

Nissan

Green Purchasing Guidelines

July 2026

Nissan Motor Co., Ltd.

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1. Introduction

Environmental issues, including climate change, environmental pollution and depletion of materials and resources continue to grow, and we are in a situation where everyone in the world, including companies, government agencies, NGO/NPO, and individuals, must think and act.

Nissan Motor Co. Ltd. (Nissan) has promoted environmental impact reduction through initiatives such as quality control and substance management in collaboration with our entire supply chain, by sharing the values of Nissan's procurement policy and environmental philosophy with suppliers. Nissan conducts surveys of suppliers' efforts related to CO2 reduction, the setting science-based targets, and the proper management of substances used in parts and materials. These efforts are guided by compliance with the "Nissan Green Purchasing Guidelines", as well as with the "Alliance Nissan Product Quality Procedure" (NPQP) and the "Restricted Use of Substances" under the Nissan Engineering Standard. These guidelines and standards are based on the "Nissan Supplier Sustainability Guidelines" and "Nissan Green Program (NGP)".

The "Nissan Green Purchasing Guidelines" was revised in 2024, incorporating elements of NGP2030. The key focus areas under NGP2030 are climate change, resource dependency, air quality and water, as well as strengthening the foundations to promote these initiatives. In line with this policy, Nissan is enhancing communication with our supply partners and making further progress in achieving our objectives.

The requirements outlined in this guideline are key factors in Nissan's pursuit of sustainable mobility and sustainable corporate management. It is essential that we actively strengthen substance management and develop new technologies to reduce the environmental impact of our vehicles an endeavor that cannot be achieved without the cooperation of our entire supply chain.

Nissan believes that by working together with everyone involved, and by developing and delivering attractive products to our customers while promoting reduction of environmental impact of the products, we can foster a win-win partnership to achieve mutual growth of Nissan and everyone involved and enhance our competitiveness in the global markets.

This guideline applies to all automobile materials, parts, products and packaging supplied to Nissan.

We hope that our business partners will understand Nissan's initiatives and continue to promote the initiatives based on these guidelines by checking the latest versions of these guidelines on Nissan Motor Corporation Global Website time to time.

Nissan Motor Co., Ltd.

Purchasing Strategy and Management Group

Environmental Strategy Group, Sustainability Development Department

2. Revised Points of Nissan Green Purchasing Guidelines in FY26

This guideline in FY26 includes the amendments below.

Section	Title	Revises / Updates
3, 4	3.2 Nissan's Philosophy and Policy on Environment 4.1 Requests Related to Climate Change 4.2 Requests Related to Resource Dependency	Revision due to revision of the NGP2030 management scope (The management scope is the same consolidated group as that in the financial statements.)
5	5.4.4 Survey related to Climate Change and Water	The item was deleted due to discontinuation of the supply-chain program offered by CDP.
6	6. Laws, Regulations, etc. (non-exhaustive)	Revision of the list of related laws and regulations, etc.

3. Purchasing Way and Environmental Policy

3.1 Nissan Purchasing Way, its Philosophy and Guidelines

Nissan has established the Nissan Purchasing Principle and the Nissan Supplier Sustainability Guidelines and has declared to promote business activities with ethical, social and environmental considerations throughout the entire supply chain. The Nissan Supplier Sustainability Guidelines stipulate eight items in the field of the environment.

Key Areas of Nissan Supplier Sustainability Guidelines

1. Compliance
2. Safety and Quality
3. Human Rights and Labor
4. Environment
 - Environmental management
 - Reducing greenhouse gas emissions
 - Preventing environmental impacts on air, water and soil pollution
 - Saving resources and reducing waste
 - Managing chemical substances
 - Conservation of biodiversity
 - Noise and vibration
 - Plant safety
5. Due Diligence
6. Responsible Sourcing of Raw Materials
7. Community and Global Society

For details of the Nissan Purchasing Principle, refer to the Sustainability Data Book.

For details of the eight environmental items, refer to the Nissan Supplier Sustainability Guidelines.

3.2 Nissan's Philosophy and Policy on Environment

Nissan has established the Corporate Environmental Principle to realize our Corporate Purpose to "Enrich People's Lives".

