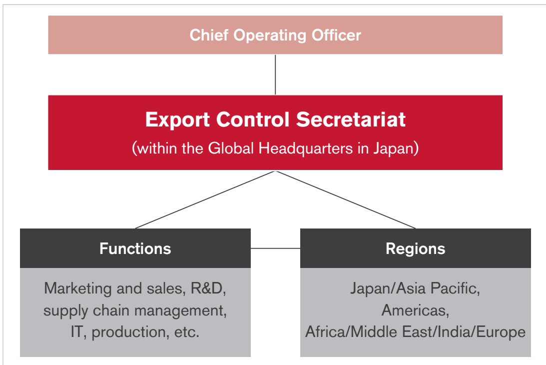
Security-Related Export Controls

Nissan thoroughly complies with the laws and regulations of Japan and the other countries where it does business, giving full consideration to the requirements of the international community. Part of this effort includes the company's initiatives aimed at contributing to global peace and security. Nissan has established export control rules to prevent the proliferation of weapons of mass destruction, conventional weapons and any products or technologies used for their development. In line with these rules, Nissan implements export controls under an independent system headed by the company's chief operating officer. Affiliated companies also strictly adhere to the same export control rules, thereby enhancing the entire Nissan Group's level of compliance.

GLOBAL EXPORT CONTROL POLICY FRAMEWORK



Ensuring Personal Information Protection and Reinforcing Information Security

Nissan recognizes social responsibility to properly handle customers' personal information, in full compliance with Japan's Personal Information Protection Act. We have set up internal systems, rules and procedures for handling personal data. All group companies in Japan are fully enforcing these processes. Moreover, Nissan shares with Group companies worldwide its Information Security Policy as its basis to reinforce overall information security. We have also established an Information Security Committee, which implements measures as necessary to further strengthen information security to prevent information leaks and other such incidents. Furthermore, we regularly carry out various in-house programs to thoroughly educate and motivate employees to uphold their responsibilities in this re-gard.

The Principle and Approach to Corporate Risk Management

For Nissan, the term risk refers to any factor that may prevent the Nissan Group from achieving its business objectives. By detecting risk as early as possible, examining it, planning the necessary measures to address it and implementing those measures, we work to minimize the materialization of risk and the impact of damage caused, should it arise. Risk management must be a real-world activity closely linked at all times with concrete measures. Based on its Global Risk Management Policy, Nissan carries out activities on a comprehensive, group-wide basis.

In order to respond swiftly to changes in its business environment, Nissan set up a department in charge of risk management, which carries out annual interviews of corporate officers, carefully investigates various potential risks, and revising the company's "risk map" in line with impact, frequency and control level. An executive-level committee makes decisions on risk issues that must be handled at the corporate level and designates "risk owners" to manage the risk. Under the leadership of these owners, the company designs appropriate countermeasures. Finally, the board member in charge of internal controls (currently, the COO) regularly reports to the Board of Directors on progress being made.

With respect to individual business risks, each division is responsible for taking the preventive measures necessary to minimize the frequency of risk issues and their impact when they do arise as part of its ordinary business activities. The divisions also prepare emergency measures to put in place when risk factors do materialize. Nissan Group companies in Japan and overseas are strengthening communication and in order to share basic processes and tools for risk management, as well as related information, throughout the Group.

Additionally, a "Corporate Risk Management" website has been put in place as part of our corporate intranet system, which puts out risk management information to Nissan employees in Japan, North America, Europe and other overseas regions, as well as to important affiliated companies.

In October 2011, when major flooding occurred in Thailand, Nissan's local plant was forced to halt operations in that area for four weeks due to the impact on the supply chain. However, using the experience we had gained after the Great East Japan Earthquake in March that year, we were able to minimize the operation suspension period and avoid undue impact on other factories. Nissan treats these events as valuable lessons and have shared the subsequent review with the entire company. New scenarios have been incorporated into the drills implemented in March 2012 by the Global Disaster Control Headquarters. We have made our drills more challenging and have checked the efficacy of the various measures we have planned with the aim of creating a more effective overall system.