



Japan Railway Construction, Transport and Technology Agency(JRTT) Sustainability Finance pre-issuance verification report
revision-2



DNV VERIFICATION REPORT REVISION-2

JAPAN RAILWAY CONSTRUCTION, TRANSPORT AND TECHNOLOGY AGENCY JRTT SUSTAINABILITY FINANCE ELIGIBILITY PRE-ISSUANCE

Prepared by: DNV Business Assurance Japan K.K.

Location: Kobe, Japan

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Revision history

Revision history		Contents
Initial	Jan. 2019	DNV Verification Report for JRJT Sustainability Finance eligibility pre-issuance
Revision-1	Jun. 2021	<p>DNV Verification Report Revision-1 for JRJT Sustainability Finance eligibility pre-issuance by</p> <p>(1) Add of Shinkansen Lines (High Speed Rail)</p> <p>(2) Revalidate of eligibility with updating Climate Bond Standard (CBS*) technical standards (Land Transportation)</p> <p>(3) Update from CBSv2.1 to CBS v3.0 (the update to CBSv3.0 reflects the contents that has been implemented in the post-issuance program verification in October 2020.)</p> <p>CBS : Climate Bonds Standard. In the CBS, the Climate Bond Initiative (international NGO that promotes large-scale investment toward a low-carbon economy) has set the requirements (criteria) for green bonds, etc. CBS v3.0 has been updated from CBS v2.1 in December 2019.</p>
Revision-2	Dec. 2022	<p>DNV Verification Report Revision-2 for JRJT Sustainability Finance eligibility pre-issuance</p> <p>The following criteria have been updated.</p> <p>Green Bond Principles 2018→2021</p> <p>Social Bond Principles 2018→2021</p> <p>Sustainability Bond Guidelines 2018→2021</p> <p>Green Loan Principles 2018→2021</p> <p>Green Bond Guidelines 2017→2022</p> <p>Social Bond Guidelines 2021 (New addition)</p> <p>Green Loan Guidelines 2022 (New addition)</p>

Executive Summary of Verification and assessment

Japan Railway Construction, Transport and Technology Agency (“JRTT”) intends to issue the JRTT Sustainability Finance*¹ (including Bond and Loan, hereafter “Finance”) and engaged DNV as external reviewer for Verification and Assessment. The Finance includes eligible projects portfolio and contribution to SDGs, as below and table;

*1: Sustainability Finance includes both environmental(green) benefit and social benefit, the proceed instruments both bond and loan.

Eligible projects portfolio:

01 Railway Construction


02 Joint Ownership Shipbuilding


DNV has performed the Pre-issuance Verification and Assessment of the Finance. It is DNV’s responsibility to provide an independent verification statement on update and compliance of the Finance with the Climate Bonds Standard v3.0 and assessment of the Finance which is accordance with Green Bond Principles (ICMA, 2021), Social Bond Principles (ICMA, 2021), Sustainability Bond Guidelines (ICMA, 2021), Green loan Principles(LMA and others, 2021), Green Bond Guidelines (MOE, Japan 2022), Green Loan Guidelines (MOE, Japan 2022) and Social Bond Guidelines (JFSA, 2021).

Based on the limited assurance procedures conducted, nothing has come to our attention that causes us to believe that the Finance is not, in all material respects, in accordance with the requirements described above.

This verification and assessment report summarize the project portfolio and its general information against relevant criteria of the Finance which will be continuously issued in the future (as CBI Programmatic certification). All project in this report is not be included the subsequent Finance. DNV has confirmed that each project in this verification conform the criteria and eligibility (e.g. technical sector criteria, rail distance, numbers of passenger). Necessary and sufficient information about each Finance will be provided publicly by JRTT before issuance.

For the preparation of this Verification Report Revision-2, the various criteria of the latest version mentioned above were applied and the eligibility verification was performed.

Project portfolio	Green (Environmental) benefit	Social benefit	Linkage/Contribution to SDGs
No.01 Railway Construction	Eligible category: Clean Transportation -Mitigation of environmental load (Greenhouse gas emission reduction, e.g., CO ₂)	Eligible category: -Essential and imperative transportation infrastructure -Low cost and easy access for various customers	-Goal 3: Good Health and Well-Being -Goal 7: Affordable and Clean Energy -Goal 8: Decent Work and Economic Growth -Goal 9: Industry innovation and infrastructure -Goal 11: Sustainable cities and communities -Goal 12: Responsible Consumption and Production -Goal 13: Climate action -Goal 15: Life On Land 

<p>No.02 Joint Ownership Shipbuilding</p>	<p>Eligible category: Clean Transportation, Pollution Prevention and Control</p> <p>-Mitigation of environmental load (Greenhouse gas emission reduction, e.g., CO₂) -Marine environment conservation</p>	<p>Eligible category: -Essential and imperative transportation infrastructure and various user convenience -Efficient distribution -Operation of routes to remote island</p>	<p>-Goal 8: Decent work and economic growth -Goal 9: Industry innovation and infrastructure -Goal 11: Sustainable cities and communities -Goal 13: Climate action -Goal 14: Life below water</p> 
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I Introduction (About issuer and Sustainability Finance)

(1) About JRTT

Japan Railway Construction, Transport and Technology Agency (hereafter JRTT) is an independent administrative organization and fully invested by government.

JRTT is only one independent administrative organization who develops and support transportation network through railway and ship assets. Its organization is divided into the following 5 accounts. Construction Account, Maritime Account, Special Operation Account, Local public transportation Account, and Subsidy Account.

1. Construction Account:
Railway construction including Shinkansen Lines (High Speed Rail)
2. Maritime Account:
Joint ownership shipbuilding
3. Special Operation Account:
Disposition of past national railway asset and payment of pensions
4. Local public transportation Account:
Investments in Local Public Transportation
5. Subsidy Account:
Railway Development Supports



(2) JRJT Corporate Principle

JRJT determined principle 'We contribute to build safe, secure, eco-friendly transportation networks.' for social contribution.

JRJT employees recognize the objectives stipulated by its regulation. JRJT established Basic Philosophy to achieve its objectives as one under the same understanding.

[JRJT's Basic Philosophy]

Contribute to Build Tomorrow's Transportation Networks.

- We contribute to build safe, secure, eco-friendly transportation networks
- Our transportation network building helps improve people's lives and further develop economies and societies
- In the course of building transportation networks, we use our reliable technical capacity, abundant experience, and advanced expertise to the fullest

JRJT has also established 'Basic Environmental Policy' and 'Environmental action plan' as environmental consideration policy to implement its business. JRJT publishes an 'Environmental report' merging above policies in accordance to the requirements by Article 9 'law of Promoting the environmental consideration business activities by supporting to provide environmental information (Law no.77, 2004).

(3) JRRT Basic Environmental Policy and Action Plan

【Basic Environmental Policy】

JRRT's mission is to provide smooth land and maritime transport, thereby contributing to the healthy development of the national economy and improving the lifestyles of Japanese people. To fulfill this mission, JRRT strives to contribute to society by proactively engaging in efforts to conserve the global environment and creating a transportation network for the future that seamlessly coexists with the abundant and beautiful natural environment.