Corporate Environmental Principle

Corporate Purpose	Enrich People's Lives
Environmental Philosophy	Symbiosis of People, Vehicle and Nature
Ultimate Goal	We will reduce the environmental impact and resource consumption of our corporate operations and vehicles throughout their life cycle to a level that can be absorbed naturally by the nature and pass on rich natural capital to future generations.
What we want to be	Sincere Eco-Innovator Sincere: To address proactively the environmental challenges and reduce the impact on the environment Eco-innovator: To develop a sustainable mobility society, we will provide customers with innovative technology in our products



Key Issues and Challenges

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

Climate change

Carbon neutral

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

Resource dependency

No new material resource use

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

Air quality and Water

Zero impact / zero risk

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

NISSAN
MOTOR CORPORATION

<Nissan Green Program (NGP)>

The Nissan Green Program (NGP) is a mid-term environmental action plan formulated based on Nissan's environmental philosophy and environmental policy, and NGP2030, which is the fifth generation of the program, is an eight-year plan leading up to FY2030. Under NGP2030, Nissan accelerates efforts toward 2030 to address three key issues and strengthen its foundation.

NGP 2030 Key Actions

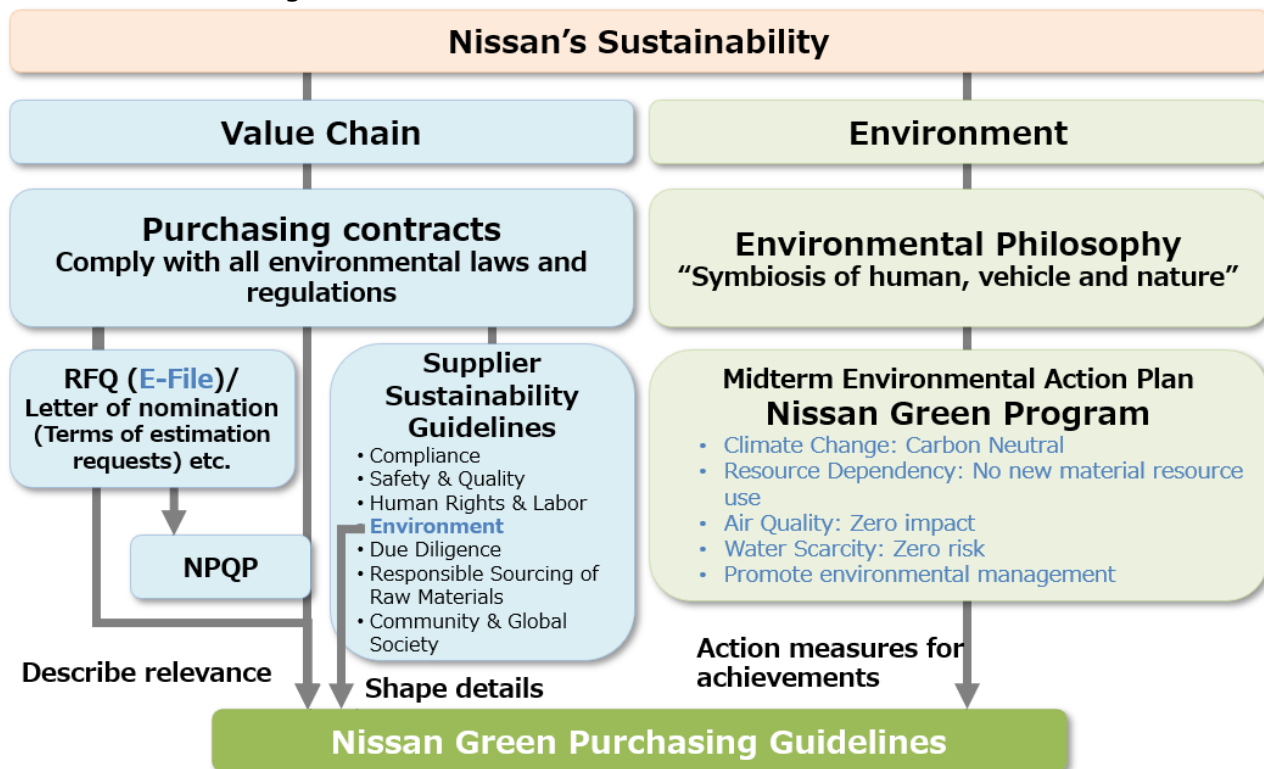
Climate Change	Toward the goal of carbon neutrality by 2050, strive for electrification potential and Monozukuri innovation, delivering CO2 emission reduction targets vs 2018: ■ Life cycle: -30% (Global) ■ New cars: -32.5% (Global), -50% (JPN, US, EUR) ■ In-house manufacturing: -52% per global production volume
Resource Dependency	Drive circular economy by efficient and sustainable use of resources, and by creating a system that maximizes the use of mobility. ■ Expand sustainable material use: 40% (weight basis; JPN, US, EUR) ■ Manage waste / landfill ■ Expand energy management function: Equip to EV 100% (JPN, US, EUR)
Air Quality & Water	Reduce water usage and manage wastewater quality responding to the regional issues. Reduce the impact on air quality by minimizing emissions from cars and corporate activities. <Water> ■ Enhance water risk management at manufacturing sites: Zero high-risk sites ■ Reduce water usage at manufacturing sites ■ Manage wastewater quality at manufacturing sites < Air quality > ■ Enhance management of vehicle emission including non-tail pipe ■ Manage volatile organic compounds (VOCs) at manufacturing sites: Continue current activities (Paint shop) ■ Manage in-cabin air quality: Compliance with the Nissan Standards on in-cabin air VOC
Enhancement of Foundation	Enhance environmental management ■ Secure responsible sourcing: Conduct supply chain risk management ■ Integration of value-chain information and ensuring accountability (traceability) •Build and operate management system (e.g. Carbon Footprint) for corporate activities and parts production •Secure supply-chain data reliability ■ Enhance Environmental Governance

