



EDISON
INTERNATIONAL®

Energy for What's Ahead®

2020 SUSTAINABILITY REPORT

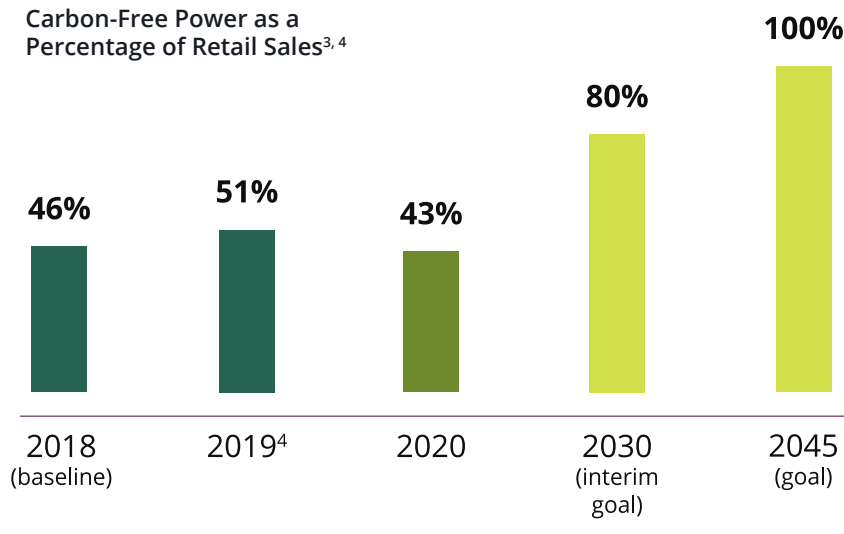


SUSTAINABILITY (CONTINUED)

Sustainability Goals¹

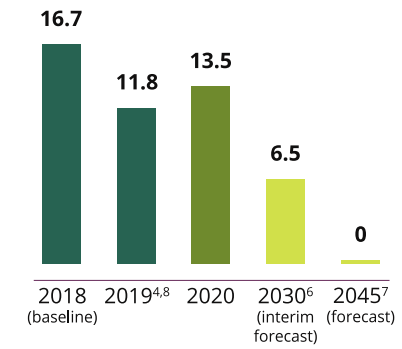
Clean Energy Transition

GOAL: Deliver 100% carbon-free power in terms of retail sales to SCE customers by 2045²

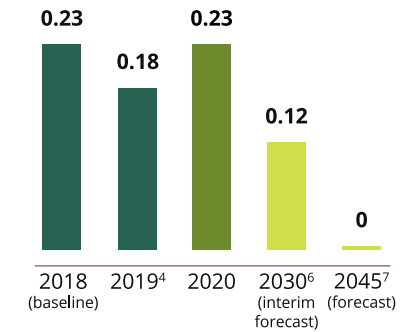


See [Carbon Footprint](#) for more details about our performance.

GHG Emissions (MMT)^{4, 5, 6, 7, 8}



GHG Emissions Intensity (MT/MWh)^{4, 5, 6, 7, 8}



¹ Wording across goals differs slightly from what appeared in the 2019 Sustainability Report, reflecting non-substantive updates for clarity and style. A substantive wording change to SCE's customer-facing light-duty electrification goal, reflecting regulatory authorization received after the goal was established, has been noted separately.

² 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 \(SB\) 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 and purchased power. The GHG emissions forecast covers a portion of SCE's Scope 1 and Scope 3 emissions.

³ Note that retail sales does not include line losses in accordance with California statute. SCE estimates line losses of up to approximately 10% in 2045.

⁴ 2019 carbon-free power as a percentage of retail sales, GHG emissions and GHG emissions intensity for data year 2019 have been restated as final numbers and were shown as estimates in the 2019 Sustainability Report. Carbon-free power as a percentage of retail sales has been restated as 51% compared to the estimated 48%. GHG emissions has been restated as 11.8 MMT compared to the estimated 14.8 MMT. GHG emissions intensity has been restated as 0.18 MT/MWh compared to the estimated 0.24 MT/MWh.

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 our Integrated Resource Plan filing at the California Public Utilities Commission.

⁶ 2030 interim forecasts for GHG Emissions and GHG Emissions Intensity restated from 5.1 MMT to 6.5 MMT and 0.11 MT/MWh to 0.12 MT/MWh, respectively, to reflect the "preferred portfolio" forecast provided in SCE's most recent Integrated Resource Plan (IRP), filed in September 2020. This forecast is more aggressive than the "compliance portfolio" forecast appearing in the same filing, and the inputs needed to achieve this level of reductions do not yet have regulatory approval.

⁷ 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 could result in Scope 1, 2 and 3 emissions above zero.

⁸ Forecast calculations are based on the methodology prescribed by the California Public Utilities Commission in the IRP proceeding and differ from The Climate Registry methodology used to calculate historical emissions.



