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SOx and NOx Emissions of CAL Group

| Item | Unit | 2019 2020 2021 2022 | | | | | |
|--------------------|------|---------------------|---------|--------|--------|--------|--------|
| | | 2019 | 2020 | 2021 | 2022 | | |
| Passenger Aircraft | SOx | Emissions | Ton | 58.95 | 30.41 | 27.43 | 29.59 |
| | | Emission Efficiency | g / RTK | 0.0122 | 0.0133 | 0.0150 | 0.0130 |
| | NOx | Emissions | Ton | 614.49 | 317.03 | 34.18 | 120.64 |
| | | Emission Efficiency | g / RPK | 0.0149 | 0.0400 | 0.0538 | 0.0183 |
| Cargo Aircraft | SOx | Emissions | Ton | 13.09 | 14.58 | 16.06 | 13.03 |
| | | Emission Efficiency | g / RTK | 0.0031 | 0.0030 | 0.0028 | 0.0028 |
| | NOx | Emissions | Ton | 136.48 | 152.04 | 167.43 | 135.84 |
| | | Emission Efficiency | g / RTK | 0.0321 | 0.0317 | 0.0290 | 0.0291 |

Circular Economy (GRI 306-2, 306-3)

CAL's waste mainly comes from industrial waste (general / hazardous) from ground operations, domestic waste, and food and toilet waste from catering service companies and cabin service (refer to the waste flow chart). CAL implements waste management classification strategy to reduce the impact of operations on the environment: Refuse, reduce, reuse, and recycle to take actions for reducing waste. As for the waste destined for the incineration plant, opt for waste to energy (WTE) treatment whenever possible. The restrictions on the use of single-use plastic products and food waste management have attracted high levels of concern in recent years. Although CAL does not directly manufacture or produce products, we still actively communicate with suppliers on environmental protection development trends and incorporate circular economy concepts to formulate strategies, as well as implement labeling.

CAL has formed the "(In-Flight Service) Waste Task Force" in the third quarter of 2019, and actively invited services, supplies, planning, and quality assurance units, as well as supplier partners in catering and cabin cleaning, to develop improvement measures with design at the source, usage monitoring, customer communication, and final improvements. We also use project partnerships to develop several innovative products, reduce the use of single-use plastic products, extend the useful life of products, and reduce waste to create business opportunities for the circular economy. For cargo services, we also support the Taiwan Environmental Protection Administration's plastic wrap recycling platform and prioritize the use of mixed-material waterproof cloth made with 40%-60% recycled materials to increase the reuse of plastic wraps.

| Item | Unit | 2020 2021 2022 | | | 2020 2021 2022 | | | | |
|--------------------|------|---------------------|---------|--------|----------------|--------|--------|--------|--------|
| | | 2020 | 2021 | 2022 | 2020 | 2021 | 2022 | | |
| Passenger Aircraft | SOx | Emissions | Ton | 25.14 | 16.85 | 24.99 | 2.89 | 0.04 | 1.24 |
| | | Emission Efficiency | g / RTK | 0.5307 | 0.6549 | 0.6070 | 0.0486 | 0.0838 | 0.0458 |
| | NOx | Emissions | Ton | 262.10 | 175.61 | 260.49 | 30.09 | 0.46 | 12.95 |
| | | Emission Efficiency | g / RPK | 0.5109 | 0.6802 | 0.5908 | 0.0454 | 0.0784 | 0.0434 |

Note 1: SOx: is calculated based on the methodology of the American Environmental Protection Agency: Total annual emissions = Number of flights x 0.000891, where 0.000891 is the emission factor (Tons / LTO).

Note 2: NOx: is calculated based on the methodology of the American Environmental Protection Agency: Total annual emissions = Number of flights x 0.009288, where 0.009288 is the emission factor (Tons / LTO).

Note 3: LTO: refers to the landing take-off.

Note 4: Mandarin Airlines and Tigerair Taiwan have no cargo aircrafts.

Note 5: Amendment of calculation method and coverage on CAL's NOx emissions since 2021, excluding the pandemic's effect on flight dispatch.