Nissan Green Program URL

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

3.3 Position of Nissan Green Purchasing Guidelines

The Nissan Green Purchasing Guidelines reflect the principles outlined in the environmental section of the Nissan Supplier Sustainability Guidelines. The development of these guidelines represents one of Nissan's key initiatives in support of its mid-term environmental action plan, the Nissan Green Program.



4. Requirements for Key Issues of NGP2030

All Nissan suppliers are required to work on the following environmental activities based on “Nissan Supplier Sustainability Guidelines” and “Nissan Green Program”. For the latest guidelines, check the latest versions at the Nissan Motor Corporation Global Website.

Partners are encouraged to visit Nissan’s official global website to review the latest edition of this guideline.

4.1 Request Related to Climate Change

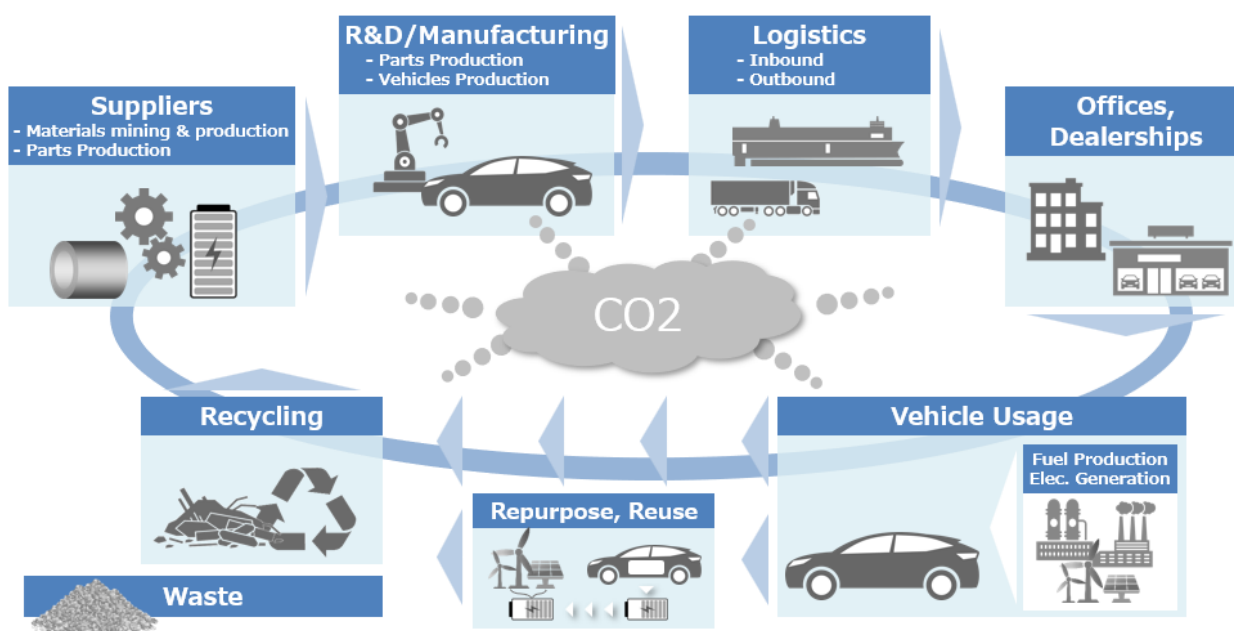
NGP2030 key actions for climate change

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

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

4.1.1 CO2 Emissions Reduction throughout the Value Chain

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



Approximately 10% of life cycle CO2 emissions are attributed to suppliers’ emissions, accounting for approximately 90% of the total CO2 emitted up to the point a vehicle is completed. To achieve carbon neutrality, suppliers’ actions are crucial. Through NGP2030, we will further strengthen our efforts to reduce CO2 emissions from procured raw materials, parts, products, etc.