1. We strive to reduce the environmental burden created in all areas of our business activity, including railway construction, assistance for promoting the improvement of transportation infrastructure by railway companies, maritime transport companies and others, along with other support.
2. We observe laws and regulations regarding environmental conservation as well as self-imposed standards.
3. We contribute to regional communities by actively participating in local environmental conservation activities.

JRRT has established their environmental policy as 'Basic Environmental Policy'. They also set 'Environmental Action Plan' as concrete actions in order to mitigate environmental load.

JRRT published annual report according to the regulation 'Law of Promotion of environmentally-friendly business activities by specified business operators by promoting provision of environmental information (law No. 77, article 9, 2004).

【Environmental Action Plan】 Summary, established 8th April 2014

Through engagement in better railway construction, subsidies for railway construction, joint ownership shipbuilding, and disposition of land inherited from the national railway system, JRRT contributes to an environmental transportation network.

JRRT also works to reduce its CO₂ emission through efficient office activities and the recycling of construction waste. The organization advocates for co-existence with the local societies through its involvement in regional environment conservation activities

(4) JRJT Sustainability Finance



JRJT intends to issue the sustainability finance (bond and loan) ^{*1} which contributes environmental benefit, social benefit, and SDGs.

Table-1 shows benefit and contribution of the JRJT sustainability Finance.

Schedule-1 shows lists of sustainability projects and assets as Project 01(R1-R5) and 02(S-1).

*1:sustainability finance means JRJT’s general proceeds instruments including both bond and loan. Hereafter ‘bond’ also suggests both bond and loan.

Table-1 Benefit of the JRJT sustainability(green+social) finance and Linkage with SDGs

Project portfolio	Green (Environmental) benefit	Social benefit	Linkage/Contribution to SDGs
No.01 Railway Construction	<p>Eligible category: Clean Transportation</p> <p>-Mitigation of environmental load (Greenhouse gas emission reduction, e.g., CO₂)</p>	<p>Eligible category: -Essential and imperative transportation infrastructure -Low cost and easy access for various customers</p>	<p>-Goal 3: Good Health and Well-Being -Goal 7: Affordable and Clean Energy -Goal 8: Decent Work and Economic Growth -Goal 9: Industry innovation and infrastructure -Goal 11: Sustainable cities and communities -Goal 12: Responsible Consumption and Production -Goal 13: Climate action -Goal 15: Life On Land</p> 
No.02 Joint Ownership Shipbuilding	<p>Eligible category: Clean Transportation, Pollution Prevention and Control</p> <p>-Mitigation of environmental load (Greenhouse gas emission reduction, e.g., CO₂) -Marine environment conservation</p>	<p>Eligible category: -Essential and imperative transportation infrastructure and various user convenience -Efficient distribution -Operation of routes to remote island</p>	<p>-Goal 8: Decent work and economic growth -Goal 9: Industry innovation and infrastructure -Goal 11: Sustainable cities and communities -Goal 13: Climate action -Goal 14: Life below water</p> 



II Scope and Objectives

DNV Business Assurance Japan K.K. (henceforth referred to as “DNV”, “us”, “our” and “we”) has prepared “DNV Verification Report revision-1” with update to CBSv3.0 and the addition of the eligible assessment of the Shinkansen lines in June 2021. In this "DNV Verification Report revision-2", we have been commissioned by JRTT, to conduct eligible assessment by applying the latest version of various criteria. DNV understand that this Pre-Issuance Verification is proposed by JRTT to trigger the start of Programmatic Issuance* under the CBS v3.0. DNV is also engaged to assess the Finance to conform the GBP2021, SBP2021 as Sustainability Bonds Guideline 2021 (SBG), GLP2021 and GBGLs2022, Green Loan Guidelines 2022 (GLGLs) and Social Bond Guidelines 2021 (SBGLs).

*Programmatic Issuance: Multiple financing and certification scheme based on this verification report.

In this paper, no assurance is provided regarding the financial performance of the Finance, the value of any investments and loan in the Finance, or the long-term environmental benefits of the transaction. Our objective has been to provide an assessment as to whether the Finance has met the criteria set out in the CBS v3.0 and the associated Sector Technical Criteria on the basis set out below,

The scope of this DNV verification statement is limited to the CBS v3.0 and the following associated Sector Technical Criteria*:

- **Land Transport (Version 2)**

[Land Transport Criteria (Version 2) Aug. 2022]

In addition to and separate from DNV performing a Pre-Issuance Verification on the compliance of the Finance with the CBS v3.0 and the associated Sector Technical Criteria, DNV has conducted a qualitative review of the of the Finance eligibility to consider their alignment with GBP2021, SBP2021, SBG2021, GLP2021, GBGLs2022, GLGLs2022 and SBGLs2021.

The verification target of CBS v3.0 in this report is railway construction work. In addition, for both railway construction work and Joint Ownership Shipbuilding work, eligible verification is carried out with reference to GBP2021, SBP2021, SBG2021, GLP2021, GBGLs2022, GLGLs2022 and SBGLs2021.



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DNV holds no other engagements with JRTT including its direct shareholders, for which we foresee conflict of interest to carry out the Scope of Work as defined in the Request for Proposal.

JRTT intends to distribute any unallocated proceeds in line with the Use of Proceeds and Management of Proceeds sections set out in the JRTT Sustainability Finance Framework.

DNV has been commissioned by JRTT to provide a JRTT Sustainability Finance pre-issuance verification against CBS v3.0 and assessment opinion related criteria. Our methodology to achieve this is described under 'V. Work Undertaken' below. We were not commissioned to provide independent assurance or other audit activities.

In this paper, no assurance is provided regarding the financial performance of the Finance, the value of any investments and loan in the Finance, or the long-term environmental benefits of the transaction. Our objective has been to provide a verification and assessment that the Finance has met the criteria established on the basis set out below.

The scope of this DNV opinion is limited to the CBS v3.0, GBP2021 (GLP2021, as well) and SBP2021 as SBG2021. DNV also considered the requirements of the GBGLs2022, GLGLs2022 and SBGLs2021 during its verification and assessment, however at the time of review, Technical Criteria for - 'Land Transport Criteria (Version 2) Aug.2022' and the 'Climate Bonds Standard (version 3.0)' (e.g. Public rail infrastructure) are available for Issuer use.

No opinion of conformance with the Standard is provided here and no Certification has been applied for at this time. Any future application for Certification under the Climate Bonds Standard v3.0 would be at the discretion of the Issuer, JRTT.



III Responsibilities of the Directors of Issuer(JRTT) and the assurance providers, DNV

The management of JRTT has provided the information and data used by DNV during the delivery of this review. DNV's statement represents an independent opinion and is intended to inform JRTT management and other interested stakeholders in the Finance as to whether the established criteria have been met, based on the information provided to us. In our work we have relied on the information and the facts presented to us by JRTT.

