

# BIODIVERSITY ASSESSMENT REPORT

BTS Group Holdings Public Company Limited

PUBLISHED ON 18/07/2025

### Introduction

As BTS Group has always been cognisant of the potential biodiversity-related risks surrounding its operations, the main objective of this document is to assess the Company's biodiversity-related risks throughout its operational sites. Results and findings from assessment serves to assist the Company in formulating its mitigation plan in accordance with the Mitigation Hierarchy to address risks and engage with external partners to fulfil its commitment.

### Our Ambitions

#### Net Positive Impact

For priority areas identified throughout own operations and supply chain by 2035

#### No Net Deforestation

For priority areas identified throughout own operations and supply chain by 2030

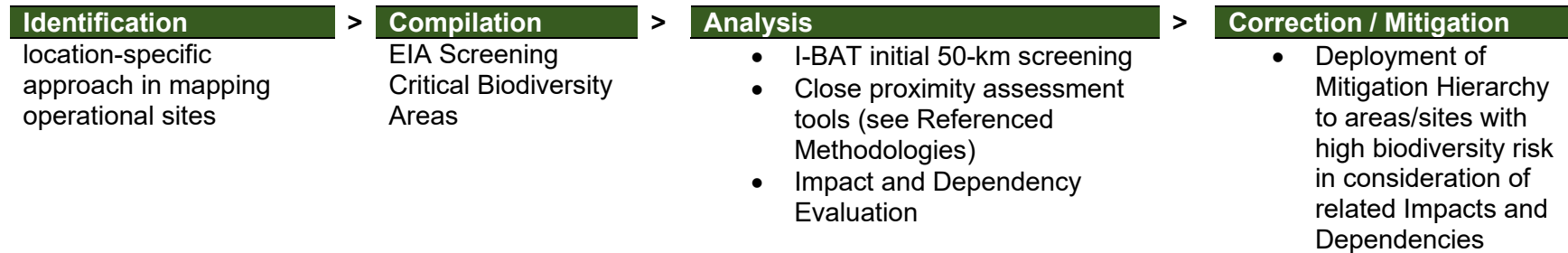
Over time, we aim to make progress in developing the preservation and rehabilitation of biodiversity. As we move forward in our contribution to safeguard the planet, numerous projects and initiatives are in the pipeline to align with the company's direction towards a sustainable future.

