

May 10, 2024

To all concerned Parties

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**Notice of Information Disclosure regarding the Recommendations of  
the Taskforce on Nature-related Financial Disclosures (TNFD)**

Japan Airport Terminal Co., Ltd. hereby announces that it has disclosed information regarding the recommendations of the Task Force on Nature-related Financial Disclosures (“TNFD”)\*1

The Japan Airport Terminal Group, as a purely private company engaged in construction, management and operation of highly public passenger terminals, has adopted a basic philosophy of “Harmony between the Business and the Society”. To realize our long-term vision, “To Be a World-Best Airport - To be the world’s most respected airport, pursuing the satisfaction of all stakeholders -,” we have set "Measures to combat climate change" and "Effective use of limited resources" as our materiality (key issues), and we are proceeding with evaluation and analysis based on the recommendations of the Task Force on Nature-related Financial Disclosure (TNFD), and disclose information related to the TNFD recommendations.

Going forward, JAT group will continue to deepen its analysis of risk opportunities, enhance its response measures and indicators/targets, promote information disclosure related to natural capital and contribute to the realization of a sustainable society through our business activities.

\*1 TNFD (Taskforce on Nature-related Financial Disclosures):

The task force was conceived at the World Economic Forum Annual Meeting (Davos) in 2019 and established in 2021. An international initiative launched to consider a framework for companies to visualize their dependence on the natural world and assess, manage, and report their impact on the natural environment and ecosystems.

## Information Disclosure Regarding TNFD Recommendations

### Introduction

The Japan Airport Terminal Group (hereinafter the "JAT Group") constructs, manages, and operates airport passenger terminals at Tokyo International Airport (Haneda Airport) and other airports. The JAT Group is fully aware of its social responsibility as an enterprise whose business is of a highly public nature and aims for management that benefits both public good and business success. The JAT Group aims to realize its long-term vision of "To Be a World Best Airport" and its goal of "becoming one of the most advanced, human- and eco-friendly airports by 2030." As such, The JAT Group has identified measures to combat climate change and effective use of limited resources as two of its key issues (material issues).

In September 2022, Japan Airport Terminal (JAT) announced its support for the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD). In May 2023, JAT disclosed relevant information based on the TCFD recommendations. JAT is now conducting evaluation and analysis based on the recommendations of the Taskforce on Nature-related Financial Disclosures (TNFD) as it supports the TNFD recommendations and discloses information related to them as shown below. This closure provides an overview of our business with regard to our business operations as they stand. Going forward, we will deepen our evaluation of risks and opportunities and strive to enhance our responses as well as metrics and targets.



(Reference)

Sustainability Basic Policy

<https://www.tokyo-airport-bldg.co.jp/en/sustainability/themes/>

Environmental Policy

<https://www.tokyo-airport-bldg.co.jp/files/en/sustainability/JapanAirportTerminalGroupEnvironmentalPolicy.pdf>

# Governance

## Board of Directors' Oversight and Management's Role

JAT regards nature-related initiatives as an important management issue. With the Sustainability Committee in place, JAT develops the implementation policy and manages progress.

- The Sustainability Committee is chaired by the President and COO and comprised of all officers (including executive officers) of JAT. The committee meets twice or more a year. The committee discusses and reviews sustainability policy development and progress management. The results of such review are further reviewed by the Executive Committee in light of their relationship and consistency with management strategies, and then reported to the Board of Directors for resolution.
- The Sustainability Committee develops specific plans and implements various initiatives at the Sustainability Management Office, a dedicated organization that reports directly to the President. As necessary, the Sustainable Committee works with the Risk Management Committee, which is responsible for company-wide risk management, as well as with the Compliance Promotion Committee and the CS Promotion Committee to implement initiatives that cover our business divisions and Group companies.
- As the Sustainability Committee has a wide scope, it has established theme-based subcommittees and the like tasked with discussing specifics and managing their progress (including the Decarbonization Core Council and the resource recycling working group). Relevant business divisions and Group companies participated in these subgroups.

