C1. Introduction

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☑ Publicly traded organization

(1.3.3) Description of organization

As a leading global aerospace company, we develop, manufacture and service commercial airplanes, defense products and space systems for customers in more than 150 countries. As a top U.S. exporter, the company leverages the talents of a global supplier base to advance economic opportunity, sustainability and community impact. Our diverse team is committed to innovating for the future; cultivating a culture based on the company's core values of safety, quality, integrity and sustainability. Boeing Commercial Airplanes is the first of three business units. This segment develops, produces and markets commercial jet aircraft principally to the commercial airline industry worldwide. We are a leading producer of commercial aircraft and offer a family of commercial jetliners designed to meet a broad spectrum of global passenger and cargo requirements of airlines. This family of commercial jet aircraft in production includes the 737 narrow-body model and the 767, 777 and 787 wide-body models. Development continues on the 777X program and the 737-7 and 737-10 derivatives. Boeing Defense, Space & Security is the second of three business units. This segment engages in the research, development, production and modification of manned and unmanned military aircraft and weapons systems for strike, surveillance and mobility, including fighter and trainer aircraft; vertical lift, including rotorcraft and tilt-rotor aircraft; and commercial derivative aircraft, including anti-submarine and tanker aircraft. In addition, this segment engages in the research, development, production and modification of the following products and related services: strategic defense and intelligence systems, including strategic missile and defense systems; command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR); cyber and information solutions; intelligence systems, satellite systems; including government and commercial satellites; and space exploration. Boeing Global Services is the third of three business units. This segment provides services to our commercial and defense customers worldwide. Global Services sustains aerospace platforms and systems with a full spectrum of products and services, including supply chain and logistics management; engineering, maintenance and modifications; upgrades and conversions; spare parts; pilot and maintenance training systems and services; technical and maintenance documents; and data analytics and digital services.
[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

	End date of reporting year	Alignment of this reporting period with your financial reporting period	Indicate if you are providing emissions data for past reporting years
	12/31/2023	*Select from:* ☑ Yes	*Select from:* ☑ No

[Fixed row]

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☑ Yes

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

US097023AU94

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

US0970231058

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

097023105

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

BA

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

2108601

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

RVHJWBXLJ1RFUBSY1F30

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

009256819

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

[Add row]

(1.8) Are you able to provide geolocation data for your facilities?

	Are you able to provide geolocation data for your facilities?	Comment
	Select from: ☑ No, this is confidential data	*N/A*

[Fixed row]

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

☑ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

☑ Tier 2 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ All supplier tiers known have been mapped

(1.24.7) Description of mapping process and coverage

Supply Chain Mapping survey is sent to Tier 1 Suppliers that provide goods integrated into Boeing's products. The Tier 1 Suppliers are asked to identify their supplier(s) (Boeing's Tier 2) for each part provided. The Tier 2 supplier information provided is added to a supply chain map to illuminate the sub tier visibility. [Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

	Plastics mapping	Primary reason for not mapping plastics in your value chain	Explain why your organization has not mapped plastics in your value chain
	Select from: ☑ No, and we do not plan to within the next two years	*Select from:* ☑ Not an immediate strategic priority	*Not an immediate strategic priority.*

[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

1

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Aligns with our next financial reporting period.

Medium-term

(2.1.1) From (years)

1

(2.1.3) To (years)

5

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Aligns with Long Range Business Planning (LRBP).

Long-term

(2.1.1) From (years)

5

(2.1.2) Is your long-term time horizon open ended?

Select from:
☑ Yes

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Aligns with societal climate ambitions and expectations.
[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from: ☑ Yes	*Select from:* ☑ Both dependencies and impacts

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[Fixed row]

(2.3) Have you identified priority locations across your value chain?

	Identification of priority locations	Primary reason for not identifying priority locations	Explain why you do not identify priority locations
	Select from: ☑ No, but we plan to within the next two years	*Select from:* ☑ Other, please specify :confidential data	*Confidential data*

[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

(2.4.7) Application of definition

Boeing considers an opportunity or risk to have substantive financial impact if it could have a significant effect on our financial position, results of operations, and/or cash flows. Boeing considers an opportunity or risk to have substantive strategic impact on our business if it could have a significant effect on our markets, products, operations, customers, and/or suppliers.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

(2.4.7) Application of definition

Boeing considers an opportunity or risk to have substantive financial impact if it could have a significant effect on our financial position, results of operations, and/or cash flows. Boeing considers an opportunity or risk to have substantive strategic impact on our business if it could have a significant effect on our markets, products, operations, customers, and/or suppliers.
[Add row]

(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

(2.5.1) Identification and classification of potential water pollutants

Select from:

☑ Yes, we identify and classify our potential water pollutants

(2.5.2) How potential water pollutants are identified and classified

Boeing evaluates potential water pollutants in stormwater and industrial wastewater. Boeing evaluates whether materials or activities at a site may contribute pollutants. Boeing's response plans can include source control or other best management practices to prevent the discharge of pollutants that could have a detrimental impact on water ecosystems or human health.
[Fixed row]

(2.5.1) Describe how your organization minimizes the adverse impacts of potential water pollutants on water ecosystems or human health associated with your activities.

Row 1

(2.5.1.1) Water pollutant category

Select from:

☑ Inorganic pollutants

(2.5.1.2) Description of water pollutant and potential impacts

Boeing evaluates the potential that materials or activities at our sites may contribute pollutants to stormwater or industrial wastewater. When pollutants are identified, Boeing's responses can include actions to remove sources of pollutants (e.g., eliminate materials from our operations) and/or implementation of actions to remove pollutants from the stormwater or wastewater (e.g., through treatment) before the water is discharged to prevent detrimental impact to ecosystems or human health.

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience

☑ Industrial and chemical accidents prevention, preparedness, and response

☑ Reduction or phase out of hazardous substances

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

☑ Upgrading of process equipment/methods

(2.5.1.5) Please explain

Boeing uses a holistic approach to evaluate the potential for pollutants in our water discharges, determine the best options for reducing or eliminating these pollutants and implementing the identified best options.

Row 3

(2.5.1.1) Water pollutant category

Select from:

☑ Oil

(2.5.1.2) Description of water pollutant and potential impacts

Boeing evaluates the potential that materials or activities at our sites may contribute pollutants to stormwater or industrial wastewater. When pollutants are identified, Boeing's responses can include actions to remove sources of pollutants (e.g., eliminate materials from our operations) and/or implementation of actions to remove pollutants from the stormwater or wastewater (e.g., through treatment) before the water is discharged to prevent detrimental impact to ecosystems or human health.

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience
☑ Industrial and chemical accidents prevention, preparedness, and response
☑ Reduction or phase out of hazardous substances
☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements
☑ Upgrading of process equipment/methods

(2.5.1.5) Please explain

Boeing uses a holistic approach to evaluate the potential for pollutants in our water discharges, determine the best options for reducing or eliminating these pollutants and implementing the identified best options.

Row 4

(2.5.1.1) Water pollutant category

Select from:
☑ Other, please specify **:**Boeing's organic water pollutants for their industrial wastewater and stormwater discharges

(2.5.1.2) Description of water pollutant and potential impacts

This "Other, please specify" is referencing Boeing's organic water pollutants for their industrial wastewater and stormwater discharges. Boeing evaluates the potential that materials or activities at our sites may contribute pollutants to stormwater or industrial wastewater. When pollutants are identified, Boeing's responses can include actions to remove sources of pollutants (e.g., eliminate materials from our operations) and/or implementation of actions to remove pollutants from the stormwater or wastewater (e.g., through treatment) before the water is discharged to prevent detrimental impact to ecosystems or human health.

(2.5.1.3) Value chain stage

Select all that apply
☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply
☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience
☑ Industrial and chemical accidents prevention, preparedness, and response

☑ Reduction or phase out of hazardous substances

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

☑ Upgrading of process equipment/methods

(2.5.1.5) Please explain

Boeing uses a holistic approach to evaluate the potential for pollutants in our water discharges, determine the best options for reducing or eliminating these pollutants and implementing the identified best options.

Row 5

(2.5.1.1) Water pollutant category

Select from:

☑ Nitrates

(2.5.1.2) Description of water pollutant and potential impacts

Boeing evaluates the potential that materials or activities at our sites may contribute pollutants to stormwater or industrial wastewater. When pollutants are identified, Boeing's responses can include actions to remove sources of pollutants (e.g., eliminate materials from our operations) and/or implementation of actions to remove pollutants from the stormwater or wastewater (e.g., through treatment) before the water is discharged to prevent detrimental impact to ecosystems or human health.

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience

☑ Industrial and chemical accidents prevention, preparedness, and response

☑ Reduction or phase out of hazardous substances

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

☑ Upgrading of process equipment/methods

(2.5.1.5) Please explain

Boeing uses a holistic approach to evaluate the potential for pollutants in our water discharges, determine the best options for reducing or eliminating these pollutants and implementing the identified best options.

Row 6

(2.5.1.1) Water pollutant category

Select from:

☑ Other physical pollutants

(2.5.1.2) Description of water pollutant and potential impacts

Boeing evaluates the potential that materials or activities at our sites may contribute pollutants to stormwater or industrial wastewater. When pollutants are identified, Boeing's responses can include actions to remove sources of pollutants (e.g., eliminate materials from our operations) and/or implementation of actions to remove pollutants from the stormwater or wastewater (e.g., through treatment) before the water is discharged to prevent detrimental impact to ecosystems or human health.

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience

☑ Industrial and chemical accidents prevention, preparedness, and response

☑ Reduction or phase out of hazardous substances

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

☑ Upgrading of process equipment/methods

(2.5.1.5) Please explain

Boeing uses a holistic approach to evaluate the potential for pollutants in our water discharges, determine the best options for reducing or eliminating these pollutants and implementing the identified best options.
[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental risks identified
Climate change	*Select from:* ☑ Yes, both in direct operations and upstream/downstream value chain

[Fixed row]

(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?

	Water-related regulatory violations	Comment
	Select from: ☑ No	*N/A*

[Fixed row]

(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.

EU ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

0

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

01/01/2023

(3.5.2.4) Period end date

12/31/2023

(3.5.2.5) Allowances allocated

0

(3.5.2.6) Allowances purchased

135

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

135

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

☑ Other, please specify **:**The % number is rounded to a whole number. Boeing is in scope only for executive flight operations

(3.5.2.10) Comment

The % number is rounded to a whole number. Boeing is in scope only for executive flight operations.

UK ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

0

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

01/01/2023

(3.5.2.4) Period end date

12/31/2023

(3.5.2.5) Allowances allocated

0

(3.5.2.6) Allowances purchased

20

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

20

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:
☑ Other, please specify **:**Boeing is in scope only for executive flight operations

(3.5.2.10) Comment

Boeing is in scope only for executive flight operations
[Fixed row]

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.6.1) Environmental opportunities identified

Select from:
☑ Yes, we have identified opportunities, and some/all are being realized

Water

(3.6.1) Environmental opportunities identified

Select from:
☑ No

(3.6.2) Primary reason why your organization does not consider itself to have environmental opportunities

Select from:
☑ Opportunities exist, but none anticipated to have a substantive effect on organization

(3.6.3) Please explain

Boeing's manufacturing is much less water intensive as compared to other peer industry companies that are at similar revenue scales but in different industrial sectors (e.g., semi-conductor fabrication, automotive, pharmaceutical, etc.).
[Fixed row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ More frequently than quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☑ Executive directors or equivalent

☑ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

The Board is deeply committed to a membership profile that demonstrates diversity with respect to gender, race/ethnicity, background, experience, skills and perspectives.

(4.1.6) Attach the policy (optional)

2024 Boeing Proxy.pdf

[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Chief Sustainability Officer (CSO)

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Individual role descriptions

☑ Other policy applicable to the board, please specify **:**Corporate Governance Principles

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding annual budgets

☑ Overseeing and guiding scenario analysis

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving corporate policies and/or commitments

☑ Approving and/or overseeing employee incentives

☑ Monitoring the implementation of a climate transition plan

☑ Overseeing and guiding the development of a climate transition plan

(4.1.2.7) Please explain

The Chief Sustainability Officer (CSO) is responsible for enterprise-wide sustainability strategy, focusing on priorities, stakeholder-oriented reporting and company performance. Boeing's CSO is an Executive Council member reporting to Boeing's CEO. The CSO reports the progress of Boeing's sustainability objectives and stakeholder-oriented reports regularly to the GPP Committee and the full Board. The Board's Governance & Public Policy Committee reviews and provides input on the sustainability report.

Water

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Chief Sustainability Officer (CSO)

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Individual role descriptions

☑ Other policy applicable to the board, please specify **:**Corporate Governance Principles

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Sporadic – agenda item as important matters arise

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Approving corporate policies and/or commitments

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Reviewing and guiding annual budgets

(4.1.2.7) Please explain

The Chief Sustainability Officer (CSO) is responsible for enterprise-wide sustainability strategy, focusing on priorities, stakeholder-oriented reporting and company performance. Boeing's CSO is an Executive Council member reporting to Boeing's CEO. The CSO reports the progress of Boeing's sustainability objectives and stakeholder-oriented reports regularly to the GPP Committee and the full Board. The Board's Governance & Public Policy Committee reviews and provides input on the sustainability report.

Biodiversity

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Chief Sustainability Officer (CSO)

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Individual role descriptions

☑ Other policy applicable to the board, please specify **:**Corporate Governance Principles

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Sporadic – agenda item as important matters arise

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Approving corporate policies and/or commitments

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Reviewing and guiding annual budgets

(4.1.2.7) Please explain

The Chief Sustainability Officer (CSO) is responsible for enterprise-wide sustainability strategy, focusing on priorities, stakeholder-oriented reporting and company performance. Boeing's CSO is an Executive Council member reporting to Boeing's CEO. The CSO reports the progress of Boeing's sustainability objectives and stakeholder-oriented reports regularly to the GPP Committee and the full Board. The Board's Governance & Public Policy Committee reviews and provides input on the sustainability report.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:
☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply
☑ Other, please specify **:**Sustainability is a consideration in our director nominations and oversight of environmental, social and governance topics are part of the Governance and Public Policy Committee Charter.

Water

(4.2.1) Board-level competency on this environmental issue

Select from:
☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply
☑ Other, please specify **:**Sustainability is a consideration in our director nominations and oversight of environmental, social and governance topics are part of the Governance and Public Policy Committee Charter.
[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Sustainability Officer (CSO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Developing a climate transition plan

☑ Implementing the business strategy related to environmental issues

☑ Managing annual budgets related to environmental issues

☑ Managing environmental reporting, audit, and verification processes

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Annually

(4.3.1.6) Please explain

The Chief Sustainability Officer (CSO) is responsible for enterprise-wide sustainability strategy, focusing on priorities, stakeholder-oriented reporting and company performance. Boeing's CSO is an Executive Council member reporting to Boeing's CEO. The CSO reports the progress of Boeing's sustainability objectives and

stakeholder-oriented reports regularly to the GPP Committee and the full Board. The Board's Governance & Public Policy Committee reviews and provides input on the sustainability report.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Sustainability Officer (CSO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Developing a climate transition plan

☑ Implementing the business strategy related to environmental issues

☑ Managing annual budgets related to environmental issues

☑ Managing environmental reporting, audit, and verification processes

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ As important matters arise

(4.3.1.6) Please explain

The Chief Sustainability Officer (CSO) is responsible for enterprise-wide sustainability strategy, focusing on priorities, stakeholder-oriented reporting and company performance. Boeing's CSO is an Executive Council member reporting to Boeing's CEO. The CSO reports the progress of Boeing's sustainability objectives and stakeholder-oriented reports regularly to the GPP Committee and the full Board. The Board's Governance & Public Policy Committee reviews and provides input on the sustainability report.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Sustainability Officer (CSO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Developing a climate transition plan

☑ Implementing the business strategy related to environmental issues

☑ Managing environmental reporting, audit, and verification processes

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ As important matters arise

(4.3.1.6) Please explain

The Chief Sustainability Officer (CSO) is responsible for enterprise-wide sustainability strategy, focusing on priorities, stakeholder-oriented reporting and company performance. Boeing's CSO is an Executive Council member reporting to Boeing's CEO. The CSO reports the progress of Boeing's sustainability objectives and stakeholder-oriented reports regularly to the GPP Committee and the full Board. The Board's Governance & Public Policy Committee reviews and provides input on the sustainability report.
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

5

(4.5.3) Please explain

Starting in 2022 and continuing into 2023, Boeing enhanced its enterprise annual incentive design to incorporate climate and equity, diversity and inclusion metrics into the Company Performance Score formula, which determines payouts under the company's largest employee incentive plans. These include the Performance-Based Incentive Plan, the Employee Incentive Plan, the Management Incentive Plan, and the Executive Annual Incentive Plan. The climate metric is designed to incentivize and reward employee behavior that reduces our energy consumption across the enterprise, and along with equity, diversity and inclusion and our other operational goals, accounts for 25% of the overall Company Performance Score driving payouts under our incentive plans. Individual performance is also taken into account in determining individual employee payouts under most of our incentive plans.

