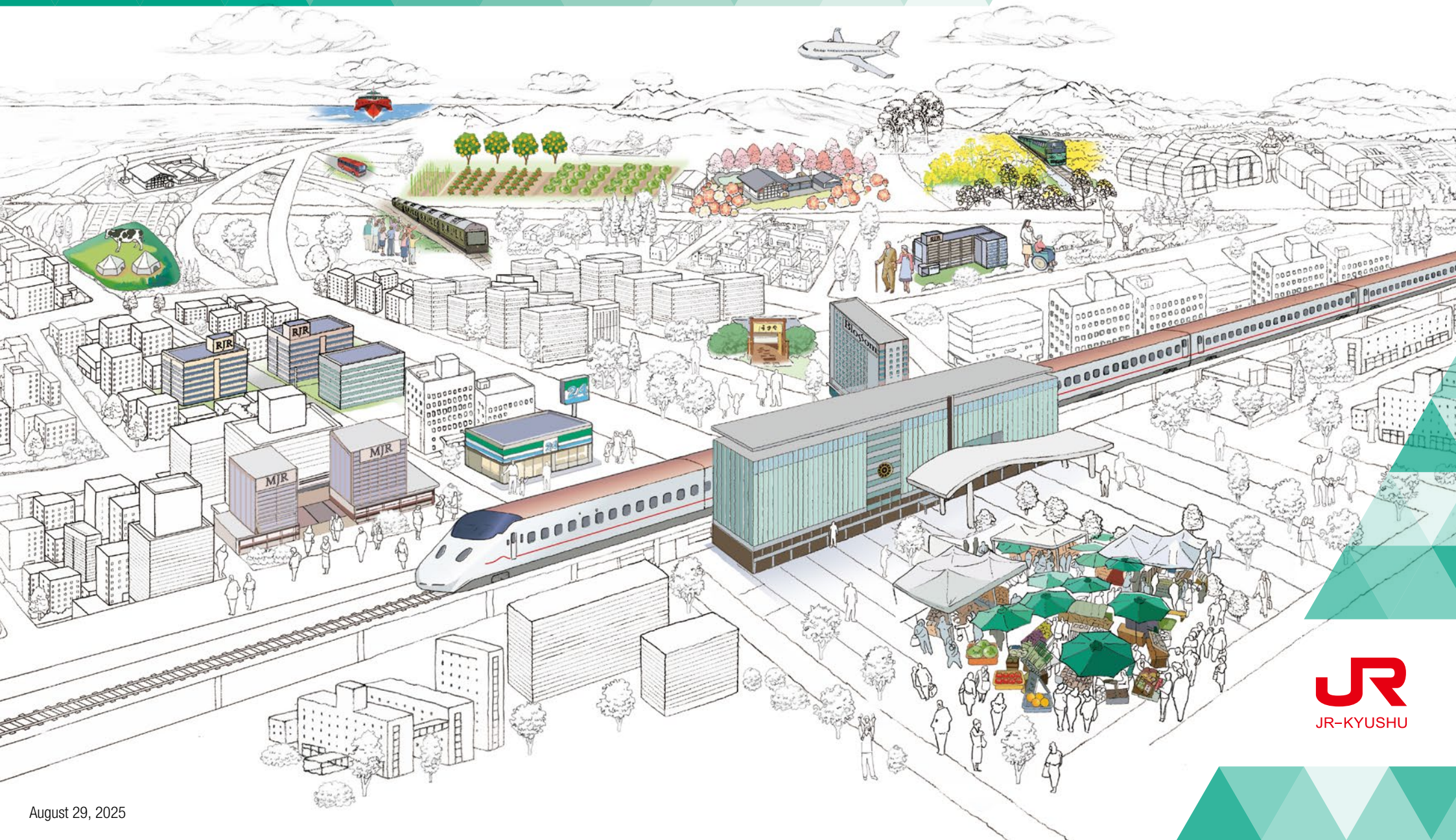
Information Disclosure Aligned with TCFD Recommendations



JR-KYUSHU

August 29, 2025

Support for TCFD

Following the adoption of the Paris Agreement, activities targeting progress toward a decarbonized society have been rolled out around the world. The frequency and severity of natural disasters has increased in recent years, and this trend is thought to be related to climate change. The Group's business activities have been significantly affected.

With this in mind, the Group announced its agreement with the Task Force on Climate-Related Financial Disclosures (TCFD) recommendations set by the Financial Stability Board (FSB) in February 2021.

In the scenario analysis that is central to disclosures according to TCFD recommendations, we have started with our railway business, which generates the most CO_2 emissions of the Company's businesses and operates alongside increasingly frequent and severe natural disasters. We have now expanded the scope of our analysis to include our Real Estate and Hotels Group and Retail and Restaurant Group, and are disclosing the impact that climate change will have. Now that the analysis has been expanded to include these two groups, 98%* of CO_2 emissions generated by the JR Kyushu Group as a whole are covered.