**Fig. 1: Overview of Sustainability Promotion System**



## Dialogue with Stakeholders

Many of our operations hinge on cooperation with many of our business partners as well as with officials, staff, and other stakeholders at Haneda Airport. We have different types of dialogue with them. As major opportunities for dialogue on natural environment conservation, human rights, and the like, we are engaged in the following:

- We carry out environmental initiatives as a member of the Tokyo International Airport Eco-Airport Council, which promotes environmental initiatives at Tokyo International Airport. The Council, which is presided over by the Ministry of Land, Infrastructure, Transport and Tourism, is made up of some 30 companies—including airlines, facilities management companies, and railway companies—as well as competent authorities. Under the Tokyo International Airport Environmental Plan (phase 2) with fiscal 2026 being the target year, we are implementing initiatives with focus on air, energy, water and soil, waste, and the natural environment.
- In April 2023, we established the Japan Airport Terminal Group Sustainable Procurement Guidelines. The Guidelines set out items that should be observed in relation to the environment, human rights, and the like. During fiscal 2023, we communicated the Guidelines to the bulk of our suppliers, i.e., about 600 business partners—including those that play an important role in terminal building operations—which account for some 90% of our total turnover. We also conducted a questionnaire survey of these partners. In light of the results of the survey, we will study ways to share information and dialogue with our suppliers.

(Reference) Japan Airport Terminal Group Sustainable Procurement Guidelines

<https://www.tokyo-airport-bldg.co.jp/files/en/sustainability/JapanAirportTerminalGroupSustainableProcurementGuidelines.pdf>

## Strategies

### Overview of Our Group's Operations

The JAT Group manages and operates airport passenger terminals and parking lots at Tokyo International Airport (Haneda Airport), one of the largest airports in Japan. Our operations include leasing office space and other facilities, selling goods at airport stores, operating restaurants, manufacturing and selling in-flight meals, and providing travel services. Also, at Narita Airport and other hub airports, we sell goods and provide food and beverage services, including the preparing and sale of in-flight meals. Our peripheral business includes leasing real estate by using the land we own outside the airports.

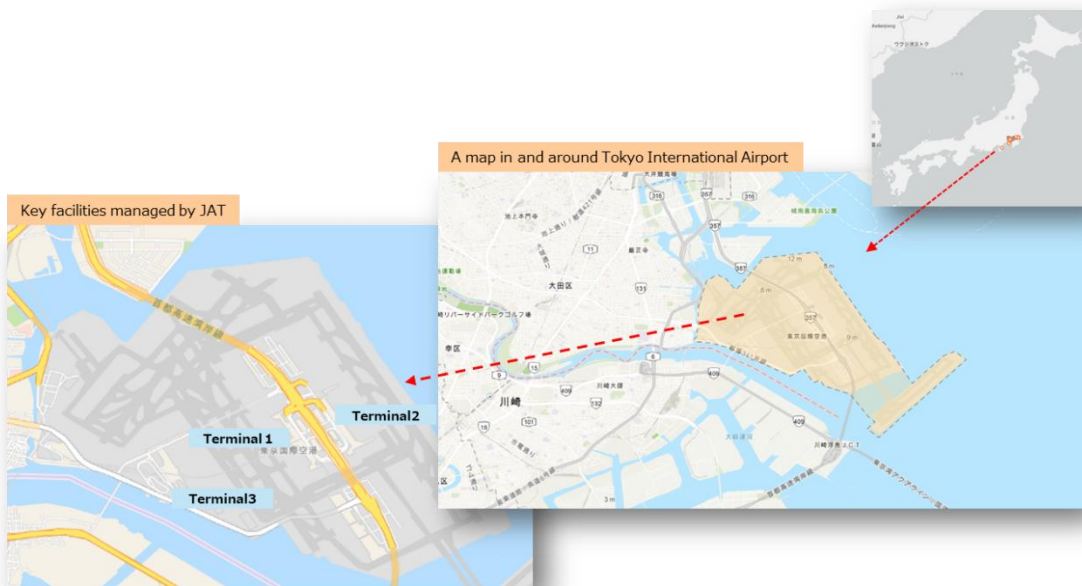
Segment	Description
Facility management and operation	<ul style="list-style-type: none"> <li>- Managing and operating airport passenger terminals and parking lots, including Terminals 1, 2, and 3, and Car Parks P1, P4, and P5 at Haneda Airport</li> <li>- Leasing, operating, maintaining, and cleaning office space and the like related to the above, among others</li> <li>- Collecting, carrying, and disposing of solid waste, among others</li> </ul>
Merchandise sales and food and beverage	<ul style="list-style-type: none"> <li>- Operating retail stores</li> <li>- Operating restaurants, and preparing and selling in-flight meals</li> </ul>

\* See page 14 for TNFD global core metrics.