Water

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ No, and we do not plan to introduce them in the next two years

(4.5.3) Please explain

N/A
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Other, please specify **:**The Compensation Committee sets annual incentive award targets for executive officers as cash-denominated targets independent of base salary rates (instead of a fixed percentage of base salary).

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

Starting in 2022 and continuing through 2024, Boeing enhanced its enterprise annual incentive design to incorporate climate and equity, diversity and inclusion metrics into the Company Performance Score formula, which determines payouts under the company's largest employee incentive plans. These include the Performance-Based Incentive Plan, the Employee Incentive Plan, the Management Incentive Plan, and the Executive Annual Incentive Plan. The climate metric is

designed to incentivize and reward employee behavior that reduces our energy consumption across the enterprise, and along with equity, diversity and inclusion and our other operational goals, accounts for 25% of the overall Company Performance Score driving payouts under our incentive plans. Individual performance is also taken into account in determining individual employee payouts under most of our incentive plans.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

One of our operational performance metrics in 2023 annual incentive plan is climate. The specific goal is to reduce the percentage in energy consumption vs. 2019 (most recent full product year). Further information can be found on page 61 of Boeing's 2024 Proxy statement.
[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply
☑ Climate change
☑ Water
☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

(4.6.1.4) Explain the coverage

Boeing is committed to Conduct operations in compliance with applicable environmental laws, regulations, and Boeing policies and procedures. Prevent pollution by conserving energy and resources, recycling, reducing waste, and pursuing other source reduction strategies. Continually improve our environmental management system. Work together with our stakeholders on activities that promote environmental protection and stewardship.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

2024-boeing-sustainability-socialImpact-report.pdf
[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:
☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply
☑ Other, please specify **:**International Aerospace Environmental Group, Roundtable on Sustainable Biomaterials, Renewable Energy Buyers Alliance, Sustainable Aviation Buyers Alliance, Sustainable Aviation Fuel User Group

(4.10.3) Describe your organization's role within each framework or initiative

Boeing is a member of IAEG, RSB, REBA, and SABA. Boeing is an affiliate of SAFUG.
[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply
☑ Yes, we engaged directly with policy makers
☑ Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement

Select all that apply

☑ Paris Agreement

☑ Another global environmental treaty or policy goal, please specify **:**The commercial aviation industry's ambition to achieve net-zero carbon emissions for global civil aviation operations by 2050.

(4.11.4) Attach commitment or position statement

Boeing_Advocacy_Report.pdf

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☑ Yes

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☑ Voluntary government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

EU Transparency Register / 62505293737-81

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

Sustainability is a business imperative rooted in Boeing's values. The Board, and specifically the GPP Committee, oversees a variety of sustainability topics and Boeing's chief sustainability officer (CSO) is an Executive Council member reporting to Boeing's CEO. The CSO reports the progress of Boeing's sustainability objectives and stakeholder-oriented reports regularly to the GPP Committee and the full Board. The CSO also leads Boeing's Global Sustainability Council and Extended Council, which consist of global leaders from across business units and functions that provide leadership, partnership and action to advance objectives and strategy for sustainability. Together, we are committed to ensuring that our political activities align with the company's values, business strategies, long-term shareholder interests and long-term strategic imperatives. Boeing supports the objectives of the Paris Agreement, and we consider climate change to be an urgent issue. Boeing supports the commercial aviation industry's ambition to achieve net-zero carbon emissions for global civil aviation operations by 2050. As discussed previously, Boeing maintains memberships in numerous organizations and engages on a diverse set of topics that relate to our business, supply chain, customers, and communities where we work and live. We welcome debate and discussion on topics that are relevant to us and our stakeholders and look for opportunities to provide our perspective on many policy topics, including environment and sustainability.
[Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

	Specify the policy, law, or regulation on which your organization is engaging with policy makers
Row 1	

[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:
☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☑ Other global trade association, please specify **:**Aerospace Industries Association (AIA)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Mixed

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Sustainability is one of AIA's priorities, and the association works to support industry commitments to environmental, social and governance (ESG) goals. AIA also promotes technological innovation and research and development. Boeing has worked with AIA on its efforts to provide the U.S. government with relevant policy feedback. This organization was included in this disclosure because it is a 501(c)(4) and 501(c)(6) organizations that received over 25,000 from Boeing.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ No, we have not evaluated

Row 2

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☑ Other global trade association, please specify **:**Business Roundtable (BRT)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Mixed

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Many BRT member companies are taking a leading role in helping decarbonize their industries. BRT believes that economic growth and sustainability can be achieved together and, to that end, encourages the administration and Congress to update regulations, establish investment incentives and streamline permitting processes. Through market-based mechanisms and collaboration with business, BRT believes the United States can move toward a cleaner future. Boeing monitors BRT's climate initiatives and weighs in through active committee participation. This organization was included in this disclosure because it is a 501(c)(4) and 501(c)(6) organizations that received over 25,000 from Boeing.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ No, we have not evaluated

Row 3

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☑ Other global trade association, please specify **:**National Association of Manufacturers (NAM)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Mixed

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

The NAM highlights the efforts manufacturers have taken to reduce their climate impacts and the important role they play in developing future energy technologies. The NAM stresses, however, that the U.S. government needs to tailor environmental regulations so as to not disadvantage American manufacturers globally and must balance sustainability with commercial feasibility. Through working group participation, Boeing helps shape the NAM's approach to relevant policy advocacy. This organization was included in this disclosure because it is a 501(c)(4) and 501(c)(6) organizations that received over 25,000 from Boeing.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ No, we have not evaluated

Row 4

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☑ Other global trade association, please specify **:**Association of Washington Business (AWB)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

☑ Water

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Mixed

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

AWB is Washington state's oldest and largest business organization, representing members across the state. AWB supports efforts to reduce emissions while retaining access to affordable energy and minimizing impacts on the state's manufacturing workforce and infrastructure. The association also advocates for alignment

between state and federal climate policy. Through AWB's committees, Boeing works to shape their position on important environmental policies. This organization was included in this disclosure because it is a 501(c)(4) and 501(c)(6) organizations that received over 25,000 from Boeing.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ No, we have not evaluated

Row 5

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☑ Other global trade association, please specify

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Mixed

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

The Chamber recognizes the important role that businesses have to play in the fight against climate change and advocates for collaboration with governments and individuals to solve the challenge through market-based solutions, engagement with policymakers and bipartisan legislation. Boeing frequently provides the Chamber with policy suggestions that feed into its advocacy. This organization was included in this disclosure because it is a 501(c)(4) and 501(c)(6) organizations that received over 25,000 from Boeing.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ No, we have not evaluated

[Add row]

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

☑ In mainstream reports, in line with environmental disclosure standards or frameworks

(4.12.1.2) Standard or framework the report is in line with

Select all that apply

☑ GRI

☑ TCFD

☑ Other, please specify **:**SASB, UNSDGs

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Strategy

☑ Governance

☑ Emission targets

☑ Emissions figures

☑ Value chain engagement

☑ Biodiversity indicators

☑ Public policy engagement

☑ Water accounting figures

☑ Content of environmental policies

(4.12.1.6) Page/section reference

See Appendix, Key ESG Data

(4.12.1.7) Attach the relevant publication

2024-boeing-sustainability-socialImpact-report.pdf

(4.12.1.8) Comment

Not applicable

Row 2

(4.12.1.1) Publication

Select from:

☑ In other regulatory filings

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Governance

☑ Public policy engagement

☑ Risks & Opportunities

(4.12.1.6) Page/section reference

Annual Report, Form 10-K, Proxy Report, Advocacy Report
[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:
☑ Yes

(5.1.2) Frequency of analysis

Select from:
☑ Not defined

Water

(5.1.1) Use of scenario analysis

Select from:
☑ No, and we do not plan to within the next two years

(5.1.3) Primary reason why your organization has not used scenario analysis

Select from:
☑ Not an immediate strategic priority

(5.1.4) Explain why your organization has not used scenario analysis

The effects of climate change on water and water resources were included in the climate change scenario analysis.
[Fixed row]

(5.1.2) Provide details of the outcomes of your organization’s scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Resilience of business model and strategy

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

[Fixed row]

(5.2) Does your organization’s strategy include a climate transition plan?

	Transition plan	Primary reason for not having a climate transition plan that aligns with a 1.5°C world	Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world
	Select from: ☑ No, but we are developing a climate transition plan within the next two years	*Select from:* ☑ Other, please specify :Climate transition plan is in work.	*Climate transition plan is in work.*

[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☑ We have not evaluated whether environmental risks and opportunities have affected our strategy and financial planning, but plan to do so within the next two years

(5.3.3) Primary reason why environmental risks and/or opportunities have not affected your strategy and/or financial planning

Select from:

☑ Other, please specify **:**Boeing has a robust decarbonization strategy and is working to ensure the risks and opportunities identified through scenario analysis align with the strategy or if adjustments need to be made.

(5.3.4) Explain why environmental risks and/or opportunities have not affected your strategy and/or financial planning

Boeing has a robust decarbonization strategy and is working to ensure the risks and opportunities identified through scenario analysis align with the strategy or if adjustments need to be made.
[Fixed row]

(5.4) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition
	Select from: ☑ No, and we do not plan to in the next two years

[Fixed row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
	Select from: ☑ Yes	*Boeing invests in low-carbon R&D.*

[Fixed row]

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

☑ Aviation

(5.5.8.2) Technology area

Select from:

☑ Other, please specify :All areas

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Applied research and development

(5.5.8.4) Average % of total R&D investment over the last 3 years

70

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

3377000000

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

70

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Boeing estimates that roughly 60-80 percent of its R&D dollars go toward efficiency improvement, which correlate directly to CO2 emission reduction. Research and development expense increased by 525 million in 2023 compared with 2022 primarily due to higher research and development expenditures on the 777X program as well as other BCA and enterprise investments in product development. (Source: 2023 Boeing Annual Report)
[Add row]

(5.9) What is the trend in your organization's water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year?

(5.9.1) Water-related CAPEX (+/- % change)

90

(5.9.2) Anticipated forward trend for CAPEX (+/- % change)

120

(5.9.3) Water-related OPEX (+/- % change)

19

(5.9.4) Anticipated forward trend for OPEX (+/- % change)

25

(5.9.5) Please explain

We implement efficiencies, best practices and new technologies to reduce water use and identify alternatives for water-intensive processes. The majority of water used within our facilities is purchased for withdrawal and discharge from public water supply systems and public sanitary sewer systems, respectively. In some cases, we pre-treat wastewater before discharging it to public sanitary sewer systems, in compliance with regulatory requirements.
[Fixed row]

(5.10) Does your organization use an internal price on environmental externalities?

	Use of internal pricing of environmental externalities	Primary reason for not pricing environmental externalities	Explain why your organization does not price environmental externalities
	Select from: ☑ No, and we do not plan to in the next two years	*Select from:* ☑ No standardized procedure	*There currently is no standardized procedure for establishing and maintaining an internal price on carbon or other environmental externalities.*

[Fixed row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

	Assessment of supplier dependencies and/or impacts on the environment
Climate change	*Select from:* ☑ No, we do not assess the dependencies and/or impacts of our suppliers, and have no plans to do so within two years
Water	*Select from:* ☑ No, we do not assess the dependencies and/or impacts of our suppliers, and have no plans to do so within two years

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ Business risk mitigation

☑ Procurement spend

(5.11.2.4) Please explain

Suppliers are prioritized for sustainability assessments, which includes environmental matters, based on their strategic importance, spend coverage and risk-based indicators.

Water

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ Business risk mitigation

☑ Procurement spend

(5.11.2.4) Please explain

Suppliers are prioritized for sustainability assessments, which includes environmental matters, based on their strategic importance, spend coverage and risk-based indicators.

[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ No, and we do not plan to introduce environmental requirements related to this environmental issue within the next two years

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ No, we do not have a policy in place for addressing non-compliance

(5.11.5.3) Comment

Our current focus is supplier engagement to complete an industry voluntary standard sustainability assessment governed by the International Aerospace Environmental Group within Working Group 11 Aerospace ESG Engagement. Through our Supplier Code of Conduct, Boeing establishes foundational expectations of prospective and active suppliers.

Water

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ No, and we do not plan to introduce environmental requirements related to this environmental issue within the next two years

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ No, we do not have a policy in place for addressing non-compliance

(5.11.5.3) Comment

Our current focus is supplier engagement to complete an industry voluntary standard sustainability assessment governed by the International Aerospace Environmental Group within Working Group 11 Aerospace ESG Engagement. Through our Supplier Code of Conduct, Boeing establishes foundational expectations of prospective and active suppliers.
[Fixed row]

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:
☑ Other, please specify **:**Working with the aerospace supply base via the International Aerospace Environmental Group to develop best practices / guidelines on various environmental matters and deploying a voluntary standard sustainability assessment.

(5.11.7.3) Type and details of engagement

Capacity building
☑ Provide training, support and best practices on how to measure GHG emissions
☑ Support suppliers to set their own environmental commitments across their operations

Information collection
☑ Other information collection activity, please specify **:**An industry voluntary standard sustainability assessment with an opportunity for assessed entities to share their results with International Aerospace Environmental Group members for efficiency

Innovation and collaboration
☑ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ Unknown

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ Unknown

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Working through an industry association, International Aerospace Environmental Group, comprised of 65 members representing 70 percent of industry revenue to address environmental topics relevant to aerospace. The effect is achieving voluntary adoption of best practices, guidelines and industry practices to have a positive impact and drive efficiencies with respect to working together and data exchange.

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Water

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Other, please specify **:**Working with the aerospace supply base via the International Aerospace Environmental Group to develop best practices / guidelines on various environmental matters and deploying a voluntary standard sustainability assessment.

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to measure GHG emissions

☑ Support suppliers to set their own environmental commitments across their operations

Information collection

☑ Other information collection activity, please specify **:**An industry voluntary standard sustainability assessment with an opportunity for assessed entities to share their results with International Aerospace Environmental Group members for efficiency

Innovation and collaboration

☑ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ Unknown

(5.11.7.7) % tier 1 suppliers with substantive impacts and/or dependencies related to this environmental issue covered by engagement

Select from:

☑ Unknown

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Working through an industry association, International Aerospace Environmental Group, comprised of 65 members representing 70 percent of industry revenue to address environmental topics relevant to aerospace. The effect is achieving voluntary adoption of best practices, guidelines and industry practices to have a positive impact and drive efficiencies with respect to working together and data exchange.

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:
☑ Yes
[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:
☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing
☑ Other education/information sharing, please specify **:**Boeing discusses and shares our strategy, progress, and new offering for sustainable aviation on a continuous basis. Additionally, we participate in industry events and host our own Sustainable Aviation Together Forum.

Innovation and collaboration
☑ Other innovation and collaboration, please specify **:**Boeing continuously works with our customers to identify areas of potential collaboration around sustainable aviation on a one-to-one basis, including our EcoDemonstrator Program, Cascade Climate Impact Model, & Sustainable Aerospace Together Forum

(5.11.9.3) % of stakeholder type engaged

Select from:
☑ 76-99%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:
☑ 76-99%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Supporting the commercial aviation industry's 2050 ambitions, we focus on Use of Sold Products (Scope 3, Category 11), which is estimated to be greater than 90% of the company's total GHG emissions inventory, and therefore defined as the only relevant category of Scope 3 emissions for Boeing under the Climate Action 100 Net Zero Company Benchmark. Due to the unique aspects of our sector, including global scope, long product life span, and financial and technological decarbonization challenges, Scope 3, Category 11 emissions are best addressed as a collaborative effort with our customers. In support of a net-zero transition, the first step is to work together to identify a credible path aligned with the commercial aviation industry in support of its global reduction goals Achieving this objective requires a portfolio of innovative solutions and collaborations with our customers that allows commercial aviation to decarbonize. We have been focused on four key areas: fleet renewal, operational efficiency, renewable energy, advanced technology — and in 2023, we added an additional focus area: market-based measures.

