

OUR SUSTAINABILITY GOALS

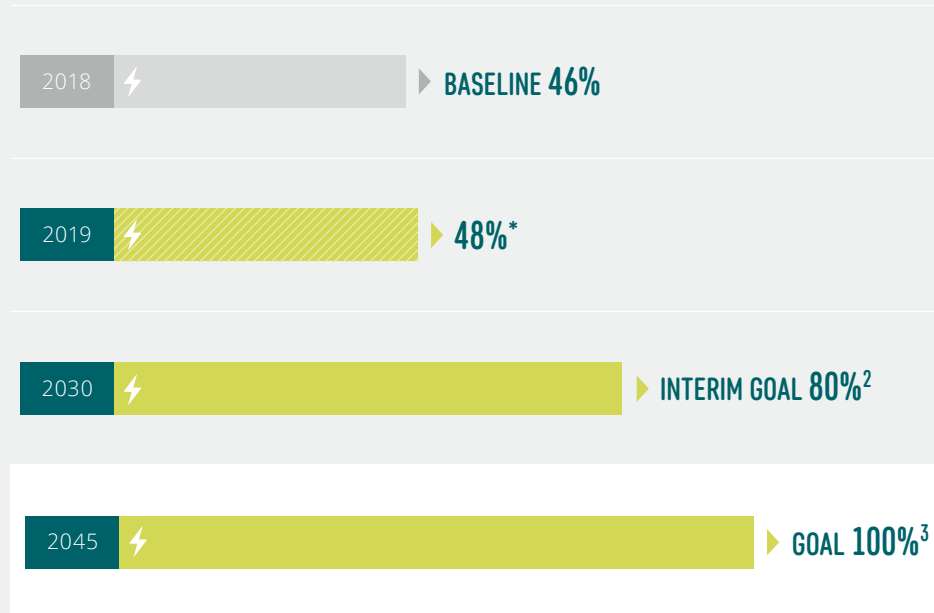
We have made long-term, public commitments related to four of our material ESG issues: Climate Change & GHG Emissions, Transportation Electrification, Safety & Health and Diversity & Inclusion. Our Climate Change & GHG Emissions reduction goal is aligned with California law.

Learn more about our year-over-year sustainability performance in these and other areas in our [Sustainability Scorecard](#).

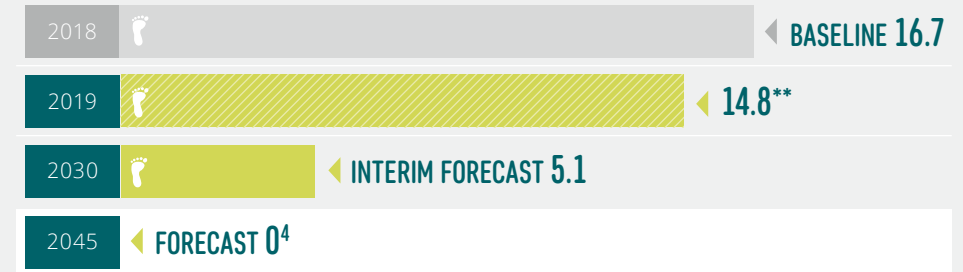
CLIMATE CHANGE & GHG EMISSIONS

DELIVER 100% CARBON-FREE POWER TO SCE CUSTOMERS BY 2045¹

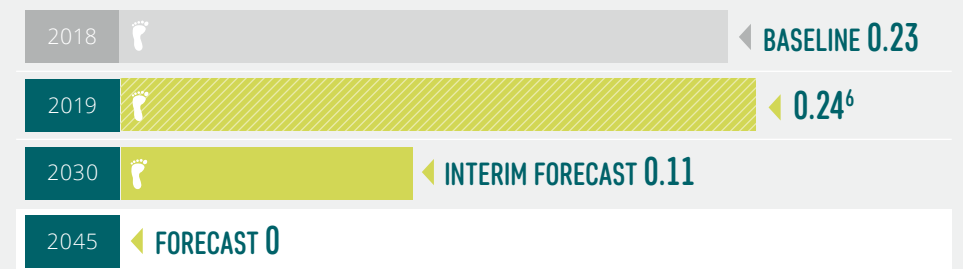
Carbon-Free Power as a Percentage of Retail Sales



GHG Emissions^{4,5} (MMT)



GHG Emissions Intensity⁵ (MT/MWh)



include updates to reflect subsequent changes or clarifications to PSDP's methodology and reporting template.