## Scope of This Report: Scoping

The JAT Group's business is centered on the management and operation of passenger terminals and other facilities at Haneda Airport, as well as on merchandise sales, and food and beverage operations.

In defining the scope of this analysis, we have reviewed all our assets and operational hubs in terms of their relationship with the natural environment (e.g., dependencies and impacts, and air, water, land, and other surrounding environments) and assessed their materiality in our business. As a result, we have selected, as the target of TNFD analysis, facility management, and merchandise sales and food and beverage operation in the Haneda Airport area, the center of the main business of the JAT Group. Note that waste incineration at the airport is also covered as part of facility management.



\*The above map was created by FINEV inc. using ESRI ArcGIS pro. Base map copyright: ESRI, HERE, Garmin, FAO, NOAA, USGS.

## Assessment and Analysis Methods

In this disclosure, we have made an analysis based on currently available data. In the process, we have used the LEAP approach,\* which is designed to make a systematic, evidence-based assessment of nature-related risks and opportunities as advocated by the Taskforce on Nature-related Financial Disclosures (TNFD).

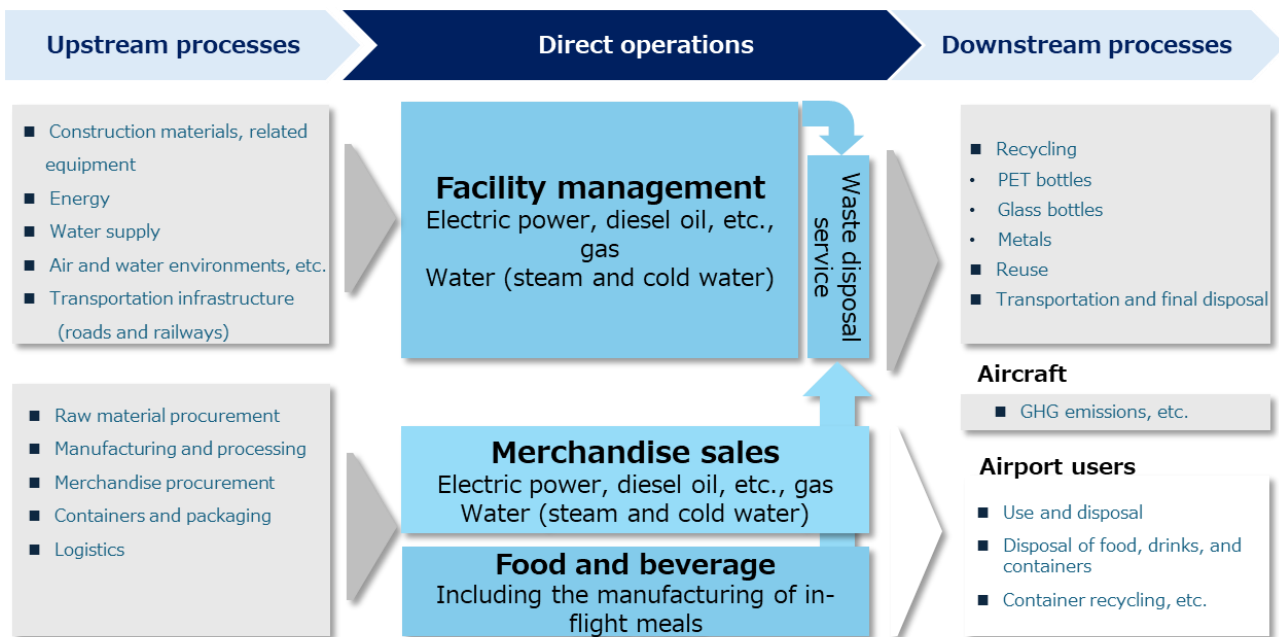
\*LEAP approach: "LEAP" is an acronym for locate, evaluate, assess, and prepare. It provides guidance for *locating* the interface between the JAT Group's business and the natural environment, *evaluating* our dependencies and impacts on nature, *assessing* material risks and opportunities based on the location results, and *preparing* to respond and report.

## Classifying the Components of the JAT Group's Value Chain

In analyzing and assessing the dependencies and impacts, and risks and opportunities in relation to the natural environment surrounding the business activity of the JAT Group, we have classified the components of the JAT Group's value chain into direct operations, and upstream and downstream processes.

