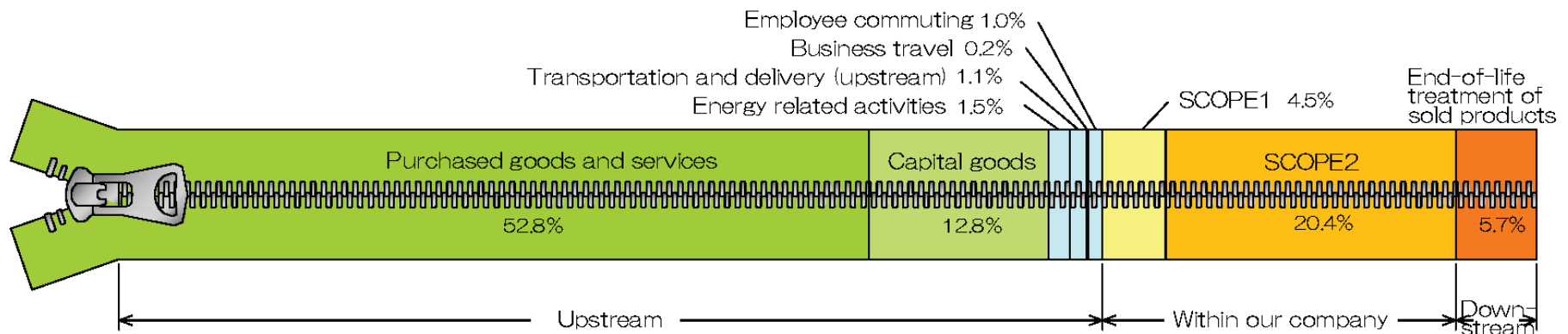


| | Companies' approach |
|---|--|
| □ Background and purpose of accounting | <ul style="list-style-type: none"> Understanding our CO₂ emissions across the entire supply chain is important in reducing the environmental load, and it allows us to implement effective measures to take advantage of larger potential opportunities for emissions reduction. The social demand for disclosing environmental load information is increasing, and therefore we need to aggressively disclose environmental load information. |
| □ Utilization of accounting results | <ul style="list-style-type: none"> To become involved in reducing the environmental load by taking advantage of reduction opportunities in larger categories. To gain the understanding and trust of customers by clarifying our involvement with environmental matters. To improve the transparency of our emissions by establishing internal calculation methods and calculation mechanisms. |
| □ Benefits of accounting | <ul style="list-style-type: none"> The emissions from the entire supply chain can be clarified and then effective measures can be taken. The transparency of our emissions will be improved, so that we will be able to respond to demands for information disclosure by our customers. |
| □ Internal system for accounting | <ul style="list-style-type: none"> Data is collected from the Procurement, Logistics and Accounting departments, and then calculated by the Environmental department. |
| □ Efforts to reduce supply chain emissions | <ul style="list-style-type: none"> Because Category 1 emissions account for about 50 percent of our overall CO₂ emissions across the entire supply chain, we are aggressively promoting a transition to raw materials with lower CO₂ emissions. With respect to logistics, we dispatching vehicles in a more efficient way, improving loading rates and attempting a modal shift. We are starting "green" procurement and recycling of waste. With respect to fastening products, we are developing more environment-friendly products and attempting to reduce emissions when disposing of sold products. |

| | Companies' approach |
|--|---|
| Issues in supply chain emissions accounting | <ul style="list-style-type: none"> When calculated on a monetary basis, fluctuations in procurement amounts affect emissions. Improved accuracy for emission factor and activity data are necessary. Activity data and emission factor for overseas facilities must be implemented. More specific reduction measures should be developed and implemented. Emissions accounting should be conducted more efficiently. |