Going forward, we will continue to be conscious of the connections between the four perspectives of the TCFD recommendations—Governance, Strategies, Risk Management, and Metrics and Targets—and carry out initiatives incorporating action toward risks and opportunities associated with climate change into our management to contribute to building a sustainable society.

* Results for FY2024/3

Connected information

aligned with TCFD recommendations

Governance

"Realization of a decarbonized society" is one of the Group's material issues. An ESG Strategy Committee chaired by the President and CEO was established to strengthen and promote corporate ESG (typically, the committee meets three times a year, in June, November, and March). To address climate change and other environmental issues, the ESG Strategy Committee carries out measures such as checking whether business activities are conducted according to the Company's Basic Principle and Basic Policies, setting autonomous targets to solve the issue of climate change and checking the progress, and managing risks associated with climate change. Details on matters discussed by the ESG Strategy Committee are provided on the next page.

A supervisory framework is in place so that when necessary, the Board of Directors receives reports about important matters that have been discussed at the ESG Strategy Committee and provides instructions. Measures such as agreeing with TCFD recommendations in February 2021, aiming for net-zero CO_2 emissions throughout the JR Kyushu Group by 2050 and establishing interim targets for 2030 toward the goal of net-zero CO_2 emissions by 2050 were discussed by the ESG Strategy Committee before being approved by the Board of Directors. Going forward, the Board of Directors will discuss matters such as the direction of initiatives and disclosures related to climate change, the establishment of various targets, and our Environmental Management System, and will strengthen corporate ESG with the aim of realizing a decarbonized society.

● Framework for implementing corporate ESG

Agenda of the ESG Strategy Committee (Fiscal year ending March 2025)

The 14 Conference of ESG Strategy Committee (June 24, 2024)	The 15 Conference of ESG Strategy Committee (November 25, 2024)	The 16 Conference of ESG Strategy Committee (March 10, 2025)
Report on the status of environment-related measures 1 Energy management 2 Management of environmental pollutants 3 Resource circulation 4 Promotion of decarbonization 5 Formulation of JR Kyushu Group's Environmental Vision and Roadmap 6 Toward the realization of a decarbonized society	1 Direction of the JR Kyushu Group Integrated Report 2025 • Investor feedback • Progress on non-financial KPIs 2 Environmental Vision and Roadmap 3 GHG emission reduction plan toward 2035 4 Status of ESG Finance	1 Production Policy for the JR Kyushu Group Integrated Report 2025 • Evaluation of Integrated Report 2024 • Connection between non-financial and financial aspects 2 Information disclosure based on TNFD recommendations 3 Trends and responses to Sustainability Disclosure Standards

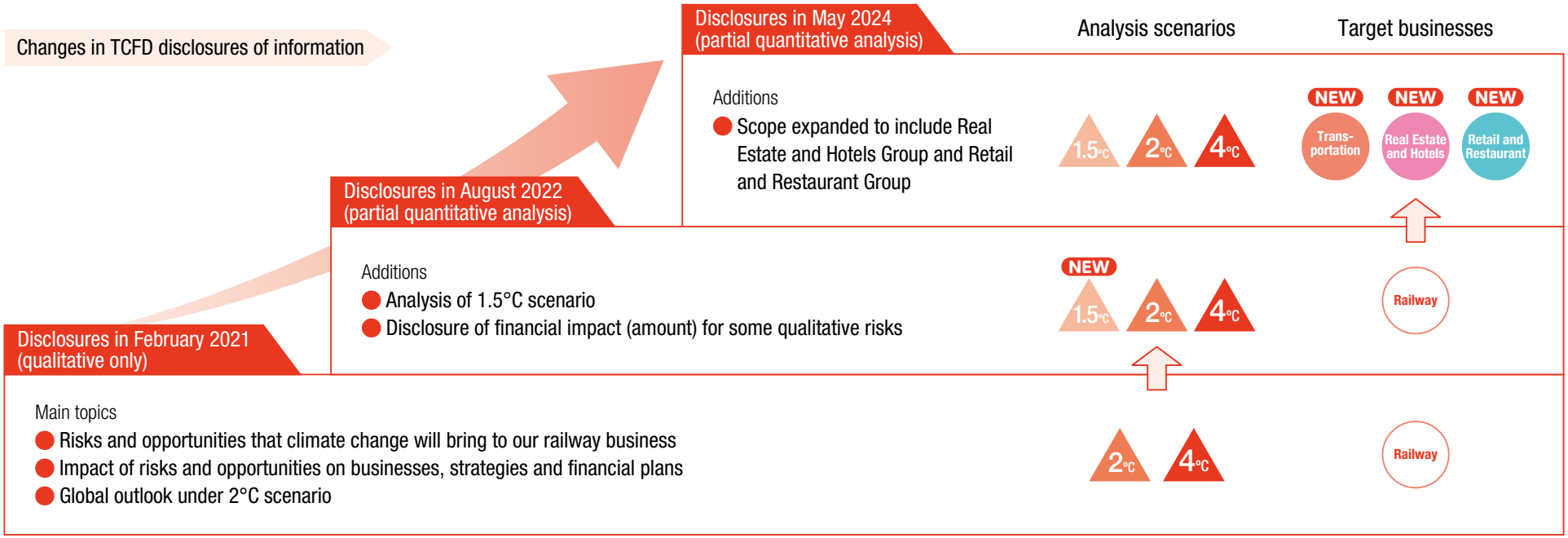
Content reported to the Board of Directors (Fiscal year ending March 2025)