Direct operations by the JAT Group include the construction, management, and operation of airport passenger terminals at Haneda Airport and the operation of retail stores and food service establishments. We use water, electricity, gas, and other energy sources to maintain the airport with comfortable facilities. Some 80 million passengers used airport passenger terminals at Haneda Airport in fiscal 2023. Upstream processes involve procuring and using large volumes of resources and merchandise for the construction, management, and operation of the terminals, as well as for merchandise sales, and food and beverage businesses. Downstream processes entail GHG emissions, air pollution, and other environmental impacts associated with passenger and other flights. These impacts derive from the use and disposal of goods by airport users as well as from the generation and disposal of waste associated with merchandise sales, and food and beverage businesses. The chart below provides an overview of the direct operations, and upstream and downstream processes of our business.

**Chart.2 : Schematic Diagram of the JAT Group's Value Chain (Relationships with the Natural Environment)**



## Important Relationships with the Natural Environment (Dependencies and Impacts)

In order to assess the interfaces and relationships with nature for the direct operations and upstream and downstream processes of our business activity, we have developed a heat map based on currently available information for the purposes of accessing how much these operations and processes are related to the natural environment. Such assessment has been made with reference made to our lines of business, a set of major environmental impacts by industry according to SBTN, and Encore Flow, a tool for assessing nature-related risks.

**Chart.2: Assessment of Relationships with the Natural Environment in Our Value Chain (Heat Map)**

Environmental Impact*			Use of land	Use of fresh water	Use of seawater	Use of water	Use of other resources	GHG emissions	Air pollution other than GHG emissions	Water pollution	Soil pollution	Waste	Noise and pollution	Alien species
Facility management	Upstream	Construction, etc. of facilities	Light Blue	Light Blue	White	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue
	Direct operations	Facility management and operation, and waste disposal	Light Blue	Light Blue	White	Light Blue	Light Blue	Dark Blue	Light Blue	Light Blue	Light Blue	Dark Blue	Light Blue	Light Blue
	Downstream	Use by aircraft and passengers	White	White	Light Blue	Light Blue	White	Dark Blue	Dark Blue	Light Blue	Light Blue	Dark Blue	Light Blue	Light Blue
Merchandise sales, and food and beverage	Upstream	Procurement of merchandise and raw materials	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	White	White
	Direct operations	Merchandise sales, manufacturing of in-flight meals, and food and beverage services	Light Blue	White	White	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	White	Light Blue	White	White
	Downstream	Use and disposal of merchandise, and food, beverages, etc.	White	White	White	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	White	White

\* The thicker the color, the stronger the relationship (dependencies and impacts) with the environment. Going forward, we are considering assessing dependencies and impacts for each case in the future.

### Facility management

- In 2023, Haneda Airport had about 400,000 aircraft movements and some 80 million passengers used the airport's passenger terminals. For our direct operations, we consume electric power and other energy sources to maintain the comfortable space in the facilities,



thus generating CO2 emissions. For the movement of aircraft and passengers in the downstream processes, energy use entails GHG emissions and other types of air pollution.

- The terminal buildings we manage and operate (direct operations) and the movement of passengers in the downstream processes entail the generation of waste by some 80 million users. We dispose of such waste, the amount of which account for around 40% of total waste generated in the Haneda Airport area. Thus, such waste generation and disposal have some measure of impact on the environment.
- Japan's domestic natural environment (air, water quality and quantity, and ecosystem condition) is relatively in a favorable state compared with the global standard. Because of their intrinsic nature, our airport facilities have some measure of environmental impact around Haneda Airport associated with noise pollution and light pollution due to lighting at night.
- Annual water consumption at the three terminal buildings in Haneda Airport exceeds 700,000 m<sup>3</sup>, which accounts for some 50% of annual total water consumption in the Haneda Airport area. Such water use entails certain degrees of dependencies and impacts.

### **Merchandise sales, and food and beverage operation**

- The merchandise, food materials, and processed food products that we handle come in great variety. The production, manufacturing, and processing of raw materials for them entail certain degrees of dependencies and impacts on water use, land use, air pollution, and the like.
- We generate certain volumes of disposable containers and packing materials as waste from our merchandise sales, and food and beverage businesses.

