



2023

SUSTAINABILITY
REPORT

SUSTAINABILITY GOALS

NET-ZERO COMMITMENT

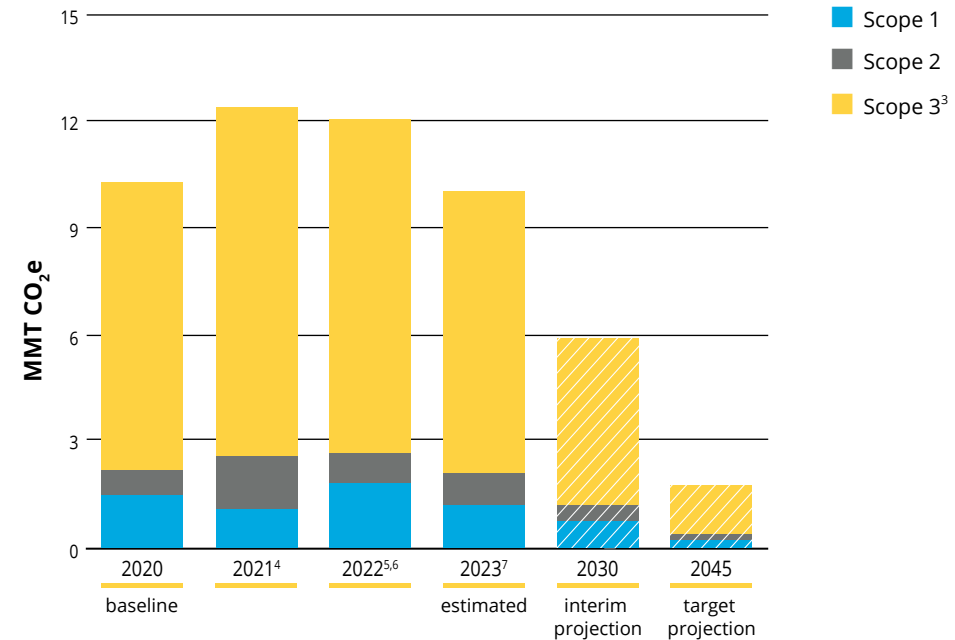
GOAL:

Achieve net-zero greenhouse gas (GHG) emissions across Scope 1, 2 and 3 by 2045, in alignment with economywide climate actions planned by the state of California. This covers the power SCE delivers to customers and Edison International's enterprisewide operations, including supply chain.

See [Managing Our Operational Carbon Footprint](#) for more details about our performance.



HISTORICAL AND PROJECTED GHG EMISSIONS^{1,2}



Any remaining emissions in 2045 to be offset or removed.²

¹ This chart shows a projection of Edison International's enterprisewide emissions in 2030 and 2045 based on assumptions aligned with the California Public Utilities Commission's (CPUC) Integrated Resource Plan (IRP) proceeding and SCE's [Countdown to 2045](#) white paper. Factors that could impact the emissions estimates include, among others, fluctuations in SCE-bundled load due to community choice aggregation formation in SCE's service area and uptake of electric technologies, variability in economic dispatch of Mountainview and SCE's other gas generation resources for system reliability purposes, and the availability of new technologies and innovations that affect emissions.

² Meeting this net-zero goal is contingent on approvals from SCE's regulators, as well as the availability of viable technologies in 2045 to adequately offset or remove remaining carbon from our enterprisewide footprint.

³ Edison International's Scope 3 emissions reporting continues to evolve. In 2021, it included the following emissions sources: specified and unspecified power purchases to serve SCE customers, an estimate of Edison International and SCE's supply chain, and enterprisewide employee commuting and business travel. In 2022, emissions from SCE's waste and wastewater were included as well. Other Scope 3 emissions categories may be relevant to Edison International and this commitment that are not included here.

⁴ The 2021 emissions inventory includes as an input "retail sales," which was calculated using a different methodology in 2021 compared to prior years.

⁵ SCE's 2022 Scope 1, 2 and 3 inventories were successfully verified by a third party in accordance with The Climate Registry (TCR) protocols. 2020, 2021 and 2023 inventories are expected to be verified later in 2024.