- More information on our Biodiversity Commitment here <https://bit.ly/3E5tJ3U>

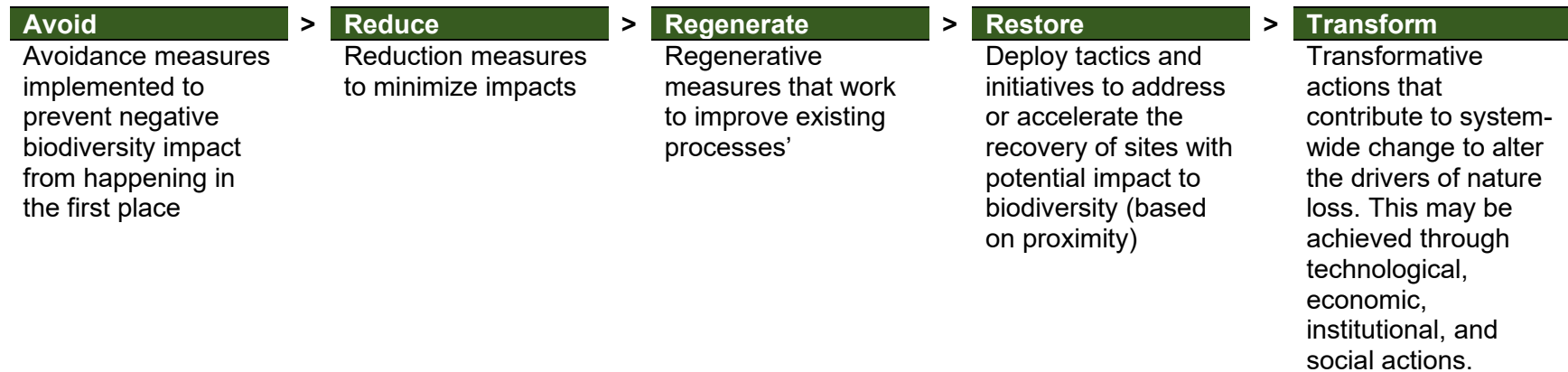


## Biodiversity Approach and Assessment

### Process Description



### Mitigation Hierarchy



## Scope

The BTS Group biodiversity assessment is applied to the Company's operational sites. This includes sites where BTS Group's operational service activities are conducted in. Biodiversity risk screening for suppliers is integrated within a company-wide risk screening as part of the BTS Group Supplier Code of Conduct.

- Read more on our Supplier Code of Conduct here <https://bit.ly/3oPxnet>

## Key Terms and Definitions

Terms	Definition
Location-specific approach	Any dependencies or impacts that are occurring at a particular place in a company's value chain
Own operations	Sites with business activity which directly impacts natural capital through its own operations—own employees, business, subsidiaries, products and services, business units, regions, sites, plants, and facilities.
Site Proximity	Value chain sites which are adjacent (between 0 and 2km from nearest site) to landscapes, seascapes, and watersheds critical to biodiversity.
Critical biodiversity	Also referred to in the criteria as 'Sites containing globally or nationally important biodiversity' and can include: <ul style="list-style-type: none"><li>• Species classified as Critically Endangered, Endangered, or Vulnerable on the IUCN Red List, endemic species</li><li>• Internationally recognised areas: World Heritage sites, Ramsar Wetlands, UNESCO MAB</li><li>• Nationally important biodiversity can include legally protected areas, habitats, and species.</li></ul>
Operational sites / areas	Refers to land or any other natural environment which is used, owned, leased, operated, or permitted by the company
Priority Area	Assessed operational areas adjacent (between 0 to 2 km) to landscapes, seascapes, and watersheds with high biodiversity risk

## Referenced Tools and Methodologies

- GRI Disclosure
- I-BAT (initial 50km radius screening)
- UNGC Questionnaire
- Alliance for Zero Extinction (AZE) sites
- Key Biodiversity Areas (KBAs)
- UNESCO World Heritage Site

## BIODIVERSITY RISK ASSESSMENT

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### Area of Assessment

	Total	Depot	Stations
<b>Total Area Assessed</b>	77.37 ha	49.18 ha	28.19
<b>Total Sites Assessed</b>	67	4	63