** This calculation includes as an input an estimate of SCE's delivered power mix using the methodology prescribed by the CEC PSDP as of April 23, 2020. SCE's final PSDP report will be filed with the CEC on July 20, 2020, and may include updates to the inputs used in this calculation.

1 Our Climate Change & GHG Emission goal is aligned with state of California law, in particular California Public Utilities Code Section 454.53(a), which became law through Senate Bill (SB) 100 on September 10, 2018. It relates to delivered power, which is a combination of SCE's utility-owned generation and purchased power. In terms of GHG emissions, this covers a portion of SCE's Scope 1 and Scope 3 emissions.

2 California has set Renewables Portfolio Standard (RPS) targets that require California retail sellers of electricity to provide 60% of electricity sales from renewable resources by 2030, with interim requirements. (See California Public Utilities Code Section 399.11(a) and Section 399.15(b)(2)(B).) However, SCE's own analysis indicates that California needs to have 80% carbon-free electricity by 2030 to affordably meet the state's GHG emissions reduction targets. Thus, regulatory approval is required for SCE to achieve this more aggressive target of 80% carbon-free electricity.

3 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.

4 We anticipate that the GHG emissions and GHG emissions intensity of our delivered power will be at or near zero in 2045, depending on the residual carbon-emitting resources in the system attributable to line losses in the context of SCE's 2045 retail sales goal. See note 3.

5 This forecast is dependent on variable factors including, but not limited to, SCE's load size, GHG emissions accounting rules in the state of California and regulatory approvals for procurement. SCE updates this forecast periodically through its Integrated Resource Plan filing at the California Public Utilities Commission.

6 While SCE's estimated 2019 delivered power mix had a higher proportion of carbon-free power than in 2018, pursuant to the methodology prescribed by the CEC PSDP as of April 23, 2020, the emissions intensity increased slightly. This is due to a higher proportion of specified natural gas resources, with a higher average emissions intensity, versus unspecified market resources, with a comparatively lower average emissions intensity, in SCE's estimated delivered power mix in 2019 compared to 2018. See Clean Energy for more details on SCE's estimated 2019 delivered power mix.

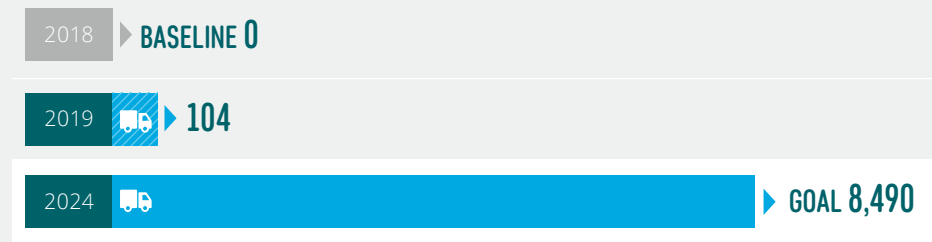
OUR SUSTAINABILITY GOALS

TRANSPORTATION ELECTRIFICATION

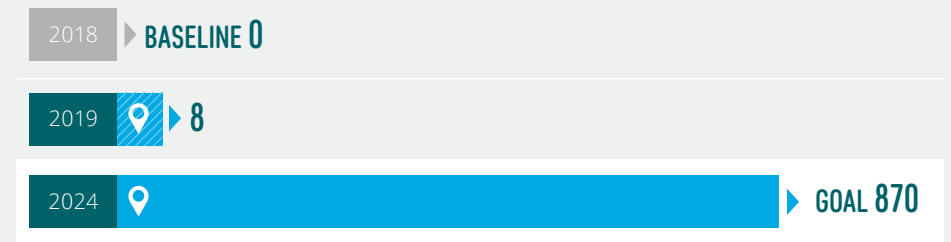
INCREASE MEDIUM- AND HEAVY-DUTY ELECTRIC VEHICLE CHARGING INFRASTRUCTURE ACROSS SCE'S SERVICE AREA⁷