⁶ Scope 2 and 3 emissions for 2022 have been updated to reflect final purchased power data from SCE's Power Source Disclosure Program (PSDP) filings, which was finalized and submitted after the preparation of the 2022 Sustainability Report. Additionally, 2021 and 2022 emissions have been updated due to further methodology refinement related to Scope 3 power purchases and Scope 2 transmission and distribution line losses to improve accuracy and reliability of our sustainability metrics and to better align with TCR and GHG protocols. The enhancements introduced reflect our commitment to data accuracy, as identified through the collaborative insights gained during the third-party verification process.

⁷ The 2023 emissions inventory is an estimate.

CLEAN ENERGY TRANSITION

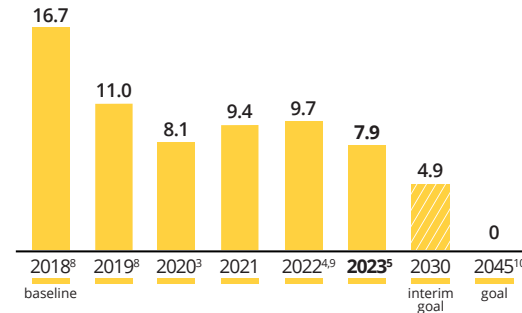
GOAL:

Deliver 100% carbon-free power in terms of retail sales to SCE customers by 2045.¹

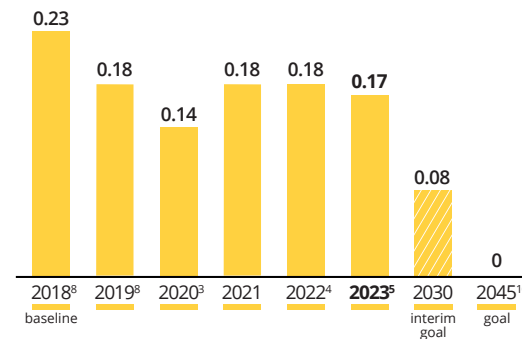
Carbon-Free Power as a Percentage of Retail Sales²



Historical and Projected GHG Emissions from SCE's Delivered Power (MMT CO₂e)^{6,7}



Historical and Projected GHG Emissions Intensity of SCE's Delivered Power (MT CO₂e/MWh)^{6,7}



¹ Edison International's Clean Energy Transition goal is aligned with state of California law, in particular California Public Utilities Code Section 454.53(a), which became law through Senate Bill 100 on September 10, 2018. It relates to the power SCE delivers to customers, in terms of retail sales, which is a combination of SCE's utility-owned generation (UOG) and purchased power. The GHG emissions metric covers the relevant portion of Scope 1 and Scope 3 emissions related to SCE's UOG and purchased power.

² Note that retail sales do not include line losses in accordance with California statute. SCE estimates line losses of up to approximately 10% in 2045.

³ In 2021, SCE updated its "retail sales" accounting to net out excess generation stemming from net-energy metering customers who generate power through rooftop solar and sell the excess back to the grid. This reduces SCE's retail sales by approximately 3% and has the downstream effect of reducing, from an accounting perspective, the amount of "unspecified" energy SCE purchases on behalf of customers and those associated emissions. It also increases, from an accounting perspective, the proportion of specified resources, such as Renewable Portfolio Standard (RPS)-eligible energy, in SCE's retail sales. This updated approach more accurately reflects the load served and power purchased on behalf of and sold to SCE customers. Data year 2020 and prior have not been updated, however, and a year-over-year comparison is not feasible.

⁴ 2022 delivered power mix data and associated emissions reflect final data from SCE's PSDP filing in June 2023, as well as other refined data inputs, and have been updated from the estimate shown in the 2022 Sustainability Report. "Carbon-free Power as a Percentage of Retail Sales" remained the same at 45%. "Historical and Projected GHG Emissions from SCE's Delivered Power (MMT CO₂e)" was updated for 2020 from 12.4 to 8.1, for 2021 from 11.5 to 9.4, and for 2022 from 11.0 to 9.7 MMT CO₂e. "Historical and Projected GHG Emissions from SCE's Delivered Power (MT CO₂e/MWh)" was updated for 2020 from 0.21 to 0.14, for 2021 from 0.20 to 0.18, for 2022 from 0.20 to 0.18 MMT CO₂e/MWh. Updates are due to methodology refinements (see footnote 7 on p. 95).