Results of calculating CO₂ emissions in the supply chain



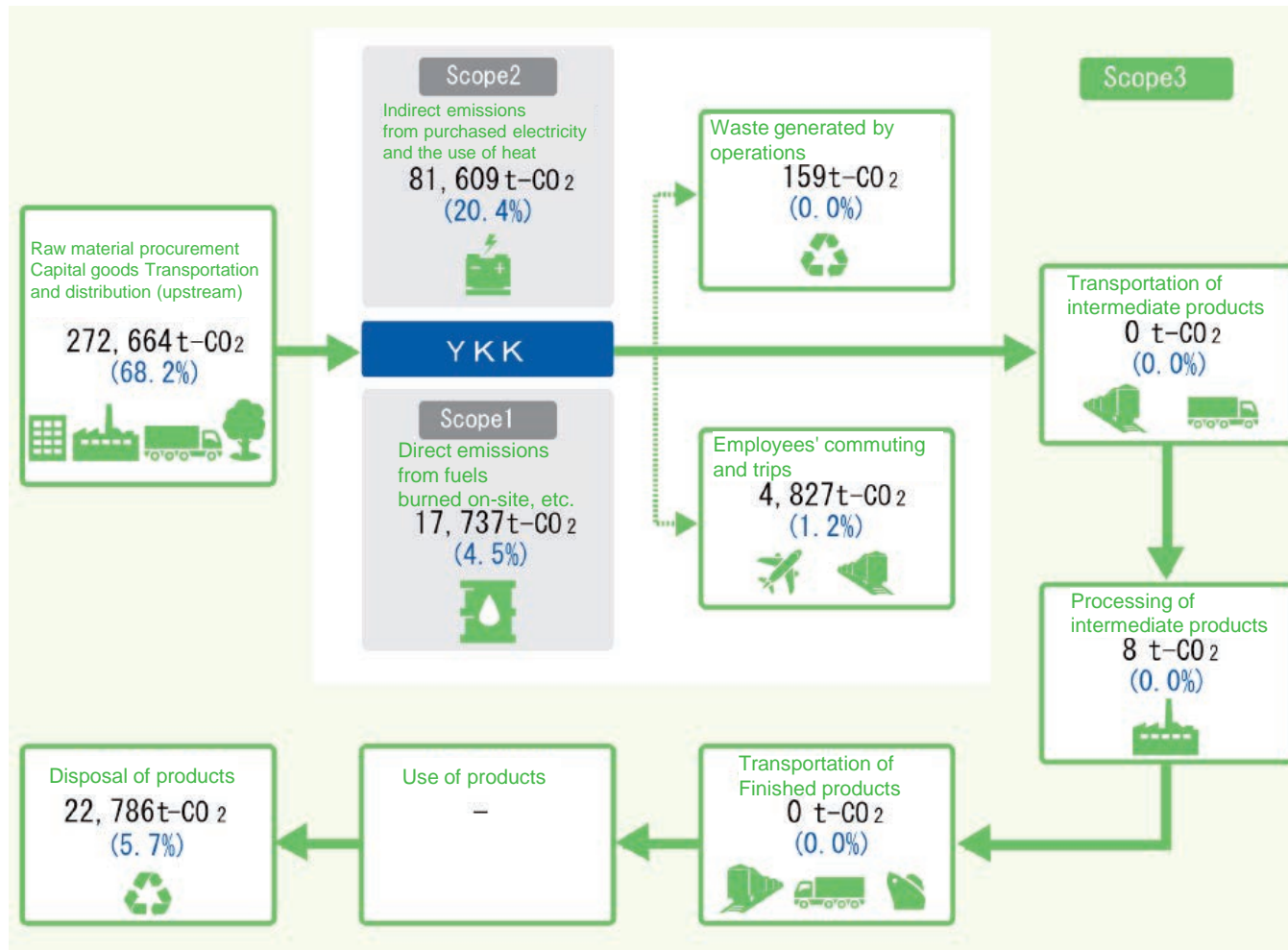
* CO₂ emission calculations: Domestic emissions for YKK Corporation in FY2013

| Category | Accounting methods | |
|---|--|---|
| | Activity data | Emission factor |
| Category 1: Purchased goods and services | <ul style="list-style-type: none"> Weight, and monetary value, of raw materials and other materials procured | <ul style="list-style-type: none"> Emission factor database (*2) |
| Category 2: Capital goods | <ul style="list-style-type: none"> Capital investment amount for capital goods | <ul style="list-style-type: none"> Emission factor database (*2) |
| Category 3: Fuel and energy related activities not included in Scope 1 or 2 | <ul style="list-style-type: none"> Electricity and fuel energy usage | <ul style="list-style-type: none"> Emission factor database (*1 *2) |
| Category 4: Transportation and delivery (upstream) | <ul style="list-style-type: none"> Cargo owner transport in ton-kilometers for procured goods | <ul style="list-style-type: none"> Accounting, reporting, and public disclosure system emission coefficient Emission factor database (*1) |
| Category 5: Waste generated in operations | <ul style="list-style-type: none"> Volume of waste disposed of, by type | <ul style="list-style-type: none"> Emission factor database (*2) |
| Category 6: Business travel | <ul style="list-style-type: none"> Transportation expenses paid, by mode of transportation | <ul style="list-style-type: none"> Emission factor database (*2) |
| Category 7: Employee commuting | <ul style="list-style-type: none"> Transportation expenses paid, by mode of transportation | <ul style="list-style-type: none"> Emission factor database (*2) |
| Category 8: Leased assets (upstream) | <ul style="list-style-type: none"> Transport in ton-kilometers | <ul style="list-style-type: none"> Emission factor database (*1) |
| Category 9: Transportation and delivery (downstream) | <ul style="list-style-type: none"> Production volume | <ul style="list-style-type: none"> Emission factor during processing |
| Category 12: End-of-life treatment of sold products | <ul style="list-style-type: none"> Production volume | <ul style="list-style-type: none"> Emission factor database (*2) |
| Category 15: Investments | <ul style="list-style-type: none"> Scope 1 and 2 emissions calculated by percentage of shares owned of invested companies | |

*1 "Carbon Footprint Communications Program Basic Database, Ver. 1.01 (Domestic Data)"

*2 "Emission Factor Database on Accounting for Greenhouse Gas Emissions Throughout the Supply Chain, Ver. 2.0"

Accounting results



* CO₂ emission calculations: Domestic emissions for YKK Corporation in FY2013