### **Three Strategic Directions (Pillars)**

We aim for a worldly appreciated airport. We thus strive to manage our terminal buildings toward our long-term vision of "To Be a World Best Airport" and our goal of "becoming one of the most advanced, human- and eco-friendly airports by 2030."

As noted above, we have developed a heat map on to what extent the direct operations, and upstream and downstream processes of our business activity are related to nature in terms of dependencies and impacts, based on currently available information. With this map, we have identified and assessed important areas. Given the findings of this assessment, we have identified the nature-related risks and opportunities for the business of the JAT Group. To this end, we have envisioned possible responses toward a nature-positive society and physical damage resulting from nature degradation and associated losses of ecosystem services. Then we have identified three directions for our strategy on nature-related risks and opportunities. Going forward, we will make a deeper analysis of risks and opportunities. At the same time, we will work with many stakeholders to develop and implement measures to implement that strategy as a key management issue.

Our Strategy on Nature-related Risks and Opportunities	
Realizing an Eco Airport	Under the relevant policy and decarbonization plan of the central government, we will take measures to reduce the impact of our airport operations on the global and local environments in cooperation with our stakeholders concerned.
Establishing a circular economy	We will work to make the entire airport more like a circular economy by reducing the amounts of waste that is generated and disposed of in the airport through the promotion recycling and reuse and the resultant reduction of the amount landfilled.
Promoting sustainable procurement	We will work to reduce the impact of our supply chain as a whole on the natural environment. To this end, we will give more consideration to the environment and human rights in the manufacturing and processing of raw materials in our merchandise sales and food and beverage operation.

In charting the direction for target setting and action planning, we are considering a number of measures. They include (1) adopting more wooden interior decorations when rebuilding or refurbishing airport buildings, (2) establishing a recycling system in a wider context of resource circulation, and (3) enhancing sustainable procurement. Specific targets and metrics are now under study and will be published when confirmed.

## Risk and Impact Management

As mentioned earlier, we have identified and assessed the direct operations, and upstream and downstream processes of our business activity in terms of relationships with nature (dependencies and impacts). Also, as mentioned in the section on governance, we have identified our nature-related measures as an important management issue and thus established the Sustainability Committee. This committee develops an implementation policy and manages implementation progress. We are currently taking the following and other measures to reduce our environmental footprint. Going forward, we will take more measures to address risks and opportunities in light of the identified dependencies and impacts on the natural environment.

### Initiatives toward an Eco Airport

#### ■ Promoting energy saving and utilizing natural energy

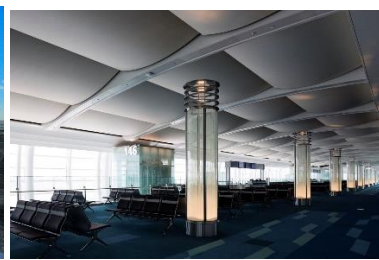
To achieve net zero emissions by 2050, we focus on energy-saving measures for the terminals. These measures include replacing conventional lighting with LED lighting and renewing air conditioners. We also work on utilizing solar, underground heat, and other natural energy sources.



Natural lighting inside the terminal



Utilizing natural energy



High-efficiency air conditioning equipment

#### ■ Environmental Consideration for the Terminal Building Operated by TIAT

The building of Terminal 3, an international terminal operated by TIAT, has been constructed as an eco-friendly building and certified as CASBEE\* S rank (in both the new construction and renovation categories). It is designed to help realize an Eco Port with much consideration given to such aspects as energy, water, noise, vibration, waste, and the indoor environment.

\* CASBEE or the Comprehensive Assessment System for Built Environment Efficiency provides a domestic environmental standard for buildings by which the environmental performance of buildings is evaluated and rated. "The S rank" is the highest of all.

(Reference) The webpage of Tokyo International Air Terminal Corporation on "Eco Airport"