⁵ This is an estimate of SCE's 2023 delivered power mix using the methodology prescribed by the California Energy Commission's (CEC) PSDP as of April 2, 2024. SCE's final PSDP report will be filed with the CEC on June 1, 2024, and may include data that differs from the estimate shown here to reflect subsequent changes or clarifications to PSDP's methodology and reporting template. Numbers do not sum due to rounding. 2022 delivered power mix data and associated emissions reflect final data from SCE's PSDP filing in June 2023, as well as other refined data inputs, and have been updated from the estimate.

⁶ This projection is dependent on variable factors, including, but not limited to, SCE's load size, weather and other conditions affecting peak demand, GHG emissions and retail sale accounting rules in the state of California, and regulatory approvals for procurement. SCE reviews and updates, as needed, this projection annually.

⁷ This projection is based on SCE's sector-specific GHG emissions target prescribed by the CPUC and aligned with the California Air Resources Board's (CARB) 2022 Scoping Plan. It uses public data as an input, including related to the CEC Integrated Energy Policy Report and CPUC IRP. The methodology used to project future emissions differs from the methodology used to calculate historical emissions, which is based on The Climate Registry (TCR) GHG emissions reporting protocols.

⁸ The emissions data and related intensity metrics were updated using enhanced methodology beginning for data year 2020 after the 2022 Sustainability Report was published, when the company began receiving third-party assurance on GHG emissions. The term '2018 Baseline' denotes the year when the company established the 100% carbon-free power commitment.

⁹ SCE's 2022 Scope 1, 2 and 3 inventories were successfully verified by a third party in accordance with TCR protocols. 2020, 2021 and 2023 inventories are expected to be verified later in 2024.

¹⁰ SCE anticipates that the GHG emissions and GHG emissions intensity of its delivered power in terms of retail sales will be at or near zero in 2045. There may still be carbon-emitting resources in the system, however, as outlined in footnote 2. While retail sales would be considered carbon-free, any residual carbon-emitting resource in the system would result in Scope 1, 2 and/or 3 emissions above zero.

ELECTRIFICATION

GOAL:

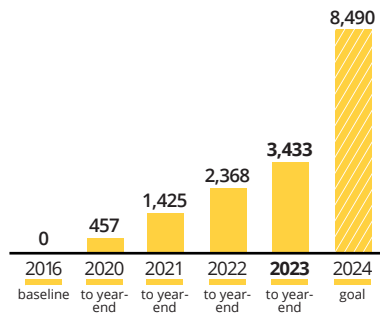
By 2024, obtain SCE customer commitments to deploy 8,490 medium- and heavy-duty electric vehicles (EVs) at 870 sites through SCE’s Charge Ready Transport program.¹

GOAL:

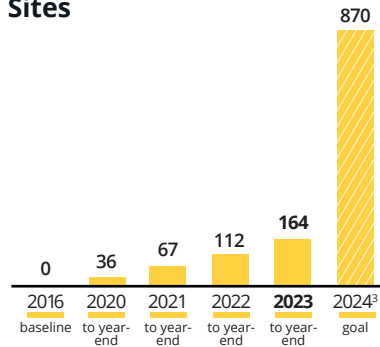
By 2025, obtain SCE customer commitments to deploy (or commit to deploy for utility-owned installations) at least 41,000 EV charge ports to serve at least 2,200 sites through SCE’s Charge Ready light-duty vehicle charging programs.⁴

