

Sustainable Growth Initiatives at Narita International Airport

Narita International Airport Corporation(NAA)

Akihiko TAMURA

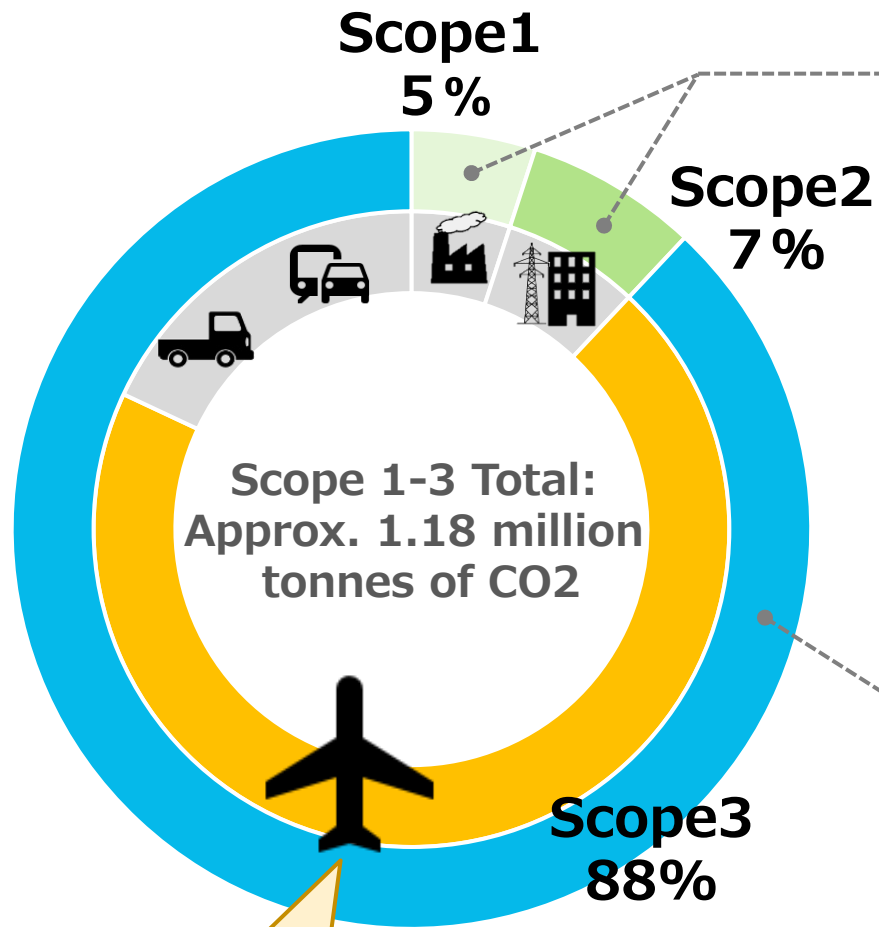
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Narita Airport



Connecting Japan to the World

CO2 Emissions at Narita Airport (FY2019)



About 70% of total emissions

NAA corporate group
Scope 1+2 : Approx. 0.14 million tonnes of CO2

Scope 1	Scope 2
 Fuel combustion	 Electricity consumption

▶▶ Promote reduction of direct emissions

Other organization in airport
Scope 3 : Approx. 1.04 million tonnes of CO2

 Aircraft	 GSE	 Access, commuting
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▶▶ Action required to achieve airport-wide emission reduction

Mid-, Long-term Vision “Sustainable NRT 2050”

- Set its net zero target as well as numerical targets for reducing CO2 emissions among its stakeholders for the entire airport. (First in Japan)



FY2050 Targets (Long-Term)

- Net zero (NAA group)
- 50% Reduction compared to FY2015 (Entire airport)

FY2030 Targets (Mid-Term)

- 30% reduction compared to FY2015 (NAA Group)
- 30% reduction per flight compared to FY2015 (Entire airport)
- Set out our "Next Actions" for NAA to further the reduction of CO2.
- In our “Airport Expansion Project”, continue to promote initiatives to reduce environmental impact.



Initiatives in “Sustainable NRT 2050”

(1) Introduction of advanced technologies

Proactively introduce advanced technology to help reduce CO2 emissions.

2030

Carbon
neutralize
buildings

2050

Conversion of
buildings
to ZEB*¹



2030

20%
Renewable
Energy

2050

100%
Renewable
Energy



2030

80% LED
Airfield
lighting

2050

100%
LED
Airfield
lighting



*1 Net Zero Energy Building. A building that aims to achieve a zero balance in annual primary energy consumption by introducing renewable energy after saving energy through architectural design and the use of natural energy.

(2) Next Actions

Strive to raise awareness among our employees and achieve the following goals as soon as possible.