DNV is not responsible for any aspect of the nominated assets referred to in this opinion and cannot be held liable if estimates, findings, opinions, or conclusions are incorrect. Thus, DNV shall not be held liable if any of the information or data provided by JRTT's management and used as a basis for this assessment were not correct or complete.



IV Basis of DNV's opinion

DNV has conducted the verification against the CBS v3.0 and associated Sector Technical Criteria through the creation and execution of a verification protocol addressing each requirements of the CBS v3.0^{*1} and the associated Sector Technical Criteria. The detail of areas covered in the DNV verification is summarized in Schedule 2 below.

As per DNV's Protocol for assessment, in addition to the CBS v3.0 above, DNV also considers the criteria against which the Finance has been reviewed are grouped under the four Principles (GBP2021, SBP2021, SBG2021, GLP2021, GBGLs2022, GLGLs2022 and SBGLs2021) as follows:

- **Principle One: Use of Proceeds.** The Use of Proceeds criteria are guided by the requirement that an issuer of a sustainability finance must use the funds raised to finance eligible activities. The eligible activities should produce clear environmental benefits.
- **Principle Two: Process for Project Evaluation and Selection.** The Project Evaluation and Selection criteria are guided by the requirements that an issuer of a sustainability finance should outline the process it follows when determining eligibility of an investment using sustainability finance proceeds, and outline any impact objectives it will consider.
- **Principle Three: Management of Proceeds.** The Management of Proceeds criteria are guided by the requirements that a sustainability finance should be tracked within the issuing organization, that separate portfolios should be created when necessary and that a declaration of how unallocated funds will be handled should be made.
- **Principle Four: Reporting.** The Reporting criteria are guided by the recommendation that at least Sustainability Reporting to the finance stakeholders should be made of the use of finance proceeds and that quantitative and/or qualitative performance indicators should be used, where feasible.

*1: Climate Bonds Standard | version 3.0 (Climate Bonds Initiative)

*2: Green Bond Principles (June 2021, International Capital Market Association)

*3: Social Bond Principles (June 2021, International Capital Market Association)

*4: Sustainability Bond Guidelines (June 2021, International Capital Market Association)

*5: Green Loan Principles (2021, Loan Market Association, Asia Pacific LMA and LOAN SYNDICATION AND TRADING ASSOCIATION)

*6: Green Bond Guidelines (2022, Ministry of the Environment, Japan)

*7: Green Loan Guidelines (2022, Ministry of the Environment, Japan)

*8: Social Bond Guidelines (2021, Financial Services Agency, Japan)

V Work undertaken

Our work constituted a high-level review of the available information, based on the understanding that this information was provided to us by JRRT in good faith. We have not performed an audit or other tests to check the veracity of the information provided to us. The work undertaken to form our opinion included:

Pre-Issue Verification against CBS v3.0

- Creation and execution of a Climate Bonds Standard v3.0 Protocol, to include the relevant Sector Technical Criteria for the nominated projects and assets, as described above and in Schedule 2 to this Assessment;
- Assessment of documentary evidence provided by JRRT on the Finance and supplemented by a high-level desktop research, an onsite visit for documentation review and interview with key personnel from JRRT.
- Discussions with JRRT management, and review of relevant documentation;
- Documentation of findings against each element of the criteria. Our opinion as detailed below is a summary of these findings.

Also, consideration will be held regarding the alignment with relevant criteria GBP2021, SBP2021, SBG2021, GLP2021, GBGLs2022, GLGLs2022 and SBGLs2021 as described above, and contribution towards United Nations Sustainable Development Goals in this Finance.

Assessment for alignment with relevant criteria GBP2021, SBP2021, SBG2021, GLP2021, GBGLs2022, GLGLs2022 and SBGLs2021

- Principle One: Use of Proceeds
- Principle Two: Process for Project Evaluation and Selection
- Principle Three: Management of Proceeds
- Principle Four: Reporting

Consideration of the Use of Proceeds against the 17 UN SDGs;

- SDGs Goal 3: Good Health and Well-Being
- SDGs Goal 7: Affordable and Clean Energy
- SDGs Goal 8: Good job and Economic growth
- SDGs Goal 9: Innovation and Infrastructure

- SDGs Goal 11: Sustainable city and communities
- SDGs Goal 12: Responsible Consumption and Production
- SDGs Goal 13: Climate action
- SDGs Goal 14: Life below water
- SDGs Goal 15: Life On Land

<https://www.mofa.go.jp/mofaj/gaiko/oda/sdgs/about/index.html>

VI Findings and DNV's opinion

DNV has performed a Pre-Issuance Verification of the Finance. It is DNV's responsibility to provide an independent verification statement on the compliance of the Finance with the CBS v3.0.

DNV conducted the verification in accordance with the CBS v3.0 and with International Standard on Assurance Engagements 3000 Assurance Engagements other than Audits or Reviews of Historical Information. The verification included) checking whether the provisions of the CBS v3.0 were consistently and appropriately applied and ii) the collection of evidence supporting the verification.

DNV's verification approach draws on an understanding of the risks associated with conforming to the CBS v3.0 and the controls in place to mitigate these. DNV planned and performed the verification by obtaining evidence and other information and explanations that DNV considers necessary to give limited assurance that the Finance meet the requirements of the CBS v3.0. As relevant criteria GBP2021, SBP2021, SBG2021, GLP2021, GBGLs2022, GLGLs2022 and SBGLs2021 assessment based on each criteria can be consolidated to evaluate with CBS v3.0, verification and assessment result are described as one in latter contents.

Based on the limited assurance procedures conducted, nothing has come to our attention that causes us to believe that the Finance is not, in all material respects, in compliance with the requirements of the CBS v3.0 and associated Sector Technical Criteria.



1. Principle One, Use of Proceed

DNV has confirmed that the proceeds from the finance issued by JRTT will be allocated to the two businesses [including 6 projects] which meet the green and social bond as sustainability bond criteria below;

Eligible projects portfolio:

01 Railway Construction (R1-R5)

- Clean Transportation
- Essential and imperative transportation infrastructure
- Low cost and easy access for various customers

02 Joint Ownership Shipbuilding

- Essential and imperative transportation infrastructure and various user convenience
- Efficient distribution
- Operation of routes to remote island
- Clean Transportation and Pollution prevention and control

Schedule-1 shows lists of sustainability projects 01(R1-R5) and 02(S-1)