By 2024, receive SCE customer commitments to deploy 8,490 medium- and heavy-duty electric vehicles at 870 sites through SCE's Charge Ready Transport program

Commitments Received (vehicles)



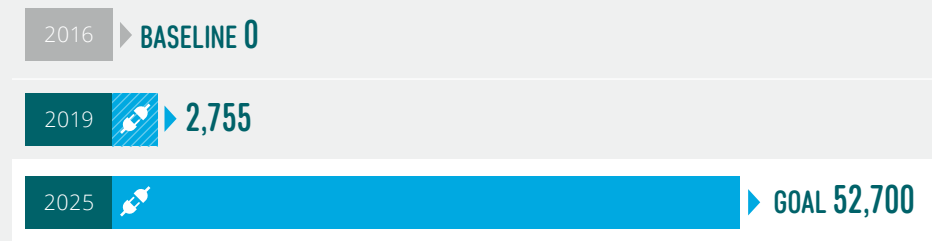
Commitments Received (sites)



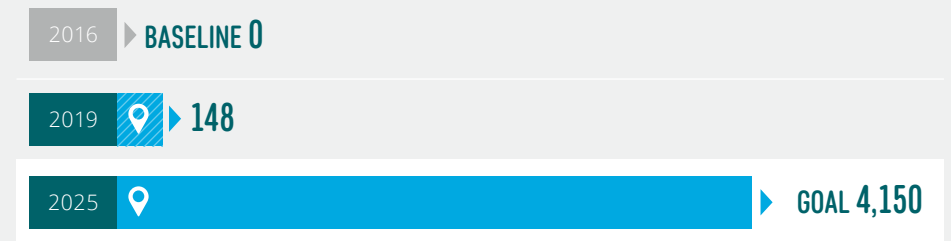
INCREASE LIGHT-DUTY ELECTRIC VEHICLE CHARGING INFRASTRUCTURE ACROSS SCE'S SERVICE AREA⁸

By 2025, receive SCE customer commitments to deploy (or commit to deploy for utility-owned installations) at least 52,700 electric vehicle charge ports to serve at least 4,150 sites through SCE's Charge Ready Program *(Note: Regulatory approval is pending for a significant portion of this program and goal may be adjusted in future reporting years to reflect approval status and program scope)*

Commitments Received (ports)



Commitments Received (sites)



⁷ This goal is tied to Southern California Edison's Charge Ready Transport application, which was approved on May 31, 2018. The program was formally launched on May 20, 2019.

⁸ This goal is tied to SCE's Charge Ready Pilot, approved on January 25, 2016, the Pilot's extension approved on December 13, 2018, and SCE's application for its proposed Charge Ready 2 program, which was filed on June 26, 2018, but has not yet been approved or launched. Thus, the goal shown here is based on both approved funding for approximately 2,700 charge ports at 150 sites and proposed funding to expand the program to approximately 50,000 additional charge ports at 4,000 additional sites. Meeting this goal in full is dependent on regulatory approval, and the goal may be adjusted, as necessary, in future reporting years to reflect approval status and program scope.

