

**ASSESSMENT**

11 July 2024



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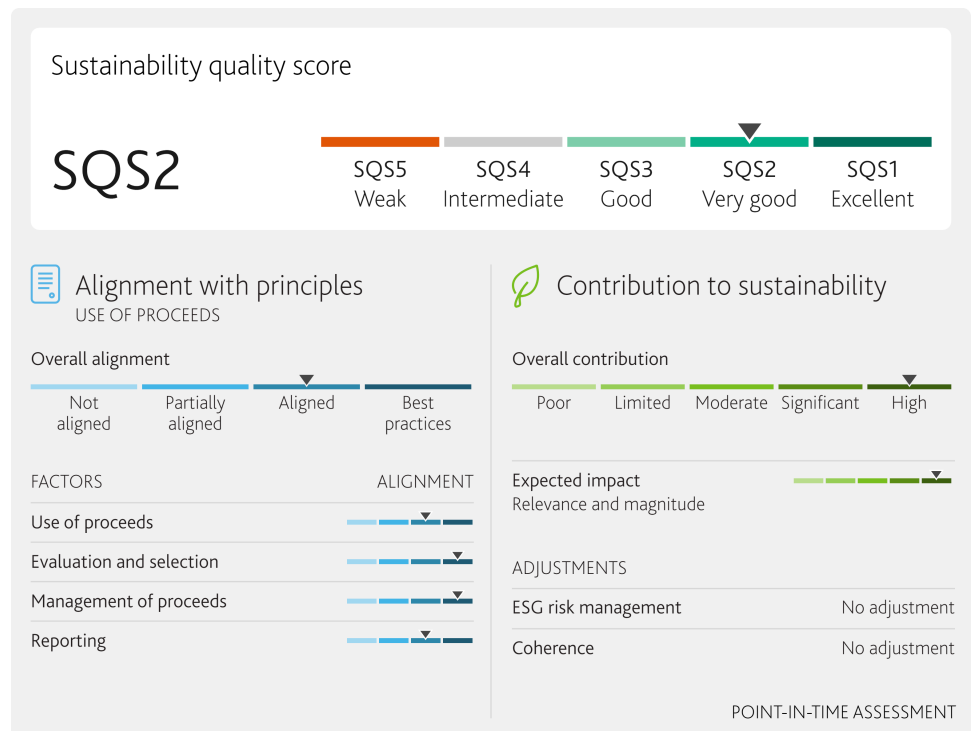
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# Nissan Motor Co., Ltd.

## Second Party Opinion – Sustainable Finance Framework Assigned SQS2 Sustainability Quality Score

**Summary**

We have assigned an SQS2 sustainability quality score (very good) to Nissan Motor Co., Ltd.'s (Nissan) sustainable finance framework dated July 2024. Nissan's use-of-proceeds framework has been established with the aim of financing projects across eight eligible green and social categories. The framework is aligned with the four core components of the International Capital Market Association's (ICMA) Green Bond Principles (GBP) 2021 (with June 2022 Appendix 1), Social Bond Principles (SBP) 2023 and Sustainability Bond Guidelines (SBG) 2021, and the Loan Market Association, Asia Pacific Loan Market Association and Loan Syndications & Trading Association's (LMA/APLMA/LSTA) Green Loan Principles (GLP) 2023 and Social Loan Principles (SLP) 2023. The framework demonstrates a high contribution to sustainability.



## Scope

We have provided a Second Party Opinion (SPO) on the sustainability credentials of Nissan and Nissan Sales Finance affiliates' framework, including the framework's alignment with the ICMA's GBP 2021 (with June 2022 Appendix 1), SBP 2023 and SBG 2021, and the LMA/APLMA/LSTA's GLP 2023 and SLP 2023. Under the framework, Nissan, including its sales finance affiliates, plans to raise sustainable financing through green, social and/or sustainability instruments to finance green and/or social assets across eight eligible categories, as outlined in Appendix 2 of this report.

Our assessment is based on the last updated version of the framework received on June 21st 2024, and our opinion reflects our point-in-time assessment<sup>1</sup> of the details contained in this version of the framework, as well as other public and non-public information provided by the company.

We produced this SPO based on our [Framework to Provide Second Party Opinions on Sustainable Debt](#), published in October 2022.

## Issuer profile

Headquartered in Yokohama, Japan, [Nissan Motor Co., Ltd.](#) (Nissan) is one of Japan's leading automobile manufacturers, with consolidated revenue of ¥10.6 trillion for fiscal year ended March 2023. Nissan's largest markets by unit sales include North America, China and Japan. Nissan is a member of a global automaker alliance along with Renault and Mitsubishi Motors Corporation.

As a global automobile manufacturer, Nissan faces sustainability challenges similar to those of peers, including greenhouse gas (GHG) emissions reduction.

## Strengths

- » Financing of eligible categories with high environmental and social impact
- » A transparent and structured selection and evaluation process, including a solid environmental, social and governance (ESG) risk management procedure

## Challenges

- » The expected benefits for some of the categories, such as autonomous driving, will not be quantified.
- » The allocation and impact reports will not be audited by a third party.