The scope of CO2 reduction by suppliers includes emissions across the entire supply chain,

including Tier-2, Tier-3, and subsequent suppliers. Suppliers are requested to develop and implement voluntary action plans, contributing to the reduction of CO2 emissions throughout the entire vehicle manufacturing process both within Nissan and across the supply chain. Nissan will cooperate with every supplier to solve any issues on action plan promotion.

<Viewpoint of action plan >

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

4.2 Request Related to Resource Dependency

NGP2030 key actions for resource dependency

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

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

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

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

<Definitions of Sustainable Materials>

	Non-newly mined materials*	Circulable virgin materials
Low CO2 materials	-	✓
Non-toxic materials	✓	✓
Ethical materials	✓	✓

✓ : sustainable materials requirements

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

<Sustainability Requirements>

Low CO2 materials	Materials reduced more than 50% of CO2 emission (v.s. 2018)* *Generally available CO2 emission factors for third party assurance
Non-toxic materials	Materials not containing toxicity nor prohibited •Ruled as Nissan Engineering Standard “NES M0301” (Reference:

	RNES-B-00027)
Ethical materials	Materials with minimum impact on society/environment from Nissan • Without human rights violation, bribery/corruption • Considering biodiversity conservation, animal welfare • Request whole supply chain for complying with policies/guidelines • Recommend to join the GPSNR* for natural rubber * Global Platform for Sustainable Natural Rubber

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

- Priority use of sustainable materials in every kind of raw materials;
- Promote development and adaption of new sustainable materials; and
- Promotion of Green Parts and remanufactured parts in after-sales

4.3 Request Related to Air Quality and Water

4.3.1 Request Related to Water

NGP2030 key actions for water

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

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

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

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

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

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

4.3.2 Request Related to Air Quality

NGP2030 key actions for air quality

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

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

4.3.2.1 Reduce Various Emissions from Vehicles

Nissan is focusing on lowering emissions from vehicle tailpipes and manufacturing activities, and providing a pleasant in-cabin environment to customers. Nissan is committed to achieving zero impact of air on people, society and environment, and under NGP2030, we are working to minimize emissions from our vehicles, manage VOC at production sites, and improve in-cabin air quality. Suppliers are requested to comply with regulations of each country, as well as Nissan's standards and policies.

Nissan has applied requirements for individual parts and materials to improve air quality within the car cabin. The scope of VOC is target parts and related materials inside car cabin.

4.4 Request Related to Enhancement of Foundation

NGP2030 key actions for enhancement of foundation

Enhance environmental management

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

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

4.4.1.1 Establishment and Use of an Environmental Management System

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

1) Compliance with Regulations and Nissan Environmental Basic Policies

Nissan suppliers are required to comply with all applicable laws and regulations related to

their business activities as well as requirements set out in Nissan Engineering Standard (chemical substance management standard: NES M0301 (Reference: RNES-B-00027)), IMDS data entry standard: NES M0302 (Reference: RNES-B-00043), material identification mark standard: NES D0031 (Reference: RNES-A-00001) and other related publications for products to be supplied to Nissan.

2) Establishment of Environmental Management System (EMS)

We ask you to carry out ISO14001 or an equivalent environmental management system activities in order to improve your in-house environmental management system.

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

3) Designation of an Environmental Responsible Person

Nissan requires that each of its suppliers designates persons who are to be in charge of environmental issues (substances, materials, recycling, Life cycle assessment, environmental labelling) and environmental impacts (CO₂, energy, water, waste, etc) of manufacturing process of Nissan products, and submit his or her name and contact information through an E-file in response to an RFQ. (see 5.4.1 for E-file details)

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

Nissan expects the Tier-1 suppliers to assure that they work in cooperation with their Tier-2 suppliers and that this cooperation will expand further upstream to reduce the environmental impacts over the product life cycle and guarantee the compliance of the supplied parts with all the requirements of these guidelines.

5) Supplier Audits for Implementation of Environment Management System

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

4.4.1.2 Management of Environment-Impacting Substances ~Compliance with Regulations and Nissan Engineering Standards~

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

1) Chemical substance management based on laws and regulations and promotion of circular economy

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

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

Specific regulations such as Europe's Biocidal Products Regulation (EC No 528/2012) need to be taken into account. Nissan requests its suppliers to identify the authorized chemicals for biocidal use and handle them complying with laws and regulations when biocidal properties are needed.

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

Each chemical substance subject to eventual prohibition or restriction has intrinsic properties that are classified as carcinogenicity, germ cell mutagenicity, persistent, bioaccumulation, endocrine disrupting and/or respiratory sensitization, etc. Specifically prohibition and/or restriction on flame retardants, plasticizers and water repellents with one or more of such hazard classes are either already in force or discussed to be decided. Non-use of these substances must therefore be ensured.