(5.11.9.6) Effect of engagement and measures of success

The ultimate measure of success is tracking the progress of the commercial aviation industry to meeting emissions reduction goals that are set by individual airlines, countries, and the global community through the International Civil Aviation Organization's (ICAO).

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify **:**Domestic and International Regulators

(5.11.9.2) Type and details of engagement

Innovation and collaboration

☑ Other innovation and collaboration, please specify **:**Boeing participates in ICAO working groups and panels, sharing technical expertise on topics including safety, sustainability and innovation. The company also collaborates through membership in the ICCAIA and other industry associations.

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

The International Civil Aviation Organization (ICAO) is a United Nations agency established in 1944 which helps 193 countries to cooperate and share their skies to their mutual benefit. Boeing participates in ICAO working groups and panels, sharing technical expertise on topics including safety, sustainability and innovation. Boeing engages in a similar manner with state level aviation regulators such as the Federal Aviation Administration (FAA) in United States and the European Union Aviation Safety Agency (EASA) in the European Union. The company also collaborates through membership in the International Coordinating Council of Aerospace Industries Association (ICCAIA) and other industry associations.

(5.11.9.6) Effect of engagement and measures of success

We strive to help the industry and its regulators achieve harmonized, effective, and transparent global policies that will enable the global commercial aviation industry to meet its net-zero carbon emission goals by 2050.
[Add row]

(5.13) Has your organization already implemented any mutually beneficial environmental initiatives due to CDP Supply Chain member engagement?

(5.13.1) Environmental initiatives implemented due to CDP Supply Chain member engagement

Select from:

☑ No, and we do not plan to within the next two years

(5.13.2) Primary reason for not implementing environmental initiatives

Select from:

☑ Not an immediate strategic priority

(5.13.3) Explain why your organization has not implemented any environmental initiatives

Boeing has implemented several mutually beneficial environmental initiatives, including IAEG's formation of Working Group 11 and selection of the EcoVadis methodology as an industry standard sustainability assessment. That said, this and other initiatives did not stem from CDP supply chain member engagement but does include suppliers that partake in CDP engagement.

[Fixed row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

The Boeing Company has chosen to use operational control as the primary approach in determining inclusion in its GHG emissions inventory for many years and handles water performance data in a consistent manner.

Water

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

The Boeing Company has chosen to use operational control as the primary approach in determining inclusion in its GHG emissions inventory for many years and handles water performance data in a consistent manner.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Other, please specify **:**No performance data consolidated

(6.1.2) Provide the rationale for the choice of consolidation approach

Have not mapped where in direct operations or elsewhere in the value chain plastics are produced, commercialized, used, and/or disposed.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

The Boeing Company has chosen to use operational control as the primary approach in evaluating its biodiversity dependencies and impacts, consistent with its approach to GHG emissions inventory and water performance data.
[Fixed row]

C7. Environmental performance - Climate Change

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply ☑ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

(7.1.2.1) Change(s) in methodology, boundary, and/or reporting year definition?

Select all that apply

☑ No, but we have discovered significant errors in our previous response(s)

(7.1.2.2) Details of methodology, boundary, and/or reporting year definition change(s)

We follow the GHG Protocol Corporate Standard4 or significant changes that may trigger a base-year recalculation including the following: 1. Structural changes to ownership or control (e.g., mergers, acquisitions, divestitures, and outsourcing and in-sourcing of emitting activities) 2. Changes in state of leased assets (ending leases or obtaining new leases) 3. Changes in calculation methodology or improvement in the accuracy of emission factors or activity data 4. Discovery of significant errors If any of the changes listed above are relevant and impact the base year in excess of a 5% Scope 1 and Scope 2 significance threshold, the base year and all subsequent years are updated to reflect the latest changes in methodology and data accuracy.

[Fixed row]

(7.1.3) Have your organization’s base year emissions and past years’ emissions been recalculated as a result of any changes or errors reported in 7.1.1 and/or 7.1.2?

(7.1.3.1) Base year recalculation

Select from:

☑ No, because the impact does not meet our significance threshold

(7.1.3.3) Base year emissions recalculation policy, including significance threshold

We adhere to ISO14064 and the GHG Protocol Corporate Standard (WRI/WBCSD 2004) for our GHG Inventory and Reporting Methodology. Changes that exceed the 5% significance threshold set by Boeing to align with the Greenhouse Gas Protocol and that may trigger a base year recalculation could include the following: • Structural changes to ownership or control (e.g., mergers, acquisitions, divestitures, and outsourcing and insourcing of emitting activities) • Changes in state of leased assets (ending leases or obtaining new leases) • Changes in calculation methodology or improvement in the accuracy of emission factors or activity data • Discovery of material errors If any of the changes listed above are relevant and impact the base year in excess of the 5% scope 1 and 2 significance threshold, then the base year and all subsequent years should be updated to reflect the latest changes in methodology and data accuracy. In such cases, base year adjustments should be made once a year during the reporting cycle. In summary, base year emissions should be retroactively recalculated to reflect changes in the company that would otherwise compromise the consistency and relevance of the reported GHG Emissions information (WRI/WBCSD 2004).

(7.1.3.4) Past years’ recalculation

Select from:

☑ No

[Fixed row]

(7.3) Describe your organization’s approach to reporting Scope 2 emissions.

	Scope 2, location-based	Scope 2, market-based	Comment
	Select from: ☑ We are reporting a Scope 2, location-based figure	*Select from:* ☑ We are reporting a Scope 2, market-based figure	*Numbers are rounded to thousands of metric tons*

[Fixed row]

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2017

(7.5.2) Base year emissions (metric tons CO2e)

634000

(7.5.3) Methodological details

This scope includes: direct emissions from combustion of fossil fuels; use of Boeing owned off-road vehicles used at Boeing sites, and on-road vehicles used on and/or off Boeing sites; fugitive emissions from refrigerant leaks; and fugitive emissions from use of chemicals with global warming potentials. Scope 1 emissions are calculated based on actual delivery/consumption data or estimated. The majority of the direct GHG emissions are from stationary combustion sources. Data from these sources come from monthly utility bills, consumption data from meter readings or records provided by site representatives. Emission factors for direct emissions are sourced from the Environmental Protection Agency (EPA), the United Nations' (UN) Intergovernmental Panel on Climate Change (IPCC), Carbon Reduction Commitment (CRC), Energy Efficiency Scheme (UK) and Department of Climate Change, Energy, the Environment and Water (Australia). Emissions are verified via third party to level of Limited Assurance.

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2017

(7.5.2) Base year emissions (metric tons CO2e)

886000

(7.5.3) Methodological details

For Scope 2 Location-based emissions, indirect emissions from purchased electricity are calculated and included in the emissions inventory. We apply emission factors on the basis of purchased electricity, reported in units of megawatt hour. The location-based method applies the following hierarchy: first, regional EF, e.g. EPA eGRID, then national EF, e.g. IEA. Emissions from building heating and cooling where purchased utility records are not available are also estimated. Emissions are estimated based on square footage and building use/type using factors from Energy Information Administration's Commercial Buildings Energy Consumption Survey's data. Emissions are verified via third party to level of Limited Assurance.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2017

(7.5.2) Base year emissions (metric tons CO2e)

609000.0

(7.5.3) Methodological details

Scope 2 market-based emissions reflect the application of Renewable Energy Certificates (RECs), supplier specific emission factors, and residual mixes. Generation-only emission factors for the market-based method are first sourced for specific geographies (Seattle, Snohomish and Manitoba) where appropriate and applicable, RECs are attributed; then the EPA's eGRID Emission Factors (EF); then European residual mixes for European operations; and finally, the International Energy Agency's (IEA) national EF. Emissions from building heating and cooling where purchased utility records are not available are also estimated. Emissions are estimated based on square footage and building use/type using factors from Energy Information Administration's Commercial Buildings Energy Consumption Survey's data. Emissions are verified via third party to level of Limited Assurance.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2017

(7.5.2) Base year emissions (metric tons CO2e)

285000

(7.5.3) Methodological details

For Scope 3 Category 6 (Business Travel), indirect emissions from employee business travel, including commercial air travel and business car rentals, are calculated and reported. Commercial air travel is estimated from total miles flown. GHG emissions from air travel are calculated with the WRI calculation tool for transportation resources. Business car rental emissions are estimated from the total miles traveled and car class as reported to The Boeing Company by car rental companies. The calculation does not include the emissions from other modes of travel, such as rail or ride-share. Emissions are verified via third party to level of Limited Assurance.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2017

(7.5.2) Base year emissions (metric tons CO2e)

758000000

(7.5.3) Methodological details

For Scope 3 Category 11 (Use of Sold Products), we use published delivery data from Boeing Commercial Airplanes, published and non-published delivery data for Boeing Defense, Space & Security and informed assumptions about our products' performance and longevity. Emissions are calculated for both delivered commercial and defense aircraft. We use EPA emissions factors and assume no benefit from sustainable aviation fuel (SAF). Emissions are verified via third-party to level of Limited Assurance.
[Fixed row]

(7.6) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

536000

(7.6.3) Methodological details

This scope includes: direct emissions from combustion of fossil fuels; use of Boeing owned off-road vehicles used at Boeing sites, and on-road vehicles used on and/or off Boeing sites; fugitive emissions from refrigerant leaks; and fugitive emissions from use of chemicals with global warming potentials. Scope 1 emissions are calculated based on actual delivery/consumption data or estimated. The majority of the direct GHG emissions are from stationary combustion sources. Data from these sources come from monthly utility bills, consumption data from meter readings or records provided by site representatives. Emission factors for direct emissions are sourced from the Environmental Protection Agency (EPA), the United Nations' (UN) Intergovernmental Panel on Climate Change (IPCC), Carbon Reduction Commitment (CRC), Energy Efficiency Scheme (UK) and Department of Climate Change, Energy, the Environment and Water (Australia). Emissions are verified via third party to level of Limited Assurance.
[Fixed row]

(7.7) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

764000

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

380000

(7.7.4) Methodological details

For Scope 2 Location-based emissions, indirect emissions from purchased electricity are calculated and included in the emissions inventory. We apply emission factors on the basis of purchased electricity, reported in units of megawatt hour. The location-based method applies the following hierarchy: first, regional EF, e.g. EPA eGRID, then national EF, e.g. IEA. Emissions from building heating and cooling where purchased utility records are not available are also calculated. Emissions are estimated based on square footage and building use/type using factors from Energy Information Administration's Commercial Buildings Energy Consumption Survey's data. Scope 2 market-based emissions reflect the application of Renewable Energy Certificates (RECs), supplier specific emission factors, and residual

mixes. Generation-only emission factors for the market-based method are first sourced for specific geographies (Seattle, Snohomish and Manitoba) where appropriate and applicable, RECs are attributed; then the EPA's eGRID Emission Factors (EF); then European residual mixes for European operations; and finally the International Energy Agency's (IEA) national EF. Emissions from building heating and cooling where purchased utility records are not available are also calculated. Emissions are estimated based on square footage and building use/type using factors from Energy Information Administration's Commercial Buildings Energy Consumption Survey's data. Emissions are verified via third party to level of Limited Assurance.
[Fixed row]

(7.8) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

More than 11,000 Tier 1 suppliers, ranging from small- to large-size companies, work every day to help Boeing account for 3 million-plus parts on an airplane. Today, Boeing is more focused than ever on not only increasing collaboration and engagement with its suppliers, but also promoting robust environmental practices by our suppliers. Boeing is collaborating with other International Aerospace Environmental Group (IAEG) member companies in an effort to establish a common accounting methodology for the Purchased Goods and Services category for aerospace manufacturers. Applying the published IAEG guidance, Boeing estimated this category using the average spend-based estimating approach and determined this category is not relevant. Based on these criteria, GHG emissions associated with purchased goods and services are not relevant in comparison to Category 11 emissions (emissions for use of sold products).

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

In 2023, we occupied approximately 86.5 million square feet of floor space for manufacturing, warehousing, engineering, administration and other productive uses, of which approximately 92 percent was located in the United States. Of that total, we owned approximately 62 million square feet of property in the US. Boeing is collaborating with other International Aerospace Environmental Group (IAEG) member companies in an effort to establish a common accounting methodology for the Capital Goods category for aerospace manufacturers. Applying the published IAEG guidance, Boeing estimated this category using the average spend-based estimating approach and determined this category is not relevant. (Square footages based on those included within our Operational Control, and thereby our Organizational Boundary.)

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Category is not relevant based on relevance assessment conducted by International Aerospace Environmental Group (IAEG). This assessment is based on the criteria defined in The GHG Protocol Corporate Value Chain Accounting and Reporting Standard, which includes size, influence, risk and stakeholders. Each Scope 3 category is scored numerically against each criterion to determine the relevancy of each Scope 3 category to the aerospace industry. Recognizing the diversity in aerospace products, IAEG Work Group 3 conducted the assessment at a sub-industry level. The aerospace sub-industries included in this assessment are final assembly, electrical components, software, engines, structural components, and interiors. Based on these criteria, GHG emissions associated with fuel and energy-related activities are not relevant.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

More than 11,000 Tier 1 suppliers, ranging from small- to large-size companies, work every day to help Boeing account for 3 million-plus parts on an airplane. We have suppliers in every state in the U.S. and 48 countries. The complexity in our supply chain brings challenges to account for GHG emissions in this category. Applying the published IAEG guidance, Boeing estimated this category and determined that it is not relevant.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Category is not relevant based on relevance assessment conducted by International Aerospace Environmental Group (IAEG). This assessment is based on the criteria defined in The GHG Protocol Corporate Value Chain Accounting and Reporting Standard, which includes size, influence, risk and stakeholders. Each Scope 3 category is scored numerically against each criterion to determine the relevancy of each Scope 3 category to the aerospace industry. Recognizing the diversity in aerospace products, IAEG Work Group 3 conducted the assessment at a sub-industry level. The aerospace sub-industries included in this assessment are final assembly, electrical components, software, engines, structural components, and interiors. Based on these criteria, GHG emissions associated with this category arenot relevant.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

254000

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Fuel-based method

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

GHG emissions come from our employees' air travel and rental cars during business travel. Although after applying the published IAEG guidance, Boeing estimated this category and determined that it is not relevant, we have chosen to tabulate and include this value because Boeing currently offsets employee business travel. Methodologies for Scope 3 business travel were provided by WRI Mobile Combustion Calculation Tool Ver. 2.6. Purchased air travel emissions are based on the Distance Travelled Approach and do not include trips by employees of subsidiary holdings that are not fully integrated. Rental car emissions are calculated based on fuel usage estimation. Our calculations include the following assumptions: • All fuels are burned and other direct GHG are emitted in year purchased. • Scope 3 rental car emissions based on miles travelled and average fuel economy predicted for each car class as provided by rental car companies. Numbers are rounded to thousands.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Boeing employs approximately 170,000 people worldwide, and this creates challenges for calculating GHG emissions in this category. Applying the published IAEG guidance, Boeing estimated this category and determined that it is not relevant.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Category is not relevant based on relevance assessment conducted by International Aerospace Environmental Group (IAEG). This assessment is based on the criteria defined in The GHG Protocol Corporate Value Chain Accounting and Reporting Standard, which includes size, influence, risk and stakeholders. Each Scope 3 category is scored numerically against each criterion to determine the relevancy of each Scope 3 category to the aerospace industry. Recognizing the diversity in

aerospace products, IAEG Work Group 3 conducted the assessment at a sub-industry level. The aerospace sub-industries included in this assessment are final assembly, electrical components, software, engines, structural components, and interiors Based on these criteria GHG emissions associated with upstream leased assets are not relevant.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Most of our customers take delivery of our aircraft products at our facilities or our delivery centers, emissions from this category are de minimis and not relevant.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Category is not relevant based on relevance assessment conducted by International Aerospace Environmental Group (IAEG). This assessment is based on the criteria defined in The GHG Protocol Corporate Value Chain Accounting and Reporting Standard, which includes size, influence, risk and stakeholders. Each Scope 3 category is scored numerically against each criterion to determine the relevancy of each Scope 3 category to the aerospace industry. Recognizing the diversity in aerospace products, IAEG Work Group 3 conducted the assessment at a sub-industry level. The aerospace sub-industries included in this assessment are final assembly, electrical components, software, engines, structural components, and interiors. Based on these criteria, GHG emissions associated with processing of sold products are not relevant.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