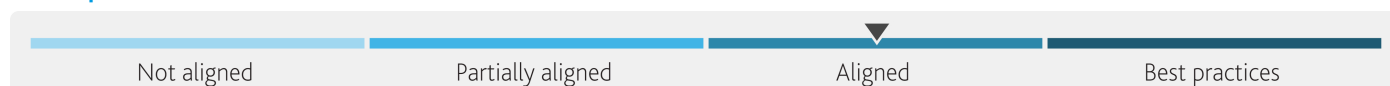
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## Alignment with principles

Nissan's sustainable finance framework is aligned with the four core components of the ICMA's GBP 2021 (with June 2022 Appendix 1), SBP 2023 and SBG 2021, and the LMA/APLMA/LSTA's GLP 2023 and SLP 2023:

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Green Bond Principles (GBP)  | <input checked="" type="checkbox"/> Social Bond Principles (SBP)      | <input checked="" type="checkbox"/> Green Loan Principles (GLP)       |
| <input checked="" type="checkbox"/> Social Loan Principles (SLP) | <input type="checkbox"/> Sustainability-Linked Bond Principles (SLBP) | <input type="checkbox"/> Sustainability Linked Loan Principles (SLLP) |

## Use of proceeds



### Clarity of the eligible categories – ALIGNED

Nissan has clearly defined and communicated the nature of the expenditures and the eligibility criteria for the eligible categories. However, some categories, such as clean manufacturing, lacks specific thresholds in terms of efficiency. The net proceeds will be used to finance eight green and social category projects across the world.

### Clarity of the environmental or social objectives – BEST PRACTICES

Nissan has clearly outlined relevant environmental objectives for the eligible categories, which are stipulated in the framework. The objectives are considered coherent with international standards, and Nissan has referenced the United Nations' (UN) Sustainable Development Goals (SDGs) in articulating the objectives of the eligible categories.

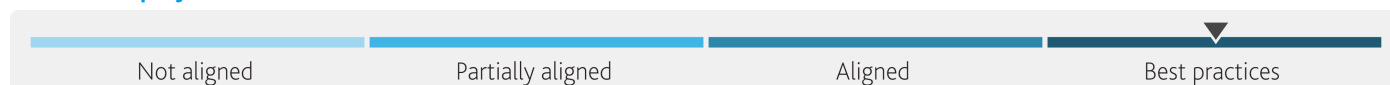
### Clarity of expected benefits – ALIGNED

Nissan has identified clear and relevant benefits for the eligible categories. While the benefits are measurable and will be quantified in allocation and impact reporting for most of the categories, the reporting indicators for some of the categories, including autonomous driving technologies, are not a direct measure of the benefits. The lookback period is 36 months, and the estimated share of refinancing is not disclosed.

### Best practices identified - use of proceeds

- » Objectives set are defined, relevant and coherent for all project categories
- » Relevant benefits are identified for all project categories
- » Commitment to transparently communicate the associated lookback period(s) when feasible

## Process for project evaluation and selection



### Transparency and quality of the process for defining eligible projects – BEST PRACTICES

Nissan has set up a clear process for determining a project's eligibility. The Sustainable Finance Committee, which comprises members from Nissan's Treasury Group, Environmental Strategy Group, Corporate Strategy Department and Global Sales Finance Department, is responsible for overseeing the project evaluation and selection process. The framework also clearly articulates in detail the items on which the committee can take decisions on.

In addition, the issuer commits to monitor the continued compliance of the projects with the eligibility and exclusion criteria throughout the life of the bond or the loan. In case the projects are no longer compliant, the issuer commits to reallocate the proceeds to other projects. The process will be documented to maintain traceability.

### Environmental and social risk mitigation process – BEST PRACTICES

Nissan commits to ensuring environmental and social risks are appropriately monitored and managed. Nissan's Global Sustainability Steering Committee, which meets semiannually, is responsible for the specific activities under Nissan's sustainability strategy, from setting goals to monitoring progress. Nissan implements the PDCA (plan, do, check, act) cycle in order to improve its sustainability performance.

Significant environmental and social risks are assessed across eligible categories against various international standards and agreements, including the Paris Agreement on climate, ISO certifications including ISO 14001 (environmental management systems), and various internal policies such as Nissan's Human Rights Policy, CSR Guidelines for Suppliers and Nissan Green Purchasing Guidelines.

#### Best practices identified - Process for project evaluation and selection

- » The roles and responsibilities for project evaluation and selection are clearly defined and include relevant expertise
- » There is evidence of continuity in the selection and evaluation process through the life of the financial instrument(s), including compliance verification and procedures to undertake mitigating actions when needed
- » The process for project evaluation and selection is traceable
- » Material environmental and social risks for most project categories are identified
- » Presence of corrective measures to address environmental and social risks across projects
- » ESG controversies are monitored

### Management of proceeds



#### Allocation and tracking of proceeds – BEST PRACTICES

Nissan has defined a clear process for the management and allocation of proceeds. The relevant department will manage the proceeds from the financing instruments under this framework in a general account, and will track and monitor the use of an amount equal to the net proceeds from sustainable finance to applicable eligible projects on an annual basis.

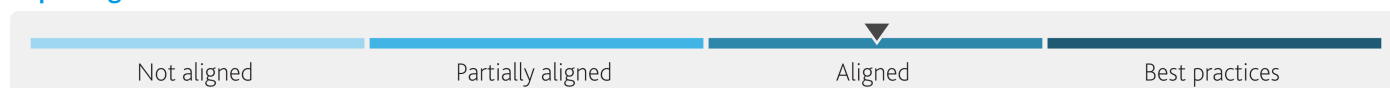
#### Management of unallocated proceeds – BEST PRACTICES

Nissan will allocate the proceeds to projects within 24 months. The unallocated proceeds will be kept in a bank account as cash and cash equivalents or will be used to repay short-term borrowings. The proceeds will not be directed to GHG-intensive activities. In case of project divestment or postponement, the issuer commits to reallocate the proceeds to projects that are compliant with the bond framework within 12 months.

