EDISON INTERNATIONAL®

2022 SUSTAINABILITY REPORT



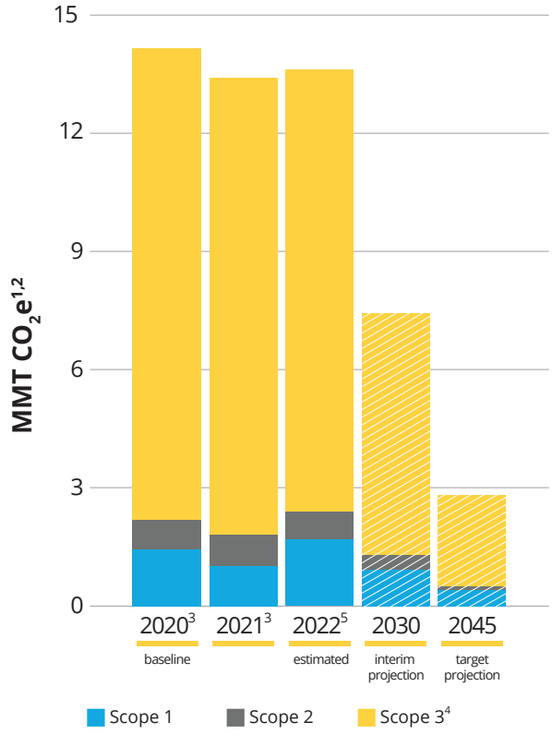
SUSTAINABILITY GOALS

Net-Zero Commitment

Goal: Achieve net-zero GHG emissions across Scopes 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 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 SCE's *Pathway 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] The 2021 emissions inventory includes as an input "retail sales," which was calculated using a different methodology in 2021 compared to prior years. Please see footnotes on p. 14 for more details.

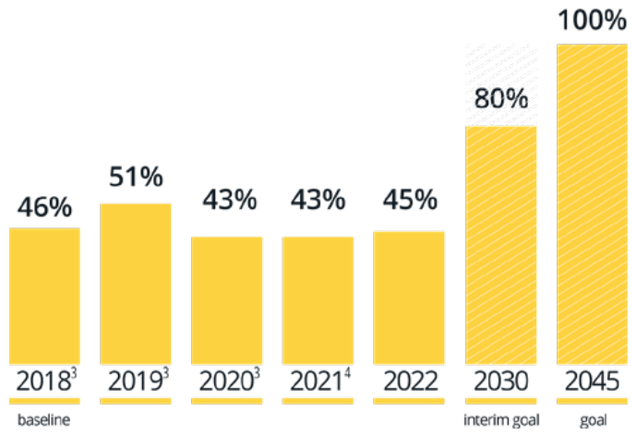
[4] Edison International's Scope 3 emissions reporting continues to evolve. In 2020 and 2021, it included the following emissions sources: specified and unspecified power purchases to serve SCE customers, an estimate of Edison International and SCE's supply chain, and enterprisewide employee commuting 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.

[5] The 2022 emissions inventory is an estimate.

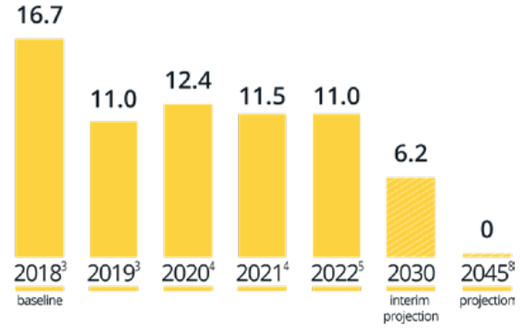
Clean Energy Transition

Goal: Deliver 100% carbon-free power in terms of retail sales to SCE customers by 2045[1]