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

In addition, when transferring or providing chemical substances regulated by law, regarding SDS, please check whether there is a need to make any changes once every five years from the date of the most recent check, and if it is deemed necessary to make changes, please make the changes within one year from the date of the check.

As a response to climate change and dependence on new resources, etc., circular economy activities to utilize resources in a sustainable manner are being promoted worldwide.

Especially in the EU, the use of recycled materials was imposed by the enforcement of Batteries Regulation and the Critical Raw Materials Act. The proposed EU ELV Regulation, which is currently under review for revision, is also expected to include the usage rate for the recycled plastic materials. We ask you to cooperate with our company in order to meet the reporting and regulatory values stipulated by the laws and regulations.

*Component parts deemed to be non-reusable;

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

2) Nissan Engineering Standard

NES M0301 globally bans the use of substances likely to be subject to eventual restriction in parts, accessories and materials in addition to the substances currently listed in GADSL* or other relevant laws and regulations. Nissan suppliers are required to deliver products and materials compliant with regulations of each country and the NES M0301

Please be aware that the NES M0301 will be reviewed and updated at least once a year in order to reflect the latest environmental regulations, requirements and policy changes. All of our suppliers are encouraged to check latest global regulation by yourself and consult the latest edition of the NES M0301.

With respect to the substances subject to elimination or reduction, Nissan may require its supplier to report analysis result of material composition of products in accordance with NES M0303 "Measurement Method of Environmental Impact Substances"

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

4.4.2 Information related to Vehicle Life Cycle Assessment (LCA)

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

4.4.3 Environment Impact Reduction with Supplier

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

In order to grasp the current status of the environmental management and results of the activities of our business partners, and to promote their improvements, we will engage with our globally selected business partners on climate change and water related issues.

In addition, Nissan would like to request suppliers to promote CO2 emission and water usage reduction, and wastewater quality management throughout their value chain.

5. Reporting

5.1 Reporting on Climate Change

5.1.1 Information Related to CO2 Emission

Nissan is moving forward with our initiatives for reducing CO2 emissions from products, services and corporate activities. Please provide information related to CO2 emission, such as weight of parts, energy usage of equipment, and emission factor of electricity, if requested in supplier selection process, etc. Please cooperate with us in providing CO2 emission data by product if requested for compliance with regulations such as the EU battery regulations, CSRD (Corporate Sustainability Reporting Directive), IFRS (International Financial Reporting Standards), CBAM (Carbon border adjustment mechanism) and Sustainability Disclosure Standards developed by the Sustainability Standards Board of Japan (SSBJ).

5.2 Reporting Requirement with Respect to Resource Dependency

5.2.1 Reporting on the Use of Sustainable Materials

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

Nissan suppliers are required to submit information about their use of non-newly mined materials.

What to report

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

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

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

How to report

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

*IMDS (International Material Data System):

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

2) Reporting on the Use of “Circulable” Virgin Materials

Please provide information related to circulable virgin materials that can be continuously recycled, used for raw materials and parts delivered to Nissan, if requested in supplier selection process, etc.

5.2.2 Reporting on Materials Used and Weight

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

What to report

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

How to report

The supplier shall submit IMDS data. The suppliers shall refer to NES M0302(Supplier can refer to RNES-B-00043 depend on Nissan Design’s request) for IMDS reporting instructions.

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

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

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

What to report

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

How to report

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

Table of Regulatory Requirements and Targets over Recycling

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

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

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

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

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

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

5.3 Reporting on Air Quality and Water

5.3.1 Reporting on Water

In NGP2030, we are advancing initiatives to reduce water intake and manage wastewater quality. We may request information regarding water usage at manufacturing sites and equipment for parts and raw materials supplied to Nissan during the supplier selection process, etc. Additionally, we may ask for further information related to water on an individual basis, and we appreciate your cooperation.

5.3.2 Reporting on Development on VOC, Odor Reduction and Compliance with Standard

Report on VOC and odor : To reduce car cabin odor and VOC to have an influence on human health, suppliers shall report evaluation result and test data on car cabin parts and materials

in accordance with Nissan standards shown as following.