### Best practices identified - Management of proceeds

- » Broad disclosure of a clearly articulated and comprehensive management of proceeds policy to external stakeholders; bondholders or lenders at a minimum
- » Short allocation period, for example typically less than 24 months
- » Disclosure on temporary placements and presence of exclusion criteria toward environmentally or socially harmful activities
- » Commitment to reallocate proceeds to projects that are compliant with the framework

## Reporting



### Transparency of reporting – ALIGNED

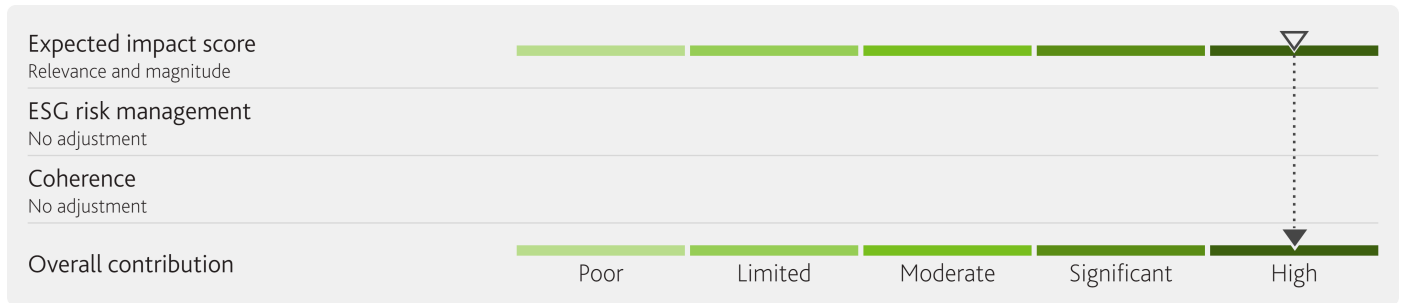
Nissan will report on the allocation of proceeds, and on the expected environmental and social benefits annually until the full allocation of net proceeds in the case of Nissan, and until maturity in the case of Nissan Sales Finance affiliates, and in case of significant developments. The report will be publicly available on the issuer's website. The reporting is likely to be exhaustive, including the project description, the details of the management of the proceeds, and the environmental and social reporting indicators, which are clear and relevant. However, the methodology and assumptions used to report on the impacts will not be included in the reporting, and the issuer does not commit to engaging an independent third party to audit the allocation or the impact reporting.

### Best practices identified - verification

- » Reporting until full bond maturity in case of Nissan Sales Finance Affiliates
- » Reporting covers material developments and issues related to the projects or assets
- » Reporting on allocation of proceeds and benefits done at least at eligible category level
- » Exhaustive allocation reporting – balance or % of unallocated funds, types of temporary investments (e.g. cash or cash equivalent) and share of financing vs re-financing
- » Clear and relevant indicators to report on the expected environmental/social impact of all the projects, where feasible, or eligible categories

### Contribution to sustainability

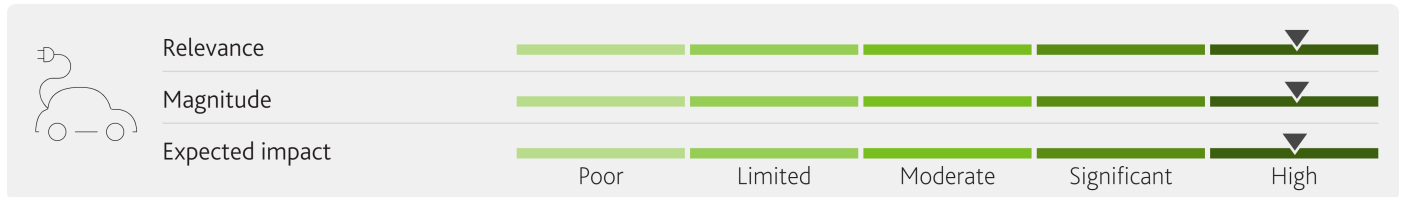
The framework demonstrates a high overall contribution to sustainability.



### Expected impact

The expected impact of the eligible projects on environmental and social objectives is considered high. Based on information provided by the issuer, we expect a higher share of proceeds from forthcoming issuances to be used to finance the clean transportation category. We have therefore assigned a higher weight to this in our assessment of the overall framework's contribution to sustainability. A detailed assessment by eligible category is provided below. Of note, while there is only one MaaS category in the framework, the two projects included under this category are assessed separately in this SPO.

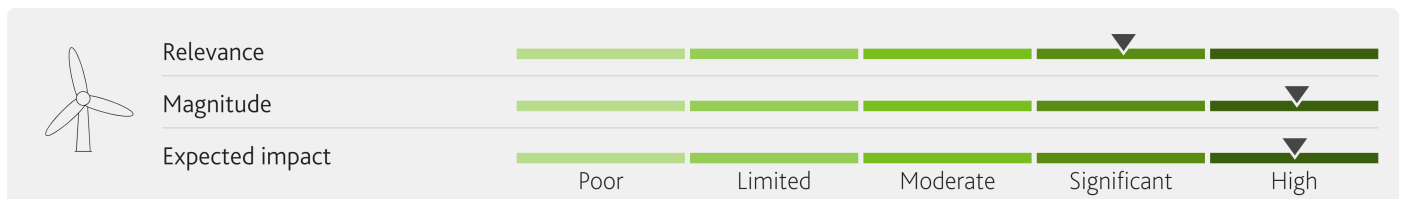
#### Clean transportation



The relevance of this category is high because reducing Scope 3 emissions through increased adoption of zero-emission vehicles is one of the most important sustainability challenges. Cars and vans were responsible for around 10% of global energy-related CO<sub>2</sub> emissions in 2022<sup>2</sup>, and rapid electrification of vehicles is required to reduce GHG emissions from road transportation. Nissan has been actively investing in electric vehicles (EVs) since it debuted Nissan LEAF in 2010<sup>3</sup>.