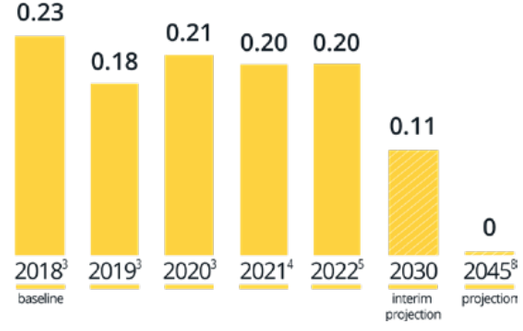
Carbon-Free Power as a Percentage of Retail Sales[2]



Historical and Projected GHG Emissions from SCE's Delivered Power (MMT CO_2e)[6,7]



Historical and Projected GHG Emissions Intensity of SCE's Delivered Power (MT CO_2e/MWh)[6,7]



See Carbon Footprint for more details about our performance.

[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] 2021 delivered power mix data and associated emissions reflect final data from SCE's Power Source Disclosure Program (PSDP) filing in June 2022, as well as other refined data inputs, and have been updated from the estimate shown in the 2021 Sustainability Report. "Carbon-free Power as a Percentage of Retail Sales" remained the same at 43%. "Historical and Projected GHG Emissions from SCE's Delivered Power (MMT CO_2e)" was updated from 11.6 to 11.5 MMT CO_2e and "Historical and Projected GHG Emissions from SCE's Delivered Power (MT CO_2e/MWh)" remained at 0.20 MMT CO_2e/MWh.

[5] This is an estimate of SCE's 2022 delivered power mix using the methodology prescribed by the California Energy Commission's (CEC) PSDP as of April 7, 2023. SCE's final PSDP report will be filed with the CEC on June 1, 2023, 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.

[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 California Public Utilities Commission (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 Integrated Resource Plan (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.

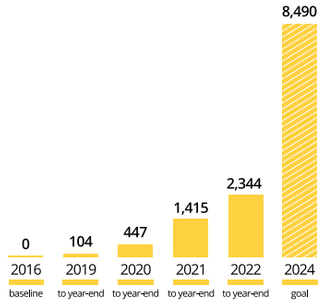
[8] SCE anticipates that the GHG emissions and GHG emissions intensity of its delivered power in terms of retail sales will be at or near zero in 2045. There may still be carbon-emitting resources in the system, however, as outlined in note 2. While retail sales would be considered carbon-free, any residual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

Electrification

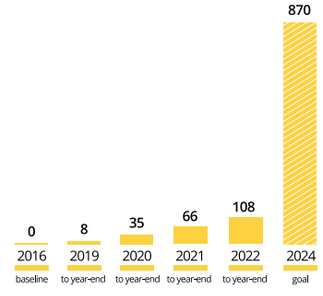
Goal: By 2024, obtain SCE customer commitments to deploy 8,490 medium- and heavy-duty electric vehicles (EVs) at 870 sites through SCE's Charge Ready Transport program[1]

Goal: By 2025, obtain SCE customer commitments to deploy (or commit to deploy for utility-owned installations) at least 41,000 electric vehicle charge ports to serve at least 2,200 sites through SCE's Charge Ready light-duty vehicle charging programs[2]

SCE Customer Commitments Received

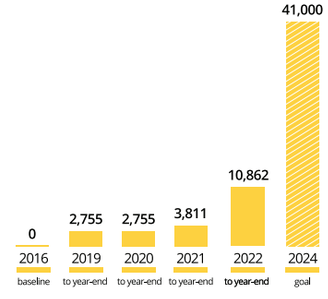


Vehicles

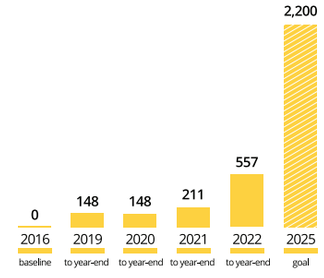


Sites

SCE Customer Commitments Received



Ports

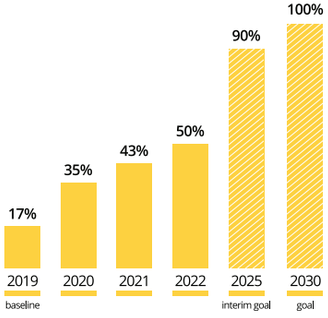


Sites

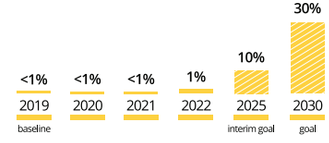
See Electrification for more details about our performance