448000000

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Methodology for direct use phase emissions, please specify

☑ Methodology for indirect use phase emissions, please specify

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Emissions are estimated with methodology aligned with the Greenhouse Gas Protocol. Total CO2e output, based on CO2, CH4, and N2O over the estimated lifetime of our products including upstream fuel production is calculated based on the formula: (# of units produced in a year) x (emissions per year) x (average lifespan of the product) x (upstream fuel production factor). Assumptions include utilization and retirement age based on average of last 10 years of industry data, average retirement age of 23 years across all commercial products. We also developed a methodology for calculating defense product emissions, based on service life and average fuel flow. Finally, we included upstream fuel production, which accounts for 13% of total emissions (whereas direct combustion is 87% of the total). Use of sold products emissions includes direct emissions from combustion of fuel (390,000,000 metric tons) and indirect emissions from production of fuel (59,000,000 metric tons). Numbers are rounded to nearest million metric tons. Our Scope 3 Category 11, Use of Sold Products are limited to our commercial and defense businesses. We publicly disclose our boundaries in our GHG Supplement, which is available on our website.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Category is not relevant based on relevance assessment conducted by International Aerospace Environmental Group (IAEG). This assessment is based on the criteria defined in The GHG Protocol Corporate Value Chain Accounting and Reporting Standard, which includes size, influence, risk and stakeholders. Each Scope 3 category is scored numerically against each criterion to determine the relevancy of each Scope 3 category to the aerospace industry. Recognizing the diversity in aerospace products, IAEG Work Group 3 conducted the assessment at a sub-industry level. The aerospace sub-industries included in this assessment are final assembly, electrical components, software, engines, structural components, and interiors. GHG emissions associated with dismantling and recycling sold products after end of service life is not relevant.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Category is not relevant based on relevance assessment conducted by International Aerospace Environmental Group (IAEG). This assessment is based on the criteria defined in The GHG Protocol Corporate Value Chain Accounting and Reporting Standard, which includes size, influence, risk and stakeholders. Each Scope 3 category is scored numerically against each criterion to determine the relevancy of each Scope 3 category to the aerospace industry. Recognizing the diversity in aerospace products, IAEG Work Group 3 conducted the assessment at a sub-industry level. The aerospace sub-industries included in this assessment are final assembly, electrical components, software, engines, structural components, and interiors. Based on these criteria, GHG emissions associated with downstream leased assets is not relevant.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Category is not relevant based on relevance assessment conducted by International Aerospace Environmental Group (IAEG). This assessment is based on the criteria defined in The GHG Protocol Corporate Value Chain Accounting and Reporting Standard, which includes size, influence, risk and stakeholders. Each Scope 3 category is scored numerically against each criterion to determine the relevancy of each Scope 3 category to the aerospace industry. Recognizing the diversity in aerospace products, IAEG Work Group 3 conducted the assessment at a sub-industry level. The aerospace sub-industries included in this assessment are final

assembly, electrical components, software, engines, structural components, and interiors. Based on these criteria, GHG emissions associated with franchises are not relevant.

Investments

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Category is not relevant based on relevance assessment conducted by International Aerospace Environmental Group (IAEG). This assessment is based on the criteria defined in The GHG Protocol Corporate Value Chain Accounting and Reporting Standard, which includes size, influence, risk and stakeholders. Each Scope 3 category is scored numerically against each criterion to determine the relevancy of each Scope 3 category to the aerospace industry. Recognizing the diversity in aerospace products, IAEG Work Group 3 conducted the assessment at a sub-industry level. The aerospace sub-industries included in this assessment are final assembly, electrical components, software, engines, structural components, and interiors. Based on these criteria, GHG emissions associated with investments is not relevant.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Boeing has evaluated relevance of all upstream Scope 3 categories defined by WRI.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Boeing has evaluated relevance of all downstream Scope 3 categories defined by WRI and determined no additional categories are relevant.
[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:
☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.1.4) Attach the statement

ghg_emissions_and_waterwithdrawal_assurance_statement_2023.pdf

(7.9.1.5) Page/section reference

Pages 1-3

(7.9.1.6) Relevant standard

Select from:
☑ ISO14064-3

(7.9.1.7) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:
☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.2.5) Attach the statement

ghg_emissions_and_waterwithdrawal_assurance_statement_2023.pdf

(7.9.2.6) Page/ section reference

Pages 1-3

(7.9.2.7) Relevant standard

Select from:
☑ ISO14064-3

(7.9.2.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.2.5) Attach the statement

ghg_emissions_and_waterwithdrawal_assurance_statement_2023.pdf

(7.9.2.6) Page/ section reference

Pages 1-3

(7.9.2.7) Relevant standard

Select from:

☑ ISO14064-3

(7.9.2.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Business travel

☑ Scope 3: Use of sold products

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

ghg_emissions_and_waterwithdrawal_assurance_statement_2023.pdf

(7.9.3.6) Page/section reference

Pages 1-3

(7.9.3.7) Relevant standard

Select from:
☑ ISO14064-3

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

17000

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.3) Emissions value (percentage)

1.6

(7.10.1.4) Please explain calculation

Reporting year's Scope 1 Scope 2 (market) emissions in metric tonnes divided by the previous year's Scope 1 Scope 2 (market) emissions in metric tonnes

Unidentified

(7.10.1.1) Change in emissions (metric tons CO2e)

103400

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.4) Please explain calculation

Miscellaneous non-itemized remaining balance

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

6600

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.3) Emissions value (percentage)

0.6

(7.10.1.4) Please explain calculation

This figure is rounded from the conservation projects included in C7.55.1
[Fixed row]

(7.12.1) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

(7.12.1.1) CO2 emissions from biogenic carbon (metric tons CO2)

0

(7.12.1.2) Comment

Boeing has biogenic carbon emissions associated with Sustainable Aviation Fuel (SAF) combustion. In Boeing's current state process, the emission factor utilized from CORSIA represents holistic lifecycle emissions as a CO2e value and we are unable to break out the biogenic component.
[Fixed row]

(7.15.1) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:
☑ CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

491000

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Fourth Assessment Report (AR4 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

☑ CH4

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

0

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Fourth Assessment Report (AR4 - 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:

☑ N2O

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

1000

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Fourth Assessment Report (AR4 - 100 year)

Row 4

(7.15.1.1) Greenhouse gas

Select from:

☑ HFCs

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

7000

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Fourth Assessment Report (AR4 - 100 year)

Row 5

(7.15.1.1) Greenhouse gas

Select from:
☑ SF6

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

36000

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Fourth Assessment Report (AR4 - 100 year)

Row 6

(7.15.1.1) Greenhouse gas

Select from:
☑ Other, please specify **:**HFEs

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

2000

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Fourth Assessment Report (AR4 - 100 year)

Row 7

(7.15.1.1) Greenhouse gas

Select from:
☑ PFCs

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

0

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Fourth Assessment Report (AR4 - 100 year)

Row 8

(7.15.1.1) Greenhouse gas

Select from:
☑ Other, please specify **:**HFOs

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

0

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Fourth Assessment Report (AR4 - 100 year)
[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

Australia

(7.16.1) Scope 1 emissions (metric tons CO2e)

4000

(7.16.2) Scope 2, location-based (metric tons CO2e)

21000

(7.16.3) Scope 2, market-based (metric tons CO2e)

21000

Bahrain

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Belgium

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Brazil

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Canada

(7.16.1) Scope 1 emissions (metric tons CO2e)

5000

(7.16.2) Scope 2, location-based (metric tons CO2e)

8000

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

China

(7.16.1) Scope 1 emissions (metric tons CO2e)

1000

(7.16.2) Scope 2, location-based (metric tons CO2e)

6000

(7.16.3) Scope 2, market-based (metric tons CO2e)

6000

Denmark

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Ethiopia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

France

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Germany

(7.16.1) Scope 1 emissions (metric tons CO2e)

1000

(7.16.2) Scope 2, location-based (metric tons CO2e)

3000

(7.16.3) Scope 2, market-based (metric tons CO2e)

3000

Greece

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Hong Kong SAR, China

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Hungary

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

India

(7.16.1) Scope 1 emissions (metric tons CO2e)

1000

(7.16.2) Scope 2, location-based (metric tons CO2e)

21000

(7.16.3) Scope 2, market-based (metric tons CO2e)

21000

Indonesia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Israel

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Italy

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Japan

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

1000

(7.16.3) Scope 2, market-based (metric tons CO2e)

1000

Kazakhstan

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Kuwait

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Luxembourg

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Malaysia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Mexico

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

2000

(7.16.3) Scope 2, market-based (metric tons CO2e)

2000

Netherlands

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

New Zealand

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Norway

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Poland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

4000

(7.16.3) Scope 2, market-based (metric tons CO2e)

2000

Qatar

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Republic of Korea

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Romania

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Russian Federation

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Saudi Arabia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Singapore

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

3000

(7.16.3) Scope 2, market-based (metric tons CO2e)

3000

South Africa

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Spain

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Sweden

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Switzerland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Taiwan, China

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Thailand

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Turkey

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

1000

(7.16.3) Scope 2, market-based (metric tons CO2e)

1000

Ukraine

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

1000

(7.16.3) Scope 2, market-based (metric tons CO2e)

1000

United Arab Emirates

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

United Kingdom of Great Britain and Northern Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

1000

(7.16.2) Scope 2, location-based (metric tons CO2e)

2000

(7.16.3) Scope 2, market-based (metric tons CO2e)

1000

United States of America

(7.16.1) Scope 1 emissions (metric tons CO2e)

521000

(7.16.2) Scope 2, location-based (metric tons CO2e)

689000

(7.16.3) Scope 2, market-based (metric tons CO2e)

316000

Viet Nam

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0
[Fixed row]

(7.17.1) Break down your total gross global Scope 1 emissions by business division.

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	*Defense, Space & Security*	*139000*
Row 3	*Global Services*	*12000*
Row 4	*Commercial Airplanes*	*362000*
Row 5	*Unallocated items and other*	*23000*

[Add row]

(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport OEM activities	*501000*	*This accounting method includes the emissions from the following business divisions: Commercial Airplanes, Defense, Space & Security.*

[Fixed row]

(7.20.1) Break down your total gross global Scope 2 emissions by business division.

	Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*Global Services*	*43000*	*27000*
Row 3	*Unallocated items and other*	*73000*	*50000*
Row 4	*Commercial Airplanes*	*322000*	*52000*
Row 5	*Defense, Space & Security*	*325000*	*251000*

[Add row]

(7.21) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport OEM activities	*647000*	*303000*	*This accounting method includes the emissions from the following business divisions: Commercial Airplanes, Defense, Space & Security.*

[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

536000

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

764000

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

380000

(7.22.4) Please explain

Consolidated accounting group is provided at "The Boeing Company" Level.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

Boeing does not currently break down emissions by other entities.
[Fixed row]

(7.27) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Row 1

(7.27.1) Allocation challenges

Select from:

☑ Diversity of product lines makes accurately accounting for each product/product line cost ineffective

(7.27.2) Please explain what would help you overcome these challenges

Due to the diversity of our products, the proprietary nature of our business, and the classified status of many of our programs, we are still looking for a better allocation methodology for our customers. We disclose our GHG inventory at the company and country level through CDP.
[Add row]

(7.28) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

	Do you plan to develop your capabilities to allocate emissions to your customers in the future?	Describe how you plan to develop your capabilities
	Select from: ☑ Yes	*Boeing engages directly with customers, on a case-by-case basis, to discuss data requests.*

[Fixed row]

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ No
Consumption of purchased or acquired steam	*Select from:* ☑ No
Consumption of purchased or acquired cooling	*Select from:* ☑ No
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ Yes

[Fixed row]

(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☑ HHV (higher heating value)

(7.30.1.2) MWh from renewable sources

18000

(7.30.1.3) MWh from non-renewable sources

2478000

(7.30.1.4) Total (renewable and non-renewable) MWh

2496000

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

837000

(7.30.1.3) MWh from non-renewable sources

1285000

(7.30.1.4) Total (renewable and non-renewable) MWh

2122000

Consumption of self-generated non-fuel renewable energy

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.4) Total (renewable and non-renewable) MWh

0

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

855000

(7.30.1.3) MWh from non-renewable sources

3763000

(7.30.1.4) Total (renewable and non-renewable) MWh

4618000
[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	*Select from:* ☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ Yes
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:
☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.8) Comment

Not applicable

Other biomass

(7.30.7.1) Heating value

Select from:
☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.8) Comment

Not applicable

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:

☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

18000

(7.30.7.4) MWh fuel consumed for self-generation of heat

18000

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.8) Comment

Rounded to nearest thousands. Sustainable Aviation Fuel (SAF). We use emission factors from ICAO's "CORSIA Default Life Cycle Emissions Values for CORSIA Eligible Fuels," June 2022 release.

Coal

(7.30.7.1) Heating value

Select from:

☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.8) Comment

Not Applicable

Oil

(7.30.7.1) Heating value

Select from:
☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

146000

(7.30.7.4) MWh fuel consumed for self-generation of heat

146000

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.8) Comment

Rounded to nearest thousands. Fuel Oil. We use Australia National Greenhouse and Energy Reporting (NGER) emissions factors for our sites located in Australia, and US EPA_40_CFR 98 Subpart C table C-1, as amended at 78 FR 71950, Nov. 29, 2013, for all other sites.

Gas

(7.30.7.1) Heating value

Select from:
☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

1728000

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

1728000

(7.30.7.8) Comment

Rounded to nearest thousands. Natural Gas. We use US EPA_40_CFR 98 Subpart C table C-1, as amended at 78 FR 71950, Nov. 29, 2013 for site s in US and Canada; Australia National Greenhouse and Energy Reporting (NGER) emissions factors for our sites located in Australia, and CRC Energy Efficiency Schema for sites in the UK. All other sites rely on the 2006 IPCC Guidelines for National Greenhouse Gas Inventories emission factors.

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:

☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

604000

(7.30.7.4) MWh fuel consumed for self-generation of heat

604000

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.8) Comment

Rounded to nearest thousands. We use Australia National Greenhouse and Energy Reporting ((NGER) emissions factors for our sites located in Australia, and US EPA_40_CFR 98 Subpart C table C-1, as amended at 78 FR 71950, Nov. 29, 2013, for all other sites.

Total fuel

(7.30.7.1) Heating value

Select from:
☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

2496000

(7.30.7.4) MWh fuel consumed for self-generation of heat

768000

(7.30.7.5) MWh fuel consumed for self-generation of steam

1728000

(7.30.7.8) Comment

Rounded to the thousands.
[Fixed row]

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Heat

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Steam

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0
[Fixed row]

(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7.

Row 1

(7.30.14.1) Country/area

Select from:

☑ United States of America

(7.30.14.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Renewable energy mix, please specify **:**Wind and Solar

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

438000

(7.30.14.6) Tracking instrument used

Select from:

☑ US-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ United States of America

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

Rounded to thousands.

Row 2

(7.30.14.1) Country/area

Select from:

☑ United States of America

(7.30.14.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Wind

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

3000

(7.30.14.6) Tracking instrument used

Select from:

☑ US-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ United States of America

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

Rounded to thousands. Portland, OR.

Row 3

(7.30.14.1) Country/area

Select from:

☑ United States of America

(7.30.14.2) Sourcing method

Select from:

☑ Unbundled procurement of energy attribute certificates (EACs)

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Renewable energy mix, please specify **:**Wind and Solar

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

34000

(7.30.14.6) Tracking instrument used

Select from:

☑ US-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ United States of America

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

Rounded to thousands. Applied to the Arizona Data Center (Iron Mountain).

Row 4

(7.30.14.1) Country/area

Select from:

☑ United States of America

(7.30.14.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Solar

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

10000

(7.30.14.6) Tracking instrument used

Select from:

☑ US-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ United States of America

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

Rounded to thousands. Applicable to the Mesa, AZ facility (Salt River Project - SRP).