The magnitude of this category is high as well because zero-emission vehicles are considered the best available technology with no major lock-in concerns. For passenger vehicles that Nissan focuses on, driving the adoption of EVs is essential to reducing Scope 3 emissions and minimizing the risks of continued use of fossil fuels. While the electricity grid in certain countries including Japan still relies on fossil fuels, we expect the life cycle GHG emissions to decline gradually as the grid turns greener and as Nissan invests in greener production processes.

#### Scope 1 and 2 CO<sub>2</sub> emissions reduction

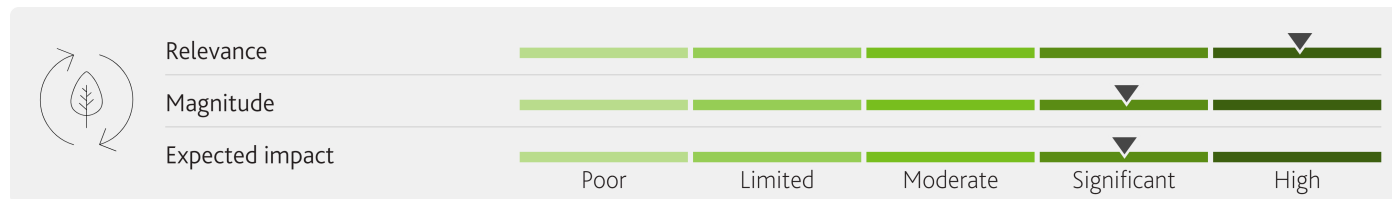


The relevance is significant because reducing Scope 1 and 2 CO<sub>2</sub> emissions is the second-highest priority for Nissan after Scope 3 emissions reduction, as Scope 1 and 2 emissions account for a minor portion of Nissan's total GHG emissions. While the category includes a wide variety of projects, based on previous allocations and communication with the issuer, we expect the vast majority of the proceeds to be allocated to the renewable energy category, which is relevant to Nissan.

The magnitude is high because renewable energy, especially wind and solar, is considered the best available technology with no major carbon lock-in concerns. The investment is likely to substantially reduce Scope 1 and 2 emissions from the production process by

sourcing renewable electricity. The issuer intends to allocate most of the proceeds in this category to long-term off-site physical power purchase agreements (PPAs). This means that the renewable energy sites will be located outside the issuer's premises but will nevertheless contribute to the expansion of renewable energy.

**Clean manufacturing**



The relevance is high, reflecting the importance of reducing the environmental footprint from the manufacturing process and reducing waste. In a sector that uses a variety of materials whose production is energy- and emission-intensive (such as steel), investing in circular economy projects is highly relevant.

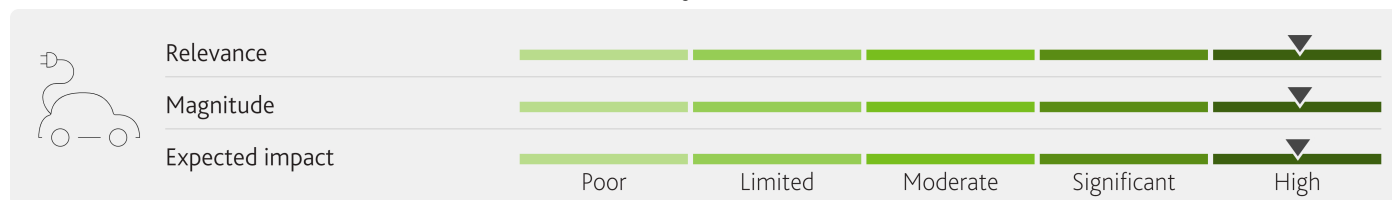
The magnitude is significant because the projects will substantially improve Nissan's waste and water management capabilities.

Nissan's target related to circular economy includes increasing the use of sustainable materials to 40% by 2030 in Japan, the US, Europe and China, and using materials that do not rely on newly mined resources for 70% of the materials used in each vehicle by 2050. Such efforts include, but are not limited to, activities in the development stage and manufacturing sites to adopt sustainable materials and to improve recyclability of the end-of-life vehicles. We expect the issuer to follow the 3R concept — reduce, reuse and recycle — to reduce reliance on newly extracted materials and to improve the sustainability features of the materials adopted.

Investment in sustainable water and wastewater management will include efforts to reduce water intake by improving efficiency and efforts to reduce the contamination of waterbodies due to wastewater. We expect the projects to contribute substantially to sustainable water and wastewater management as the issuer's wastewater quality criteria at its major production facilities are more stringent than those of local regulations. We expect the issuer to focus on factories in high water risk areas, in line with the issuer's target to reduce high water risk sites to zero by 2030.

At the same time, the significant magnitude score also incorporates the lack of specific eligible criteria, such as a clear threshold in terms of water quality or efficiency improvement and specific technologies to be included under this category.