What to report

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

- VOC, Odor test method and target in accordance with Nissan Design Standard (NDS)
- VOC & Carbonyl compounds emissions from parts :
Parts VOC test method; Nissan Engineering Standard NES M0402, Parts VOC target; Nissan Engineering Standard NES M0403
- Odor from parts and materials :
Odor test method; Odor target; Nissan Engineering Standard NES M0160, Odor substance usage restrictions; Nissan Engineering Standard NES M0297

How to report

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

5.4 Reporting with Respect to Foundation Strengthening

5.4.1 Report on RFQ: E-file

E-File (Environmental File), included in RFQ (Request for Quotation) for supplier selection process, is used to evaluate candidate supplier's compliance with Nissan's requirements related to environmental impacting substances control for target parts. The E-file requirement applies to all regions globally excluding NML production models / powertrain[※].

※Action to sourcing of NML including NMK production models / powertrains

Regarding the sourcing of NML including NMK production models / powertrains, E-File was abolished and confirm the equivalent contents of E-File through CONDITIONS & REPLY FORM FOR NEW PARTS included in RFQ.

Evaluation criteria

- Supplier agreement of compliance with laws and regulations in different countries and NES M0301 (Reference: RNES-B-00027)
- Supplier agreement of compliance with Nissan's requirements related to the environmental impacting substances management
- Submission of contact information of managers and/or staffs in charge of environmental

impacting substances management for Nissan products

- Responsible person who manages environment-impacting substances and/or a person who handles actual duties on behalf of the responsible person such as a sales person, an IMDS* engineer or a REACH regulation responder
- An IMDS reporter and a sub-IMDS reporter who complete material data inputs to the IMDS by specified date in response to a request from Nissan.
- A REACH Regulation responder who handles matters related to REACH requirement

Inadequate response to the E-file

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

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

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

*IMDS (International Material Data System):

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

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

5.4.2 Reporting on the Use of Environment-Impacting Substances and Substances of Very High Concern (SVHC)

Material data submission is globally required for all parts, materials for Nissan products in accordance with relevant regulations and Renault-Nissan Engineering Standards.

Especially for EU REACH regulation, NISSAN requests to report all SVHC's CAS number and its concentration rate with IMDS or other designated method if SVHC usage in article and preparation amount is excess our threshold in NES M0301 (Reference: RNES-B-00027) to all parts, raw materials, preparation (mixtures), subsidiary materials or packaging materials suppliers.

Also the supplier must communicate any changes in the use of SVHCs resulting from component or raw material substitution to Nissan purchasing department, and at the same time, the changes must be reported by using IMDS, SDS or other designated methods.

1) Parts and Raw Materials

How to report

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

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

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

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

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

2) Raw Materials and Indirect Materials for Factories

Scope

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

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

What to report

SDS (Safety Data Sheet) for the following substances:

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

How to report

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

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

3) Accessories and Service Parts

Scope

- Newly designed or existing accessories (including AVCN)
- service parts for old model vehicles out-of warranty
- some exclusive service parts without distinction as to existing or old model vehicles as well as within or out-of warranty.
 - * “Existing vehicles” and “parts for old model vehicles within warranty” follow the same rules as mass production parts.

What to report

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

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

How to report

Nissan suppliers are required to use IMDS for reporting. Please refer to NES M0302 (Reference: RNE-B-00043) for details of how to submit the data and to which department the data be reported.

For the parts reported via IMDS, the IMDS ID numbers must be accompanied with an inspection report on delivery. Both are required on delivery of the trial parts of every trial lot on delivery of the first parts from first time mass production line, and on delivery of design changed parts from first time mass production line after the change.

Nissan suppliers are required to follow the specific directions in the engineering liaison form for the individual request made with the notification form.

4) Packaging Materials for Logistics

Scope

Packaging materials for newly designed parts.

Nissan suppliers may also be individually requested to submit substance data on the

packaging materials after the mass production of those parts.