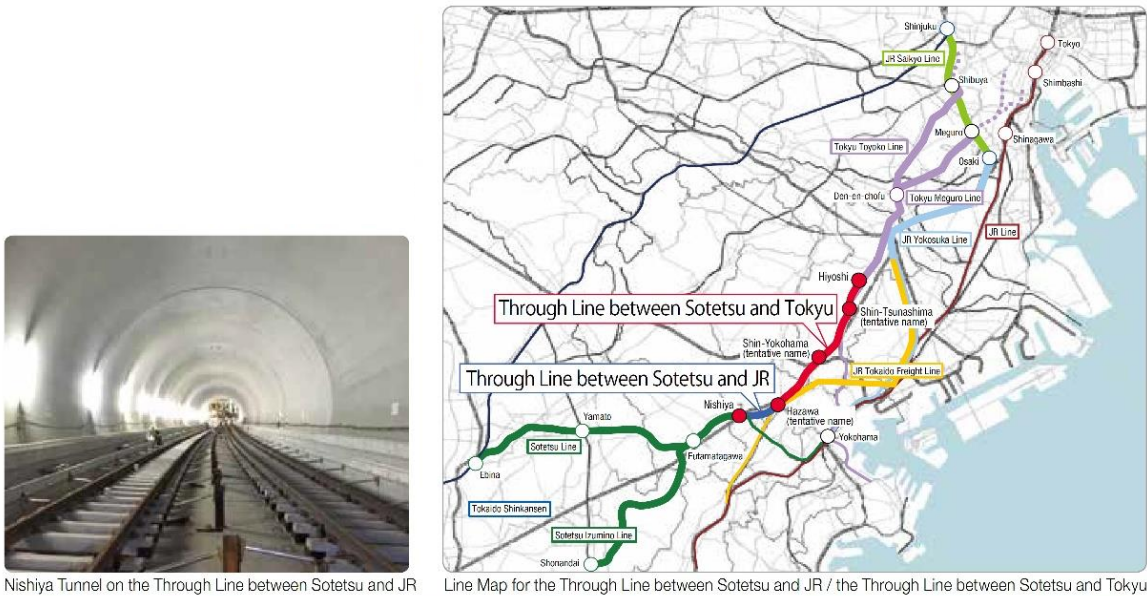
All the proceeds will be financed and/or refinanced to the sustainability projects. As for the finance, it will be allocated to new shipbuilding

Detail information about sustainability projects are followings

Project 01 R-1: Public railway; Railway Project under the Urban Railway Convenience

Improvement Law

Fig.-1 shows a representative project of R-1 “Public railway; Railway Project under the Urban Railway Convenience Improvement Law”, Eastern Kanagawa Lines. These new projects are implemented under the Act on Enhancement of Convenience of Urban Railways, etc., which was enacted in 2005. Under these projects, JRTT builds new through lines while effectively using existing railway infrastructure to eliminate the need for transfers and improve promptness, thereby improving convenience for passengers. The national government, local governments and JRTT each provide 1/3 of the financing for these improvements. After lines open, JRTT retains ownership of the infrastructure and leases it to the entity of operation, which then remits rail access charges to JRTT.



Nishiya Tunnel on the Through Line between Sotetsu and JR

Line Map for the Through Line between Sotetsu and JR / the Through Line between Sotetsu and Tokyu



Conceptual Drawing of Completed Shin-Yokohama Station (tentative name) on the Through Line between Sotetsu and Tokyu



Shin-Yokohama Station (tentative name) on the Through Line between Sotetsu and Tokyu

Fig-1 Project 01 R-1

[Eastern Kanagawa Lines (The Through Lines between Sotetsu and JR/Sotetsu and Tokyu)]

Project 01 R-2: Public railway; Leased railway

R-3: Public railway; Assigned railway

R-4: Public railway; Railway Project under the Act on Special Measures concerning Integrated Promotion of Residential Land Development and Railway Construction in Major Urban Areas

Fig.-2 shows a representative project from R-2 to R-4.

JRTT’s engagement contributes to the achievement of the national policy, by establishing national land transportation system, maintaining the urban function, strengthening the economic foundation, and mitigating regional inequalities in rural areas. Sustainability finance eligible railway construction project includes project R-2 : Public railway ; Leased railway, R-3 : Public railway ; Assigned railway and R-4 : Public railway ; Railway Project under the Act on Special Measures concerning Integrated Promotion of Residential Land Development and Railway Construction in Major Urban Areas which are all public transportation electrified railway infrastructure.

DNV also executed on site visit and local interview (included in R-3 project, on Dec 2018), then confirmed its eligibility as sustainability (green and social) project.



Fig-2 A typical railway example of the project of Project 01 from R-2 to R-4 (As of June 2021) R-2 Main trunk line and metropolitan transportation line, R-3 railway line, R-4 urban railway line (Legend: Red: Commercial Operation, Blue: Under Construction)

Project 01 R-5: Shinkansen lines (High Speed Rail)

Figure 3 shows the Project 01 R5 Shinkansen Lines (High Speed Rail), Hokkaido Shinkansen (between Shin-Hakodate Hokuto and Sapporo), Hokuriku Shinkansen (between Kanazawa and Tsuruga) and Nishi Kyushu Shinkansen (between Takeo Onsen and Nagasaki).

JRTT has been assigned by the Minister of Land, Infrastructure, Transport and Tourism as the main construction entity for the above three lines whose construction plans decided in 1973 are based on the National Shinkansen Network Law, and is now proceeding with the construction of the Shinkansen Lines (High Speed Rail). (Some projects are in commercial operation, as of May 2021). The Shinkansen lines (High Speed Rail) currently under construction is 3 routes and 3 sections (approx. 403km extension) that have been approved for the construction implementation plan based on the "Handling of the Shinkansen lines (High Speed Rail)" on the December 2004, which is agreement of the government / ruling party, and "Handling of the Shinkansen lines (High Speed Rail)" on the December 2011, which is government / ruling party confirmation item.

DNV has confirmed that Project 01 R-5 is a railway that is used as an electrified public transportation system in the entire area, which meets the sector technical criteria in the field described other section, and is eligible projects as sustainability finance.

Regarding the negative environmental impact due to the construction work, DNV confirmed that the responding to the negative impact of project execution was properly addressed, such as appropriate countermeasures for the surrounding environment by environmental impact assessments stipulated by law, waste management from construction work (e.g. soil generated by tunnels excavation work) and no significant impact on additional GHG emissions required by sector technical criteria.

