

Sustainability Finance : Disclosure regarding the usage of procurement funds (Financing of FY2021)

I . Conditions of allocation about procurement funds as Sustainability Finance (as of March 31, 2022)

(1) Sustainability Bonds

Date	Series (Maturity)	Allocation	Re-financing Ratio	Eligible Projects
May28,2021	#146 (10Y)	¥10bl/¥10bl	100%	Railway Construction Arterial railway(Main line and Interurban line) ¥16.8bl Public railway operated by Private sector ¥32.35bl Urban railway ¥32.85bl
	#147 (15Y)	¥10bl/¥10bl	100%	
August30,2021	#148 (5Y)	¥10bl/¥10bl	100%	
	#149 (20Y)	¥10bl/¥10bl	100%	
November29,2021	#150 (10Y)	¥15bl/¥15bl	100%	
	#151 (20Y)	¥9bl/¥9bl	100%	
February25,2022	#152 (5Y)	¥8bl/¥8bl	100%	
	#153 (10Y)	¥10bl/¥10bl	100%	
Total		¥82bl/¥82bl	100%	

(2) Sustainability Loans

Date	Maturity	Allocation	Re-financing Ratio	Eligible Projects
November30,2021	4years	¥28.71bl/¥55.05bl	0%	Railway Construction Shinkansen lines (High Speed Rail) ¥28.71bl ※ Arterial railway(Main line and Interurban line) ¥6.02bl Public railway operated by Private sector ¥4.08bl
March29,2022	5years	¥10.1bl/¥10.1bl	100%	
Total		¥38.81bl/¥65.15bl	26.0%	

※Although a portion of the proceeds raised by this Sustainability Loan may not be fully allocated within 24 months of funding (part of the CBSv3.0 requirements), DNV confirmed that the eligibility of this sustainability loan will be maintained based on the following reasons provided by JR TT.

- The project is a rail project that meets the land transport requirements of the CBS technical standards and its sustainability is unlikely to deteriorate.
- Approximately 70% of loans are scheduled to be allocated by FY2023, and unallocated proceeds exceeding 24 months will be only a portion of the total.
- There is a high probability that the proceeds will be allocated to such eligible project by FY2026 in accordance with the provisions of Article 19, Paragraph 1 of the Independent Administrative Institution, Japan Railway Construction, Transport and Technology Agency Act.

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II. Project progress

- Details of each JRJT's project, including eligible projects, will be disclosed on annual Project report and so on.
- About the latest record, see JRJT's website.

Environmental report <https://www.jrjt.go.jp/corporate/efforts/environment-report/>

Annual financial statement, Annual business report, Annual financial report

<https://www.jrjt.go.jp/ir/financial/>

Project report <https://www.jrjt.go.jp/corporate/policy/plan.html>

Bond information report <https://www.jrjt.go.jp/ir/bond/>

III. CO2 emission per unit(passenger and freight)(2020)

category	passenger g-CO2/p-km	freight g-CO2/t-km
Private light vehicle	131	1,215
Cargo Vehicle	-	216
Airplane	133	-
Bus	109	-
Ship	-	43
Railway	28	21

reference: MLIT(Ministry of Land, Infrastructure, Transport and Tourism, Japan)

IV. Numbers of passenger of main line(2019)

Line	Commuter Passes (thousand of p-km)			Others (thousand of p-km)	Total (thousand of p-km)
	Work	School	Total		
Seibu Ikebukuro Line	2,368,096	601,466	2,969,562	1,585,660	4,555,222
Odakyu Odawara Line	5,289,150	2,098,462	7,387,612	4,099,857	11,487,469
Saitama Railway Line	215,059	21,638	236,697	85,342	322,039
Hokuso Railway Line	310,073	56,245	366,318	138,336	504,654
Rinkai Line	257,866	24,041	281,908	248,315	530,223
Toyo Rapid Railway Line	312,327	74,656	386,983	135,678	522,661
Minatomirai Line	100,423	7,452	107,875	104,435	212,310
Tsukuba Express Line	1,725,843	229,658	1,955,502	879,557	2,835,059
Kyoto Municipal Subway Tozai Line	107,089	57,441	164,530	131,205	295,735

reference: MLIT