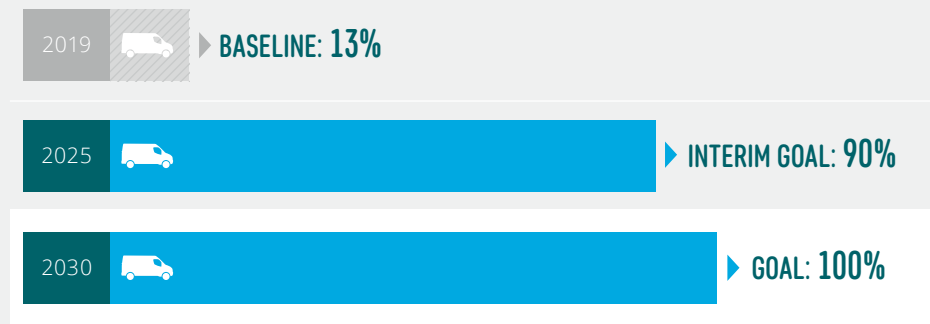
OUR SUSTAINABILITY GOALS

TRANSPORTATION ELECTRIFICATION

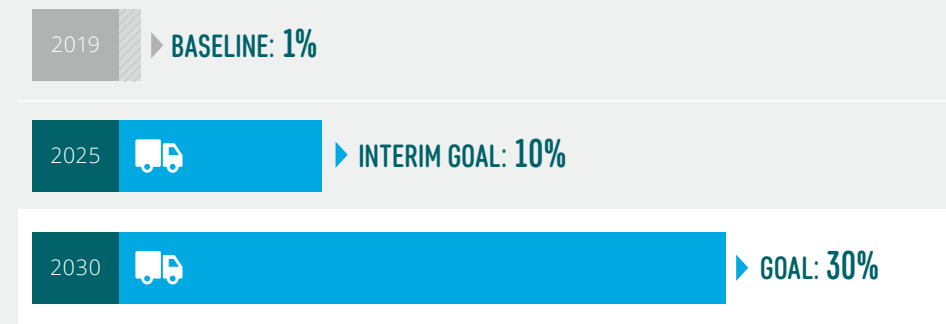
INCREASE ELECTRIFICATION OF SCE'S TRANSPORTATION FLEET IN ALIGNMENT WITH PATHWAY 2045 AND COMPANY'S CLEAN ENERGY STRATEGY^{9, 10, 11}

By 2030, electrify 100% of light-duty vehicles; 30% of medium-duty vehicles, and 8% of heavy-duty vehicles within SCE's transportation fleet

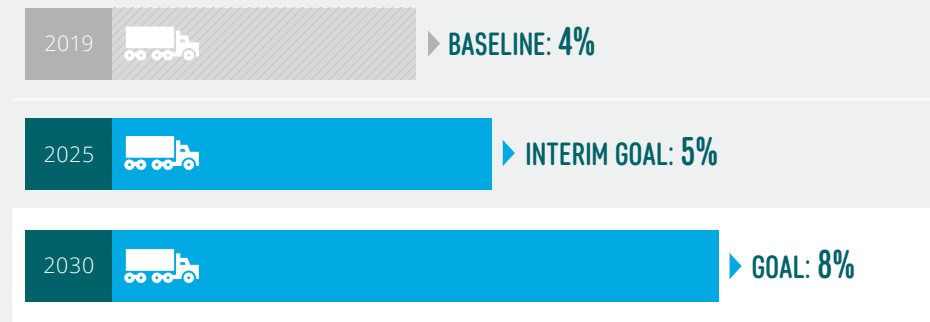
Light-Duty Goal (percent of electric vehicles in SCE's light-duty transportation fleet)



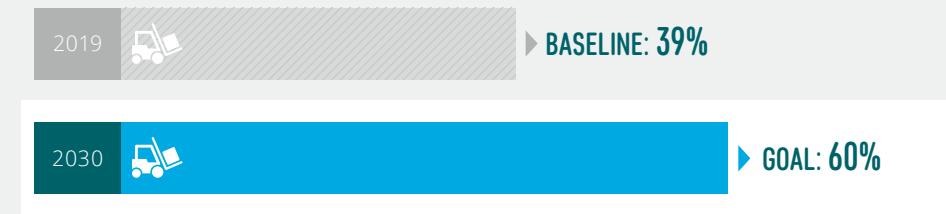
Medium-Duty Goal (percent of electric vehicles in SCE's medium-duty transportation fleet)



Heavy-Duty Goal (percent of electric vehicles and/or vehicles with plug-in, battery-powered, anti-idle job site work systems in SCE's heavy-duty transportation fleet)



Forklift Goal (percent of forklifts that are plug-in electric in SCE's transportation fleet)



⁹ Goals are based on proportion of plug-in electric vehicles, 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 (ePTO), are also counted as part of the heavy-duty goal.

¹⁰ Vehicle weight categories align with Pathway 2045 and are as follows: Light-Duty Vehicle Class ($\leq 6k$ GVW), Medium-Duty Vehicle Class ($> 6k$ to $\leq 14k$ GVW) and Heavy-Duty Vehicle Class ($> 14k$ GVW).