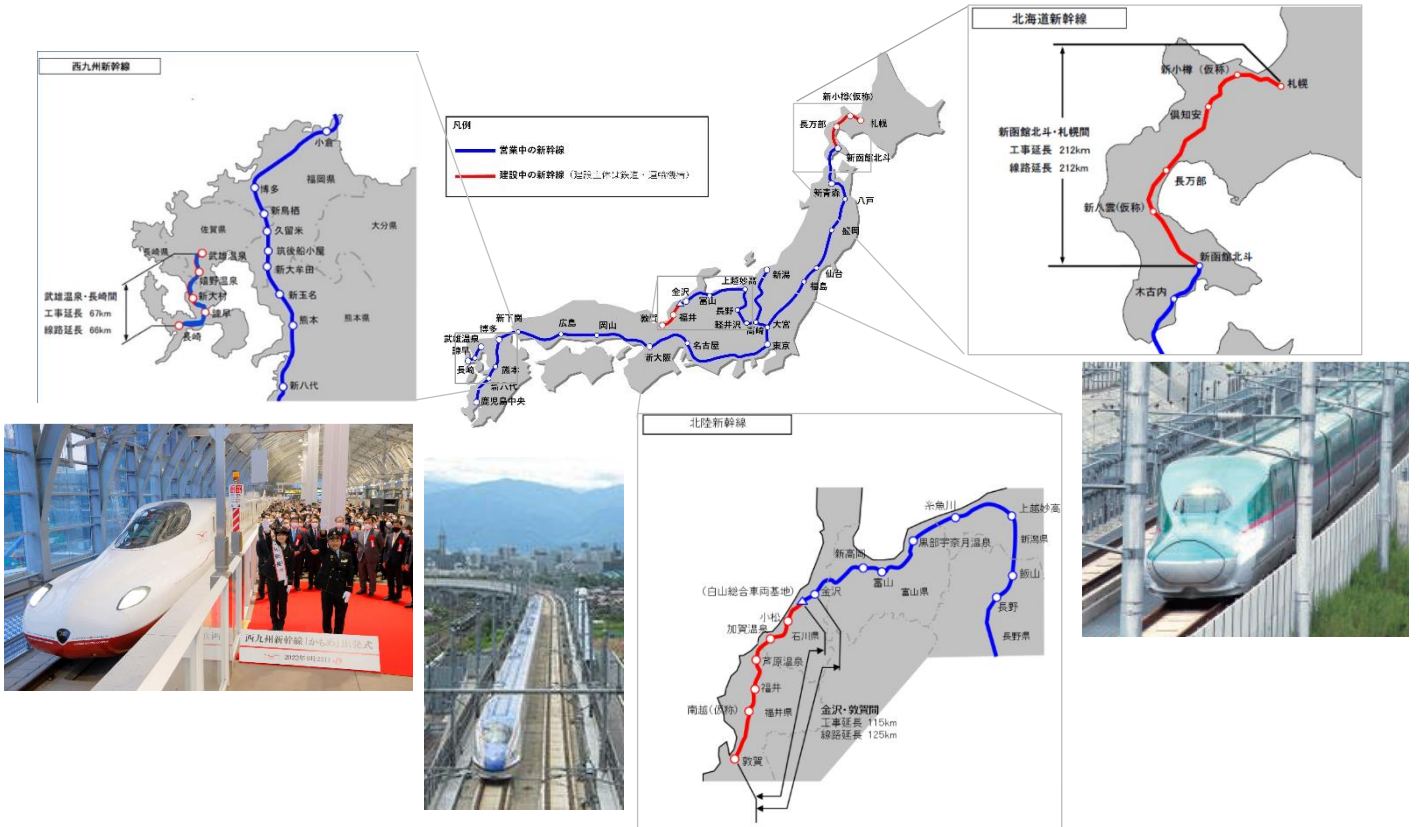


Fig-3 Project 01 R-5 Shinkansen lines (High Speed Rail)
(Legend Red : Under Construction, Blue : Open)
Right: Hokkaido Shinkansen (between Shin-Hakodate Hokuto and Sapporo),
Middle: Hokuriku Shinkansen (between Kanazawa and Tsuruga)
Left: Nishi Kyushu Shinkansen (between Takeo Onsen and Nagasaki)

Project 02 S-1: Joint Ownership Shipbuilding

Fig-3 and Fig-4 show representative Joint Ownership Shipbuilding project.

JRJT supports financial (low interest and long-term lending) and technical aspect of shipbuilding of domestic passenger and freight ship. According to the policy 'Reorganization and Rationalization Plan for government-backed corporation' (Dec. 2001), JRJT has focused on the shipbuilding project which really political policy needs.

(1) Distribution system improvement:

Shipbuilding for large scale ship or freight and operation efficiency.

(2) Environmental Conservation :

Shipbuilding for modal shift (transferring from track to ship and railway) which promote environmental conservation avoiding traffic jam and CO₂ emission reduction.

(3) Countermeasure for declining birthrate and aging population:

Shipbuilding for barrier free ship addressing the society of aging population

(4) Ships for route to remote islands:

Shipbuilding for remote island citizens to provide the essential service such as safety and secured transportation.

JRJT continuously has reviewed their actions focusing on the Joint ownership shipbuilding which contributes further social impact (FY 2005), and overarching policy requirement (FY 2010). JRJT has conducted sustainability action (both environmental and social impact) through Joint ownership shipbuilding on FY 2017 based on the MLIT direction (environmental requirement for domestic marine transportation) and supporting continuous domestic social and economic growth as infrastructure provider. These social and environmental activities ensure that Joint ownership shipbuilding is eligible project as sustainability finance. Detail information is described in JRJT sustainability finance framework

JRJT will allocate the use of proceeds of finance to this project (finance to new shipbuilding and refinance) which was determined its eligibility as sustainability finance.

The Eligible verification of Joint Ownership Shipbuilding work in this report was carried out with reference to GBP2021, SBP2021, SBG2021, GLP2021, GBGLs2022, GLGLs2022 and SBGLs2021. (CBS v3.0 Verification target is the railway construction work of Project 01)

Cargo Ships



The Choun Maru,
a 396-G/T general cargo ship



The Miyuki,
a 749-G/T container ship



The Kamikita Maru,
a 12,430-G/T RORO ship

Fig-3 Joint Ownership Shipbuilding (Cargo Ships) example

Passenger Ships



The Futaoi Maru, a 49-G/T
passenger ship that runs between
Futaoijima and Yoshimi



The Iwai, a 43-G/T
passenger ship that runs
between Iwashima and
Yanai



The Sun Liner No. 2, a
122-G/T high-speed ferry
that runs between Haboro,
Yagishiri-to and Teuri-to



The Ferry Toshima 2, a 1,953-G/T ferry that
runs between Naze (Amami Oshima),
Takarajima, Kodakarajima, Akusekijima,
Suwanosejima, Tairajima, Nakanoshima,
Kuchinoshima and Kagoshima



The Oike Maru, a 19-G/T
passenger ship that runs
between Tebajima and Muji



The Ogasawara Maru, a 11,035-G/T
ferry that runs between Tokyo and
Chichijima



The Takasu, a 124-G/T high-speed ferry
that runs between Takashima, Iojima
and Nagasaki
● Awards: Ship of the Year 2017, awarded
in the small-sized passenger ship category

Passenger Ships (Long-Distance Ferries, etc.)



Fig-3 Joint Ownership Shipbuilding (Passenger Ships) example

2. Principle Two, Process for Project Evaluation and Selection

DNV has confirmed that the sustainability projects of both two businesses, including 6 projects described in the Schedule-1, were evaluated and selected through the appropriate process by the relevant department of JRTT, based on its corporate philosophy and basic environmental policy.

JRTT determines that implementation of these projects have environment benefits (low CO₂ emission compared with alternative category) based on the direction of MLIT. MLIT: Ministry of Land, Infrastructure, Transport and Tourism, Japan

Table-2 CO₂ emission per unit(passenger and freight) (FY2020)
reference : MLIT

category	passenger : g-CO ₂ /p-km	freight : g-CO ₂ /t-km
Private light vehicle	131	1,215
Commercial freight car	-	216
Airplane	133	-
Bus	109	-
Ship	-	43
Railway	28	21

As for the negative impact caused by these projects, appropriate countermeasures and practical action plans which comply with relevant regulations and laws have been taken and will be taken after the evaluation. DNV confirmed that JRTT resulted that its effect is limited and appropriate action will be executed if required.