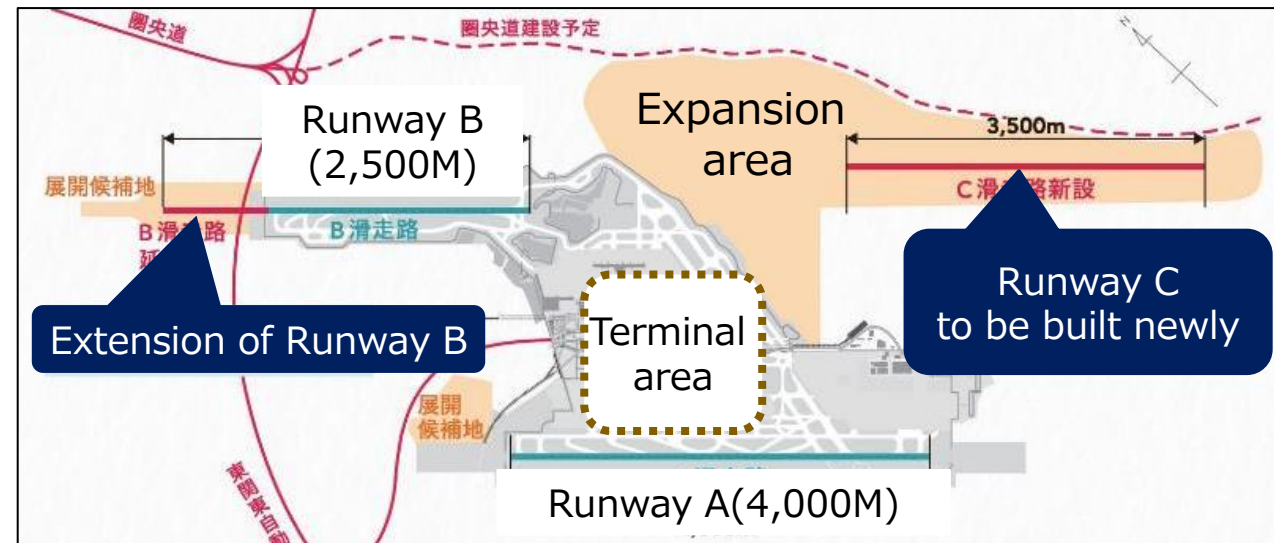
Carbon neutralization
of NAA HQ building

Carbon offset for
business travel

(3) Airport Expansion Project

Improve the airport's competitive power through airport capacity enhancement project.

Airport design
minimizes
aircraft ground
movements



Initiatives in “Sustainable NRT 2050”

Working with Stakeholders

In collaboration with stakeholders, undertake multilateral studies and encourage measures to promote the reduction of CO2 emissions.

2030

Develop Systems for SAF

2050

Develop infrastructures for next-generation aircraft



SAF introduction in October 2020



Refueling of SAF

2030

Low-emission forklifts

2050

Decarbonization of GSE vehicles



Initiative to Promote the Introduction of SAF

Our strategic Policy to Promote Introduction of SAF

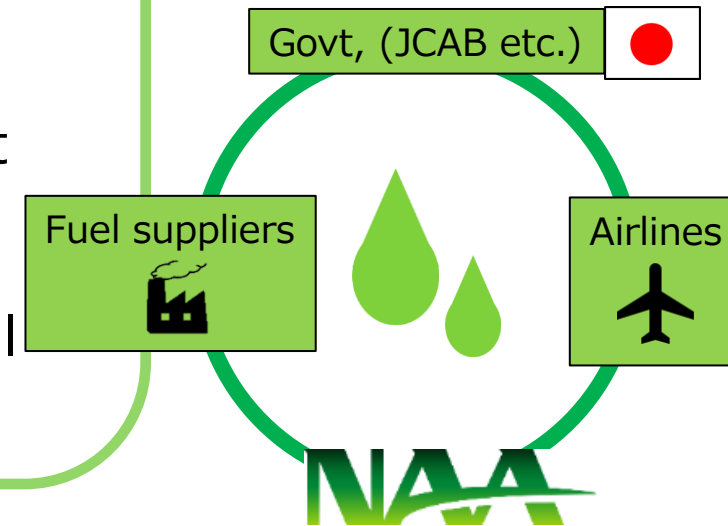
- A set ratio of SAF included when refueling aircraft.
- Build consensus to ensure that airlines use a certain amount of SAF.
- Incentive system for SAF.

Target set by Government

- 10% SAF by 2030
- Promote production SAF in 2025

NAA Action Plan in 2025

1. Agreement with stakeholders on setting a target for mixing ratios
2. Construction of a neat SAF mixing facility at the airport.
3. Local production/Local consumption of SAF

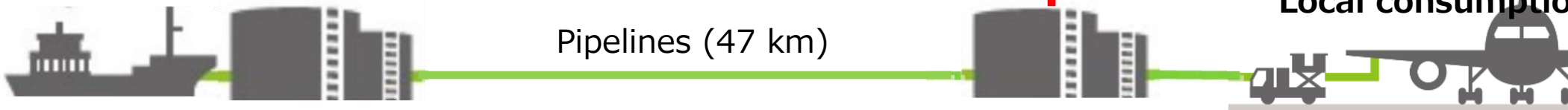


1. Agreement with stakeholders

2. 3 SAF Supply Plants
Local production/
Local consumption

Piers in Tokyo Bay

Pipelines (47 km)





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