April 2024	Expansion of target businesses for information disclosure based on TCFD recommendations Production policy for the JR Kyushu Group Integrated Report 2024 Progress of ESG internal penetration
August 2024	Disclosure of the JR Kyushu Group Integrated Report 2024
February 2025	JR Kyushu Group Environmental Vision
February 2025	Formulation of the JR Kyushu Group Environmental Vision

1 Risks and opportunities associated with climate change

The risks that climate change brings can be divided into risks associated with the transition to a low-carbon society (transition risks) and physical impact (physical risks). We conducted an analysis for our Transportation Group, Real Estate and Hotels Group, and Retail and Restaurant Group, considering how the risks and opportunities associated with climate change will affect the businesses, strategies and financial plans of our organizations.

Our scope of disclosure was expanded to the Real Estate and Hotels Group and Retail and Restaurant Group as these areas of the Group create a heavy environmental burden through their business activities and are expected to be significantly impacted by climate change. With this in mind, we are conducting impact analysis with consideration for each business area's share of the Group's operating revenue and CO_2 emissions.



Strategies

Type	Subcategory	Drivers	Risks	Time frame	Business category		
					Trans-portation	Real Estate and Hotels	Retail and Restaurant
Transition risks 1.5℃ ~ 2℃ scenario	Policy/ regulation	Increase in carbon tax (increase in carbon price)	Decrease in sales due to increases in energy costs which are passed on to customers	Medium to long term	Large	Moderate	Moderate
			Introduction of carbon pricing in supply chain (energy, raw materials, etc.) which are reflected in procurement prices	Medium to long term	Large	Moderate	Moderate
		Regulations related to carbon emissions and the use of fossil fuels	Increase in railway car development and production costs due to need to replace diesel trains, as well as response to regulations	Medium to long term	Moderate		
		Transition to green building according to government targets	Increase in development work costs due to transition to green building	Medium to long term		Large	
			Aging properties will need to be rebuilt or renovated (conversion to energy-saving structure, etc.) and construction and renovation costs will increase	Medium to long term		Large	
	Market	Change in customer behavior	If we cannot meet customers' and tenants' needs for green buildings, this will affect fare revenue and vacancy rates	Medium to long term		Large	
		Change in energy mix Change in energy prices	Decrease in sales due to increases in energy procurement costs which are passed on to customers	Medium to long term	Large	Small	Small
	Technologies	Adoption of next-generation technologies	Popularization of electric vehicles, autonomously driven vehicles, etc. will reduce railways' environmental superiority, leading to decreases in sales	Medium to long term	Large		
			Increase in construction costs due to introduction of new energy-saving technologies	Medium to long term		Large	
	Reputation	Change in customer preferences	If railways lose their environmental superiority, increasingly environmentally conscious customers will seek out alternative transport, and this shift will cause a decrease in sales	Short to medium term	Large		
			We may be deemed to be taking insufficient action to address environmental issues (transitioning to buildings, housing, etc. with high environmental performance, strengthening of disaster response capabilities, etc.), causing a decrease in asset values and brand value	Medium to long term		Large	
		Change in reputation among investors	If we are not considered to be actively tackling environmental issues, our reputation among investors will suffer	Medium to long term	Small	Large	Large
Physical risks 4℃ scenario	Acute	Change in rainfall patterns, extreme volatility in weather patterns	Increase in disaster recovery costs due to more severe, longer rainfall and strong winds and decrease in sales as a result of suspension of business activities due to supply chain disruptions, etc.	Short, medium and long term	Large	Small	Small
			Decrease in asset values in areas with a high disaster risk	Short, medium and long term	Large	Small	Small
	Chronic	Rise in average atmospheric temperature	Increase in costs of measures against rising temperatures (air conditioning costs, etc.) and decrease in sales due to people going out less	Short, medium and long term	Large	Large	Moderate