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[3,4,5]

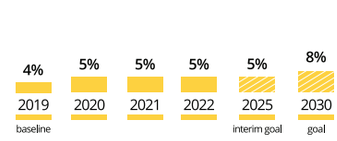
SCE Transportation Fleet



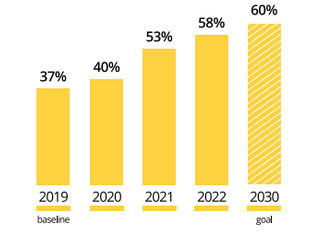
Light-Duty Vehicles



Medium-Duty Vehicles



Heavy-Duty Vehicles



Forklifts

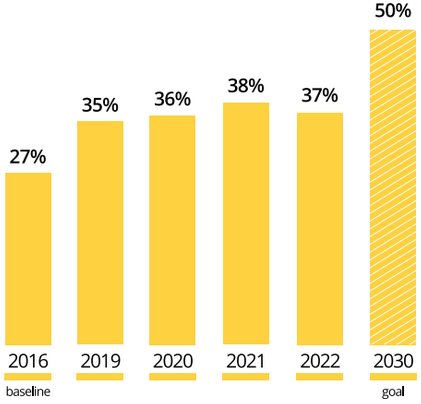
See Electrification for more details about our performance

[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] 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.
[3] SCE's transportation fleet electrification goals align with *Pathway 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.
[4] 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).
[5] Goals contingent on original equipment manufacturer vehicle availability and funding approval through the CPUC.

Diversity, Equity & Inclusion

Goal: Achieve gender parity in executive roles by 2030[1]

Gender Parity in Executive Roles



See Our 2022 DEI Report for more details.

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

Workforce Safety & Health

Goal: No worker (employee or contractor) fatalities[2]

Employee Fatalities

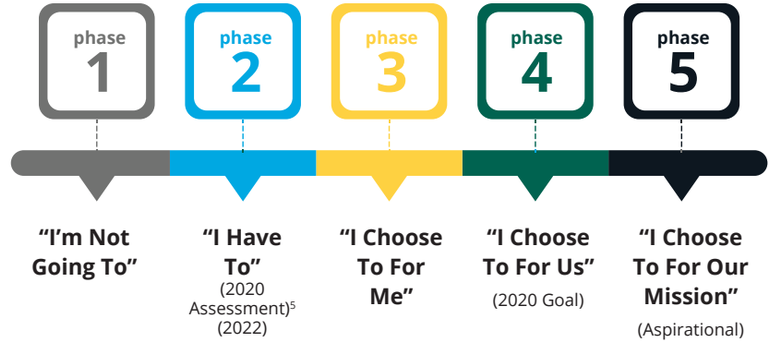
2018: 0 — achieved
2019: 0 — achieved
2020: 0 — achieved
2021: 0 — achieved
2022: 0 — achieved

Contractor Fatalities

2018: 2 — not achieved
2019: 3 — not achieved
2020: 3 — not achieved
2021: 1 — not achieved
2022: 1 — not achieved[3]

See Safety Performance for more details.

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.[4]



[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 Edison Energy[6] executives, i.e., officers and directors (Edison Energy executives include officers only), by 2030.

[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 2023 Proxy Statement, pp. 35–40

[3] 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.

[4] 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 annual safety culture assessment that the Office of Electrical Infrastructure Safety (OEIS) conducts for each electrical corporation.

[5] 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.

[6] Edison Energy is not the same company as Southern California Edison, the utility, and Edison Energy is not regulated by the California Public Utilities Commission.