SUSTAINABILITY (CONTINUED)

Electrification

GOAL: By 2024, obtain SCE customer commitments to deploy 8,490 medium- and heavy-duty electric vehicles at 870 sites through SCE's Charge Ready Transport program¹

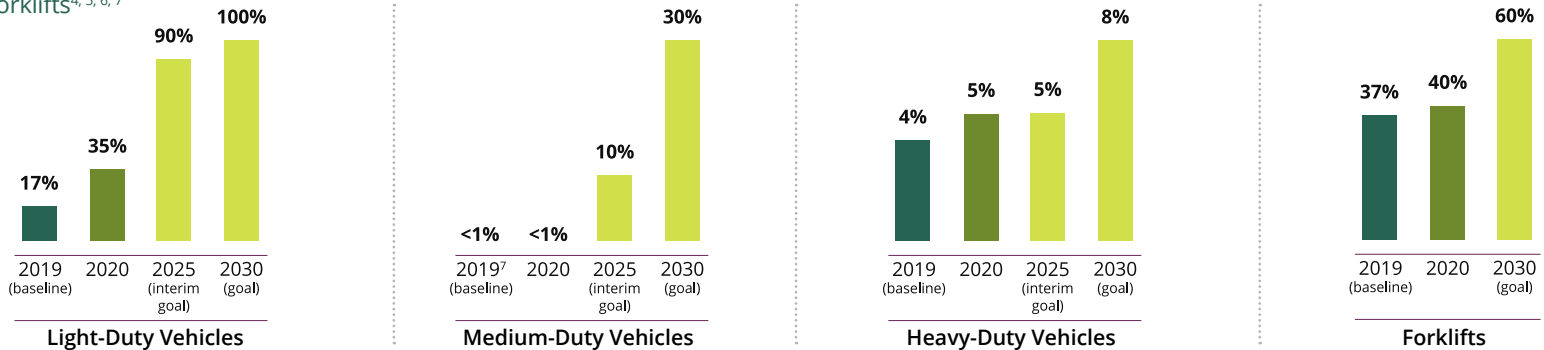


See [Electrification](#) for more details about our performance.

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 programs²



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^{4, 5, 6, 7}



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. Note that this goal has been updated from an estimated 52,700 charge ports across 4,150 sites to at least 41,000 charge ports across at least 2,200 sites to reflect the California Public Utilities Commission's (CPUC) authorized size for the Charge Ready 2 program, as well as the addition of the Charge Ready Schools and Charge Ready State Parks & Beaches programs, which launched in 2020.
³ In 2020, Charge Ready Pilot and Bridge were fully committed, and new light-duty vehicle programs were either pending CPUC approval or in an early launch phase. No new commitments were recorded in 2020.
⁴ SCE's transportation fleet electrification goals align with Pathway 2045 and are based on the 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. Forklifts exclude rough terrain forklifts and telehandlers.
⁵ 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)
⁶ Goals contingent on original equipment manufacturer (OEM) vehicle availability and funding approval through the CPUC.
⁷ 2019 baseline data has been restated in the light-duty, medium-duty and forklift categories from 13% to 17%, 1% to <1%, and 39% to 37%, respectively, to reflect adjustments made to the vehicle classification methodology.



Introduction

Part I

Part II

Sustainability

Climate Change

Environment

Customers

Communities

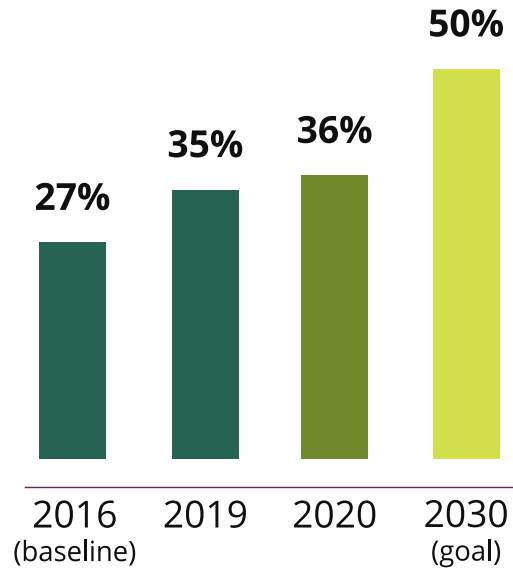
Workplace

Governance

Appendix

SUSTAINABILITY (CONTINUED)

Diversity, Equity & Inclusion



GOAL: Achieve gender parity in executive roles by 2030

Measured by progress toward [Paradigm for Parity](#) commitment of full gender parity in executive roles by 2030¹

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

¹ Edison International's Diversity, Equity & Inclusion 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 company executives, i.e. officers and directors (Edison Energy² executives include officers only).

² 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.



SUSTAINABILITY (CONTINUED)

Public Safety

GOAL: No serious injuries to the public from failure of SCE's electrical system¹



Workforce Safety And Health

GOAL: No worker (employee or contractor) fatalities¹

Employee Fatalities



Contractor Fatalities



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 years³



See [Safety Culture Survey](#) for more details about our performance.

¹ 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 [2021 Proxy Statement](#), pp. 47-51.

² Three employees of SCE's contractors suffered fatal injuries in 2020, due to third-party vehicle impacts, falling equipment and electrical contact. See [Safety Performance](#) for additional details about SCE's response.

³ 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 to one where employees choose to act safely for not only themselves, but for their peers by 2026. 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.