. This is multiplied by the number of employees at each facility or office.

Ratings

Nissan and Socially Responsible Investment

Today investors are paying more attention than ever to the concept of socially responsible investment (SRI), evaluating corporations from environmental and social perspectives in addition to financial fundamentals.

Nissan is proud to be listed as part of the FTSE 4Good Index Series, DJSI Asia/Pacific, and Carbon Disclosure Leadership Index CDLI in the CPD Japan 500 Climate Change Report 2012.

In January 2013, Nissan achieved the highest position among autmakers (second overall), in the 16th Nikkei Environmental Management Survey conducted annually by Nikkei Inc.



FTSE4Good
FTSE4Good Index Series



Dow Jones Sustainability Asia/Pacific Index

CARBON DISCLOSURE PROJECT

Carbon Disclosure Project
Japan Carbon Disclosure Leadership Index

Nikkei Environmental Management Survey

Ranking 2nd in overall, and 1st in automotive sector

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GRI index (Environment)

Section	Index	Reference
EN1	Materials used	122, 140
EN2	Percentage of recycled materials	122, 140
EN3	Direct energy consumption	122, 123
EN4	Indirect energy consumption	122, 123
EN5	Energy saved	29, 30, 122
EN6	Energy-efficient or renewable energy-based products and services	29, 30, 123, 133-138
EN7	Reduction of indirect energy consumption	29, 30
EN8	Total water withdrawal	35, 36, 122, 125, 126
EN9	Water sources significantly affected by withdrawal of water	35
EN10	Percentage and total volume of water recycled and reused	125
EN11	Location and size of protected areas	-
EN12	Description of significant impacts in protected areas	40, 41
EN13	Habitats protected or restored	-
EN14	Strategies for managing impacts on biodiversity	40, 41
EN15	IUCN Red List species in areas affected by operations	-
EN16	Total direct and indirect greenhouse gas emissions	29, 30, 122-124
EN17	Other relevant indirect greenhouse gas emissions	123, 124, 130
EN18	Reduction of greenhouse gas emissions	123, 124, 131
EN19	Emissions of ozone-depleting substances	-
EN20	NOx, SOx and other significant air emissions	122, 126, 127
EN21	Total water discharge	43, 122, 125
EN22	Total weight of waste	35, 122, 128, 140
EN23	Total number and volume of significant spills	131
EN24	Weight of transported, imported, exported, or treated hazardous waste	127
EN25	Areas affected by the reporting organization's discharges of water and runoff	131
EN26	Mitigation of environmental impacts of products and services	20-28, 133-139
EN27	Percentage of products sold and their packaging materials that are reclaimed by category	33, 34, 140
EN28	Significant fines and noncompliance with environmental laws and regulations	131
EN29	Environmental impacts of transporting products, goods, materials, and members of the workforce	31, 32, 129
EN30	Environmental protection expenditures and investments	130