Row 5

(7.30.14.1) Country/area

Select from:

☑ United States of America

(7.30.14.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Renewable energy mix, please specify **:**Wind and Solar

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

141000

(7.30.14.6) Tracking instrument used

Select from:
☑ US-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:
☑ United States of America

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ No

(7.30.14.10) Comment

Rounded to thousands. Boeing South Carolina utility Green Tariff with the local utility supplier.

Row 6

(7.30.14.1) Country/area

Select from:
☑ United States of America

(7.30.14.2) Sourcing method

Select from:
☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:
☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Renewable energy mix, please specify **:**Wind and Solar

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

203000

(7.30.14.6) Tracking instrument used

Select from:

☑ US-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ United States of America

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

Rounded to nearest thousands. Green tariffs received by some sites in Illinois, Ohio, Pennsylvania, Texas.

Row 7

(7.30.14.1) Country/area

Select from:

☑ United States of America

(7.30.14.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Renewable energy mix, please specify **:**Wind and Solar

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

1000

(7.30.14.6) Tracking instrument used

Select from:

☑ US-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ United States of America

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

Rounded to thousands.

Row 8

(7.30.14.1) Country/area

Select from:

☑ Singapore

(7.30.14.2) Sourcing method

Select from:

☑ Other, please specify **:**Direct-line contract

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Solar

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

1000

(7.30.14.6) Tracking instrument used

Select from:

☑ Contract

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ Singapore

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

Boeing maintains a direct-line solar contract in Singapore. The solar panel equipment is located on-site but is owned and operated by a third-party. Each year, Boeing is guaranteed a certain amount of generation from the onsite equipment and the volume is tracked by the third party through meter reads and invoicing. The solar array is not connected to the grid and RECs are not generated.

Row 9

(7.30.14.1) Country/area

Select from:

☑ United Kingdom of Great Britain and Northern Ireland

(7.30.14.2) Sourcing method

Select from:

☑ Unbundled procurement of energy attribute certificates (EACs)

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Renewable energy mix, please specify **:**Wind, Solar, and/or Hydro

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

8000

(7.30.14.6) Tracking instrument used

Select from:
☑ REGO

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:
☑ United Kingdom of Great Britain and Northern Ireland

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ No

(7.30.14.10) Comment

Electricity generated in the UK from wind, solar and/or hydro, backed by REGOs. Rounded to the thousands.
[Add row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Australia

(7.30.16.1) Consumption of purchased electricity (MWh)

24000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

24000.00

Bahrain

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Belgium

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Brazil

(7.30.16.1) Consumption of purchased electricity (MWh)

2000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2000.00

Canada

(7.30.16.1) Consumption of purchased electricity (MWh)

32000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

32000.00

China

(7.30.16.1) Consumption of purchased electricity (MWh)

4000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

4000.00

Denmark

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Ethiopia

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

France

(7.30.16.1) Consumption of purchased electricity (MWh)

1000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1000.00

Germany

(7.30.16.1) Consumption of purchased electricity (MWh)

4000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

4000.00

Greece

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Hong Kong SAR, China

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Hungary

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

India

(7.30.16.1) Consumption of purchased electricity (MWh)

12000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

12000.00

Indonesia

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Israel

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Italy

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Japan

(7.30.16.1) Consumption of purchased electricity (MWh)

1000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1000.00

Kazakhstan

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Kuwait

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Luxembourg

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Malaysia

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Mexico

(7.30.16.1) Consumption of purchased electricity (MWh)

3000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3000.00

Netherlands

(7.30.16.1) Consumption of purchased electricity (MWh)

1000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1000.00

New Zealand

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Norway

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Poland

(7.30.16.1) Consumption of purchased electricity (MWh)

3000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3000.00

Qatar

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Republic of Korea

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Romania

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Russian Federation

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Saudi Arabi

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Singapore

(7.30.16.1) Consumption of purchased electricity (MWh)

4000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

4000.00

South Africa

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Spain

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Sweden

(7.30.16.1) Consumption of purchased electricity (MWh)

1000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1000.00

Switzerland

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Taiwan, China

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Thailand

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

Turkey

(7.30.16.1) Consumption of purchased electricity (MWh)

1000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1000.00

Ukraine

(7.30.16.1) Consumption of purchased electricity (MWh)

1000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1000.00

United Arab Emirates

(7.30.16.1) Consumption of purchased electricity (MWh)

1000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1000.00

United Kingdom of Great Britain and Northern Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

12000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

12000.00

United States of America

(7.30.16.1) Consumption of purchased electricity (MWh)

2013000

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2013000.00

Viet Nam

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00
[Fixed row]

(7.35) Provide any efficiency metrics that are appropriate for your organization’s transport products and/or services.

Row 1

(7.35.1) Activity

Select from:

☑ Aviation

(7.35.3) Metric numerator

Select from:

☑ tCO2e

(7.35.4) Metric denominator

Select from:

☑ Financial: Revenue-ton.km

(7.35.8) Please explain

A primary performance metric used in comparison of commercial aircraft is fuel consumption (which is proportional to CO2 emissions) per passenger kilometer. Boeing's newest airplanes are 20%-30% more efficient than the in-service Boeing airplanes they typically replace. For example, the 737MAX generation of our aircraft has 20 percent less CO2 emissions per passenger kilometre than the 737NG generation of aircraft; and the 787 aircraft has 25 percent less CO2 emissions per passenger kilometre than the 767-300ER. As aircraft are long-lived assets, with long product development cycles lasting several years, and long production lifetimes, they do not change materially on a year to year basis except when significant performance improvement packages are incorporated.
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.0000117747

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

916000

(7.45.3) Metric denominator

Select from:

☑ unit total revenue

(7.45.4) Metric denominator: Unit total

77794000000

(7.45.5) Scope 2 figure used

Select from:

☑ Market-based

(7.45.6) % change from previous year

25

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

☑ Change in revenue

(7.45.9) Please explain

Numerator: Scope 1 Scope 2 (Market) emissions were lower in 2023 as compared to 2022. This was largely due to increased usage of renewable energy. Since our baseline year of 2017, Boeing has increased our global renewable energy by 145%. Denominator: Revenues increased by 11,186 million in 2023 compared with 2022 driven by higher revenues at all three operating segments. BCA revenues increased by 7,875 million primarily driven by higher 787 deliveries. BDS revenues increased by 1,771 million primarily due to higher revenues on fixed-price development programs. BGS revenues increased by 1,516 million primarily due to higher commercial services revenue driven by market recovery across the commercial portfolio. Revenues increased by 4,322 million in 2022 compared with 2021 driven by higher revenues at BCA and BGS, partially offset by lower revenues at BDS. BCA revenues increased by 6,312 million primarily driven by higher 737 and 787 deliveries. BGS revenues increased by 1,283 million primarily due to higher commercial services volume, partially offset by lower government services volume and performance. BDS revenues decreased by 3,378 million primarily due to charges on fixed-price development programs, unfavorable performance across other defense programs, and lower P-8 and weapons volume. Revenues will continue to be significantly impacted until the global supply chain stabilizes, labor instability diminishes, and deliveries ramp up.
[Add row]

(7.50) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport.

Row 1

(7.50.1) Activity

Select from:
☑ Aviation

(7.50.4) Metric denominator

Select from:
☑ t.km

(7.50.7) Vehicle unit sales in reporting year

504

(7.50.8) Vehicle lifetime in years

22.5

(7.50.10) Load factor

The 2023 industry average passenger load factor is 82.3 percent worldwide

(7.50.11) Please explain the changes, and relevant standards/methodologies used

Typical median in-service lifetime for commercial freighter aircraft is 25-30, whereas the lifetime for commercial passenger aircraft is 20-25 years. The mean of the 20 to 25- year range for commercial passenger aircraft is entered into the Vehicle Lifetime in Years field. In 2023, Boeing delivered totally 504 commercial aircraft, which includes 737, 747, 767, 777 and 787 aircraft models. Note that commercial aircraft ranges and performance vary widely across Boeing's product offerings, which affects these averages. Only commercial aircraft sales are reported above. (Excludes 737-800's delivered to P8 program.)
[Add row]

(7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

(7.52.1) Description

Select from:
☑ Energy usage

(7.52.2) Metric value

11707000

(7.52.3) Metric numerator

Energy Consumption (MMBtu)

(7.52.5) % change from previous year

12

(7.52.6) Direction of change

Select from:

☑ Decreased

(7.52.7) Please explain

The 12 percent energy reduction as compared to 2017 baseline target is set based on the consumption of Natural Gas and Electricity usage from Core Metric Sites, which represent roughly 70 percent of Boeing's total energy consumption. Percent change listed is calculated comparing 2023 to baseline year (2017).
[Add row]

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:

☑ Abs 1

(7.53.1.2) Is this a science-based target?

Select from:

☑ Yes, we consider this a science-based target, but we have not committed to seek validation of this target by the Science Based Targets initiative within the next two years

(7.53.1.5) Date target was set

06/04/2018

(7.53.1.6) Target coverage

Select from:

☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.1.11) End date of base year

12/31/2017

(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

323000

(7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)

526000

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

0.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

849000.000

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

50.93

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

86.37

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

68.3

(7.53.1.54) End date of target

12/31/2023

(7.53.1.55) Targeted reduction from base year (%)

25

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

636750.000

(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)

289000

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

248000

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

537000.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ Yes, it covers land-related emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

(7.53.1.79) % of target achieved relative to base year

147.00

(7.53.1.80) Target status in reporting year

Select from:

☑ Achieved

(7.53.1.82) Explain target coverage and identify any exclusions

The 25 percent GHG target as compared to 2017 baseline target is set based on the emissions from Natural Gas and Electricity usage from Core Metric Sites, which represent the majority (70%) of Boeing's operations. We consider this a science-based target, but we have not committed to seek validation of this target by the SBTi within the next two years. This target was developed using SBTi sector-based approach.

(7.53.1.83) Target objective

To reduce emissions from natural gas and electricity consumption at core metric sites, and Boeing's overall emissions.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ No

(7.53.1.86) List the emissions reduction initiatives which contributed most to achieving this target

- Increased usage of renewably-sourced electricity and Renewable Energy Credits. - Increased usage of Sustainable Aviation Fuel. - Electricity and Natural Gas conservation projects implemented at manufacturing sites. Plus, the implementation of long-lasting infrastructure improvements and the contracting of renewable energy allow us to build on emissions reductions each year.
[Add row]

(7.54.2) Provide details of any other climate-related targets, including methane reduction targets.

Row 1

(7.54.2.1) Target reference number

Select from:
☑ Oth 1

(7.54.2.2) Date target was set

06/05/2017

(7.54.2.3) Target coverage

Select from:
☑ Organization-wide

(7.54.2.4) Target type: absolute or intensity

Select from:
☑ Absolute

(7.54.2.5) Target type: category & Metric (target numerator if reporting an intensity target)

Energy consumption or efficiency
☑ million Btu

(7.54.2.7) End date of base year

12/31/2017

(7.54.2.8) Figure or percentage in base year

13311000

(7.54.2.9) End date of target

12/31/2025

(7.54.2.10) Figure or percentage at end of date of target

11980000

(7.54.2.11) Figure or percentage in reporting year

11707000

(7.54.2.12) % of target achieved relative to base year

120.5108940646

(7.54.2.13) Target status in reporting year

Select from:

☑ Achieved

(7.54.2.15) Is this target part of an emissions target?

Yes, this 10% energy reduction target is related to our GHG reduction target (Abs 1).

(7.54.2.16) Is this target part of an overarching initiative?

Select all that apply

☑ No, it’s not part of an overarching initiative

(7.54.2.18) Please explain target coverage and identify any exclusions

Sustainable operations targets shown are absolute targets, established against a 2017 baseline, and not indexed to production levels or growth. All 2025 reduction targets were set with an operational boundary of the Core Metric Sites, which represent the majority (70%) of Boeing's operations, and includes emissions from electricity use and natural gas.

(7.54.2.19) Target objective

Decrease energy usage.
[Add row]

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	*0*	*`Numeric input*
To be implemented	*0*	*0*
Implementation commenced	*0*	*0*
Implemented	*9*	*6580*
Not to be implemented	*0*	*`Numeric input*

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

140

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

77000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

391000

(7.55.2.7) Payback period

Select from:

☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 11-15 years

(7.55.2.9) Comment

Emissions savings rounded to the nearest 10's. Monetary values rounded to nearest 1000's.

Row 2

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

300

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

147000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

213000

(7.55.2.7) Payback period

Select from:
☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 11-15 years

(7.55.2.9) Comment

Emissions savings rounded to the nearest 10's. Monetary values rounded to nearest 1000's.

Row 3

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings
☑ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

30

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply
☑ Scope 2 (location-based)
☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:
☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

352000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

1010000

(7.55.2.7) Payback period

Select from:
☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 11-15 years

(7.55.2.9) Comment

Emissions savings rounded to the nearest 10's. Monetary values rounded to nearest 1000's.

Row 4

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings
☑ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

110

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

75000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

153000

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 11-15 years

(7.55.2.9) Comment

Emissions savings rounded to the nearest 10's. Monetary values rounded to nearest 1000's.

Row 5

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

50

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

27000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

73000

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 11-15 years

(7.55.2.9) Comment

Emissions savings rounded to the nearest 10's. Monetary values rounded to nearest 1000's.

Row 6

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

20

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

12000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

40000

(7.55.2.7) Payback period

Select from:
☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 11-15 years

(7.55.2.9) Comment

Emissions savings rounded to the nearest 10's. Monetary values rounded to nearest 1000's.

Row 7

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings
☑ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

40

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply
☑ Scope 2 (location-based)
☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

35000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

88000

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 11-15 years

(7.55.2.9) Comment

Emissions savings rounded to the nearest 10's. Monetary values rounded to nearest 1000's.

Row 8

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

20

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

15000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

60000

(7.55.2.7) Payback period

Select from:

☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 11-15 years

(7.55.2.9) Comment

Emissions savings rounded to the nearest 10's. Monetary values rounded to nearest 1000's.

Row 9

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Heating, Ventilation and Air Conditioning (HVAC)

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

5870

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

608000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

68000

(7.55.2.7) Payback period

Select from:

☑ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 16-20 years

(7.55.2.9) Comment

Emissions savings rounded to the nearest 10's. Monetary values rounded to nearest 1000's.
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:
☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

Through collaboration with global stakeholders over several years, Boeing supported development and adoption of two complementary global carbon emission–reduction measures agreed to in 2016 by ICAO: a fuel efficiency standard for newly manufactured airplanes and a market-based carbon-offset program known as CORSIA. New commercial aircraft will be required to meet ICAO's fuel efficiency standards as they are implemented by member nations over the next several years. And airlines flying between participating nations will begin adopting a market-based carbon-offset program, CORSIA. Over 100 states now participate in CORSIA, covering approximately 80 percent of the estimated growth in emissions from international aviation after 2020. Offset credits purchased through the program, which will be assessed to ensure they meet stringent environmental integrity criteria, will finance projects to reduce CO2 emissions, many in developing countries. In 2020, we advocated for US adoption of the ICAO standards. Boeing also voluntarily participated in the US Federal Aviation Administration's (FAA) initial CORSIA data request in 2022.

Row 3

(7.55.3.1) Method

Select from:

☑ Dedicated budget for other emissions reduction activities

(7.55.3.2) Comment

Boeing is committed to environmental protection and stewardship at all levels – conducting its operations in compliance with applicable environmental laws, regulations, and internal policies and procedures. Along with Boeing nonprofit environmental partners and other stakeholders, the company is working together on activities that promote environmental protection and stewardship toward the goals of improving the quality and sustainability of our global water supply, preserving and restoring ecosystems and protect wildlife. Boeing corporate charitable investments are amplified by employee giving. In 2022, Boeing employees donated more than 63 million, which includes the Boeing company match, and contributed 366,000 volunteer hours to charitable causes. Boeing also encouraged virtual volunteering for employees during the pandemic, including, Zooniverse — the largest platform for people-powered research where over a million volunteers assist professional researchers to amplify their biodiversity, and other work, to advance science and the humanities. In 2022, 186 employees volunteered 420 hours through Zooniverse, spotting and identifying animals, and generating thousands of dollars in gift-matching by Boeing's gift-match program. As part of our commitment to sustainability — with a focus on environmental stewardship and biodiversity — Boeing donated 1 million to the National Wildlife Federation in February 2022 for the Wallis Annenberg Wildlife Crossing in Los Angeles. The crossing, with ceremonial groundbreaking in April 2022, will span 10 lanes of U.S. Highway 101 to reconnect an integral wildlife zone near Boeing's Santa Susana Field Laboratory. The wildlife crossing will be critical in the effort to save the threatened local mountain lion population from extinction. Boeing has a history of partnership with the National Wildlife Federation, including donations for the wildlife crossing campaign, a long-term mountain lion study in the Santa Monica Mountains and educational outreach.