Strategies

Type	Subcategory	Drivers	Opportunities	Time frame	Business category		
					Trans-portation	Real Estate and Hotels	Retail and Restaurant
Opportunities	Policy/ regulation	Increase in carbon tax (increase in carbon price)	Reduction of environmental burden and costs through early action on energy saving and decarbonization	Medium to long term	Large	Moderate	Moderate
		Regulations related to carbon emissions and the use of fossil fuels	Through early action on decarbonization, railways could retain their environmental superiority and increase sales	Medium to long term	Large		
		Transition to green building according to government targets	Increase in sales and decrease in construction unit prices due to growing call / expansion of needs and increase in demand for environmentally friendly structures (green buildings, etc.)	Medium to long term		Large	
	Market	Change in energy mix Change in energy prices	Improvement in solar energy generation and storage battery technologies, resulting in adoption and expansion of renewable energy businesses and, as a result, decreases in costs and increases in sales	Medium to long term	Large	Small	Small
		Change in customer behavior	Increase in sales due to expansion of needs for green buildings among customers and tenants	Medium to long term		Large	
			Reduction of food waste resulting in a decrease in costs for material procurement and waste processing	Short, medium and long term			Moderate
	Technologies	Adoption of next-generation technologies	Popularization of autonomous driving technology for railways, resulting in decrease in costs	Short to medium term	Large		
			More efficient inspections due to more advanced weather forecasts, decrease in maintenance costs due to greater efficiency through adoption of next-generation train cars	Medium to long term	Large		
			Expansion of MaaS resulting in increased use of public transport and increase in visiting populations, increasing demand	Medium to long term	Large	Moderate	Large
			Popularization of new technologies resulting in decrease in prices of energy-saving facilities and renewable energy materials, decreasing construction costs	Medium to long term		Large	
			Decrease in store operation costs such as electricity and fuel costs due to introduction of new technologies such as AI	Medium to long term		Moderate	Moderate
	Reputation	Change in customer preferences	Increase in environmental consciousness among customers leading to shift to railways and growth in demand for high-performance environmentally friendly buildings, increasing sales	Short, medium and long term	Large	Large	
	Acute	Increased frequency / severity of natural disasters	Disaster-resilient business operations minimizing risk and increasing competitive edge as demand for disaster resilience occurs	Short, medium and long term	Large	Large	
			Improvement of Company's reputation through contribution to communities, e.g. acting as an evacuation facility during disasters	Short, medium and long term		Moderate	

Time frames Short term : 3 years or less
Medium term : 3-10 years
Long term : More than 10 years

Degree of impact Large : Severe impact in the long term or likely financial impact of 500 million yen or more
Moderate : Severe impact temporarily or likely financial impact of 100 million yen or more
Small : Minor impact or likely financial impact of less than 100 million yen

2 Definition of scenarios

Impacts of climate change on the Company's Transportation Group, Real Estate and Hotels Group and Retail and Restaurant Group were analyzed according to the 1.5°C, 2°C, and 4°C scenarios created by expert institutions such as IPCC (Intergovernmental Panel on Climate Change) and IEA (International Energy Agency).

Financial impact was also calculated for some items.

Major scenarios used in scenario analysis

Used primarily to analyze transition risks	IEA: NZE, SDS, STEPS, DRS
Used primarily to analyze physical risks	IPCC: RCP1.9, RCP2.6, RCP8.5

Parameters for future predictions of transition risks and physical risks in each scenario*1

Risk		Parameter	Unit	Parameters for future predictions (2050)			
				Now	1.5°C	2°C	4°C
Transition	Increase in carbon tax (increase in carbon price)	Emission coefficient*2	g-CO_2/kWh	460	-4	36	131
		Carbon price*2	$/t-$CO_2$	—	250	200	—
	Transition to green building according to government targets	Ratio of new buildings with energy saving performance compliant with green building standards*3	%	—	100	100	1
		Increase in green building expenses*4	%	—	10	10	10
Physical	Increased frequency/ severity of natural disasters*5	Rate of occurrence of slope collapses*6	%	10	12		12
		Frequency of occurrence of flooding*7	Times	1	2		4

* 1 Some of the figures for these parameters are predictions
* 2 Refer to World Energy Outlook 2022 and World Energy Outlook 2023 (IEA)
* 3 Refer to MLIT National Environmental Action Plan: Overview of Inspections in FY2021/3 (Ministry of Land, Infrastructure, Transport and Tourism) and 6th Strategic Energy Plan (Agency of Natural Resources and Energy)
* 4 Refer to Buildings Entering the Zero-Energy Age (Ministry of the Environment)
* 5 Parameters for the 2°C scenario are used as there are insufficient parameters for future predictions for the 1.5°C scenario
* 6 Refer to Climate Change Adaptation Information Platform (A-PLAT)
* 7 Refer to Policy Recommendations on Flood Control Planning Under Climate Change (Technical Advisory Committee for Flood Control Planning Under Climate Change)

Calculation of increase in financial impact associated with risks, etc.