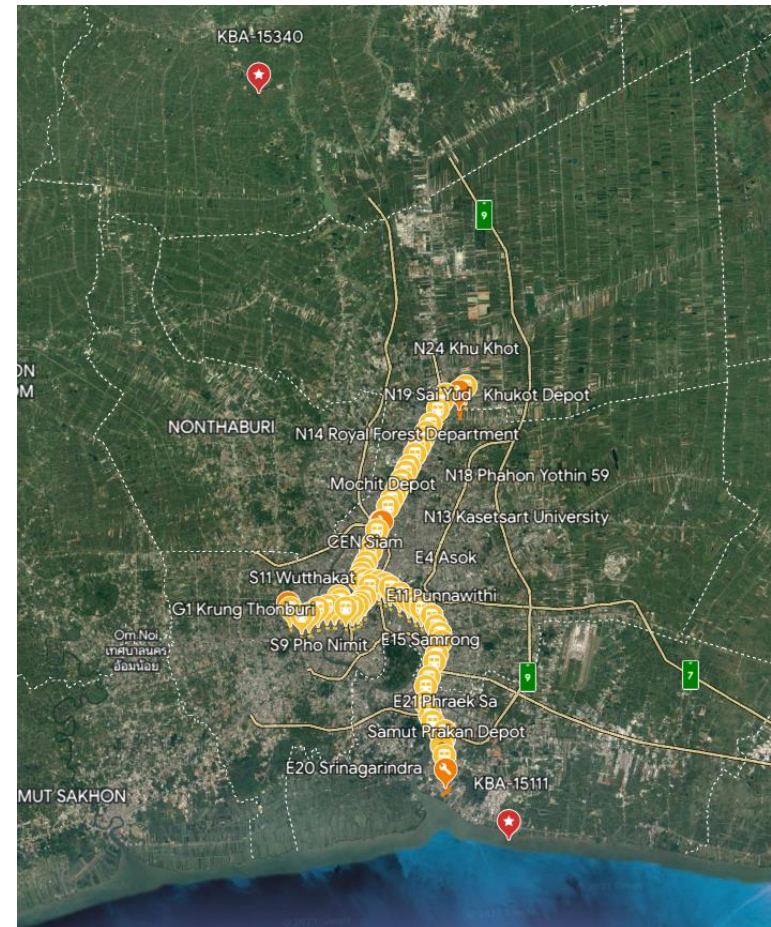
### Key Findings

Total sites with operational activities situated in nationally or internationally recognised areas of high biodiversity

**NONE**

Total sites with exposure to (close proximity of 0-2 km) a critical biodiversity area

**NONE**



## Impact and Dependency Evaluation

Based on our mapped operational sites, using the ENCORE methodology, the Company was able to assess positive and negative effects and our dependencies our operations have had and its impacts on the state of nature.

For more information on the ENCORE methodology here: [ENCORE](#)

ISIC Division: Land transport and transport via pipelines

ISIC Group/Class: Transport via railways

### Materiality Rating Levels

■ Very High 
 ■ High 
 ■ Medium 
 ■ Low 
 ■ Very Low

Dependencies	Scope	Materiality Rating	
		ENCORE	Adjusted based on BTSG nature of business
Ecosystem Services	Visual amenity services	Very high	Low
	Water supply	Very Low	Very Low
	Global climate regulation services	Medium	Medium
	Rainfall pattern regulation services (at sub-continental scale)	Medium	Medium
	Local (micro and meso) climate regulation services	Low	Low
	Air filtration services	Very Low	Very Low
	Soil and sediment retention services	Low	Low
	Water flow regulation services	Low	Low
	Flood mitigation services	Medium	Medium
	Storm mitigation services	Medium	Medium
	Noise attenuation services	Very Low	Very Low
	Biological control services	Very Low	Very Low
	Other regulating and maintenance service – Diluted by atmosphere and ecosystems	Very Low	Very Low

■ Very High 
 ■ High Medium Low 
 ■ Very 
 ■ Low

Impacts	Scope	Materiality Rating	
		ENCORE	Adjusted based on BTSG nature of business
Impact Drivers	Disturbances (e.g noise, light)	Medium	Medium
	Emissions of GHG	Medium	Medium
	Emissions of non-GHG air pollutants	Medium	Medium
	Generation and release of solid waste	Low	Low
	Area of land use	Medium	Medium
	Emissions of toxic pollutants to water and soil	Low	Low
	Emissions of nutrient pollutants to water and soil	Low	Low
	Volume of water use	Medium	Medium
	Introduction of invasive species	Very high	Low

## Impact & Dependency Evaluation Result

The ENCORE tool identifies that the railway transportation sector may exhibit high dependency on visual amenity services and face significant impact from the introduction of invasive species. However, our operations are designed specifically for urban commuting, with an elevated rail system operating entirely within city environments. Therefore, while the tool suggests a high dependency on visual amenity services, typically relevant to scenic or nature-based railway experiences, is not applicable to our service, which does not rely on natural landscapes to attract passengers. Similarly, although invasive species introduction is flagged as a high-risk impact at the sector level, our limited interaction with natural ecosystems results in minimal risk of ecological disruption or biodiversity loss. In conclusion, while the ENCORE tool highlights sector-wide concerns, the actual relevance of these environmental dependencies and impacts in our operational context is considered low.