3. Principle Three, Management of Proceeds

DNV has reviewed and confirmed JRTT's plans to trace/manage the proceeds from the Finance, from the time of issuance to the time of disbursement, as well as the appropriateness and clarity of their plan to manage total amount of the proceeds. JRTT will manage the cash or cash equivalents which equals to fund, until decision of the proceed allocation. DNV has confirmed that JRTT will periodically (at least annually) review the outstanding balance of the Finance.

Details are as below.

- JRTT can track how the proceed is allocated to the project by using a specific format which can trace details. The balance of the allocated fund and unallocated fund is also controlled by specific format which can display each Debt and Bond.
- JRTT accounting must be inspected by accountant's inspection as well as auditor secretary according to the 'Act on General Rules for Incorporated Administrative Agencies'. Internal process for accounting segment of the proceeds and its adequacy also is constantly checked by operating audit.
- The settlement of accounts of JRTT must be authorized annually by MLIT, competent authority. Above process of the settlement of accounts authorization is one of the internal management processes.
- The corporate report including each project disbursement and if there are noted changes, the report is also disclosed after the evaluation by the business evaluation monitoring committee, which consists of external experts.
- JRTT must manage its unallocated proceeds according to the requirement of 'Act on General Rules for Incorporated Administrative Agencies' with safe, secured and high liquidity method such as bank deposit such as national bond, municipal bond, government guaranteed bonds and valuable securities.

As stated above, DNV provides no assurance regarding the financial performance of the Finance, the value of any investments and loan in the Finance, or the effects of the transaction.

4. Principle Four, Reporting

DNV has confirmed that JRTT has plans to report/disclose the specific information required by the Climate Bonds Standard(version3.0) and relevant criteria, on JRTT's homepage annually. These will include descriptions of the project lists, progress of refinance (amount or share), and management of the proceeds invested, as well as the associated qualitative or quantitative environmental impacts if possible.

As for the environmental benefit, DNV has confirmed that JRTT plans to report as requested by criteria. DNV will conduct periodic ongoing reviews and state about their report periodically.

Details are as below.

- JRTT will publish IR information (<https://www.jrtt.go.jp/ir/>) about JRTT' s project and financial outline (double entry accounting). As for this sustainability finance, fund allocation after the issuance will be disclosed/revised in JRTT' s homepage based on the framework until all the fund is allocated.
 - Environmental report
 - Annual business report
 - Annual financial report
 - Annual financial statement
 - project report
 - Bond information report

- JRTT will disclose environmental and social benefit and management proceeds through following report.
 - CO₂ emission per transportation unit
 - Information about shipbuilding which conform government direction
 - Numbers of passenger of eligible railway project (main line)
 - Project progress
 - Fund amount of allocation and outstanding
 - Refinance share



Japan Railway Construction, Transport and Technology Agency(JRTT) Sustainability Finance pre-issuance verification report
revision-2

Considering all of the above assessments, DNV has confirmed that the nominated sustainability projects of JRTT are designed and are planned to be executed in accordance with related criteria (Climate Bonds Standard v3.0, Green Bond Principles , Green Loan Principle and Green Bond Guidelines, Green Loan Guidelines and Social Bond Guidelines).

DNV has confirmed the Use of Proceeds and nominated projects & assets associated with the Finance for alignment with, and contribution towards, the UN SDGs.



DNV Business Assurance Japan K.K.

15th Dec. 2022

A handwritten signature in black ink, appearing to read "M. Robinson".

Mark Robinson

Manager, Sustainability Services
DNV Business Assurance, Australia

A handwritten signature in black ink, appearing to read "Naoki Maeda".

Naoki Maeda

Managing Director
DNV Business Assurance Japan K.K.

A handwritten signature in black ink, appearing to read "Masato Kanedome".

Masato Kanedome

Project Leader
DNV Business Assurance Japan K.K.

A handwritten signature in black ink, appearing to read "Jun Chokai".

Jun Chokai

Accessor
DNV Business Assurance Japan K.K.

About DNV

Driven by our purpose of safeguarding life, property and the environment, DNV enables organisations to advance the safety and sustainability of their business. Combining leading technical and operational expertise, risk methodology and in-depth industry knowledge, we empower our customers' decisions and actions with trust and confidence. We continuously invest in research and collaborative innovation to provide customers and society with operational and technological foresight.

With our origins stretching back to 1864, our reach today is global. Operating in more than 100 countries, our 16,000 professionals are dedicated to helping customers make the world safer, smarter and greener.

Schedule-1 Nominated assets & Sustainability Finance project outline

The Project portfolio described in table-1 are information at the pre-issuance stage (Jan. 2019, Project : 18 lines, Railway distance(length) : 231.6km) and Shinkansen lines (High Speed Rail) added in this verification of this revision-1 (Project: 3 lines, Railway distance (length): about 403km extension, as of May. 2021) and may be possibility changed.

Table will be revised if important change is encountered, based on the CBS v3.0 requirement of criteria and discussion with JRRT and DNV.

Table (1/2) JRRT Sustainability Finance Project portfolio (Project No. 01 Railway construction business)

Project No.	Nominated Project/Asset Portfolio	Sustainability Project Category	Sustainability Project Sub-Category	Remarks	
01	R-1	Public railway; Railway Project under the Urban Railway Convenience Improvement Law	<ul style="list-style-type: none"> Clean transportation Affordable basic infrastructure 	<ul style="list-style-type: none"> rail (electric) transportation(public) 	Railway Construction (Construction Account) : Nominated Project <ul style="list-style-type: none"> Eastern Kanagawa Lines etc
	R-2	Public railway; Leased railway	<ul style="list-style-type: none"> Clean transportation Affordable basic infrastructure 	<ul style="list-style-type: none"> rail (electric) transportation(public) 	Railway Construction (Construction Account) : Nominated Project <ul style="list-style-type: none"> Keiyo line Musa Shino line etc
	R-3	Public railway; Assigned railway	<ul style="list-style-type: none"> Clean transportation Affordable basic infrastructure 	<ul style="list-style-type: none"> rail (electric) transportation(public) 	Railway Construction (Construction Account) : Nominated Project <ul style="list-style-type: none"> Tobu Isezaki line Minatomirai 21 line Odakyu Odawara line etc
	R-4	Public railway; Railway Project under the Act on Special Measures concerning Integrated Promotion of Residential Land Development and Railway Construction in Major Urban Areas	<ul style="list-style-type: none"> Clean transportation Affordable basic infrastructure 	<ul style="list-style-type: none"> rail (electric) transportation(public) 	Railway Construction (Construction Account) : Nominated Project <ul style="list-style-type: none"> Joban new line (TX line)
	R-5	Shinkansen lines (High Speed Rail)	<ul style="list-style-type: none"> Clean transportation Affordable basic infrastructure 	<ul style="list-style-type: none"> rail (electric) transportation(public) 	Railway Construction (Construction Account) : Nominated Project <ul style="list-style-type: none"> Hokkaido Shinkansen (between Shin-Hakodate Hokuto and Sapporo) Hokuriku Shinkansen (between Kanazawa and Tsuruga) Nishi Kyushu Shinkansen (between Takeo Onsen and Nagasaki)