Row 4

(7.55.3.1) Method

Select from:

☑ Employee engagement

(7.55.3.2) Comment

Active engagement of employees is a critical component of improving the environmental performance of Boeing operations; doing this well requires unique approaches at different sites and with different groups of employees. Boeing's employee engagement program focuses on identifying and removing barriers that prevent employees from adopting sustainable behaviors. This is done through deploying employee-based social marketing techniques and by providing tools to help employees save energy and water and reduce waste. Resources are centrally available and include a website; social networking site; conservation and behavior change communities of practice; playbooks for best practices; gamification; hands-on learning kits; communications; environment tips and training. One of the highlights of this program is Boeing's annual Battle of the Buildings Competition (BoB), which is the key recognition of Earth Day at Boeing Operations. Through BoB, Boeing leverages the gamification of conservation to engage employees to change behaviors and reduce energy use and greenhouse gas emissions – whether they're working at a Boeing site or at home.

Row 5

(7.55.3.1) Method

Select from:

☑ Lower return on investment (ROI) specification

(7.55.3.2) Comment

In 2019, Boeing also joined the Renewable Energy Buyer's Alliance and entered into contracts to expand our use of 100% renewable electricity. In 2021, Boeing procured enough renewable electricity to account for the electricity used in our factories in Renton, Washington and Charleston, South Carolina; most sites in Illinois, Indiana, Ohio, Pennsylvania, Texas, and the UK; and a large data center in Arizona.

Row 6

(7.55.3.1) Method

Select from:

☑ Dedicated budget for low-carbon product R&D

(7.55.3.2) Comment

Fuel efficiency and CO2 emissions reduction, is the driving technology force in our industry. For this reason, a substantial portion of our research and product development budget for commercial airplanes is directed towards lower-carbon emitting products. New commercial airplanes provide significant efficiency gains, with each generation reducing fuel use and emissions. Boeing has invested more than 60 billion over the last 10 years in key strategic areas. To accelerate innovation, we also use our ecoDemonstrator flying test bed program to take promising technologies out of the lab and test them in the air and on the ground. The ecoDemonstrator has tested over 170 projects to date, including the advanced technology winglets that save fuel, a laser system that can detect clear air turbulence and landing gear that lessens noise. The Boeing ecoDemonstrator program takes promising technologies out of the lab and tests them to make flying safer and more sustainable. The ecoDemonstrator program has evaluated technologies using a 737 (2012), 787 Dreamliner (2014), 757 (2015), an Embraer E170 regional jet (2016, and the first such collaboration between two airplane manufacturers), a 777 Freighter (2018), a 777-200 (2019), and a 787-10 Dreamliner (2020). About one-third of the technologies tested on these flight test programs have transitioned to either production programs or in-service solutions for customers. For example, natural laminar flow winglets that improved fuel efficiency during testing in 2012 with the 737 are now standard equipment on the 737MAX. The 2018 777 ecoDemonstrator platform tested technology allowing it to fly on sustainable aviation fuel throughout the entirety of the flight test program, which helped lead to the first-ever commercial flights on 100% sustainable aviation fuel. The 2022 ecoDemonstrator is a Boeing-owned 777-200ER tested about 30 projects that can make aviation safer and more sustainable. Projects included technologies that improve sustainability and safety for the aerospace industry, including a water conservation system and technologies to improve operational efficiency. Other projects focus on product lifecycle, additive manufacturing, and sustainable aviation fuel.

Row 7

(7.55.3.1) Method

Select from:

☑ Other **:**Conservation Projects

(7.55.3.2) Comment

Conservation projects are being tracked and there is a planning process in place for sites to evaluate potential projects and the timing of investment in conservation projects. This includes engineering studies to evaluate energy efficiency capital projects that could be implemented in the future. We have achieved additional energy benefits, although not specifically quantified, through sustaining maintenance activities and new construction or major building refurbishment projects.

Row 8

(7.55.3.1) Method

Select from:

☑ Internal incentives/recognition programs

(7.55.3.2) Comment

Boeing sponsors an annual internal Environmental Leadership Awards program to recognize and encourage replication of environmental and conservation best practices worldwide across the company. The award also recognizes innovative ideas and proactive efforts to implement measures to benefit the environment.

Row 9

(7.55.3.1) Method

Select from:

☑ Other **:**ENERGY STAR

(7.55.3.2) Comment

Boeing is an EPA Energy Start Partner of the year, and received a Sustained Excellence Award for maintaining its energy management program in 2024.

Row 10

(7.55.3.1) Method

Select from:

☑ Other **:**Sustainable Aviation Fuel Activities

(7.55.3.2) Comment

Boeing continues to be a leader in the aviation industry for developing and commercializing sustainable aviation fuels (SAF). Sustainable aviation fuels represent commercial aviation's greatest opportunity to reduce CO2 emissions, meet the aerospace industry's environmental goals, and support long-term sustainable growth. Substantial progress has been made on dozens of collaborative projects around the world with near- and long-term potential to deliver sustainable aviation fuel to airline customers. In January 2021, Boeing established a goal that current and future commercial aircraft will be 100% SAF capable by 2030. In 2021 Boeing, SkyNRG, and SkyNRG Americas announced a partnership focused on scaling the availability and use of sustainable aviation fuels (SAF) globally. Boeing will also invest in SkyNRG Americas' SAF production project, for which Alaska Airlines is a previously announced partner. Boeing's 2018 ecoDemonstrator 777 Freighter made history as the world's first commercial airliner to fly on 100% sustainable fuel. The 2022 ecoDemonstrator program operated test flights on 30% SAF. Please note accomplishments we've included in our 2023 Sustainability report that reflects 2022 activities, which includes but is not limited to: January – Wisk secured 450 million from Boeing to advance certified autonomous electric flight; February - Purchased 2 million gallons (7.6 million liters) of SAF for Boeing's commercial airplane operations; April - Announced multiyear commitment to Yale Center for Natural Carbon Capture; June - Unveiled 2022 ecoDemonstrator, a 777-200ER serving as a test bed for 30 new technologies to help decarbonize aviation; July - Debuted Cascade, a data modeling tool that visualizes how to get to a net-zero carbon emission future for commercial aviation; October - ecoDemonstrator program collaborated with NASA to test SAF emissions
[Add row]

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

Row 1

(7.74.1.1) Level of aggregation

Select from:

☑ Group of products or services

(7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

☑ Other, please specify :See next column

(7.74.1.3) Type of product(s) or service(s)

Aviation

☑ Other, please specify

(7.74.1.4) Description of product(s) or service(s)

737MAX, 787, and 777X families of airplane products. 737MAX and 787 are currently in-production and available for order and delivery to replace the prior generation of similar airplanes. 777X is currently in development and available for order to replace the prior generations of 777, 747, A340, and A380 airplanes to reduce CO2 emissions in support of commercial aviation goal of net zero emissions by 2050. Boeing's newest airplanes are 20%-30% more efficient than the in-service airplanes they replace. Per ASTM standards, all commercial turbojet airplanes are certified to fly revenue passengers with a blend of up to 50% sustainable aviation fuels derived from biomass and other sustainable sources that can reduce CO2 emissions by up to 80% over conventional fossil jet fuel on a life cycle basis.

(7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

☑ No

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

44
[Add row]

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

☑ Aviation

(7.75.2) Metric

Select from:

☑ Production

(7.75.3) Technology

Select from:

☑ Other, please specify :see next column

(7.75.4) Metric figure

100

(7.75.5) Metric unit

Select from:

☑ Other, please specify :see next column

(7.75.6) Explanation

Each commercial airplane model that Boeing produces is the most efficient in its class and represents the best in class low-carbon transport technology. The data below indicates transition to next generation of aircraft technology:- 100 percent of all 737 airplanes delivered in 2021 (245 of 245); First deliveries of the latest generation 737MAX were in 2017, and the 737MAX is 20 percent more efficient than the 737NG. (Excludes 737-800's delivered to P8 program)- 100 percent of all 787 airplanes delivered in 2021 (14 of 14); First delivery of 787 was in 2011, and the 787 is 20-25 percent more efficient than the airplanes they replace.- 0 percent of all 777 airplanes delivered in 2021 (0 of 24); 777X airplanes are currently in development; they will be the most fuel efficient airplanes in its class when the 777X enters service.

Row 2

(7.75.1) Activity

Select from:

☑ Aviation

(7.75.2) Metric

Select from:

☑ Other, please specify **:**Aircraft compatible with sustainable aviation fuel

(7.75.3) Technology

Select from:

☑ Other, please specify **:**Compatible with sustainable aviation fuel

(7.75.4) Metric figure

100

(7.75.5) Metric unit

Select from:

☑ Other, please specify **:**Percentage of delivered aircraft

(7.75.6) Explanation

All sustainable aviation fuels approved for use in aviation are drop-in replacement fuels. Fuel that meets the requirements described in D7566 are reclassified as ASTM D1655 Jet A/A1 fuel and there are no restrictions for use of the fuel and the same compliance and performance guarantee are met. Today, sustainable aviation fuels are mixed directly with conventional jet fuel up to a 50/50 blend — the maximum allowed under current fuel specifications. All current production and in-service Boeing commercial airplanes are compatible with sustainable aviation fuel produced under and meeting this ASTM specification.
[Add row]

(7.79.1) Provide details of the project-based carbon credits canceled by your organization in the reporting year.

Row 1

(7.79.1.1) Project type

Select from:

☑ HFCs

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The Project Activity is the transition from non-Eligible BAs (Baseline BAs) to Ecomate, an Eligible BA (Project BA) at foam manufacturing Facilities in North America. Each Facility is a client of Page 2 of 3 Foam Supplies (FSI). FSI is a Systems House, as defined in the Methodology, and also the manufacturer and distributor of Ecomate. FSI, as the Project Proponent and is aggregating those Facilities into this single ACR Project. As a Systems House, FSI supplies the chemical polyurethane (Foam System) that involves two tanks of chemicals (A-side and B-side) that are then mixed by the Facilities at their manufacturing Facility to produce the foam. The BA is contained within the Foam System formulations supplied by FSI to the Facilities. The Foam Systems are prepared by FSI, weighed to record product volume, shipped to the foam manufacturer (Facility) in pressurized tanks with unique serial numbers for each tank, and unloaded by the foam manufacturer according to FSI's Monitoring and Quality Control Specifications. At the foam manufacturing facility, the Aside and B-side of the Foam System are fed into a mix-head, mixed, and forced into the foam mold cavity where the A-side and B-side systems react, foam, cool, and harden to the configuration of the cavity, producing the requisite product. At all times the isocyanate and the polyol are under a nitrogen blanket and cannot escape from the tanks. When the tanks are empty (a small volume of residual chemicals remain in the tanks) they are returned to the FSI facility where they are again weighed. This mass-balance measurement process is the basis for determining the amount of Foam System material used by the foam manufacturer and the basis for the calculation of the quantity of Project BA being used by the Facilities."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

100000

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ ACR (American Carbon Registry)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Market penetration assessment

☑ Other, please specify **:**Regulatory Surplus Test and Practice-Based Performance Standards

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers ACR-US-624-2020-1600-31615 to 100000 and ACR-US-624-2020-1600-328506 to 360119 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 2

(7.79.1.1) Project type

Select from:

☑ HFCs

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The project activity is the replacement of a high-GWP blowing agents, namely HFC-245fa, with a new blowing agent ("Project BA") in the production and use of foam. SWD will submit evidence that the blowing agent is eligible as a low-GWP BA. The BA is also non-ozone depleting and will replace high-GWP BAs formerly used."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

85000

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ ACR (American Carbon Registry)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Market penetration assessment

☑ Other, please specify **:**Regulatory Surplus Test and Practice-Based Performance Standards

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers ACR-US-620-2020-1574-64661 to 85000, ACR-US-620-2020-1574-154427 to 174661 and ACR-US-620-2020-1574-174662 to 219086 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 3

(7.79.1.1) Project type

Select from:

☑ Forest ecosystem restoration

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The Evergreen REDD Project is located in Apuí Municipality, Amazonas, currently the municipality with the 10th highest deforestation rate in Brazil making it a priority area for forest conservation worldwide. The present project continues to build on the success of the Fortaleza Ituxi REDD Project and the Unitor REDD Project, which have the same project developer and owner, and have provided an important proof of concept for the region. Evergreen's Project Area sums to 130,554.81 hectares of preserved forest area. Given the deforestation pressures and financial difficulties regarding sustainable economic activities in the Project Area, sale of the farm to private investors is considered the most plausible baseline scenario. In recent years, some of the project landowners have been approached to sell their properties. In this context, the conversion of a portion of the project area to pastureland by the project owners, to alleviate the financial pressure, followed by the regional business-as-usual scenario (BAU) is the most plausible future scenario, involving deforestation beyond Brazilian Forest Code limits and sale of illegal timber, followed by implementation of unsustainable cattle ranching operations. Provided that the present REDD project is approved, the landowner intends to improve the mechanisms of surveillance inside the Project Area, abandon planned deforestation activities, as well as implement activities that will result in climate, community, and biodiversity benefits."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

15000

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Barrier analysis

☑ Market penetration assessment

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Activity-shifting

☑ Market leakage

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers 13020-467269904-467282903-VCS-VCU-262-VER-BR-14-2539-01012021-31072021-0 and 13020-467265404-467267403-VCS-VCU-262-VER-BR-14-2539-01012021-31072021-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 4

(7.79.1.1) Project type

Select from:

☑ Wind

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The activity involves installation of large scale commercial wind farm in Thailand to supply clean renewable electricity to the Thailand grid. The scenario existing prior to the start of the project, which is the same as the baseline scenario, is the supply of electricity from power plants connected to the grid. The project consist of 45 turbines 2.3 MW capacity with the total installed capacity of 103.5 MW. The project is developed by K.R. Two Company Limited."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

143191

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020.2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ Gold Standard

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Barrier analysis

☑ Other, please specify :Common practice and Alternative scenarios

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers GS1-1-TH-GS7744-12-2020-23863-142-80685 and GS1-1-TH-GS7744-12-2021-23864-2807-65309 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 5

(7.79.1.1) Project type

Select from:

☑ Wind

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The purpose of the project activity is to generate clean electricity with utilization of wind energy. The project consists of 30 numbers of GE 137 Wind Turbine Generators (WTGs) of 3.0 MW capacities each. The project WTGs are installed in the Krissana & Wangrongyai sub district of Si Khiu district, Nakhonratchasima Province and Huaybong sub-district of Dankhunthod District, Nakhonratchasima Province in Thailand. All the WTGs of the project activity were commissioned on 28/12/2018. The electricity generated by the project is exported to the Thailand National grid."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

307

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020.2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements
☑ Investment analysis
☑ Barrier analysis
☑ Other, please specify :Common practice and Alternative scenarios

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply
☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply
☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers 14611-612685968-612686274-VCS-VCU-1491-VER-TH-1-1999-01012022-31072022-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 6

(7.79.1.1) Project type

Select from:
☑ Wind

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The purpose of the project activity is to generate clean electricity with utilization of wind energy. The project consists of 30 numbers of GE 137 Wind Turbine Generators (WTGs) of 3.0 MW capacities each. The project WTGs are installed in the Nongwang, Bueng Prue and Samnaktakhro sub-districts of Thepharak District, Nakhonratchasima Province in Thailand. All the WTGs of the project activity were commissioned on 27/11/2018. The electricity generated by the project is exported to the Thailand National grid. "

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

629

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020.2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Other, please specify **:**Sensitivity Analysis

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers 14239-566649719-566650347-VCS-VCU-1491-VER-TH-1-2002-01012021-31122021-0 and 14239-566650348-566650669-VCS-VCU-1491-VER-TH-1-2002-01012021-31122021-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 7