Consequently, our operations demonstrate a medium level of dependency on key regulating services, including (1) global climate regulation, (2) sub-continental rainfall pattern regulation, (3) flood mitigation, and (4) storm mitigation. These services are particularly relevant given the potential vulnerability of urban infrastructure to climate-related risks. In parallel, our business activities may result in a medium level of environmental impact, especially in relation to (1) disturbances such as noise and light, (2) greenhouse gas (GHG) emissions, (3) non-GHG air pollutant emissions, and (4) the generation and release of solid waste.

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We actively consider these dependencies and impacts as part of our ongoing environmental management. Our environmental policies are designed to minimise adverse effects where possible, support resilience to ecosystem service disruptions, and align with broader sustainability objectives. These efforts reflect our commitment to responsible urban infrastructure development and long-term environmental stewardship.

Read more about our Environmental Management Policy here: <http://bit.ly/4nWYP3I>





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### Appendix 1: Mapped Areas and Results

#### Appendix 1.1 Maintenance Centre/Depot

No.	Site Name	Site Type	Location	Total Mapped Area (ha)		Exposure to Biodiversity Critical Areas			Biodiversity Impact
						AZE Sites	World Heritage Sites	National Protected Area	
1	Khukot Depot	Maintenance Centre/Depot	Pathum Thani	20.01		No	No	No	No
2	Mochit Depot	Maintenance Centre/Depot	Bangkok	10.17		No	No	No	No
3	Bang Wa Depot	Maintenance Centre/Depot	Bangkok	0.66		No	No	No	No
4	Samut Prakan Depot	Maintenance Centre/Depot	Samut Prakan	18.35		No	No	No	No

#### Appendix 1.2 Stations

No.	Site Name	Station Network Line	Location	Total Mapped Area (ha)	Exposure to Biodiversity Critical Areas			Biodiversity Impact
					AZE Sites	World Heritage Sites	National Protected Area	

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1	E23 Kheha	Green-East	Samut Prakan	0.61		No	No	No	No
2	E22 Sai Luat	Green-East	Samut Prakan	0.48		No	No	No	No
3	E21 Phraek Sa	Green-East	Samut Prakan	0.50		No	No	No	No
4	E20 Srinagarindra	Green-East	Samut Prakan	0.45		No	No	No	No
5	E19 Pak Nam	Green-East	Samut Prakan	0.46		No	No	No	No

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6	E18 Royal Thai Naval Academy	Green-East	Samut Prakan	0.44		No	No	No	No
7	E17 Chang Erawan	Green-East	Samut Prakan	0.48		No	No	No	No
8	E16 Pu Chao	Green-East	Samut Prakan	0.46		No	No	No	No
9	E15 Samrong	Green-East	Samut Prakan	0.37		No	No	No	No
10	E14 Bearing	Green-East	Bangkok	0.57		No	No	No	No

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11	E13 Bang Na	Green-East	Bangkok	0.46		No	No	No	No
12	E12 Udom Suk	Green-East	Bangkok	0.47		No	No	No	No
13	E11 Punnawithi	Green-East	Bangkok	0.50		No	No	No	No
14	E10 Bang Chak	Green-East	Bangkok	0.44		No	No	No	No

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15	E9 On Nut	Green-East	Bangkok	0.36		No	No	No	No
16	E8 Phra Khanong	Green-East	Bangkok	0.40		No	No	No	No
17	E7 Ekkamai	Green-East	Bangkok	0.40		No	No	No	No
18	E6 Thonglor	Green-East	Bangkok	0.42		No	No	No	No

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19	E5 Phrom Phong	Green-East	Bangkok	0.48		No	No	No	No
20	E4 Asok	Green-East	Bangkok	0.41		No	No	No	No
21	E3 Nana	Green-East	Bangkok	0.36		No	No	No	No
22	E2 Phloen Chit	Green-East	Bangkok	0.41		No	No	No	No

