

## 1

## Japan Airlines Co.,Ltd.

	<b>Companies' approach</b>
① <b>Background and purpose of accounting</b>	<ul style="list-style-type: none"> <li>Recognizing impact given to environment by flight operation business, JAL group acknowledges that we must tackle reducing environmental impacts through a variety of measures in all aspects of our business. We calculate CO2 emission to understand the amount of CO2 emission in the entire supply chain and create reduction strategies.</li> </ul>
② <b>Utilization of accounting results</b>	<ul style="list-style-type: none"> <li>The accounting results are made public on our integrated report and website.</li> </ul>
③ <b>Benefits of accounting</b>	<ul style="list-style-type: none"> <li>We can increase transparency in emissions.</li> </ul>
④ <b>Internal system for accounting</b>	<ul style="list-style-type: none"> <li>Corporate Brand Promotion Division collects data from relevant divisions and calculates emissions.</li> </ul>

## 2

## Japan Airlines Co.,Ltd.

	<b>Companies' approach</b>
<b>⑤ Efforts to reduce supply chain emissions</b>	<ul style="list-style-type: none"> <li>• Considering the fact that emission from aircraft use fuel accounts for major parts of our entire supply chain, we promote initiatives below.               <ul style="list-style-type: none"> <li>(1) Introducing new aircraft related technology</li> <li>(2) CO2 emission reductions from operational improvements</li> <li>(3) Utilization of biofuel</li> <li>(4) CO2 emissions trading</li> </ul> </li> </ul>
<b>⑥ Issues in supply chain emissions accounting</b>	<ul style="list-style-type: none"> <li>• Since emission in the phase of use of aviation fuel and the phase from crude oil extraction to oil refinement is significant in the entire supply chain, it is difficult for stakeholders to see the reduction effect in categories irrelevant of emissions from aviation fuel.</li> </ul>
<b>⑦ Other</b>	<ul style="list-style-type: none"> <li>•</li> </ul>

## 3

## Japan Airlines Co.,Ltd.

Category	Accounting methods ※Accounting period : April 2017 - March 2018	
	Activity data	Emission factor
Category 1: Purchased goods and services	• Not calculated	•
Category 2: Capital goods	• Not calculated	•
Category 3: Fuel and energy related activities not included in Scope 1 or 2	• Energy usage, upstream jet fuels/electricity/steam	• Emission factor per each energy usage (*1 *2)
Category 4: Transportation and delivery (upstream)	• N/A	•
Category 5: Waste generated in operations	• Volume of waste by types	• Emission factor by waste types (*1)
Category 6: Business travel	• Business travel expenses	• Emission factor per employee (*1)
Category 7: Employee commuting	• Commuting expenses	• Emission factor per traveling expense (*1)
Category 8: Leased assets (upstream)	• N/A	•
Category 9: Transportation and delivery (downstream)	• N/A	•
Category 10: Processing of sold products	• N/A	•
Category 11: Use of sold products	• N/A	•
Category 12: End-of-life treatment of sold products	• N/A	•
Category 13: Leased assets (downstream)	• N/A	•
Category 14: Franchises	• N/A	•
Category 15: Investments	• N/A	•
Other	• N/A	•

\*1 Emission Factor Database on Accounting for Greenhouse Gas Emissions Throughout the Supply Chain (ver. 2.5)