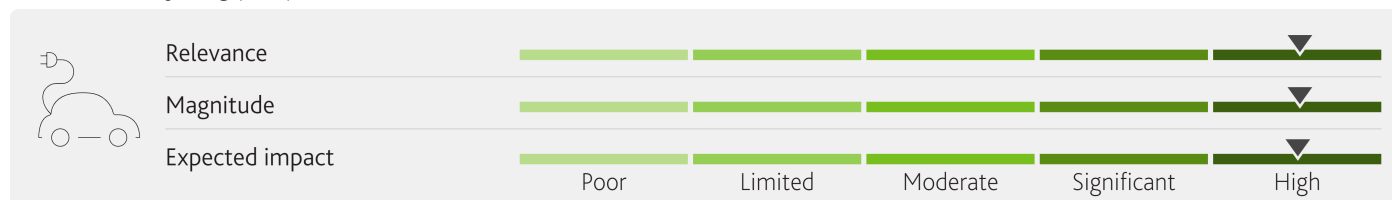
**Installation of basic infrastructure for the realization of an EV society**



The relevance is high because reducing GHG emissions through electrification is a highly relevant sustainability challenge for the issuer. Globally, and especially in Japan, insufficient availability of charging stations is one of the major barriers to promoting EVs. In addition, investments to promote reuse and recycling of batteries are considered highly relevant because of the importance of battery metals (for example, lithium and cobalt) for mass expansion of EVs and because the battery production process is currently highly energy-intensive.

The magnitude is high as well because investments in charging stations and battery recycling are considered an enabling activity to promote EVs. The investments will solely focus on promoting zero-tailpipe emission vehicles, which are considered the best available technology with no significant carbon lock-in concerns. While the electricity grid in some countries, especially in Japan, still relies substantially on fossil fuels, we expect the electrification of vehicles to contribute significantly to GHG emissions reduction as the grid turns greener. In addition, Nissan's charging ports that are provided at Nissan stores rely 100% on renewable energy. <sup>45</sup>

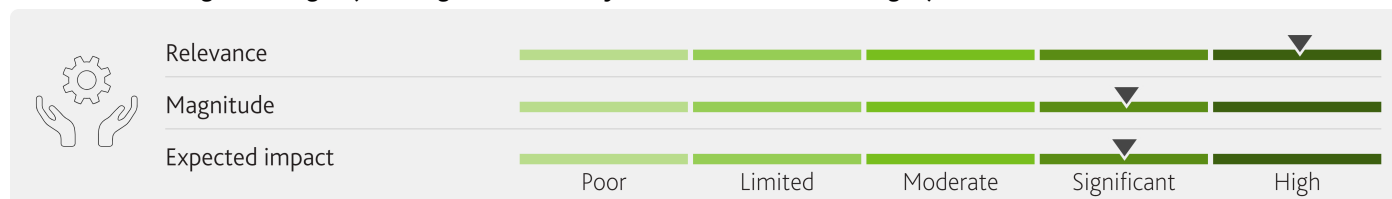
**Vehicle-to-Everything (V2X)**



The relevance is high because the eligible category aims at contributing to the climate change mitigation and the eligible projects will contribute to GHG emissions reduction through energy savings. The eligible projects aim at connecting EVs to houses and subsequently to the grid, whose batteries will be used as energy storage systems. Energy storage is recognized as an enabling technology under the IEA's Net Zero Emissions by 2050 scenario<sup>6</sup>, where grid-scale storage will be a key technology in handling the hourly and seasonal variations in renewable electricity output while keeping the grid stable. These vehicles will also contribute as a power source in case of emergency such as a blackout because of a natural disaster, however, this is not the most material sustainability issue for the sector.

The magnitude is high because utilizing the idle EVs as energy storage systems will help the expansion of renewable energy by absorbing the fluctuations in the electricity production while having no major negative externalities or carbon lock-in concerns. The expanded use of EV batteries will also minimize the negative environmental impact of having to create a large scale energy storage systems separately. In addition, given their potential use as a power source in emergencies, the vehicles will be provided free of charge, ensuring accessibility and improving the availability of electricity.

**Autonomous driving technologies (including advanced safety/driver-assistance technologies)**



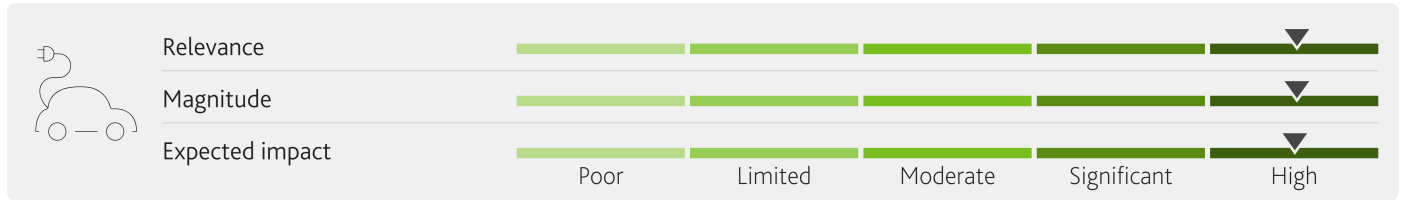
The eligible category has high relevance because ensuring the safety of vehicles and providing mobility to the vulnerable population (people with disabilities, vulnerable youth, and aging populations) are highly important for the auto manufacturing industry and to the issuer, as identified in Nissan's materiality matrix. The eligible category also has high importance in Japan as road accidents account for one of the highest causes of death among elderly people, who are considered a vulnerable population. The death rate from road accidents among the population aged above 65 years is twice as high compared with those below 65 years in Japan, according to the statistics provided by the Japanese national police agency<sup>7</sup>. The eligible category is also likely to reduce GHG emissions through efficient fuel management.