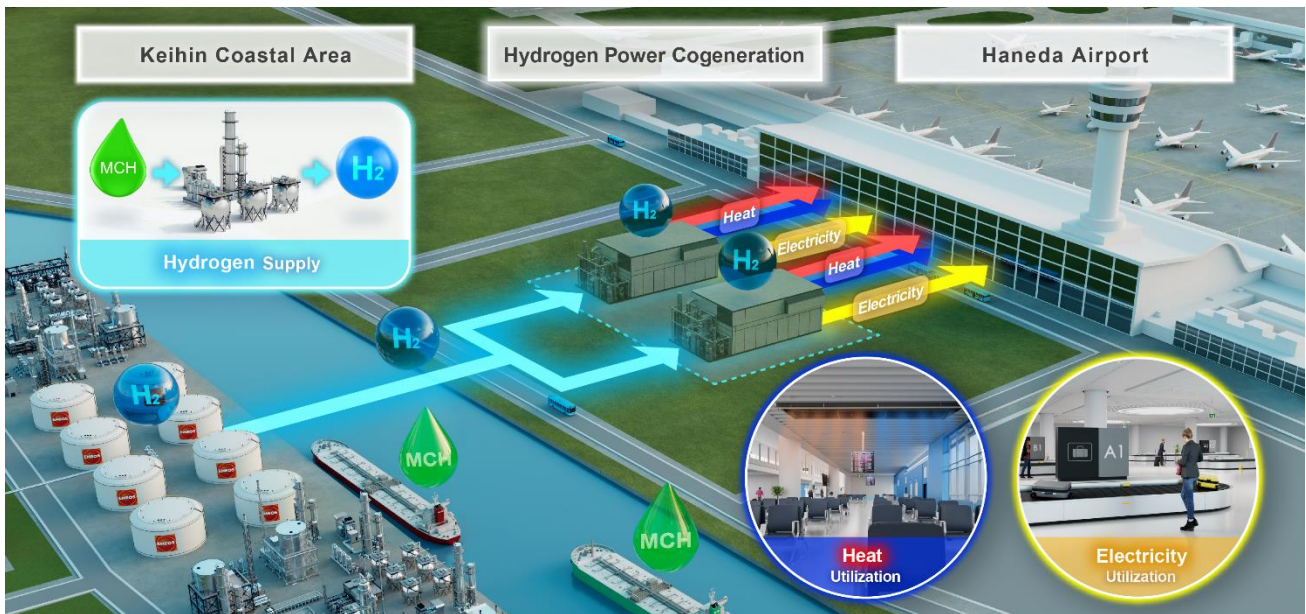
<https://www.tiat.co.jp/en/environment/eco.html>

■ **Signing a partnership agreement for the use of new energies**

In fiscal 2023, we conducted studies with a view to reducing emissions mainly in the new energy field. These included the “Study of CO2-free Hydrogen Utilization Model in Tokyo International Airport and the Surrounding Area,” an initiative selected by the New Energy and Industrial Technology Development Organization (NEDO) for its publicly solicited commission-base project titled “Hydrogen Production and Utilization Potential Study.” Based on the results of this study, we concluded a partnership agreement in March 2024 with ENEOS Corporation for a collaborative study on realizing the utilization of CO2-free hydrogen with the aim of decarbonizing Haneda Airport.

(Reference) Conclusion of Partnership Agreement for the Utilization of CO2-Free Hydrogen (press release)

[https://www.tokyo-airport-bldg.co.jp/files/news\\_release/000014679.pdf](https://www.tokyo-airport-bldg.co.jp/files/news_release/000014679.pdf)



■ **Obtaining ZEB Oriented certification for the satellite facility on the north side of Terminal 1**

On the north side of Terminal 1, we have started constructing the satellite facility with a hybrid wood-steel structure. We are aiming to obtain ZEB Oriented certification for this building. ZEB stands for net zero energy building. ZEB Oriented certification is given to buildings designed to reduce annual primary energy consumption by 30% or more through energy saving and energy creation. We aim to achieve this target while creating a comfortable environment for this terminal facility. The use of wood entails a CO<sub>2</sub> sequestration of 1,435t-CO<sub>2</sub>. It saves CO<sub>2</sub> emissions by 2,630t-CO<sub>2</sub> compared with the use of steel. This initiative will curb energy consumption associated with the operation of the terminal. The wooden structure and interior

will cut CO2 emissions from the construction process. These two factors will enable us to reduce our environmental footprint and contribute to decarbonization and resource circulation across our supply chain.