We have calculated the financial impacts in 2050 of some of the qualitative risks that are expected to have the biggest impact and for which we have parameters for future predictions.

Transition risks were calculated by estimating emissions in 2050 using predicted emission coefficients for each scenario and multiplying the volumes of emissions by carbon prices. Construction costs associated with the transition to green buildings were also calculated based on tightening of energy saving regulations for buildings.

Physical risks were estimated for our Transportation Group, Real Estate and Hotels Group and Retail and Restaurant Group by referring to the Ministry of Land, Infrastructure, Transport and Tourism's hazard map and setting risk levels for each site (stations, areas between stations, etc.), and estimating disaster costs for each risk level from past records of disasters. Increases in costs likely to be incurred by damage to facilities in future were also calculated according to the likelihood of disasters occurring in each scenario.

Our Real Estate and Hotels Group is taking measures in anticipation of increased frequency and severity of natural disasters, including enhancing BCP measures and selecting sites based on the hazard map in the development and planning stage. The analysis of physical risks indicated that the risk to our Real Estate and Hotels Group and Retail and Restaurant Group from increased frequency and severity of natural disasters is limited.

Risk		Expectations	Scenario	Increase in financial impact (billions of yen/year)		
				Trans-portation	Real Estate and Hotels	Retail and Restaurant
Transition	Increase in carbon tax (increase in carbon price)	Costs due to introduction of carbon tax based on decrease in emission coefficient	1.5℃	Approx. 1.0	Approx. 0.36	Approx. 0.14
			2℃	Approx. 1.5	Approx. 0.39	Approx. 0.16
	Transition to green building according to government targets	Construction costs associated with the transition to green buildings are anticipated based on tightening of energy saving regulations for buildings	2℃	—	Approx. 2.5	—
Physical	Increased frequency/ severity of natural disasters	Costs incurred by damage to facilities due to increase in natural disasters	2℃	Approx. 7.5	Approx. 0.03	
			4℃	Approx. 15.0	Approx. 0.06	

3 Results of scenario analysis and future policies and initiatives for each business area

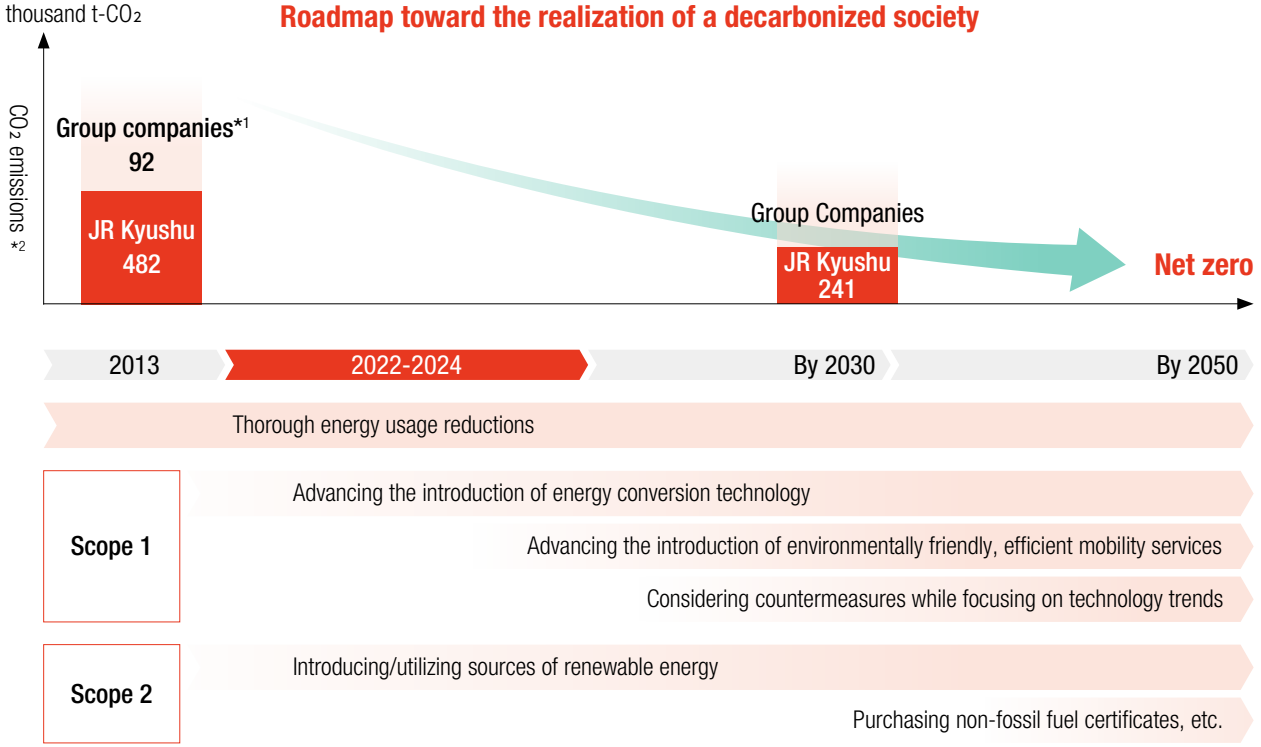
● Business environment and future measures for JR Kyushu Group businesses under the 1.5°C-2°C and 4°C scenarios