The magnitude of the category is significant. The eligible category is likely to contribute to the reduction in road accidents through the implementation of advanced safety technologies in vehicles that go beyond the legal requirements. The issuer has a wide range of advanced safety technologies installed in its different car models across various price ranges, ensuring that regardless of the price of the car, customers have access to these safety features. For some advanced safety features (including but not limited to ProPILOT<sup>®</sup>), which are available only in certain models or are offered as optional in other models, the issuer has confirmed that such optional models will remain in an affordable price range which will be determined by Nissan's market research. In addition, this category will provide improved access to mobility as the advanced safety technology develops and driving is automated. For example, autonomous driving is expected to provide mobility to elderly in Japan with cognitive disorders who might not be able to renew their drivers licenses. Furthermore, The issuer has communicated that advanced safety or autonomous driving features will improve the fuel efficiency by improving the driving technique.

However, this category includes various products and technologies, making it unclear how the projects will contribute specifically to the vulnerable population such as pedestrians, the elderly and children. Lastly, the autonomous driving technologies are still at the development phase, yet to be commercialized, and thus the actual social benefits on the identified vulnerable population such as people with disabilities remain unclear.



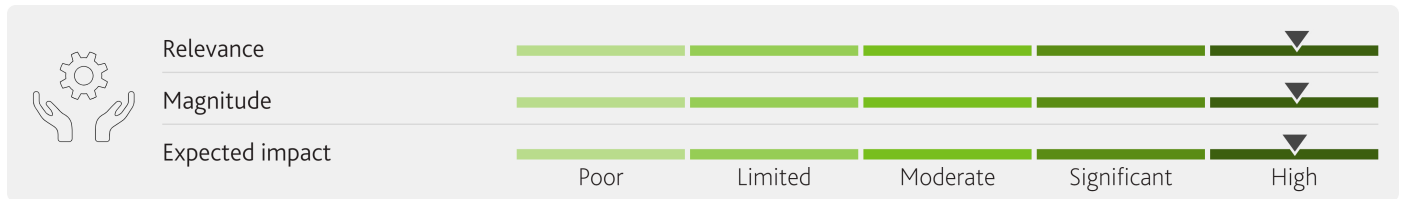
**Mobility as a service (MaaS) - MaaS using Zero-emission vehicles**



The eligible category includes R&D, investments, and the expenditures related to the autonomous driving using zero emission vehicles as well as the EV car sharing, which are highly relevant to both the issuer and auto manufacturing sector to promote the wide adoption of the EVs in the society through share riding. The adoption of EVs is expected to contribute to reducing Scope 3 emissions, which is a highly relevant sustainability issue for the auto manufacturing sector. The eligible category also includes the use of EV batteries as energy management systems.

The eligible category includes the various expenditures related to the establishment of platforms for the realization of EV share riding. The magnitude of this category is high as well because the service will utilize and promote zero-emission vehicles which are considered the best available technology, and sharing a car among multiple people will reduce the environmental burden from the production process. The mobility services included in the category will contribute to the GHG emissions reduction through the expanded use of electric vehicles. In addition, the use of batteries included in the eligible category will be connected to the electricity grid and help expand the renewable energy capacity.

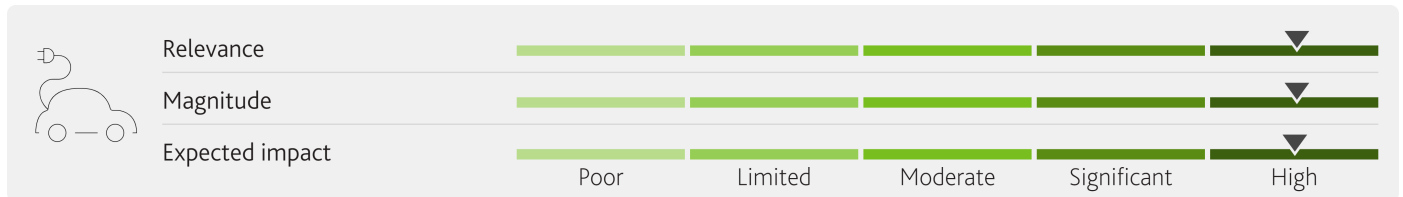
**Mobility as a service (MaaS) - MaaS operated in depopulated area / impacted by natural disaster**



The relevance is high because the availability of public transportation in depopulated areas is an important sustainability issue in Japan. Depopulated areas are facing a lack of public transportation (such as a limited number of buses and trains and discontinuation of the lines) because of a decline in the number of users. In Japan, 60% of municipalities are considered to be depopulated and 40% of the population living in such areas is above 65 years old, which is significantly higher than the national average of 28%<sup>9</sup>.

The magnitude is high because the eligible category will be providing mobility services to the people living in depopulated areas where the availability of public transportation services is limited. The services will be provided at an affordable price range, lower than the fare of a taxi, which is one of the most frequent alternative modes of transportation in case public transportation is not available.

**Clean transportation (Nissan Sales Finance affiliates)**



The relevance is high because increasing the penetration rate of EVs through financing is a highly significant sustainability issue for Nissan Sales Finance affiliates.

The magnitude is also high because EVs are considered the best available technology with no major carbon lock-in concerns.