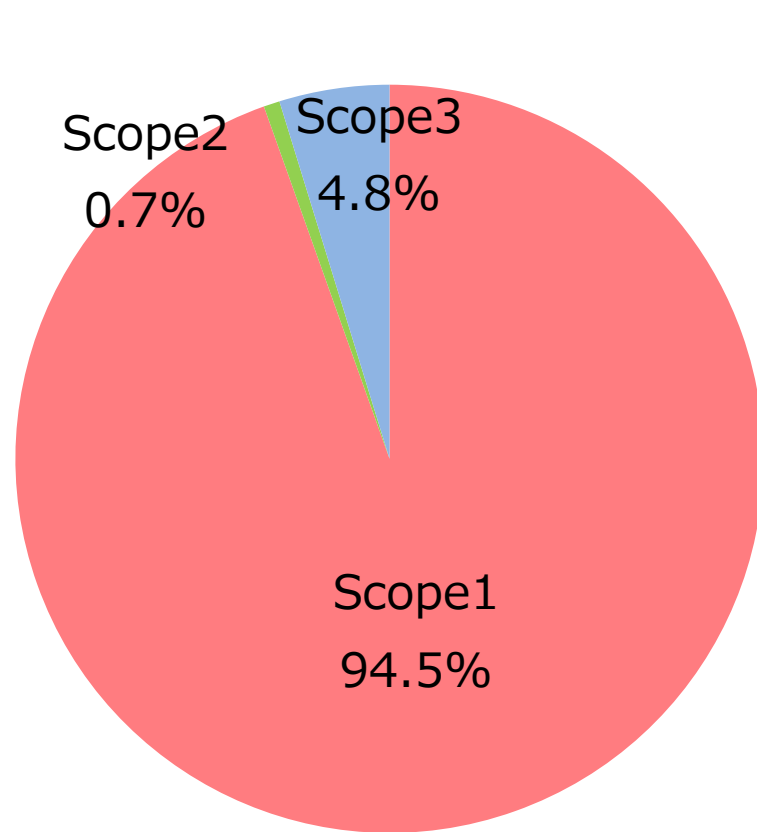
\*2 CFP Communication Program Basic Database (Ver.1.01.)

## 4

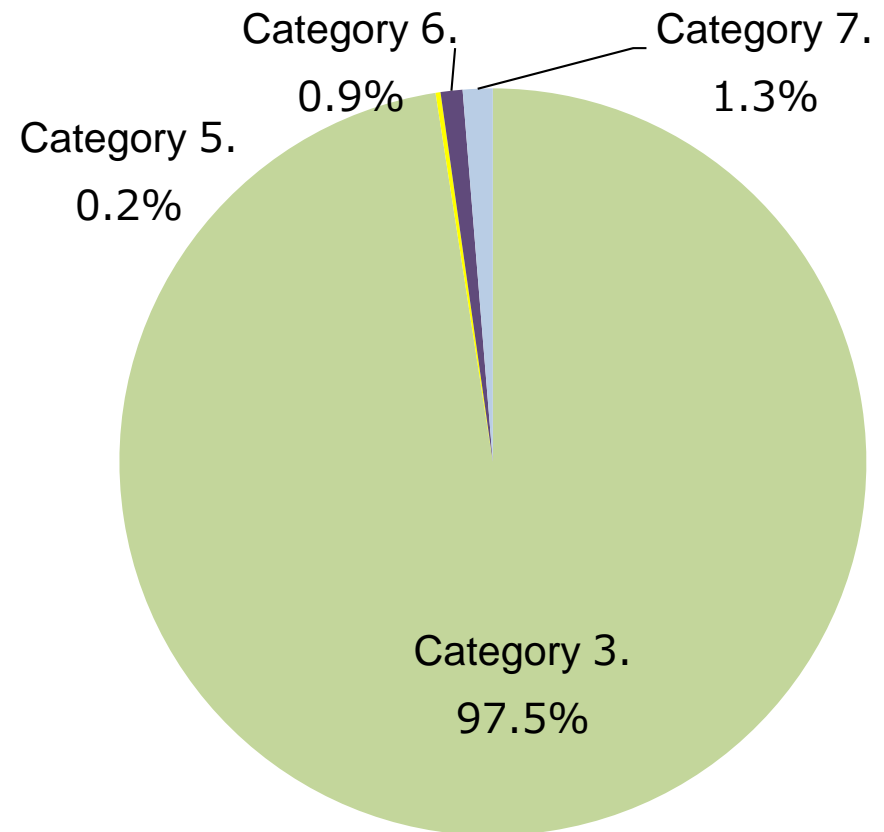
## Japan Airlines Co.,Ltd.

## Supply chain emissions : Accounting results

- Supply chain emissions (FY2017)



Emissions throughout the supply chain



Scope3 emissions by category