Target businesses	Transportation	Real Estate and Hotels	Retail and Restaurant
Business environment under the 1.5℃ ~ 2℃ scenario	● Decarbonization scenario in which various environmental regulations are introduced to meet 1.5ºC target. ● Tightening of CO_2 emissions regulations will **increase carbon prices, which will have a knock-on effect on iron prices**, which will increase procurement costs for materials (rails, etc.) ● As conversion to renewable energy will take place, solar energy generation and storage battery technologies will improve, resulting in **adoption and expansion of renewable energy businesses**. ● Increased environmental awareness among customers will see them **shift to railways from other forms of transport**, but the **popularization of electric vehicles** may also cause railway customers to **abandon railways in favor of personal vehicles**.	● Decarbonization scenario in which various environmental regulations are introduced to meet 1.5ºC target. ● Tightening of environmental regulations for measures such as CO_2 emissions reduction will mean tighter regulations concerning **our obligations to save energy** in various buildings. ● The spread of building performance labeling systems is likely to **increase demand for green buildings**.	● Decarbonization scenario in which various environmental regulations are introduced to meet 1.5ºC target. ● Tightening of environmental regulations for measures such as CO_2 emissions reduction will lead to advances in **energy saving measures in stores** and **transition to electric delivery vehicles**. ● As consumers' interest in **sustainable products** grows and demand increases, **consciousness about food waste** will also grow further.
Business environment under the 4℃ scenario	● If CO_2 emissions regulations are not tightened and global warming progresses, there will be an **increase in disasters** such as typhoons and floods caused by climate change. ● This will cause damage to railway assets, which will not only **increase repair costs**, but also cause a **decrease in sales due to issues such as suspension of services**. Additionally, the gradual rise in average atmospheric temperatures will lead to an **increase in costs for measures such as air conditioning**.	● If CO_2 emissions regulations are not tightened and global warming progresses, there will be an **increase in natural disasters** such as typhoons and floods caused by climate change. This will impact our business activities, and there will be **increased impact** from the rise in average atmospheric temperature. ● **With more advanced measures against natural disasters, our competitive edge will increase**, and demand for buildings with sufficient measures will increase.	● Scenario in which environmental regulations for measures such as CO_2 emissions reduction are not made and temperatures increase. ● Natural disasters will become more frequent and severe. These disasters are likely to have impacts such as **damage to stores and products, loss of sales due to closures, and recovery costs**. ● The rise in average atmospheric temperature will lead to **increases in electricity usage for air conditioning**, particularly in summer.
Measures to address future business risks	**Transition risks** ● Introduction of **company solar energy generation** through an onsite PPA ● **Development of solar energy generation** using other vacant land ● **Demand response** using power storage facilities ● Commencement of proof-of-concept testing for the **adoption of biodiesel fuel** ● **Energy saving for electricity used in train operations** ● Active promotion and communication about environmental measures such as the adoption of renewable energy sources and energy saving **Physical risks** ● **Training on evacuation from trains** in a flood scenario ● **Elevation of areas such as rooms with electrical equipment** at each facility, installation of **water gate barriers**, installation of **concrete walls around facilities** ● **Reinforcement of slopes** ● **Upgrading of rain gauges**, including lightning-proofing ● **Introduction of planned suspensions of services** based on weather forecasts	**Transition risks** ● **Acquiring green building certification** for real estate assets ● **Advancing the introduction of energy-saving facilities** such as adjustment of the brightness of ceiling lights in stores and LED lighting and energy-efficient equipment in stores ● Introduction of **AI-based technology for optimal control of energy** ● **Conversion to low-carbon buildings** (promotion of use of wood, etc.) and greening of rooftops and walls (including condominium complexes) ● Active promotion and communication about environmental measures such as the adoption of renewable energy sources and energy saving **Physical risks** ● Enhancement of **BCP measures** (disaster equipment, installation of BCP power sources, etc.) ● Installation of cubicles on the top floors of buildings ● Advancement of installation of **water gate barriers and vertical damp proof barriers** ● **Selection of sites based on hazard map** ● **Registration as a community evacuation facility and shelter for stranded persons** (discuss and deliberate with authorities as necessary)	**Transition risks** ● Adjustment of the brightness of ceiling lights in stores, introduction of LED lighting and LED signs in stores, **implementing energy saving** for lighting in parking areas ● Introduction of **environmentally friendly rolling stock**, installation of **charging stations for electric vehicles** ● Initiatives to **reduce food waste**, such as introducing a reservation system and discount stickers ● **Recycling of food scraps as fertilizer, animal feed and fuel** ● Active promotion and communication about environmental measures such as the adoption of renewable energy sources and energy saving **Physical risks** ● **Anticipating of flood damage when formulating strategies for new stores** and developing stores (expansion of installation of water gate barriers and guard pipes to prevent damage from water incursion) ● **Building and operation of emergency communication system** (emergency status emails, disaster portal sites, etc.)
Target businesses:			
Operating revenue*	164,347 million yen (share: 36.2%)	138,388 million yen (share: 30.5%)	66.683 million yen (share: 14.7%)
CO_2 emissions*	302,093t (share: 74%)	69,666t (share: 17%)	28,789t (share: 7%)

