



Executive Director, CSO (Civil Society Organization) Network Japan Kaori Kuroda

After working for a private company, Ms. Kuroda worked at the Columbia Business School Center on Japanese Economy and Business and the Asia Foundation in the United States, and has been in her current position since 2004. Since 2010, Ms. Kuroda has also served as Japan Director for the Asia Foundation. She participated in the adoption of ISO 26000 (social responsibility guidance standard) as a representative of Japanese NGOs. Ms. Kuroda is currently involved in drafting the sustainable sourcing code for the 2020 Tokyo Olympic and Paralympic Games. She is also a board member of the Japan Civil Society Network on SDGs, and a member of the SDGs (Sustainable Development Goals) Promotion Round Table Meeting, the Saitama City CSR Promotion Committee, the Japan Football Association Committee for Social Responsibility, and other bodies. Member of the American Institute of CPAs.

The heavy rains that hit a wide area of western Japan in July 2018 caused great damage, including overflowing rivers and landslides, marking Japan's worst weather-related disaster in decades. In September, a powerful typhoon caused enormous damage in the Kinki district, including at Kansai International Airport. A week later, the Hokkaido Eastern Iburi earthquake occurred. The World Meteorological Organization (WMO) announced that abnormal weather is occurring in the world, and in recent years, large typhoons and heavy rains have been occurring more frequently, and the scale of such events has been increasing even in Japan. Measures against climate change and for the prevention or mitigation of disasters have become urgent issues.

Visitors to Japan from overseas are increasing year by year, and in 2017, the number of passengers at Narita International Airport exceeded 40 million. A further increase is expected for the 2020 Tokyo Olympic and Paralympic Games. As demand for air transport increases, I feel that the functions and expected roles of international airports are growing.

Eco-Airport Vision 2030 was formulated precisely in view of such changes and conditions in the domestic and overseas environments. Environmental Report 2018 describes in detail the progress made in the second year of the Eco-Airport Master Plan (FY 2016 – FY 2020), NAA's midterm plan for realizing that vision. As the plan enters its third year, I would like to present my thoughts and opinions, as a third party, regarding Environmental Report 2018.

About the Report Overall

The report opens clearly with a message about Eco-Airport Vision 2030 from NAA President & CEO Makoto Natsume, followed by detailed descriptions of the various initiatives taken to realize that vision and their progress, including key performance indicators (KPIs). The order of contents is easy to understand for readers. I also found it a good idea to include the results of the Readers' Survey at the end of the report.

Climate Change Initiatives

The fact that the airport's CO2 emissions were reduced by 6.5% in fiscal 2017 toward the ultimate goal of a 7% reduction per flight by fiscal 2020, using fiscal 2015 as the reference level, deserves high praise. I expect the airport to work toward further reduction without stopping at 7%.

NAA has been promoting the use of ground power units (GPUs) for

parking aircraft as a noise control and global warming countermeasure, and its active call to airlines has resulted in a rebound in the GPU usage rate in fiscal 2017. The achievement of Level 2 in *Airport Carbon Accreditation* program of Airports Council International (ACI) is also meaningful in terms of international dissemination. I look forward to further initiatives of this kind.

Resource Recycling Initiatives

Regarding the 3Rs of waste (Reduce, Reuse, and Recycle), NAA set the target of reducing the amount of general waste per airport user discharged from the airport by 5% compared to fiscal 2015 before fiscal 2020, and a significant reduction of 6.7% was achieved in fiscal 2017. I expect you to continue your efforts in this area.

As regards the reduction of general waste, various discussions and efforts have already been conducted at the Narita International Airport Eco-Airport Development and Planning Council. However, it would be preferable to involve also passengers and airport users in addition to airport-related business entities. The Public Relations Committee is conducting PR activities on a website and at terminals, but it should consider also dissemination activities from the viewpoint of environmental education.

Connecting with the Community

Toward the further enhancement of Narita International Airport, NAA is focusing on continuous communication and environmental management through the Four Party Council involving the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), Chiba Prefectural Government, and the municipal governments around Narita Airport. With regard to regional development around the airport, you have been promoting collaboration, including PR to airport users about surrounding areas and their specialties. I hope you will foster harmonious relationship with local communities.

Our Response

We thank you for your precious comments regarding our environmental report for the third year in a row.

Thanks to all our stakeholders, our activities within the framework of the Eco-Airport Master Plan (FY 2016–2020) have made satisfactory progress overall like last year. That said, we will closely follow changes in the environment around Narita International Airport and strengthen our various initiatives without resting on our laurels. We will also seek other initiatives to take things further as you suggested.

This year marked the 40th anniversary of the opening of Narita International Airport, and as such it was a year of strengthened

awareness of our philosophy of symbiosis and co-prosperity with the local community, as expressed by our motto, "Airport building is community building." Following the direction indicated in Eco-Airport Vision 2030, we will promote Eco-Airport initiatives with local residents and all other stakeholders, aiming for sustainable development of the region and the airport.

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NAA