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23	E1 Chit Lom	Green-East	Bangkok	0.37		No	No	No	No
24	CEN Siam	Green	Bangkok	0.41		No	No	No	No
25	N1 Ratchathewi	Green-North	Bangkok	0.48		No	No	No	No
26	N2 Phaya Thai	Green-North	Bangkok	0.51		No	No	No	No

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27	N3 Victory Monument	Green-North	Bangkok	0.40		No	No	No	No
28	N4 Sanam Pao	Green-North	Bangkok	0.43		No	No	No	No
29	N5 Ari	Green-North	Bangkok	0.45		No	No	No	No
30	N7 Saphan Khwai	Green-North	Bangkok	0.43		No	No	No	No
31	N8 Mo Chit	Green-North	Bangkok	0.49		No	No	No	No

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32	N9 Ha Yaek Lat Phrao	Green-North	Bangkok	0.54		No	No	No	No
33	N10 Phahon Yothin 24	Green-North	Bangkok	0.41		No	No	No	No
34	N11 Ratchayothin	Green-North	Bangkok	0.45		No	No	No	No
35	N12 Sena Nikhom	Green-North	Bangkok	0.40		No	No	No	No
3.6	N13 Kasetsart University	Green-North	Bangkok	0.49		No	No	No	No
37	N14 Royal Forest Department	Green-North	Bangkok	0.45		No	No	No	No

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38	N15 Bang Bua	Green-North	Bangkok	0.45		No	No	No	No
39	N16 11th Infantry Regiment	Green-North	Bangkok	0.46		No	No	No	No
40	N17 Wat Phra Sri Mahathat	Green-North	Bangkok	0.69		No	No	No	No
41	N18 Phahon Yothin 59	Green-North	Bangkok	0.45		No	No	No	No
42	N19 Sai Yud	Green-North	Bangkok	0.49		No	No	No	No

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43	N20 Saphan Mai	Green-North	Bangkok	0.48		No	No	No	No
454	N21 Bhumibol Adulyadej Hospital	Green-North	Bangkok	0.47		No	No	No	No
45	N22 Royal Thai Air Force Museum	Green-North	Bangkok	0.47		No	No	No	No
46	N23 Yaek Kor Por Aor	Green-North	Bangkok	0.52		No	No	No	No
47	N24 Khu Khot	Green-North	Pathum Thani	0.48		No	No	No	No
48	W1 National Stadium	Green-West	Bangkok	0.38		No	No	No	No

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49	S1 Ratchadamri	Green-South	Bangkok	0.41		No	No	No	No
50	S2 Sala Daeng	Green-South	Bangkok	0.38		No	No	No	No
51	S3 Chong Nonsri	Green-South	Bangkok	0.49		No	No	No	No
52	S4 Saint Louis	Green-South	Bangkok	0.45		No	No	No	No
53	S5 Surasak	Green-South	Bangkok	0.45		No	No	No	No

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54	S6 Saphan Taksin	Green-South	Bangkok	0.12		No	No	No	No
55	S7 Krung Thon Buri	Green-South	Bangkok	0.58		No	No	No	No
56	S8 Wongwian Yai	Green-South	Bangkok	0.61		No	No	No	No
57	S9 Pho Nimit	Green-South	Bangkok	0.60		No	No	No	No
58	S10 Talat Phlu	Green-South	Bangkok	0.61		No	No	No	No

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59	S11 Wutthakat	Green-South	Bangkok	0.59		No	No	No	No
60	S12 Bang Wa	Green-South	Bangkok	0.42		No	No	No	No
61	G1 Krung Thon Buri	Gold	Bangkok	0.42		No	No	No	No
62	G2 Charoen Nakhon	Gold	Bangkok	0.31		No	No	No	No