SCE CUSTOMER COMMITMENTS RECEIVED²

Vehicles

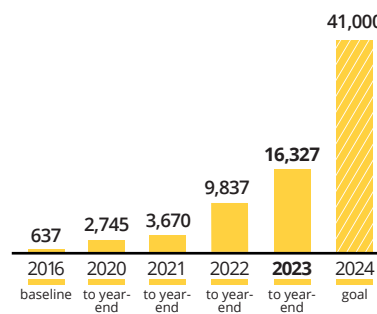


Sites

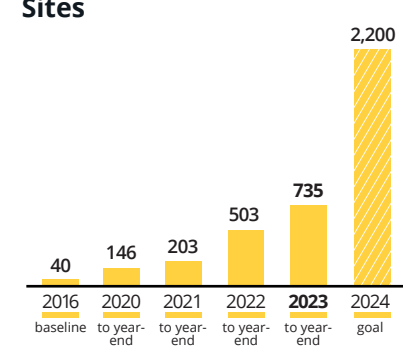


SCE CUSTOMER COMMITMENTS RECEIVED²

Ports



Sites

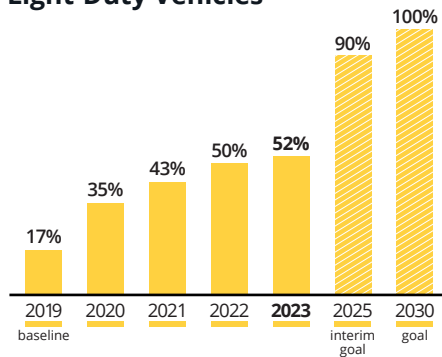


GOAL:

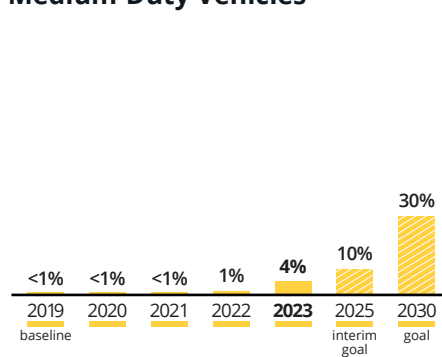
By 2030, within SCE’s transportation fleet, electrify 100% of light-duty vehicles, 30% of medium-duty vehicles, 8% of heavy-duty vehicles and 60% of forklifts.^{5,6,7}

SCE TRANSPORTATION FLEET

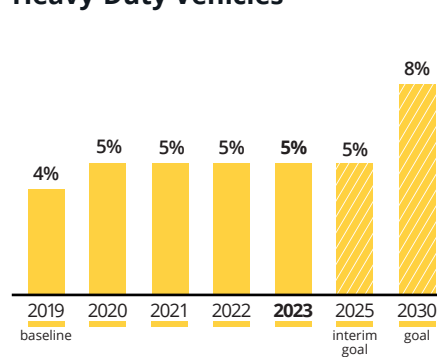
Light-Duty Vehicles



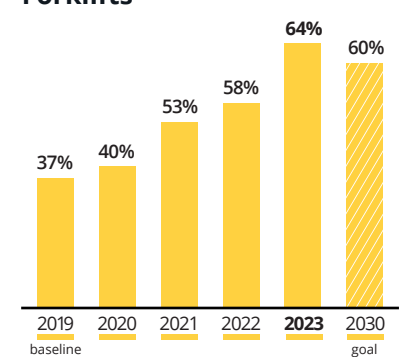
Medium-Duty Vehicles



Heavy-Duty Vehicles



Forklifts



¹ This goal is tied to SCE’s Charge Ready Transport application, which was approved on May 31, 2018. The program was formally launched on May 20, 2019.

² The historical data for our electrification goals has been updated to reflect post-agreement modifications and other improvements. These adjustments account for the dynamic nature of this sector, including the addition of new applications, the withdrawal of others and other refinements to help improve the accuracy of our sustainability metrics. Please note that the historical values presented in this report are based on data that was accurate at the time of reporting and are thus subject to future revisions.

³ CPUC decision D.18-05-040, OP 2, recognized and approved SCE’s recommendation to reduce the minimum number of sites to 500 and extend deadlines for commitments until the end of 2026, given challenges in market forces affecting medium- and heavy-duty vehicle adoption.

⁴ This goal is tied to SCE’s Charge Ready Pilot, approved on January 25, 2016; the pilot’s extension, approved on December 13, 2018; Charge Ready Schools and Charge Ready State Parks & Beaches, approved on November 13, 2019; and Charge Ready 2, approved on August 27, 2020.

⁵ SCE’s transportation fleet electrification goals align with [Countdown to 2045](#) and are based on the proportion of plug-in EVs, including plug-in hybrids, within SCE’s transportation fleet. Vehicles with plug-in, battery-powered, anti-idle job site work systems, such as electric power take-off units, are also counted as part of the heavy-duty goal. Forklifts exclude rough-terrain forklifts and telehandlers.