Table (2/2) JRTT Sustainability Finance Project portfolio (Project No. 02 Joint Ownership Shipbuilding)

Project No.		Nominated Project/Asset Portfolio	Sustainability Project Category	Sustainability Project Sub-Category	Remarks
02	S-1	Joint ownership shipbuilding (freight and passenger ship)	<ul style="list-style-type: none"> • Clean transportation • Affordable basic infrastructure 	<ul style="list-style-type: none"> • transportation(public) • Modal shift 	Joint Ownership Shipbuilding (Maritime Account) : <ul style="list-style-type: none"> • Passenger ferry : 1,060 ships (1,099k-ton) • Freight ferry : 3,062 ships (3,699k-ton) (31 st Mar. 2022)

Schedule-2 CBS v3.0 Verification criteria

Summary criteria for assertions of compliance with the CBS v3.0

The criteria against which the relevant projects and assets have been reviewed prior to their inclusion in the portfolio of eligible projects and assets for the Finance are grouped under the requirements as detailed within the CBS v3.0 and associated Sector Technical Criteria. The main requirements of CBS v3.0 and technical criteria are roughly classified into Part A to Part C in the table below.

DNV has verified that JRTT conforms with all requirements here based on the evidences provided JRTT’s relevant documents and interview through verification. Hereafter ‘bond’ also suggests finance, both bond and loan. These requirements broadly include:

Part A: Pre-Issuance Requirements

Area	Requirement
1. Use of Proceeds	Net proceeds of the bond must be allocated to nominated projects and assets.
2. Process for Evaluation and Selection of Projects & Assets	The Issuer shall establish, document and maintain a decision-making process which it uses to determine the eligibility of the Nominated Projects & Assets.
3. Management of Proceeds	The Net Proceeds of the Bond can be credited to a sub-account, moved to a sub-portfolio, or otherwise tracked by the Issuer in an appropriate manner and documented.
4. Reporting Prior to Issuance	The Issuer should clarify the disclosure of the framework, applicable standards, management of allocation (new investment and refinancing) and unallocated funds, preparation of update reports containing project information and disclosure plans, etc.

Part B: Post-Issuance Requirements

Area	Requirement
5. Use of Proceeds	The Net Proceeds of the Bond should be allocated to the Nominated Projects & Assets. Allocated projects and assets should not be mixed with other green bonds, loans, etc. The value of the target project and assets should be at least equal to or greater than the bond issuance amount (at the time of issuance) or the issued amount.
6. Process for Evaluation and Selection of Projects & Assets	The Issuer shall document and maintain a decision-making process which it uses to determine the continuing eligibility of the Nominated Projects & Assets.
7. Management of Proceeds	The Net Proceeds of the Bond shall be credited to a sub account, moved to a subportfolio or otherwise identified by the Issuer in an appropriate manner, and documented.
8. Reporting	The Issuer shall prepare an Update Report at least annually while the Bond remains outstanding. The update report should include information on allocation status, environmental improvement benefits, and target projects. The information required for conformity should be provided to the verifier and the Climate Bond Standards Office.

Part C: Eligibility of Project & Assets

Area	Requirement
9. Climate Bonds Taxonomy	Nominated Projects & Assets shall fall into one or more of the investment areas listed as included in the Climate Bonds Taxonomy.
10. Sector Eligibility Criteria	<p>Nominated Projects & Assets shall meet the specific eligibility requirements provided in the relevant Sector Eligibility Criteria documents. The following is an outline of the fields and standards to be verified.</p> <p>Land Transport</p> <p>The scope of coverage in the land transport sector is as follows, and projects that meet individually set eligibility criteria are eligible.</p> <p>(Example of Eligibility Criteria: The mode of transport is electric, Being below the upper limit of CO₂ emissions per unit transportation distance, Manufacture, purchase and leasing business of major parts (batteries, etc.) used in eligible vehicles, Construction, development, purchase and operation of railway networks and railway lines, etc., Station buildings and maintenance sites that contribute to the operation of eligible projects, ICT maintenance, etc.)</p> <ul style="list-style-type: none"> • Passenger cars and Commercial vehicles • Public passenger transport and Freight transport by road • Passenger rail transport rolling stock and Freight rail transport rolling stock • Rail transport networks and Rail line • Miscellaneous vehicles for other sectors • Infrastructure for low carbon transport

Schedule-3 Sustainability Finance Eligibility Assessment Protocol

Checklist-1 Sustainability Finance Guideline (SBG) Eligibility checklist

Sustainability finance means JRTT’s general proceeds instruments including both bond and loan. Hereafter ‘bond’ also suggests both bond and loan, official bond statement and loan document. JRTT Sustainability Finance Framework, official bond statement and loan document, etc. will be published for explanation to investor.

Following (1)~(4) are based on Sustainability Bond Guideline (ICMA, 2021) “SBG” referring to Green Bond Principle (ICMA, 2021), Social Bond Principle (ICMA, 2021). DNV established checklist according to the above guideline and principles. DNV describes our findings in the checklists based on the evidences provided JRTT’s relevant documents and interview through verification.

SBG-1 Use of proceeds

Ref.	Criteria	Requirements	DNV Findings
1a	Type of bond	<p>The bond must fall in one of the following categories, as defined by the Sustainability (Green and Social) Bond Principles:</p> <ul style="list-style-type: none"> • Sustainability Use of Proceeds Bond • Sustainability Use of Proceeds Revenue Bond • Sustainability Project Bond • Sustainability Securitized Bond 	<p>The reviewed evidence confirms that the BOND falls in the category:</p> <p>Green/Social (Sustainability) Use of Proceeds Bond.</p>
1b	Project Categories	<p>The cornerstone of a Sustainability Bond is the utilization of the proceeds of the bond which should be appropriately described in the legal documentation for the security.</p>	<p>As identified by the purpose of the BOND is to use the proceeds to finance and refinance for projects falling under the following categories;</p> <p><Railway Construction></p>