(7.79.1.1) Project type

Select from:

☑ Fugitive

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The proposed CDM project aims to reduce gas leakages from components in the natural gas distribution system in Greater Dhaka and its adjacent areas in the People's Republic of Bangladesh, a Least Developed Country. The length of the natural gas distribution system operated by Titas is 12,253.22 km.2 Construction began on the distribution system in the mid-1960s and over the years the system has not been adequately maintained. As a result, a significant percentage of the natural gas throughput (predominately methane (CH4)) leaks from components in the system and is released into the atmosphere contributing to global warming. The project will lead to reductions of methane, a potent greenhouse gas (GHG)."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

119312

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Barrier analysis

☑ Other, please specify :Common Practice and Alternative Scenarios

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers 12058-378994491-379060055-VCS-VCU-1507-VER-BD-10-2478-08112019-31122020-0 and 12513-413079254-413133000-VCS-VCU-1507-VER-BD-10-2478-08112019-31122020-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise

Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 8

(7.79.1.1) Project type

Select from:

☑ Forest ecosystem restoration

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The Katingan Restoration and Conservation Project ('The Katingan Project') protects and restores 149,800 hectares of peatland ecosystems, to offer local communities sustainable sources of income, and to tackle global climate change. The project lies within the districts of Katingan and Kotawaringin Timur in Central Kalimantan Province and covers one of the largest remaining intact peat swamp forests in Indonesia."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

50000

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Barrier analysis

☑ Market penetration assessment

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Activity-shifting

☑ Ecological leakage

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers 12730-430550187-430551829-VCS-VCU-263-VER-ID-14-1477-01012020-31122020-0, 12730-431780771-431782413-VCS-VCU-263-VER-ID-14-1477-01012020-31122020-0 and 12730-431050187-431096900-VCS-VCU-263-VER-ID-14-1477-01012020-31122020-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 9

(7.79.1.1) Project type

Select from:

☑ Afforestation

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The Bluesource - Boone Forestlands IFM Project is approximately 42,000 acres of southern Appalachian hardwood forest located in southeastern Kentucky on the Cumberland Plateau. By committing to maintain forest CO2 stocks through sustainable management, the project will provide significant climate benefits through carbon sequestration."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

200000

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ ACR (American Carbon Registry)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Market penetration assessment

☑ Other, please specify **:**Regulatory Surplus Test and Performance Standards

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Activity-shifting

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers ACR-US-596-2020-1513-31841 to 231840 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 10

(7.79.1.1) Project type

Select from:

☑ HFCs

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The Project Activity is the transition from non-Eligible BAs (Baseline BAs) to Ecomate, an Eligible BA (Project BA) at foam manufacturing Facilities in North America. Each Facility is a client of Page 2 of 3 Page 2 of 3 Foam Supplies (FSI). FSI is a Systems House, as defined in the Methodology, and also the manufacturer and distributor of Ecomate. FSI, as the Project Proponent and is aggregating those Facilities into this single ACR Project. As a Systems House, FSI supplies the chemical polyurethane (Foam System) that involves two tanks of chemicals (A-side and B-side) that are then mixed by the Facilities at their manufacturing Facility to produce the foam. The BA is contained within the Foam System formulations supplied by FSI to the Facilities. The Foam Systems are prepared by FSI, weighed to record product volume, shipped to the foam manufacturer (Facility) in pressurized tanks with unique serial numbers for each tank, and unloaded by the foam manufacturer according to FSI's Monitoring and Quality Control Specifications. At the foam manufacturing facility, the Aside and B-side of the Foam System are fed into a mix-head, mixed, and forced into the foam mold cavity where the A-side and B-side systems react, foam, cool, and harden to the configuration of the cavity, producing the requisite product. At all times the isocyanate and the polyol are under a nitrogen blanket and cannot escape from the tanks. When the tanks are empty (a small volume of residual chemicals remain in the tanks) they are returned to the FSI facility where they are again weighed. This mass-balance measurement process is the basis for determining the amount of Foam System material used by the foam manufacturer and the basis for the calculation of the quantity of Project BA being used by the Facilities."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

109500

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ ACR (American Carbon Registry)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Market penetration assessment

☑ Other, please specify **:**Regulatory Surplus Test and Practice-Based Performance Standards

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers ACR-US-766-2021-1819-16966 to 66465, ACR-US-766-2021-1819-763619 to 790397, ACR-US-766-2021-1819-152501 to 173000, ACR-US-766-2021-1819-687677 to 690397 and ACR-US-766-2021-1819-539677 to 549676 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 11

(7.79.1.1) Project type

Select from:

☑ HFCs

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The project activity is the replacement of a high-GWP blowing agents, namely HFC-245fa, with Solstice LBA an/or methylal in the production and use of spray foam. The methodology assigns a GWP of 1 to Solstice LBA (1233rd(E), and 3 to methylal. The project BA is also non-ozone depleting and will replace high-GWP BAs formerly used. The system is produced at the Mesa location, and shipped in closed containers to hundreds of customers in N.America who use these chemicals to create spray foam insulation in structures. "

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

109500

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ ACR (American Carbon Registry)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements
☑ Market penetration assessment
☑ Other, please specify :Regulatory Surplus Test and Practice-Based Performance Standards

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply
☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply
☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers ACR-US-768-2021-1721-25001 to 125000 and ACR-US-768-2021-1721-175001 to 184500 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 12

(7.79.1.1) Project type

Select from:
☑ Afforestation

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The Ejido Tutuaca Carbon Project is located in the ejido of the same name in the municipality of Temósachic, in the west of the state of Chihuahua, nestled in the Sierra Madre Occidental. The project covers an approximate area of 26,566 hectares of project area. The main activity is Improved Forest Management. The Tutuaca Ejido has been carrying out forest exploitation since 1998."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

53837

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ CAR (The Climate Action Reserve)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Barrier analysis

☑ Market penetration assessment

☑ Other, please specify **:**Timber rights with conservation easement

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

☑ Other, please specify **:**Buffer pool contributions to ensure against reversals

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Activity-shifting

☑ Market leakage

☑ Ecological leakage

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers CAR-1-MX-1660-42-1590-CI-2021-7833-1 to 26029 and CAR-1-MX-1660-42-1590-CI-2022-7831-1 to 27808 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 13

(7.79.1.1) Project type

Select from:

☑ Solar

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"BMT Solar Farm is a greenfield grid-connected photovoltaic solar power plant project located in EA Phe Commune, Krong Pak District, Dak Lak Province, Vietnam with a total installed capacity of 30MW. The project generates 43,224 MWh electricity per annum which will replace anthropogenic emissions of Greenhouse Gases (GHGs) estimated to be approximately 36,706 tCO2/year."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

38000

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020.2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ Gold Standard

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Barrier analysis

☑ Market penetration assessment

☑ Other, please specify :Common practice and Alternative scenarios

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers GS1-1-VN-GS7526-2-2021-23097-1-12065 and GS1-1-VN-GS7551-2-2021-22977-2915-25720 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for

these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 14

(7.79.1.1) Project type

Select from:

☑ Solar

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"AMI Khanh Hoa Solar Project is a greenfield grid-connected photovoltaic solar power plant project located in Cam An Nam Commune, Cam Lam District, Khanh Hoa Province, Vietnam with a total installed capacity of 50MW. The project generates 76,842 MWh electricity per annum which will replace anthropogenic emissions of Greenhouse Gases (GHGs) estimated to be approximately 65,254 tCO2/year."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

38000

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020.2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ Gold Standard

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Barrier analysis

☑ Market penetration assessment

☑ Other, please specify **:**Common practice and Alternative scenarios

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers GS1-1-VN-GS7551-2-2020-22976-1-734, GS1-1-VN-GS7551-2-2021-22977-2915-25720, GS1-1-VN-GS7551-2-2020-22976-48905-62850 and GS1-1-VN-GS7551-2-2021-22977-1-514 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 15

(7.79.1.1) Project type

Select from:

☑ Wind

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The activity involves installation of large scale commercial wind farm in Thailand to supply clean renewable electricity to the Thailand grid. The scenario existing prior to the start of the project, which is the same as the baseline scenario, is the supply of electricity from power plants connected to the grid. The project consist of 45 turbines 2.3 MW capacity with the total installed capacity of 103.5 MW. The project is developed by K.R. Two Company Limited."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

143191

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020.2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ Gold Standard

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Barrier analysis

☑ Market penetration assessment

☑ Other, please specify **:**Common practice and Alternative scenarios

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers GS1-1-TH-GS7744-12-2020-23863-142-80685 and GS1-1-TH-GS7744-12-2021-23864-2807-65309 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 16

(7.79.1.1) Project type

Select from:

☑ Wind

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The purpose of the project activity is to generate clean electricity with utilization of wind energy. The project consists of 30 numbers of GE 137 Wind Turbine Generators (WTGs) of 3.0 MW capacities each. The project WTGs are installed in the Krissana & Wangrongyai sub district of Si Khiu district, Nakhonratchasima Province and Huaybong sub-district of Dankhunthod District, Nakhonratchasima Province in Thailand. All the WTGs of the project activity were commissioned on 28/12/2018. The electricity generated by the project is exported to the Thailand National grid."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

307

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Barrier analysis

☑ Market penetration assessment

☑ Other, please specify **:**Common practice and Alternative scenarios

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers 14611-612685968-612686274-VCS-VCU-1491-VER-TH-1-1999-01012022-31072022-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 17

(7.79.1.1) Project type

Select from:

☑ Wind

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The purpose of the project activity is to generate clean electricity with utilization of wind energy. The project consists of 30 numbers of GE 137 Wind Turbine Generators (WTGs) of 3.0 MW capacities each. The project WTGs are installed in the Nongwang, Bueng Prue and Samnaktakhro sub-districts of Thepharak District,

Nakhonratchasima Province in Thailand. All the WTGs of the project activity were commissioned on 27/11/2018. The electricity generated by the project is exported to the Thailand National grid. "

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

951

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis
☑ Market penetration assessment
☑ Other, please specify :Sensitivity Analysis

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply
☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply
☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project.

(7.79.1.14) Please explain

Serial numbers 14239-566649719-566650347-VCS-VCU-1491-VER-TH-1-2002-01012021-31122021-0 and 14239-566650348-566650669-VCS-VCU-1491-VER-TH-1-2002-01012021-31122021-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 18

(7.79.1.1) Project type

Select from:
☑ Clean cookstove distribution

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The project involves distribution of fuel-efficient improved cookstoves (ICS) in Zambia. The ICS disseminated through this project will replace the baseline cookstoves. Through this project, the distribution and installation of approximately 500,000 ICS will be undertaken for households in Zambia. It is intended that under this project single pot, TLC-CQC Rocket Stove will be distributed. The ICS will burn wood more efficiently thereby improving thermal transfer to pots, hence saving fuel. Not only will this halt the rapidly progressing deforestation in Zambia but will also reduce health hazards from indoor smoke pollution and women and children will have to spend less time collecting firewood."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

105034

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2022

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Upstream/downstream emissions

☑ Activity-shifting

☑ Ecological leakage

(7.79.1.13) Provide details of other issues the selected program requires projects to address

For wood cookstoves from dedicated plantations, project leakage and emissions from biomass must be included in project scope. An adjustment factor must be applied to account for leakage related to non-renewable woody biomass.

(7.79.1.14) Please explain

Serial numbers 14669-616929825-616959824-VCS-VCU-1289-VER-ZM-3-2371-01012022-28022022-1, 14667-616545390-616546389-VCS-VCU-1289-VER-MW-3-2372-01012022-28022022-0, 15242-669315943-669338238-VCS-VCU-1289-VER-MW-3-2372-01032022-15092022-0, 15242-669545385-669567680-VCS-VCU-1289-VER-MW-3-2372-01032022-15092022-0 and 15242-669515943-669545384-VCS-VCU-1289-VER-MW-3-2372-01032022-15092022-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 19

(7.79.1.1) Project type

Select from:

☑ Clean cookstove distribution

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"Observatoire de l'Environnement et de la Nature (OBEN is developing an improved cookstoves project for restaurants of Burundi. The proposed small scale VCS project activity aims at: 1. Distributing institutional improved cookstoves (ICS) in restaurants of Burundi to replace currently used traditional open fire three stone system (and traditional stoves); and 2. Switching from non renewable wood fuel to a sustainable energy supply: briquettes made of renewable biomass waste. Compared to the currently used three stone fires or traditional stoves, the advanced technology of ICS allows quicker heating up, longer cooking and heat retaining with less wood fuel as well as lower combustion fumes. It results in saving wood fuel and associated expenses. A long with the diffusion of such a stove to replace currently inefficient cooking systems, a renewable biomass supply chain will be set up, by sourcing unutilized biomass residues to produce renewable biomass briquettes and market it to the participating restaurants in replacement of their non renewable wood fuel. OBEN will ensure a competitive and attractive price for using briquettes together with improved cook stoves in order to give incentives to the restaurants to switch 100% from the previous costly non renewable woodfuel to the innovative briquettes made of renewable biomass wastes. OBEN will ensure through a sale agreement and robust supply strategy from BQS that no shortage of briquettes will appear. The distribution of up to six thousand ICS to restaurants supplied with renewable biomass briquettes, and the associated awareness and training campaigns will help halving these commercial entities' fuel use use and turning it 100% renewable. Thus the project will reduce greenhouse gas emissions by reducing the use of non renewable biomass within the country, therefore slowing down deforestation. The expected annual amount of greenhouse gas reductions thanks to the project activity averages 123 347 tCO2 eq."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

100000

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Other, please specify **:**Analysis of cooking fuels and ability to switch to clean cookstoves.

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

Estimation of GHG savings from replacement of traditional open fire, non-renewable wood stoves with renewable biomass waste charcoal at over 1100 restaurants/communes in Burundi. Leakage not assessed because renewable biomass 'bricketts' are produced dedicated production from waste residues.

(7.79.1.14) Please explain

Serial numbers 13846-530200442-530300441-VCS-VCU-1531-VER-BI-1-2540-01012021-31122021-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.

Row 20

(7.79.1.1) Project type

Select from:

☑ Fugitive

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

"The project activity will reduce natural gas leakage in the distribution network of Titas Gas through the implementation of advanced leak detection and repairs (LDAR) procedures. The project activities will include inspection and leak measurements, as well as repair works at components in the natural gas above ground distribution system. using advanced leak detection and measurement technology including HiFlow Samplers. Leak Measurement Devices and Gas Surveyors as well as advanced repair materials. In addition, selected staff of Titas Gas will be trained in advanced leak detection, measurement, and repair techniques."

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

35368

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

☑ Investment analysis

☑ Barrier analysis

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Not assessed

(7.79.1.13) Provide details of other issues the selected program requires projects to address

No additional issues required to be addressed by the project. No expected change of emissions outside the project boundary expected from reducing methane leakages from gas pipelines

(7.79.1.14) Please explain

Serial numbers 14313-572886632-572920999-VCS-VCU-814-VER-BD-10-2930-01012021-31122021-0, 14313-572921001-572921999-VCS-VCU-814-VER-BD-10-2930-01012021-31122021-0 and 14313-572921000-572921000-VCS-VCU-814-VER-BD-10-2930-01012021-31122021-0 were retired Q1 2024 on behalf of Boeing to achieve Net Zero emissions target for Scope 1 and Scope 2, with offsets beyond the target applied to business travel emissions in 2023. No adjustments have been issued for these carbon credits (reporting date 7/2024). Boeing's Global Enterprise Sustainability team manages the procurement of all carbon offsets via a third party broker or service provider. Projects selected for our portfolio must be Verra, Gold Standard, or American Carbon Registry certified.
[Add row]

C9. Environmental performance - Water security

(9.1.1) Provide details on these exclusions.

Row 1

(9.1.1.1) Exclusion

Select from:
☑ Facilities

(9.1.1.2) Description of exclusion

Fully-serviced leased Facilities.

(9.1.1.3) Reason for exclusion

Select from:
☑ Data is not available

(9.1.1.4) Primary reason why data is not available

Select from:
☑ Challenges associated with data collection and/or quality

(9.1.1.7) Percentage of water volume the exclusion represents

Select from:
☑ 6-10%

(9.1.1.8) Please explain

Boeing facilities that are leased where the water utility costs are included in the base rent and usage data is unavailable. These facilities represent an insignificant portion of the total water consumed, roughly 10% of Boeing's global water intake.