* Results for FY2025/3

Future policies and initiatives

Based on our transition risks and physical risks, we have established a roadmap toward a decarbonized society in the JR Kyushu Group Medium-Term Business Plan 2022-2024 (announced March 2022). In addition to reducing energy usage and introducing and utilizing renewable energy, we are actively working on measures to alleviate our environmental burden, including conducting proof-of-concept testing for the adoption of biodiesel fuel, introducing other new technologies for this purpose, and acquiring green building certification for real estate assets, taking measures to handle rainfall such as elevating rooms containing electrical equipment at each facility and installing water gate barriers, and taking other adaptive measures such as enhancing our BCP measures and anticipating water damage when formulating strategies for new stores.



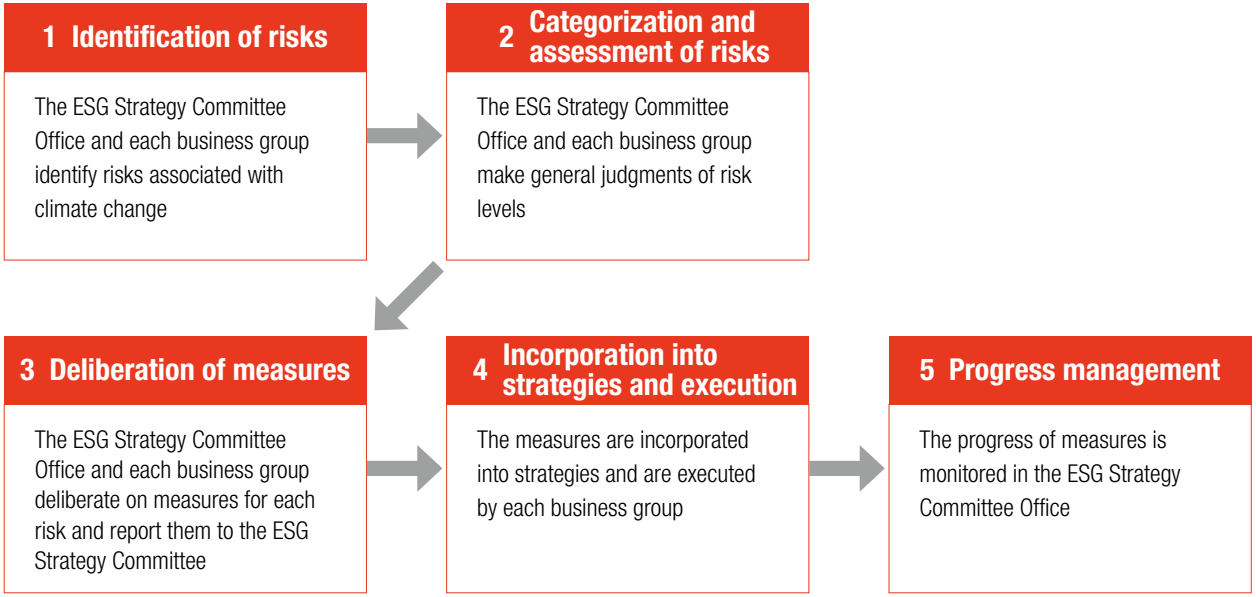
*1 Aggregate value from periodic reporting stipulated in the Act on Rationalizing Energy Use
*2 Scope 1 and 2 emissions

Risk management

The JR Kyushu Group's railway network connects Kyushu's major cities. We are also developing businesses centered around Kyushu in fields that are highly compatible with the railway business, including our real estate (station building commercial facilities, condominiums, hotels, etc.), and retail and restaurant businesses. We are treating risks associated with climate change as key risks in our current business and financial situation that may have a significant impact on the judgment of investors.