What to report

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

How to report

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

Table of Requirements and Targets over Management of Products and Materials

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

			Target parts / materials					
Requirements			Parts, Raw Materials *1	Raw & Indirect Materials *2	Accessories *3	Service parts *4	Logistics packaging materials	
Environment-impacting substances	Compliance with regulations in each country and Nissan Standards	Target	√	√	√	√	√	
		Standard	NES-M0301 /Reference: RNES-B-00027 NES-M0302 /Reference: RNES-B-00043	NES-M0301/Referenc e: RNES-B-00027	NES-M0301/Referen ce: RNES-B-00027	NES-M0301/Referen ce: RNES-B-00027 NES-M0302 /Reference: RNES-B-00043	NES-M0301/Referenc e:RNES-B-00027	
	Assessment over Supplier management level	Target	√	-	▲	▲	-	
		Timing	conducting ASES and replying to RFQ	-	conducting ASES and replying to RFQ	conducting ASES and replying to RFQ	-	
		Form	RFQ reply	-	RFQ reply	RFQ reply	-	
	Improving the products management level	Report of the use of environmental impacting substances	Target	√	√	√	√	√
			Timing	delivering trial/mass production parts	planning new raw materials	delivering trial/mass production parts		
				At the first delivery of changed parts/Upon individual request				
			Target	IMDS	SDS	IMDS	IMDS	Individual form MSDS
				Tool	IMDS	SDS	IMDS	IMDS
			Overseas) Designated tools of each factory			Individual file, Material standard chart (AS)		
		Submission of material analysis data	Target	▲	-	-	-	-
			Timing	delivering trial/mass production parts	-	-	-	-
		Submit parts for analysis and inspection	Target	▲	-	▲	▲	-
			Timing	delivering trial/mass production parts	-	delivering trial/mass production parts		
		Process assessment by Nissan	Target	▲	-	▲	▲	-
			Timing	Upon individual request	-	Upon individual request		
		Self-assessment By Suppliers	Target	√	-	-	-	
			Timing	1 time / year	-	-	-	

*1: Items used at production plants such as steel sheets, steel products, paints, adhesives, oils and

coolants and those (have the potential to) remain in or on vehicles.

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

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

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

5.4.3 Submission of Life Cycle Assessment Data for Product Evaluation

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

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

1) International standards, industrial standards, and treaties

- GADSL (Global Automotive Declarable Substance List) URL: <http://www.gadsl.org/>
- GHS (Globally Harmonized System of Classification and Labelling of Chemicals) (ST/SG/AC.10/30) • • • Globally Harmonized System of Classification and Labelling of Chemicals
- Stockholm Convention on Persistent Organic Pollutants (POPs)
- Pollutant Release and Transfer Register (PRTR)
- Laws and regulations on mercury implementing the Minamata Convention

2) Europe

- REACH Regulation (Registration, Evaluation, Authorisation and Restriction of Chemicals) • • • Regulation concerning the Registration, Evaluation, Authorization and Restriction of Chemicals
- CLP Regulation (Classification, Labelling and Packaging) • • • Regulation on the classification, labelling and packaging of substances and mixtures
- POPs Regulation (Persistent Organic Pollutants Regulation)
- Biocidal Products Regulation (BPR): Regulation concerning the making available on the market and use of biocidal products
- Packaging and Packaging Waste Directive (PPWD)/Packaging and Packaging Waste Regulation (PPWR): Directive and regulation on packaging and packaging wastes
- End-of-Life Vehicles (ELV) Directive and implementing regulations in each country: Directives and regulations on end-of-life vehicles
- The RRR Directive (Reuse, Recyclability and Recoverability): Vehicle type-approval requirements regarding reuse, recyclability, and recoverability of vehicles
- Battery Regulation: Regulation on reducing environmental impact, promoting resource circulation of batteries, etc.
- Critical Raw Materials Act (CRMA): Regulation on ensuring a secure supply and circularity of critical raw materials
- Mercury Regulation

3) North and South America

- USA Toxic Substances Control Act (TSCA)
- USA Significant New Use Rules (SNUR)
- USA Occupational Safety and Health Act
- CAN The Prohibition of Certain Toxic Substances Regulations, 2025
- CAN Products Containing Mercury Regulations
- BRA Green Mobility and Innovation Program (MOVER) (Law 14.902/2024)

4) Asia and Oceania

- JPN Chemical Substances Control Law: Act on the Evaluation of Chemical Substances and Regulation of Their Manufacture, etc.
- JPN Pollutant Release and Transfer Register (PRTR) Law: Act on the Assessment of Releases of Specified Chemical Substances in the Environment and the Promotion of Management Improvement
- JPN Poisonous and Deleterious Substances Control Act
- JPN Industrial Safety and Health Act
- JPN Act on Preventing Environmental Pollution of Mercury
- CHN Management Requirements for Vehicle Hazardous Substance and Recyclable Utilization Ratios (MIIT Notice No. 38 (2015))
- CHN Requirements for prohibited substances in automobiles (GB/T 30512-2014)
- AUS Industrial Chemicals Environmental Management Standard (IChEMS)
- NZL HSNO Act (Hazardous Substances and New Organisms Act 1996)
- VNM Law on Chemicals (No. 69/2025/QH15) and Decree detailing Law on Chemicals on management of chemical activities and hazardous chemicals in products and goods (26/2026/ND-CP)

5) Other regions

- ZAF National Environmental Management Act: Regulations on the Phased Elimination of Persistent Organic Pollutants (POPs)

The laws and regulations related to chemical substances in this list are for reference only and are not exhaustive. We ask our business partners to comply with the latest laws and regulations applicable to in-house products, as well as Nissan's standards, policies, and principles.

