

Japan Airlines	
Sector	Transport
Last full assessment published	October 2022
CDP Responder	Yes

**7.4C-\***      **#18/90**  
**ACT Score (2022)**      **Sector Rank (2022)**



**Company recommendations:**

**Targets:** The company has set a long-term decarbonisation target. However, it has not set sufficient intermediate targets between 2030 and 2050. Setting regularly spaced intermediate targets will incentivise near-term actions on its longer-term goals.

**Emissions reductions and reporting:** The company's emissions contrast with its 1.5°C pathway which requires it to make substantial decreases in its emissions intensity.

**Transition plan:** The company can improve the elements of its transition plan by ensuring it includes medium and long-term targets, verifiable and quantifiable key performance indicators and financial commitments. The plan should be informed by scenario analysis to ensure that the plan's ambition is sufficient for a 1.5°C pathway.

For the last full ACT assessment and more information visit: [Transport Benchmark | World Benchmarking Alliance](https://www.worldbenchmarkingalliance.org/transport-benchmark)

Module	Last Assessment Performance (2022)	Current Performance (2023)		Module summary	Change in performance since last full assessment
		Question	Answer		
Targets		Net zero target (all scopes)?	No	JAL has a target to reduce its scope 1 and 2 emissions by 100% by 2050. The company has added detail to its existing interim targets for its scope 1 and 2 emissions. JAL aims to reduce its scope 1 emissions by 10% by 2030 (compared to 2019). It also aims to reduce its scope 2 emissions by 33% by 2025 and 50% by 2020 (both compared to 2013).	 Remains the same
		Interim target(s)?	Yes		
		Targets cover all emissions?	No		
		All targets SBTi 1.5°C validated?	No		
Emissions reductions and reporting		Scope 1 and 2 emissions intensity disclosed?	Yes	Before COVID-19, JAL's emissions intensity had been decreasing at approximately 3% annually. However, this was not enough to be in line with the company's 1.5°C pathway. A significant spike in emissions intensity is recorded for 2020, due to COVID-19. The company's reported emissions intensity reduced in 2021 but is still higher than in 2019.	 Remains the same
		Scope 1, 2 and 3 emissions intensity disclosed?	N/a		
Transition Plan		Public transition plan?	Yes	JAL's transition plan includes upgrading to fuel-efficient aircraft, reducing emissions from daily operations and the use of SAF. The company has set objectives for upgrading its aircraft and increasing its use of SAF. The company's scenario analysis has improved but has not considered a 1.5°C scenario. The company does not include detail on its financial investment to realise its plan.	 Remains the same
		Relevant expertise on the board?	No		
		Incentives linked to emissions reductions?	Yes		
		Financial content in plan?	No		
		Plan informed by scenario analysis?	Yes		

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\*ACT scores are constructed of three parts. The performance score out of 20, narrative score A – E and trend score + / = / -