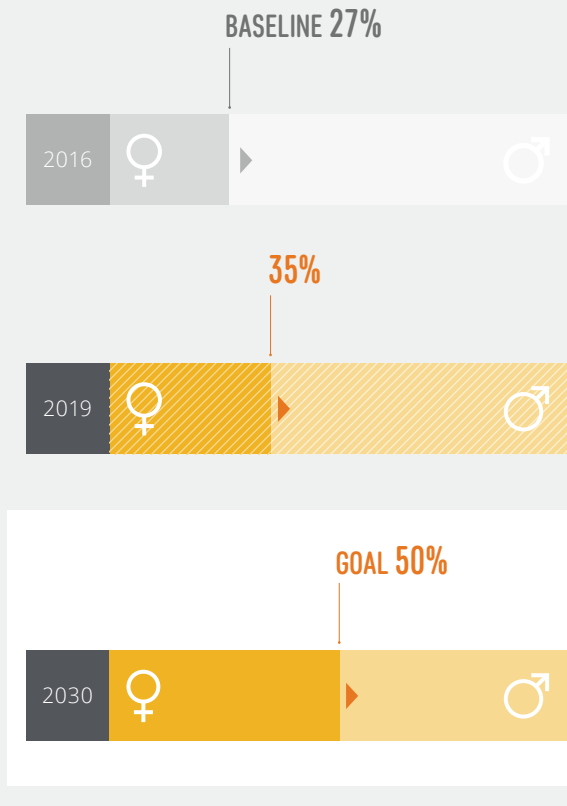
¹¹ Goals contingent on original equipment manufacturer (OEM) vehicle availability and funding approval through the California Public Utilities Commission (CPUC)

OUR SUSTAINABILITY GOALS

DIVERSITY & INCLUSION

ACHIEVE GENDER PARITY IN SENIOR OPERATING ROLES BY 2030

Measured by progress toward Paradigm for Parity commitment of full gender parity (50/50) in senior operating roles by 2030¹²



SAFETY & HEALTH

ACHIEVE PUBLIC AND WORKER SAFETY GOALS AT SCE

ONGOING: NO SERIOUS INJURIES TO THE PUBLIC FROM SYSTEM FAILURE¹³

Injury to Members of the Public



ONGOING: NO WORKER (EMPLOYEE OR CONTRACTOR) FATALITY¹³

Employee Fatalities

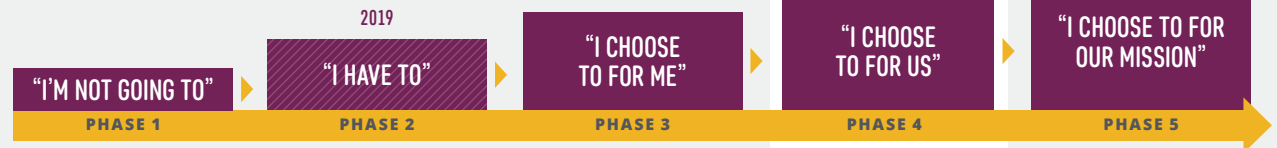


Contractor Fatalities



2026: IMPROVE EMPLOYEE PHYSICAL AND PSYCHOLOGICAL SAFETY THROUGH CULTURE TRANSFORMATION

Measured by an in-depth safety culture survey conducted once every three years¹⁶



12 Our Diversity & Inclusion goal is framed around the public commitment Edison International made to Paradigm for Parity in 2016. "Senior operating roles" is defined as at the Director-level or above. Learn more about our focus on Diversity & Inclusion.

13 This goal is framed around a portion of Edison International and SCE's ongoing annual corporate performance foundational goals, which are tied to executive compensation. Learn more by visiting Edison International's and SCE's 2020 Joint Proxy Statement, pp. 43-44. Learn more about our focus on Public Safety and Employee and Contractor Safety.

14 A transformer failure resulted in a serious injury to one member of the public.

15 Three contract workers suffered fatal injuries in 2019, two because of a vehicle collision and one because of electrical contact while performing vegetation management work.

16 In 2017, SCE invested in an in-depth assessment of its safety culture because as an organization, 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 to one where employees choose to act safely for not only themselves, but for their peers by 2026. Our 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 our collective mission. Learn more about our Safety Culture.