7. Relevant Standards and Procedures

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

Nissan Engineering Standard, NES M301 "Restricted Use of Substances" (Reference: RNES-B-00027)

Nissan Engineering Standard, NES M0302 "Substance data input standard by IMDS" (Reference: RNES-B-00043)

Nissan Engineering Standard, NES M0303 Regulated Chemical Substance Analysis (Reference: RNES-B-20205)

Nissan Engineering Standard, NES D0031 "Identification and Marking of Polymeric Parts" (Reference: RNES-A-00001)

Nissan Engineering Standard "VOC test method of cabin parts" (NES M0402)

Nissan Engineering Standard "VOC of Cabin Parts" (NES M0403)

Nissan Engineering Standard "Method of Testing the Smell of Interior Parts" (NES M0160)

Nissan Engineering Standard "Odor substance usage restrictions" (NES M0297)

Nissan Product Quality Procedure (NPQP)

8. History of Revision

Date	Edition	Contents
2008.03.10	[N]	Globalized edition. Newly published as Nissan Green Purchasing Guidelines.
2010.07.29	[1]	Document edited according to the revised EU regulations for environment-impacting substances (EU REACH regulation, MSDS report requests)
		Document edited according to the publication of the Renault-Nissan CSR Guidelines for Suppliers.
2011.11.25	[2]	Document edited according to the announcement of the Nissan Green Program 2016.
2012.11.30	[3]	Document edited according to expansion of requirement to suppliers
2015.10.31	[4]	Reframed to be aligned with the Renault Green Purchasing Guidelines
2016.11.30	[5]	Unification of Engineering Standards of Renault and Nissan (RNES-B-00027)
2018.08.22	[6]	Alignment with NGP2022
2019.05.23	[7]	Mandate self-diagnostic assessment requirement added
2021.05.17	[8]	Revision of corporate purpose, data submission for LCA, description of survey
2022.5.23	[9]	Revision of CO2 EM reduction through value chain, technical standard and regulation revision
2023.5.30	[10]	Description to continue following the NGP2022-based policy until next NGP is released
2023.11.06	[11]	Revision according as the alliance with Renault entered a new phase
2024.06.28	[12]	Alignment with NGP2030
2025.07.31	[13]	Addition of sustainability requirements for sustainable materials, action to sourcing of NML models / powertrain and explanation about SDS. Revision due to publication of Nissan Supplier Sustainability Guidelines. Revision of relevant standards, etc.
2026.07.31	[14]	Revision of the NGP management scope, discontinuation of the supply-chain program offered by CDP, revision of the list of related laws and regulations, etc.

Contact Details by Subject Category

Subject	Department	e-mail/Web	Phone
Green Purchasing Guidelines in general	Purchasing Strategy and Management Group	nissanpurch-csr@mail.nissan.co.jp	-
	Environmental Strategy Group	https://secure.nissan.co.jp/NHP1/SUSTAINABILITY/inquiry_form_jp.html	-
Operation of E-File	Purchasing Strategy and Management Group	nissanpurch-csr@mail.nissan.co.jp	-
Regulation matters	Regulation and Homologation Department	NGPG@mail.nissan.co.jp	-
Parts/materials, material markings, recycling material use IMDS, Self -assessment for chemical substance management	Materials Engineering Department	IMDS@mail.nissan.co.jp	-
Apply G2B implementation	Global Help Desk (Nissan Global Customer Service Center)	-	+81(0)3-4216-3907
Random check on delivered parts, Requirement of IMDS ID numbers with delivery inspection reports	Vehicle Production Engineering and Development Division Vehicle Quality Engineering Department	hoizu-ryuu@mail.nissan.co.jp	+81(0)80-7969-2884
	Purchased Parts Quality Engineering Section	kenichi-fukunaga@mail.nissan.co.jp	+81(0)70-1323-9875
Indirect materials	Vehicle Production Engineering and Development Division Environment and Facility Engineering Department	ISO14001_newSDS@mail.nissan.co.jp	-
SDS window	Japan Human Resources Department	nissan_sds_search@mail.nissan.co.jp	-
Aftersales	Global Aftersales Division Service Engineering Department	m-agata@mail.nissan.co.jp	+81(0)80-3454-9088
Accessory	Global Aftersales Division Accessory Department	AShinsho@mail.nissan.co.jp	+81(0)50-3546-5793
Packaging materials	Japan Logistics department (KD materials)	PKG_Reach_survey@mail.nissan.co.jp	+81(0)45-621-2958
	Global Aftersales Division Aftersales Logistics Department (AS materials)	reach_as@mail.nissan.co.jp	+81(0)80-7662-6872