For further details, please see the "Clean transportation" category above.

**ESG risk management**

We have not applied a negative adjustment for ESG risk management to the expected impact score. Nissan has a robust ESG risk management process in place.

**Coherence**

We have not applied a negative adjustment for coherence to the expected impact score. Projects to be financed under the company's framework align with the issuer's overall sustainability objectives and ESG strategy.

## Appendix 1 - Mapping eligible categories to the United Nations' Sustainable Development Goals

The eight eligible categories included in Nissan's framework are likely to contribute to seven of the UN's SDGs, namely:

UN SDG 17 Goals	Eligible Category	SDG Targets
GOAL 3: Good Health and Well-being	Autonomous driving technologies (including advanced safety/driver assistance technologies)	3.6: Halve the number of global deaths and injuries from road traffic accidents
GOAL 6: Clean Water and Sanitation	Clean manufacturing	6.3: Improve water quality by reducing pollution, eliminating dumping and minimizing hazardous chemicals and materials
GOAL 7: Affordable and Clean Energy	Scope 1 and 2 CO2 emissions reduction	7.2: Increase substantially the share of renewable energy in the global energy mix
GOAL 9: Industry, Innovation and Infrastructure	Clean manufacturing	9.4: Upgrade infrastructure and retrofit industries to make them sustainable, with all countries taking action
GOAL 11: Sustainable Cities and Communities	Vehicle-to-Everything (V2X)	11.B: Increase number of cities with plans towards inclusion, resource efficiency, and climate change and disaster resiliency
	Mobility as a Service (MaaS)	11.2: Provide access to safe, affordable, accessible and sustainable transport systems for all
GOAL 12: Responsible Consumption and Production	Clean manufacturing	12.2: Achieve the sustainable management and efficient use of natural resources
GOAL 13: Climate Action	Clean transportation	13.1: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries
	Installation of basic infrastructure toward the realization of EV society	
	Vehicle-to-Everything (V2X)	
	Autonomous driving technologies (including advanced safety/driver assistance technologies)	
	Mobility as a Service (MaaS)	

The UN SDGs mapping in this SPO takes into consideration the eligible project categories and associated sustainability objectives/benefits documented in the issuer's financing framework, as well as resources and guidelines from public institutions, such as the ICMA's SDG Mapping Guidance, and the UN SDG targets and indicators.

## Appendix 2 - Summary of eligible categories in Nissan's framework

Eligible Category	Description	Sustainable Objectives	Impact Reporting Metrics
Clean Transportation	<p><b>Zero-emission Vehicles</b></p> <p>Research &amp; development, investments and expenditures for the design, development, and manufacturing of zero-emission vehicle and components including E-Axle/batteries for "Battery Electric Vehicle (BEV)" or other future carbon-neutral transportation</p>	Climate change mitigation	<p>- Number of BEV sold, and/or percent of BEV sold to overall car sales</p> <p>- Environmental impact such as CO2 emissions reduced (CO2-t)</p>
Scope 1 and 2 CO2 emission reduction	<p><b>Renewable Energy</b></p> <p>Investment related to the construction, development, acquisition, maintenance and operation of renewable energy projects, including wind and solar</p> <p>Expenditures related to the purchase of renewable energy power (including expenditures for the purchase of renewable energy through PPA / VPPA)</p> <p><b>Energy Efficiency</b></p> <p>Investments for improved energy efficiency at manufacturing facilities mainly for "Zero-emission Vehicles"</p> <p>Nissan's action to CO2 reduction including but not limited to:</p> <ul style="list-style-type: none"> <li>- LED</li> <li>- Air conditioning with less electricity consumption</li> </ul>	Climate change mitigation	<p><b>Renewable Energy:</b></p> <ul style="list-style-type: none"> <li>- Annual amount of CO2 emissions reduction (CO2-t/year)</li> <li>- Annual amount of renewable energy consumed (TJ/year)</li> </ul> <p><b>Energy Efficiency:</b></p> <ul style="list-style-type: none"> <li>- Annual amount of CO2 emissions reduction (CO2-t/year)</li> </ul>
Clean Manufacturing	<p><b>Sustainable Water and Wastewater Management</b></p> <p>Investments related to water efficiency and improved water quality in production and office facilities including sustainable water management in industrial processes</p> <p><b>Waste Management and Circular Economy</b></p> <p>Research &amp; development and investments for the projects that decrease waste generation, increase waste diversion from landfill and reduce consumption of natural resources and energy, including:</p> <ul style="list-style-type: none"> <li>- Increasing the use of renewable, recycled or reused materials</li> <li>- Improving the separation and recovery of commodities from materials</li> </ul>	Sustainable Water Management	<p><b>Sustainable Water and Wastewater Management:</b></p> <ul style="list-style-type: none"> <li>- Water input per vehicle</li> </ul> <p><b>Waste Management and Circular Economy:</b></p> <ul style="list-style-type: none"> <li>- Amount of waste per vehicle</li> <li>- Recycled material content per vehicle</li> </ul>
Installation of basic Infrastructure toward the realization of EV Society	<p><b>Clean Transportation</b></p> <p>Research &amp; development and investments for BEV charging ports for the Zero-emission Vehicles</p> <p>Research &amp; development, investments and expenditures for the promotion of reuse and recycling of used vehicle parts such as batteries</p>	Expansion of a basic infrastructure to achieve an EV society (Climate change mitigation / Pollution Prevention)	- Qualitative explanation of the corporate activities