Our ESG Strategy Committee, chaired by the President and CEO, analyzes risks and opportunities associated with climate change as part of our TCFD measures in order to categorize and assess risks to the Group's businesses. The ESG Strategy Committee's role in the system for managing these risks is primarily managing the planning, drafting and progress of measures to reduce CO_2 emissions. Categorization, evaluation and management of risks associated with climate change is reported within the ESG Strategy Committee at least once a year, and is also reported to the Board of Directors when necessary.

Risk assessment and management process



Metrics and Targets

The JR Kyushu Group announced that it aims to achieve net-zero CO_2 emissions by 2050. "Realization of a decarbonized society" is also designated as a material issue. Nonfinancial KPIs including interim targets for 2030 have been set in the JR Kyushu Group Medium-Term Business Plan 2022-2024, and initiatives to reduce CO_2 emissions are being carried out.

Going forward, we will continue to strengthen our corporate ESG throughout the Group as we work toward the realization of a decarbonized society.

Major objectives/indicators			Progress
CO_2 emissions	JR Kyushu non-consolidated emissions in FY2031/3	50% reduction compared to FY2014/3	39.3% reduction*
	Groupwide emissions in FY2051/3	Net zero	As above
Disclosure of environment-related information	Groupwide Scope 1 and 2 emissions	Tracking emissions	409,000 t-CO_2*
	Groupwide Scope 3 emissions	Starting to calculate	1,200,000 t-CO_2*
Green building	Acquisition of green building certification	1 or more cases	JR Kagoshima-Chuo building (certified April 2023) JR Nagasaki Station building (certified July 2023) JR Kyushu Engineering, Ltd. Fukuoka Works (certified August 2023) Construction and Engineering Dept. (certified February 2024)

* Results for FY2025/3

Metrics and Targets

Reference: Emissions in the supply chain of JR Kyushu Group

(thousand t-CO_2)

Scope		JR Kyushu			JR Kyushu Group			Calculation method
		FY2023/3	FY2024/3	FY2025/3	FY2023/3	FY2024/3	FY2025/3	
Scope1		45	48	50	74	90	80	—
Scope2		175	238	244	234	323	328	—
Scope3		596	737	752		1,055	1,200	—
Category1	Products / services purchased	175	217	230		317	375	Expenses of products / services purchased x emission unit based on input-output tables
Category2	Capital goods	371	393	366		481	418	Expenses for purchasing of capital goods x emission unit according to price of capital goods
Category3	Fuel- and energy-related activities not included in Scopes 1 and 2	46	46	47		70	72	Amount of each type of energy used x emission unit according to amount of electricity or heat used
Category4	Transportation, delivery (upstream)	—	—	—		—	—	Not included in calculations as its impact was judged to be extremely small due to the characteristics of the Group's businesses.
Category5	Waste generated by businesses	1	1	1		11	12	Amount of waste x emission unit according to type of waste
Category6	Business travel	0	0	0		1	1	Number of employees x Emission unit per employee
Category7	Employee commutes	0	0	0		3	5	(1) Transportation expenses paid in each transportation category x emission unit according to transportation expenses paid (2) Unit for each city zone where workplaces (head offices) of each company are located x emission unit according to number of employees and number of days worked
Category8	Upstream leased assets	—	—	—		Included in Scopes 1 and 2	—	Not included as it is included in the Scope 1 and 2 calculations
Category9	Transportation, delivery (downstream)	—	—	—		—	—	Not included in calculations as its impact was judged to be extremely small due to the characteristics of the Group's businesses.
Category10	Processing of sold products	—	—	—		—	—	Not included in calculations as its impact was judged to be extremely small due to the characteristics of the Group's businesses.
Category11	Use of sold products	—	68	88		110	230	(1) Annual sales results x GHG emissions per year from general households x legal estimated usable period (2) Number of heavy construction machines sold x GHG emissions for each machine (recorded) x legal estimated usable period
Category12	Disposal of sold products	—	0	7		4	10	(1) Number of residential units sold x emission unit related to wooden residential building waste (2) Number of heavy construction machines sold x emission unit related to construction machinery waste
Category13	Downstream leased assets	—	7	10		54	74	(1) Calculation of amount of energy used (GHG emissions) by tenants / lease properties (2) Unit area for each purpose x emission unit according to purpose of building / unit area (3) Results for rental cars owned (average distance traveled per year) x fuel efficiency details for each car (4) Leasing results for heavy construction machinery x Emission unit related to use of heavy construction machinery (recorded)
Category14	Franchises	—	—	—		Included in Scopes 1 and 2	—	Not included as it is included in the Scope 1 and 2 calculations
Category15	Investment	—	—	—		—	—	Not included in calculations as the Company does not hold investment management shares

(note 1) Calculated according to Basic Guidelines for Calculation of Greenhouse Gas Emissions Throughout Supply Chains (Ministry of the Environment, Ministry of Economy, Trade and Industry)
(note 2) "-" means not relevant or not calculated
(note 3) "0" means less than 1,000t-CO_2