(Reference) Construction begins on satellite facility on the north side of Terminal 1, with a view to opening in summer 2026. (press release) (in Japanese only)

[https://www.tokyo-airport-bldg.co.jp/site\\_resource/whats\\_new/pdf/000014746.pdf](https://www.tokyo-airport-bldg.co.jp/site_resource/whats_new/pdf/000014746.pdf)

## Efforts toward a Circular Economy

### ■ Promoting recycling and resource recovery from waste

Haneda Airport has a waste disposal facility (the Airport Clean Center) operated by Sakura Shokai Co., Ltd., a JAT Group company. The facility collects, transports, and disposes of waste generated from our terminal buildings as well as from the airlines. About 40% of the waste from the terminals are now recycled. We aim to increase this recycling rate to some 70% by promoting the separate collection of waste. Additionally, we make effective use of heat generated from waste incineration to supply power and hot-water supply for the facilities in order to curb energy consumption.



Waste incineration facility



Recycling building

## ■ Efficient use of water

To use water resources efficiently, we treat rainwater as well as kitchen wastewater and non-fecal wastewater from our terminals for recycling purposes. We use the water thus recycled for flushing toilets. The recycled water accounts for some 70–90% of the water used for flushing toilets.



Fully automated vanishing-type food waste disposers

## ■ Treatment of food waste with microorganisms

We have in place fully automated vanishing-type food waste disposers that take advantage of microorganisms. The disposers break down food waste into ammonia water and carbon dioxide gas and leave almost no residue, thus reducing waste substantially.

## Promoting Sustainable Procurement

For the merchandize sales and food and beverage businesses, we have developed the Sustainable Procurement Guidelines and distributed it among our business partners across our supply chain. We have requested that they comply with the guidelines by giving due consideration to human rights and the environment—in addition to ensuring compliance—in all processes, including the production, manufacturing and processing of merchandise and raw materials, as well as the distribution of products. We are now planning to work on the reduction of disposable containers and packing materials and on the separation of waste in closer cooperation with tenants of our facilities and with our suppliers.

Our group company Cosmo Enterprise prepares some 3.4 million in-flight meals (as of fiscal 2023; of which about 1.6 million meals are for Haneda). The JAT Group as a whole promotes the respect for human rights and the environment across our supply chain with regard to raw materials, packing materials, and the like that we procure.

(Reference) Japan Airport Terminal Group Sustainable Procurement Guidelines

<https://www.tokyo-airport-bldg.co.jp/files/en/sustainability/JapanAirportTerminalGroupSustainableProcurementGuidelines.pdf>

## Metrics and Targets

We are setting targets and metrics under the three major strategies that we have developed for our nature-related initiatives. The table below shows core metrics that we can disclose now.

Driver of nature change	Metric no.	Indicator	Metric	JAT	
				Fiscal 2022	Unit
Climate change		GHG emissions (Scopes 1, 2 and 3; see IFRS S2)	–	Scope1:14,967 Scope2:89,884	t-CO2
Land/freshwater/ocean-use change	C 1.0	Area of land, space, etc. used	Area of land managed (km <sup>2</sup> ) Area of denuded land (km <sup>2</sup> ) Protection area (km <sup>2</sup> )	901,000	m <sup>2</sup> Area managed
	C 1.1	Extent of land/freshwater/ocean-use change	Extent of land/ocean/waterbody use change (km <sup>2</sup> ); extent of land/ocean/waterbody that is sustainably managed by type of business (land use) and in terms of whether conservation is voluntary or regulated (km <sup>2</sup> )	We outsource the final disposal of incineration ash in adjacent waters.	
	C 2.1	Wastewater discharged	Total volume discharged (of which the volume discharged into fresh water [m <sup>3</sup> ]) Concentrations of key pollutants Temperature (where relevant)	689,859	m <sup>3</sup>
	C 2.2	Waste generation and disposal	Weight of industrial waste (by type) (tonnes) Weight by disposal method (incinerated, sent to landfill, etc.) (tonnes) Reused (tonnes)	6,114 Incinerated: 3,798 Reused: 2,317 Recycling rate: 37.8%	t
Resource use/replenishment	C 3.0	Water withdrawal and consumption from areas under water stress	Water use (m <sup>3</sup> )	675,467	m <sup>3</sup>
Alien species	C 4.0	Risk of invasive alien species (IAS)	Proportion of businesses exposed to unintentional introduction of IAS Activities to prevent them	We are working on the proper disposal of waste from other countries and on the prevention of IAS.	
State of nature	C 5.0	State of nature in areas where business establishments are located	State of the natural environment, business activities, species extinction risk (LEAP)	Areas around Haneda Airport are designated as wildlife sanctuaries by the Tokyo Metropolitan Government.	

\* The data above concerns the Haneda area.