Row 2

(9.1.1.1) Exclusion

Select from:

☑ Facilities

(9.1.1.2) Description of exclusion

Facilities that are smaller than 250,000 square feet AND consume less than 50,000 MMBTUs in total energy per year

(9.1.1.3) Reason for exclusion

Select from:

☑ Data is not available

(9.1.1.4) Primary reason why data is not available

Select from:

☑ Not an immediate strategic priority

(9.1.1.7) Percentage of water volume the exclusion represents

Select from:

☑ 6-10%

(9.1.1.8) Please explain

Typically, at least one of these two thresholds needs to be met for a facility to participate in Boeing's corporate conservation program, where environmental metric data including water intake volume is monitored and reported at the corporate level. Per leadership discretion, however, smaller facilities that do not meet either threshold can still voluntarily participate in the corporate conservation program. Excluded facilities comprise roughly 10% of Boeing's total global water intake.

Row 3

(9.1.1.1) Exclusion

Select from:

☑ Facilities

(9.1.1.2) Description of exclusion

Facilities without discrete water meters.

(9.1.1.3) Reason for exclusion

Select from:

☑ Data is not available

(9.1.1.4) Primary reason why data is not available

Select from:

☑ Judged to be unimportant or not relevant

(9.1.1.7) Percentage of water volume the exclusion represents

Select from:

☑ 1-5%

(9.1.1.8) Please explain

Facilities are not included if they do not have water meters from which to obtain consumption data from. These facilities represent an insignificant portion of the total water consumed, roughly less than 5% of Boeing's global water intake.

Row 4

(9.1.1.1) Exclusion

Select from:

☑ Facilities

(9.1.1.2) Description of exclusion

Facilities without an established and consistent data collection process.

(9.1.1.3) Reason for exclusion

Select from:

☑ Data is not available

(9.1.1.4) Primary reason why data is not available

Select from:

☑ Challenges associated with data collection and/or quality

(9.1.1.7) Percentage of water volume the exclusion represents

Select from:

☑ 1-5%

(9.1.1.8) Please explain

Facilities are not included if they do not have a reliable source of data through an established and consistent process that can be supported by written documentation with meter readings (e.g., utility invoices). These facilities represent an insignificant portion of the total water consumed, roughly less than 5% of Boeing's global water intake.
[Add row]

(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?

Water withdrawals – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

Utility companies meter and then bill Boeing for withdrawals

(9.2.4) Please explain

In the current reporting year, Boeing monitored total water withdrawal volumes at about 84% of worldwide sites calculated by square footage. Exclusion criteria are reported in responses to question 9.1.1.

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

Utility companies meter and then bill Boeing for withdrawals

(9.2.4) Please explain

In the current reporting year, Boeing monitored total water withdrawal volumes at about 84% of worldwide sites calculated by square footage. Exclusion criteria are reported in responses to question 9.1.1.

Water withdrawals quality

(9.2.1) % of sites/facilities/operations

Select from:

☑ 26-50

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

In general, we do not routinely measure the quality of water that is withdrawn from the local municipal supply and used at our production sites. There are some minor exceptions where we may need to achieve certain specifications in the production or facility systems (i.e. tanklines, boilers, and cooling towers).

(9.2.4) Please explain

Boeing's contracted water treatment service providers routinely monitor water withdrawal quality at the site level, in order to make proper operational adjustments in cooling systems to accommodate makeup water quality fluctuations and maintain stable operation. Typically monitored parameters may include pH, temperature, and conductivity. This percentage is an estimate based on general service coverage of the overall enterprise contract.

Water discharges – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not monitored

(9.2.4) Please explain

Boeing only monitors water discharges at the facility level for compliance purposes when required by discharge permits. At select Boeing sites, domestic sewer discharges are metered through municipalities and data monitoring is potentially feasible. This is being explored and compiled at the enterprise level.

Water discharges – volumes by destination

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not monitored

(9.2.4) Please explain

Boeing only monitors water discharges at the facility level for compliance purposes when required by discharge permits. At select Boeing sites, domestic sewer discharges are metered through municipalities and data monitoring is potentially feasible. This is being explored and compiled at the enterprise level.

Water discharges – volumes by treatment method

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not monitored

(9.2.4) Please explain

Boeing does not currently monitor water discharges U.S. by treatment method at the enterprise level. However, this can potentially be feasible at select facilities, which is being explored.

Water discharge quality – by standard effluent parameters

(9.2.1) % of sites/facilities/operations

Select from:

☑ 51-75

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

Permit-required effluent parameters are monitored.

(9.2.4) Please explain

Boeing only monitors water discharge quality at the facility level for compliance purposes when required by discharge permits.

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not monitored

(9.2.4) Please explain

Boeing only monitors water discharges at the facility level for compliance purposes when required by discharge permits.

Water discharge quality – temperature

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not monitored

(9.2.4) Please explain

Boeing only monitors water discharges at the facility level for compliance purposes when required by discharge permits. Only permit-required discharge temperatures are monitored.

Water consumption – total volume

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not monitored

(9.2.4) Please explain

Although Boeing monitors water withdrawal volumes, there is no systematic monitoring of discharge volumes except when required by facility-level permits. As a result, water consumption volumes are not monitored, as it is the difference between withdrawal (monitored) and discharge (not monitored in its entirety).

Water recycled/reused

(9.2.1) % of sites/facilities/operations

Select from:

☑ 1-25

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

3rd Party lab analysis

(9.2.4) Please explain

Volumes of recycled and reused water in select locations are measured at the facility level only and not at the enterprise level.

The provision of fully-functioning, safely managed WASH services to all workers

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:
☑ Monthly

(9.2.3) Method of measurement

Boeing's Environmental, Health & Safety organization ensures WASH services are available to all workers in all sites.

(9.2.4) Please explain

Boeing's Environment, Health, and Safety organization manages WASH services and makes them available to all workers.
[Fixed row]

(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?

Total withdrawals

(9.2.2.1) Volume (megaliters/year)

4556.78

(9.2.2.2) Comparison with previous reporting year

Select from:
☑ About the same

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:
☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Higher

(9.2.2.5) Primary reason for forecast

Select from:

☑ Increase/decrease in business activity

(9.2.2.6) Please explain

Boeing anticipates a slight increase in our total withdrawals over a five year forecasting period due to increased business activity.

Total discharges

(9.2.2.6) Please explain

Boeing does not collect data on water discharge volumes at the corporate level.

Total consumption

(9.2.2.6) Please explain

Boeing does not collect data on water discharge volumes at the corporate level.
[Fixed row]

(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.

(9.2.4.1) Withdrawals are from areas with water stress

Select from:

☑ Yes

(9.2.4.2) Volume withdrawn from areas with water stress (megaliters)

565.57

(9.2.4.3) Comparison with previous reporting year

Select from:

☑ About the same

(9.2.4.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.4.5) Five-year forecast

Select from:

☑ Higher

(9.2.4.6) Primary reason for forecast

Select from:

☑ Increase/decrease in business activity

(9.2.4.7) % of total withdrawals that are withdrawn from areas with water stress

12.41

(9.2.4.8) Identification tool

Select all that apply

☑ WRI Aqueduct

(9.2.4.9) Please explain

A review was conducted for facilities included in this reporting boundary to determine their water withdrawal sources. These sources and waterbodies were then correlated with the WRI Aqueduct Tool to determine and quantify extent of water stress for the respective Boeing facility. The amount of water withdrawn from areas with water stress was used with Boeing's total water withdrawal volume to calculate the percentage. Boeing's operations in these areas of water stress are restricted to general manufacturing and assembly. Large-scale fabrication using tank lines, which has a much higher water intensity, is focused in different geographical regions that are not deemed areas of high water stress.
[Fixed row]

(9.2.7) Provide total water withdrawal data by source.

Fresh surface water, including rainwater, water from wetlands, rivers, and lakes

(9.2.7.1) Relevance

Select from:
☑ Relevant

(9.2.7.2) Volume (megaliters/year)

0.05

(9.2.7.3) Comparison with previous reporting year

Select from:
☑ About the same

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:
☑ Increase/decrease in business activity

(9.2.7.5) Please explain

Boeing does use captured rainwater at its Portland, Oregon (US) facility but does not have a meter to monitor volumes. Based on the design of the system, we estimate the volume to be about 0.05 megaliters per year.

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

Boeing does not withdraw brackish surface water/seawater for direct operations. As a result, it is deemed not relevant.

Groundwater – renewable

(9.2.7.1) Relevance

Select from:

☑ Relevant

(9.2.7.2) Volume (megaliters/year)

8

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ About the same

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.7.5) Please explain

Only the Boeing Palmdale, California (US) site withdraws directly from groundwater wells instead of from a municipal supply relying on groundwater sources. For Palmdale in 2023, the amount of groundwater withdrawal was about the same as the previous year.

Groundwater – non-renewable

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

Boeing does not have withdrawals from non-renewable groundwater sources. As a result, it is deemed not relevant.

Produced/Entrained water

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

Boeing does not have withdrawals from produced/entrained water sources. As a result, it is deemed not relevant.

Third party sources

(9.2.7.1) Relevance

Select from:

☑ Relevant

(9.2.7.2) Volume (megaliters/year)

4548.79

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ About the same

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.7.5) Please explain

Boeing uses third party (municipal) water sources for the majority of its water withdrawals. These third-party sources vary depending on availability to their respective geological regions.
[Fixed row]

(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities?

	Identification of facilities in the value chain stage
Direct operations	*Select from:* ☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, but we are planning to do so in the next 2 years

[Fixed row]

(9.5) Provide a figure for your organization’s total water withdrawal efficiency.

	Revenue (currency)	Total water withdrawal efficiency	Anticipated forward trend
	77794000000	*17072143.05*	*With continued revenue increase and efforts to decrease withdrawal volume, the water withdrawal efficiency is expected to improve in the future.*

[Fixed row]

(9.12) Provide any available water intensity values for your organization’s products or services.

	Comment
Row 1	*Not Available*

[Add row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances
	Select from: ☑ Yes

[Fixed row]

(9.13.1) What percentage of your company's revenue is associated with products containing substances classified as hazardous by a regulatory authority?

Row 1

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

☑ Annex XVII of EU REACH Regulation

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

☑ More than 80%

(9.13.1.3) Please explain

Aerospace and defense products are subject to stringent aviation safety regulations. Chemicals and materials containing certain hazardous substances are often needed to meet this high level of performance while operating in highly challenging and extreme environments. However, Boeing actively tracks and monitors hazardous substance listings across the globe and works with regulators to ensure compliance. We also have robust technology programs to identify, develop, qualify, and implement alternatives to hazardous substances.

Row 4

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

☑ Federal Water Pollution Control Act / Clean Water Act (United States Regulation)

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

☑ More than 80%

(9.13.1.3) Please explain

Regulatory definitions of hazardous substances are broad and include many common aerospace materials. Therefore, almost 100% of revenue from our products is from products containing hazardous substances.
[Add row]

(9.14) Do you classify any of your current products and/or services as low water impact?

(9.14.1) Products and/or services classified as low water impact

Select from:
☑ Yes

(9.14.2) Definition used to classify low water impact

This determination is based on lower quantities of water being used. Boeing Distribution Services, Inc. gives customers access to the industry's premier distribution network. With more than a century of aerospace leadership, we are a leading provider of aircraft parts, aircraft supplies, chemicals, tools and materials, including extensive lines of aviation oils, tires, aircraft batteries, hardware and more. In addition, Boeing also provides diverse maintenance, repair, rotables, chemical and innovative logistics and supply chain solutions. Among products offered are low-water aircraft wash and aircraft dry-wash products, which can use up to 99% less water.

(9.14.4) Please explain

Boeing provides a Qualified Parts List (QPL) of aircraft wash products from which airlines can choose, and our product use guidance includes dry washing procedures. As an example, according to Boeing customer Emirates, washing an aircraft can use 9,500 to 11,300 liters of water and take a crew of 15 people 9 to 12 hours to complete. In Emirates' tests, the dry wash technique required little water and had the potential to save millions of liters of water each year across the fleet.
[Fixed row]

(9.15.1) Indicate whether you have targets relating to water pollution, water withdrawals, WASH, or other water-related categories.

Water pollution

(9.15.1.1) Target set in this category

Select from:

☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

Boeing currently only monitors water withdrawals and does not plan on expanding this scope within the next two years. Therefore, no targets around water pollution are set.

Water withdrawals

(9.15.1.1) Target set in this category

Select from:

☑ Yes

Water, Sanitation, and Hygiene (WASH) services

(9.15.1.1) Target set in this category

Select from:

☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

Boeing currently only monitors water withdrawals and does not plan on expanding this scope within the next two years. Therefore, no targets around water, sanitation, and hygiene (WASH) services are set.

Other

(9.15.1.1) Target set in this category

Select from:

☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

Boeing currently does not have any additional water related targets, due to limited monitored data.
[Fixed row]

(9.15.2) Provide details of your water-related targets and the progress made.

Row 1

(9.15.2.1) Target reference number

Select from:
☑ Target 1

(9.15.2.2) Target coverage

Select from:
☑ Organization-wide (direct operations only)

(9.15.2.3) Category of target & Quantitative metric

Water withdrawals
☑ Reduction in total water withdrawals

(9.15.2.4) Date target was set

06/05/2018

(9.15.2.5) End date of base year

12/31/2017

(9.15.2.6) Base year figure

5641.7

(9.15.2.7) End date of target year

12/31/2025

(9.15.2.8) Target year figure

4513.4

(9.15.2.9) Reporting year figure

4556.8

(9.15.2.10) Target status in reporting year

Select from:
☑ Retired

(9.15.2.11) % of target achieved relative to base year

96

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply
☑ None, alignment not assessed

(9.15.2.13) Explain target coverage and identify any exclusions

In the current reporting year, Boeing monitored total water withdrawal volumes at about 84% of worldwide sites calculated by square footage. Exclusion criteria are reported in responses to question 9.1.1.

(9.15.2.16) Further details of target

In 2023, Boeing narrowly missed our sustainable operations 2025 target for water. We implemented innovative strategies, best practices and technologies that have resulted in significant reductions in water withdrawal.
[Add row]

C10. Environmental performance - Plastics

(10.1) Do you have plastics-related targets, and if so what type?

	Targets in place
	Select from: ☑ No, but we plan to within the next two years

[Fixed row]

C11. Environmental performance - Biodiversity

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
	Select from: ☑ Yes, we use indicators	*Select all that apply* ☑ Pressure indicators ☑ Response indicators

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
Legally protected areas	*Select from:* ☑ Not assessed	*N/A*
UNESCO World Heritage sites	*Select from:* ☑ Not assessed	*N/A*
UNESCO Man and the Biosphere Reserves	*Select from:* ☑ Not assessed	*N/A*
Ramsar sites	*Select from:*	*N/A*

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
	☑ Not assessed	
Key Biodiversity Areas	*Select from:* ☑ Not assessed	*N/A*
Other areas important for biodiversity	*Select from:* ☑ Not assessed	*N/A*

[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

(13.1.1) Other environmental information included in your CDP response is verified and/or assured by a third party

Select from:

☑ No, and we do not plan to obtain third-party verification/assurance of other environmental information in our CDP response within the next two years

(13.1.2) Primary reason why other environmental information included in your CDP response is not verified and/or assured by a third party

Select from:

☑ Judged to be unimportant or not relevant

(13.1.3) Explain why other environmental information included in your CDP response is not verified and/or assured by a third party

Scope 1 through Scope 3 data is verified by a third party, as found in attachments in section 7. Specific pieces of water data are also verified by a third party, which is found in section 9.
[Fixed row]

(13.2) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

(13.2.1) Additional information

Please see Boeing's 2024 Sustainability & Social Impact Report for more information. File is too large to attach, so please visit the report on our public website: https://www.boeing.com/content/dam/boeing/boeingdotcom/sustainability/pdf/2024-boeing-sustainability-socialImpact-report.pdf?v0710

(13.2.2) Attachment (optional)

2024 Report Cover.pdf
[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Chief Sustainability Officer (CSO)

(13.3.2) Corresponding job category

Select from:
☑ Chief Sustainability Officer (CSO)
[Fixed row]