⁶ Vehicle weight classifications are as follows: Light-Duty Vehicles (DOT Class 1, ≤ 6k GVW), Medium-Duty Vehicles (DOT Classes 2 and 3, > 6k to ≤ 14k GVW) and Heavy-Duty Vehicle Class (DOT Classes 4-8, > 14k GVW).

⁷ Goals contingent on original equipment manufacturer vehicle availability and funding approval through the CPUC.

See [Electrification](#) for more details about our performance.

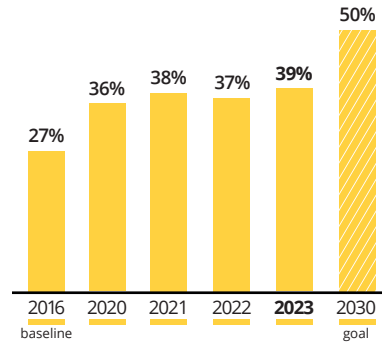


DIVERSITY, EQUITY & INCLUSION (DEI)

GOAL:

Achieve gender parity in executive roles by 2030.¹

GENDER PARITY IN EXECUTIVE ROLES



PUBLIC SAFETY

GOAL:

No serious injuries to the public from failure of SCE's electrical system.²

SERIOUS INJURIES TO THE PUBLIC

2018: 0 — achieved
2019: 1 — not achieved
2020: 1 — not achieved
2021: 0 — achieved
2022: 1 — not achieved
2023: 2 — not achieved

WORKFORCE SAFETY & HEALTH

GOAL:

No worker (employee or contractor) fatalities.²

EMPLOYEE FATALITIES

2018: 0 — achieved
2019: 0 — achieved
2020: 0 — achieved
2021: 0 — achieved
2022: 0 — achieved
2023: 1 — not achieved³

CONTRACTOR FATALITIES

2018: 2 — not achieved
2019: 3 — not achieved
2020: 3 — not achieved
2021: 1 — not achieved
2022: 1 — not achieved⁴
2023: 0 — achieved

GOAL:

By 2026, improve employee physical and psychological safety as measured by safety culture assessment. Measured by an in-depth safety culture survey of Edison International and SCE employees conducted once every three years.⁵

¹ Edison International's DEI goal is framed around the public commitment Edison International made to Paradigm for Parity in 2016. Paradigm for Parity is focused on gender parity in "Senior Operating Roles," which Edison International defines as Edison International, SCE and Trio executives, i.e., officers and directors (Trio executives include officers only), by 2030. Trio is not the same company as SCE, the utility, and Trio is not regulated by the CPUC.

² Edison International and SCE have foundational safety, compliance and system operations goals as part of their executive and nonexecutive annual incentive programs. These foundational goals include no employee fatalities or serious injuries to the public from system failure. Learn more by visiting Edison International's [2024 Proxy Statement](#), pp. 31-41.

³ An SCE employee tragically passed while on the job in January 2023, due to electrical contact.

⁴ One employee of an SCE contractor suffered fatal injuries in 2022, as a result of a vehicle-related incident (see [Safety Performance](#) for additional details about SCE's response).

⁵ In 2017, SCE invested in an in-depth assessment of our safety culture because we care about the health and well-being of SCE employees, contractors and the public. We learned that many of our people think of our safety measures as something we do just for compliance. Using a maturity model, we are now tracking our evolution and conducting in-depth surveys every three years to determine our progress. Our goal is to evolve our culture by 2026 to one where employees choose to act safely for not only themselves, but also for their peers. The company's aspirational aim over the long term is to evolve our culture to one where employees take ownership of their own safety and the safety of those around them as a core part of their job and in support of the company's collective mission. Note: This internal assessment differs from the annual safety culture assessment that the Office of Electrical Infrastructure Safety conducts for each electrical corporation.



See [Safety Performance](#) for more details.



⁶ The 2020 assessment indicated the company's safety culture has progressed from being squarely in Phase 2 ("I have to") in 2017, to strong leading elements of Private Compliance ("I choose to for me") with some lagging elements of Phase 2. While we aren't fully anchored in Phase 3, the 2020 safety culture assessment demonstrates strong indicators of progress (see [2020 Sustainability Report](#) for more details). The 2023 assessment is in progress.