Ref.	Criteria	Requirements	DNV Findings
			<ul style="list-style-type: none"> - Public railway; Railway Project under the Urban Railway Convenience Improvement Law - Public railway; Leased railway - Public railway; Assigned railway - Public railway; Railway Project under the Act on Special Measures concerning Integrated Promotion of Residential Land Development and Railway Construction in Major Urban Areas - Public railway; Shinkansen Line (High Speed Rail) <p><Joint Ownership shipbuilding></p> <ul style="list-style-type: none"> - Joint ownership shipbuilding (freight and passenger ship) <p>DNV's assessment concluded that these asset and project would present eligible project against green and social bond principles (as sustainability bond) and green loan principles. Above information is included in official bond statements such as bond document issued by JRRT. DNV concluded that 1b requirement is satisfied. In case that new project is nominated, JRRT will evaluate and its eligibility and disclose it as official document.</p>
1c	Environmental and Social benefits	All designated Sustainability Project categories should provide clear environmentally sustainable benefits, which, where feasible, will be quantified or assessed by the issuer.	<p>DNV, as CBI verifier, assessed and verified eligibility of Railway construction project portfolio through relevant criteria (land transport criteria v2.0) as well as CBS v3.0. Railway construction project portfolio also has social benefit. Joint ownership shipbuilding project portfolio aligns with mainly social benefit and also have environmental secondary benefit (CO₂ emission reduction and prevent marine pollution).</p> <p>DNV confirmed that JRRT evaluate its benefit qualitatively and quantitatively as much. DNV also confirmed that JRRT determines the relationship between those projects and SDGs mapping based on the MLIT policy and ICMA document/17/.</p> <p>DNV reviewed JRRT provided document and explanation that JRRT already identified the environmental risk and addressed appropriate countermeasures. DNV concluded that 1c requirement is satisfied.</p>

Ref.	Criteria	Requirements	DNV Findings
1d	Refinancing share	In the event that a proportion of the proceeds may be used for refinancing, it is recommended that issuers provide an estimate of the share of financing vs. re-financing, and where appropriate, also clarify which investments or project portfolios may be refinanced.	The proceeds of the BOND, in their entirety, will be allocated to the project described schedule-1. Under the current plan, both Railway construction business and Joint ownership shipbuilding business are planning both finance and refinance (Project 01 R-1~R4 are refinance). Issuer will disclose details to investors the classification and share of financing and refinancing for each project in the official documents (bond content description) for each bond issuance in advance.

SBG-2 Process for Project Selection and Evaluation

Ref.	Criteria	Requirements	DNV Findings
2a	Investment-decision process	<p>The issuer of a Sustainability Bond should outline the decision-making process it follows to determine the eligibility of projects using Sustainability Bond proceeds. This includes, without limitation:</p> <ul style="list-style-type: none"> • A process to determine how the projects fit within the eligible Sustainability Projects categories identified in the Green Bond Principles and Social bond principle; • The criteria making the projects eligible for using the Sustainability Bond proceeds; and • The environmental and social sustainability objectives 	<p>As per the JRTT sustainability bond framework, the issuer has set out the following criteria for project selection. Eligible project (portfolio) means alignment with their corporate philosophy and basic environmental policy. In this sustainability bond, JRTT has decided eligible project portfolio overarching it and considering the compliance with relevant external criteria such as Climate bonds standards v3.0 (including sector criteria), listed below.</p> <p><reference criteria></p> <ol style="list-style-type: none"> 1. Climate Bonds Standard version 3.0 (Land transport version 2) 2. Green Bond Principles (International Capital Market Association) 3. Social Bond Principles (International Capital Market Association) 4. Sustainability Bond Guidelines (International Capital Market Association) 5. Green Loan Principles (Loan Market Association, Asia Pacific LMA and LOAN SYNDICATION AND TRADING ASSOCIATION) 6. Green Bond Guidelines (Ministry of the Environment, Japan) 7. Green Loan Guidelines (Ministry of the Environment, Japan) 8. Social Bond Guidelines (Financial Services Agency, Japan) <p><eligible project portfolio> Railway Construction</p>

Ref.	Criteria	Requirements	DNV Findings
			<ul style="list-style-type: none"> - Clean Transportation - Essential and imperative transportation infrastructure - Low cost and easy access for various customers <p>Joint Ownership Shipbuilding</p> <ul style="list-style-type: none"> - Essential and imperative transportation infrastructure and various user convenience - Efficient distribution - Operation of routes to remote island - Clean Transportation and Pollution prevention and control <p>Those nominated project portfolio is discussed with JRTT’s related department and responsibilities (JRTT boards). DNV also confirmed that JRTT determines the relationship between those projects and SDGs mapping based on the MLIT policy and ICMA document. DNV concluded that 2a requirement is satisfied through interview and document review.</p>
2b	Issuer’s environmental and social and governance framework	In addition to information disclosed by an issuer on its Sustainability Bond process, criteria and assurances, Sustainability Bond investors may also take into consideration the quality of the issuer’s overall framework and performance regarding environmental sustainability.	<p>As per the interview and review documents provided by JRTT, DNV confirmed that JRTT has addressed to achieve both sustainable green and social activities according to environmental action(https://www.jrtt.go.jp/corporate/efforts/environment.html) and domestic marine route for future creative plan published by MLIT(http://www.mlit.go.jp/common/001190904.pdf).</p> <p>DNV also confirmed that JRTT will issue the bond continuously based on their framework which aligns with CBS requirement and CBI certification (programmatic certification)</p> <p>https://www.climatebonds.net/certification/get-certified https://www.climatebonds.net/programmatic-certification.</p> <p>DNV concluded that 2b requirement is satisfied</p>

SBG-3 Management of proceeds

Ref.	Criteria	Requirements	DNV Findings
3a	Tracking procedure-1	The net proceeds of Sustainability Bonds should be credited to a sub-account, moved to a sub-portfolio or otherwise tracked by the issuer in an appropriate manner and attested to by a formal internal process that will be linked to the issuer’s lending and investment operations for Sustainability Projects.	It is confirmed that each proceeds expense of JRTT is required to submit each use of proceeds and be approved by minister of MLIT according to the relevant laws. Deposit accounts of the proceeds are strictly managed by each project portfolio. The balance of the proceeds is also managed with subaccount spread sheet (divided each project unit). DNV concluded that 3a requirement is satisfied
3b	Tracking procedure-2	So long as the Sustainability Bonds are outstanding, the balance of the tracked proceeds should be periodically reduced by amounts matching eligible sustainability investments or loan disbursements made during that period.	It is confirmed balance of the bond and loan tracked proceeds (allocated and unallocated amount) has been managed at least annually during bond reimbursement or loan disbursement period. DNV concluded that 3b requirement is satisfied
3c	Temporary holdings	Pending such investments or disbursements to eligible Sustainability Projects, the issuer should make known to investors the intended types of temporary investment instruments for the balance of unallocated proceeds.	According to the Japanese incorporated administrative agency general law, temporary investment instrument is limited to avoid risks. It is clearly described some options of the balance of the bond proceed will be managed safely instrument in framework. DNV concluded that 4a requirement is satisfied

SBG-4 Reporting

Ref.	Criteria	Requirements	DNV Findings
4a	Periodical reporting	<p>In addition to reporting on the use of proceeds and the temporary investment of unallocated proceeds, issuers should provide at least annually a list of projects to which Sustainability Bond proceeds have been allocated including</p> <ul style="list-style-type: none"> - when possible with regards to confidentiality and/or competitive considerations - a brief description of the projects and the amounts disbursed, as well as the expected environmentally and social sustainable impact. 	<p>JRTT will publish the annual report including a dedicated section on the sustainability bond in JRTT website. This will include description of the project and value of the proceeds invested, as well as the associated environmental impact. DNV reviewed that JRTT has already reported such information and will utilize it. DNV confirmed it as per interview and framework document review, then concluded that 4a requirement is satisfied</p>