Eligible Category	Description	Sustainable Objectives	Impact Reporting Metrics
Vehicle-to-Everything (V2X)	<p><b>Vehicle-to-Everything (V2X) / using BEV Battery as an energy storage systems (ESS)</b></p> <p>Research &amp; development, investments and expenditures for BEV batteries and Vehicle-to-Everything (V2X) technology for the above Zero-emission Vehicles</p> <p>Research &amp; development, investments and expenditures related to the usage of BEV batteries as an energy storage systems (ESS) for emergent events such as natural disasters</p>	<p>ESS to increase a penetration rate of renewable energy (Climate change mitigation)</p> <p>Providing access to basic infrastructure for vulnerable groups impacted by natural disasters that may include the general public</p>	<p>- Qualitative description of the projects</p> <p>- Number of beneficiaries / stakeholders</p>
Autonomous Driving Technologies (including Advanced Safety and Driver assistance Technologies)	<p><b>Autonomous Driving Technologies for the realization of Cleaner, Safer and More Sustainable mobility</b></p> <p>Research &amp; development for the Advanced Safety / Driver-assistance technologies to achieve zero fatalities from traffic accidents / road safety, and also to provide transport services to vulnerable people. Nissan's "ProPILOT", LiDAR or other future technologies composes of:</p> <ul style="list-style-type: none"> <li>- Intelligent Cruise Control: Maintains a consistent following distance even with variable traffic speed</li> <li>- Steering Assist: Keeps the vehicle properly centered in the lane</li> <li>- Navi-link: supports the deceleration corresponding to the size of the curve ahead and changing the set speed by detecting speed limit signs</li> <li>- Nissan has been working closely with TRL and NASA for the application of Autonomous Driving Technology to MaaS.</li> </ul>	<p>Providing safety to drivers, passengers and pedestrians</p> <p>Providing access to various types of transport and basic infrastructure for those who are not able to drive themselves, including but not limited to:</p> <ul style="list-style-type: none"> <li>- People with disabilities</li> <li>- Aging populations and vulnerable youth</li> </ul> <p>Autonomous Driving Technologies also contributes to reduction of energy consumption / CO2 emission as a tool for promoting eco-driving (Climate change mitigation)</p>	<p>- Development status of Autonomous Driving Technologies such as ProPILOT</p>
Mobility as a Service (MaaS)	<p><b>Clean Mobility as a Service (MaaS) using Zero-emission Vehicles</b></p> <p>Research &amp; development, investments and expenditures related to the services using vehicles that meet the below eligibility criteria :</p> <ul style="list-style-type: none"> <li>- BEV or other future carbon-neutral transportation vehicles</li> </ul> <p>Nissan's MaaS service including but not limited to:</p> <ul style="list-style-type: none"> <li>- Easy Ride</li> <li>- WeRide</li> <li>- e-share mobi</li> </ul> <p><b>Mobility as a Service (MaaS) operated in depopulated area / impacted by natural disaster</b></p> <p>Research &amp; development, investments and expenditures related to the services using vehicles that provides access to passenger transport for residents in specified area where the access to public transport is limited, including but not limited to:</p> <ul style="list-style-type: none"> <li>- Namie (Fukushima Prefecture, Japan)</li> <li>- Blue Switch Project using BEV Battery as an energy storage systems (ESS)</li> </ul>	<p>Reducing environment load by promoting not only private vehicles but also shared-riding services to facilitate the wider spread of EV society (Climate change mitigation)</p> <p>Providing access to various types of transport for:</p> <ul style="list-style-type: none"> <li>- Excluded and/or marginalized populations and/or communities, which does not have an easy access to public transport</li> <li>- People with disabilities and aging populations</li> </ul>	<p><b>Clean Mobility as a Service (MaaS) using Zero-emission and Low Carbon Vehicles:</b></p> <ul style="list-style-type: none"> <li>- Qualitative description of the projects</li> <li>- Number of passenger transported / distance travelled</li> <li>- Number of beneficiaries / stakeholders</li> </ul> <p><b>Mobility as a Service (MaaS) operated in depopulated area / impacted by natural disaster:</b></p> <ul style="list-style-type: none"> <li>- Qualitative description of the projects</li> <li>- Number of passenger transported / distance travelled</li> <li>- Number of beneficiaries / stakeholders</li> </ul>
Clean Transportation (Nissan Sales Finance affiliates)	<p><b>Zero-emission Vehicles</b></p> <ul style="list-style-type: none"> <li>- Offering automotive financing products (Wholesale finance, Loan, Lease and other) for zero-emission vehicles such as BEV</li> </ul>	Climate change mitigation	<ul style="list-style-type: none"> <li>- Number of BEV financed</li> <li>- Environmental impact such as CO2 emissions reduced by BEV and e-POWER vehicles (CO2-t)</li> </ul>

## Endnotes

- 1 Point-in-time assessment is applicable only on the date of assignment or update.
- 2 [IEA Tracking Clean Energy Progress 2023](#).
- 3 [100% Electric Zero-emission Nissan LEAF Debuts in Japan](#), 3 December 2010.
- 4 [Nissan Electric Vehicle Charging Stations](#), accessed on June 26, 2024
- 5 [When quick charging using the Nissan Zero Emission Support Program 3 \(ZESP3\), a charging support program for owners of electric vehicles \(EVs\)](#)
- 6 [International Energy Agency: Grid-scale Storage](#).
- 7 [National Police Agency](#), 2024.
- 8 [Nissan ProPILOT](#).
- 9 [Ministry of Internal Affairs and Communications](#), March 2023.

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