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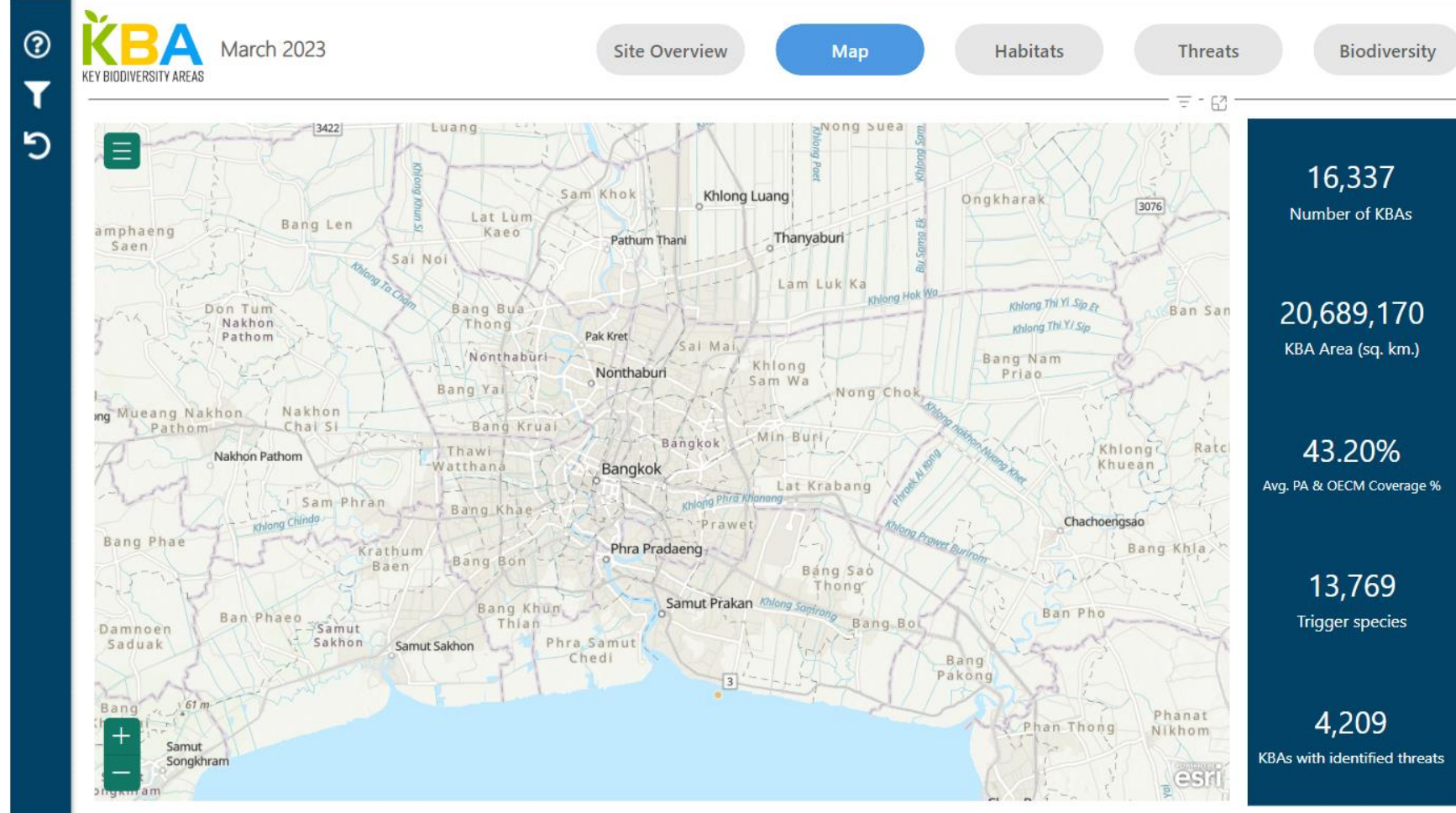


63	G3 Khlong San	Gold	Bangkok	0.17	No	No	No	No
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## Appendix 2 – Maps using Reference Tools

Appendix 2.1 – Map of KBAs



Appendix 2.2 – Map of AZE

