



Eva Airways Corp

CDP Corporate Questionnaire 2026

Word version

Important: this export excludes unanswered questions

This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.

[Read full terms of disclosure](#)

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C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☒ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

☒ TWD

(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

EVA Air began flying on July 1, 1991. Today, our fleet comprises nearly 90 aircraft serving more than 60 destinations across Asia, Australia, Europe, and the Americas. EVA Air operates 94 weekly flights to 9 destinations in North America and 32 weekly flights to 6 destinations in Europe, making us the Taiwanese carrier with the most extensive network and highest flight frequency to both regions. With more than 400 weekly flights across the Asia-Pacific region, we provide seamless connectivity between Asia, Europe, and North America, further strengthening Taiwan's position as a global transit hub. Through strategic alliances and codeshare partnerships with leading international airlines, EVA Air has established a comprehensive global passenger and cargo network. Guided by our core values of Safety, Service, and Sustainability, we remain committed to rigorous safety management and service excellence, delivering a safe, comfortable, and convenient travel experience for passengers. In 2025, EVA Air launched a new route from Taoyuan to Kobe, Taoyuan to Busan, and Taoyuan to Dallas. Based on market demand and during peak seasons, flight frequencies were increased on routes from Taoyuan to Seattle, Brisbane, and popular destinations within Asia. In addition, cargo flights to North America were actively increased to enhance fleet utilization. Passenger operations, benefiting from increased capacity and sustained market demand, maintained a high level of passenger numbers and revenue. Cargo operations, supported by the rise of AI technology applications and the robust development of the semiconductor-related industries, drove full-year revenue to reach NT\$204.3 billion, demonstrating stable and outstanding operational performance. Against a backdrop of rapidly evolving geopolitical and economic conditions and an accelerating sustainability transition, the aviation industry faced multiple challenges by early 2026, including geopolitical tensions, supply chain disruptions, and elevated aviation fuel prices. Amid a complex and highly uncertain operating environment, EVA Air

continued to move forward steadily by leveraging its extensive global network and strong operational resilience developed over the years. Through flexible capacity deployment and enhanced maintenance management and preventive measures, we improved aircraft utilization to respond to market demand while maintaining high service standards. In 2025, EVA Air reported consolidated revenue of NT\$220.33 billion. This achievement reflects the collective efforts of all employees and demonstrates our core competitiveness in continuing to create value and drive growth amid change. Guided by our core values of Safety, Service and Sustainability, EVA Air continues to integrate sustainability into corporate governance and operational decision-making. In 2026, EVA Air was selected as a constituent of the Dow Jones Best-in-Class Emerging Markets Index, reflecting our continued efforts to strengthen environmental stewardship, social inclusion and corporate governance. [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
	12/30/2025	Select from: ☒ Yes	Select from: ☒ No

[Fixed row]

(1.4.1) What is your organization’s annual revenue for the reporting period?

204250187070

(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:

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	☒ 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:

☒ No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

TW0002618006

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ Yes

(1.6.2) Provide your unique identifier

254900S1P4XOXV67GC07

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☒ No

[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☒ Taiwan, China

(1.21) For which transport modes will you be providing data?

Select all that apply

☒ Aviation

(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

☒ Downstream 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:

☒ Tier 3 suppliers

(1.24.7) Description of mapping process and coverage

(1). The type of information that has been collected : (1.1). A new supplier must comply with EVA Air Supplier Code of Conduct (1.2). By analyzing the Supplier Sustainability Assessment Questionnaire, potential risks within the supply chain are identified. (1.3). Implement supplier development programs, such as the Green Supply Chain Program and the Health & Safety Family programs, to encourage suppliers to engage in energy conservation, carbon emission reduction, and occupational safety and health management. Considering the risk for negative impacts related to environmental topics, including but not limited to greenhouse gas emissions, energy consumption, water consumption, waste, or biodiversity. (2). The tools and methods used : EVA Air has always been committed to the sustainable development of the Company and respond to Sustainable Development Goals (SDGs). Likewise, we also expect the same values in our suppliers. Therefore, in 2019, we formulated the EVA Air Supplier Code of Conduct (SCoC) in accordance with the spirit of human rights, labor standards, environment and anti-corruption regulations of relevant international initiatives and requirements such as the UN Global Compact, the International Labor Organization (ILO), the Organization for Economic Cooperation and Development (OECD), the Social Accountability 8000 International Standard (SA8000), the ISO 26000 Social Responsibility Guidance, the Global Reporting Initiative (GRI), and the UN Guiding Principles on Business and Human Rights. This EVA Air SCoC is replacing the original Letter of Commitment – Supply Chain Sustainable Development Policy. It is applicable to all suppliers/ contractors/ subcontractors/ service providers who provide products or services to EVA Air. (3). The coverage of your mapping : The supply chain of EVA Air covers a wide range of areas from the upstream aircraft parts manufacturing and pilot training, through the ground handling services and airline catering, to passenger and cargo transportation services and products sales. In 2024, we have categorized and graded 1,106 suppliers from all over the world.

[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)

3

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

EVA Air analyzes the impact of climate risks and opportunities on the company to understand its operational and financial impact assessment, and establish corresponding adaptation management strategies accordingly. The short, medium and long-term time horizons are defined by Enterprise Risk Management (ERM), which is based on ISO 31000 risk management and the Committee of Sponsoring Organizations (COSO) risk assessment methodology. Therefore, EVA Air's sustainable development framework focus on our core value "flight safety, quality service and corporate sustainability." Based on this core value, we have developed short-, medium-, and long-term strategies. For the short-term, the time horizon is current to 3 years.

Medium-term

(2.1.1) From (years)

4

(2.1.3) To (years)

5

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

EVA Air analyzes the impact of climate risks and opportunities on the company to understand its operational and financial impact assessment, and establish corresponding adaptation management strategies accordingly. The short, medium and long-term time horizons are defined by Enterprise Risk Management (ERM), which is based on ISO 31000 risk management and the Committee of Sponsoring Organizations (COSO) risk assessment methodology. Therefore, EVA Air's sustainable development framework focus on our core value "flight safety, quality service and corporate sustainability." Based on this core value, we have developed short-, medium-, and long-term strategies. For the medium-term, the time horizon is 4-5 years.

Long-term

(2.1.1) From (years)

6

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

Select from:

☒ No

(2.1.3) To (years)

10

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

EVA Air analyzes the impact of climate risks and opportunities on the company to understand its operational and financial impact assessment, and establish corresponding adaptation management strategies accordingly. The short, medium and long-term time horizons are defined by Enterprise Risk Management (ERM), which is based on ISO 31000 risk management and the Committee of Sponsoring Organizations (COSO) risk assessment methodology. Therefore, EVA Air's sustainable development framework focus on our core value "flight safety, quality service and corporate sustainability." Based on this core value, we have developed short-, medium-, and long-term strategies. For the long-term, the time horizon is 6-10 years.

[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]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☒ Climate change

☒ Biodiversity

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

- ☒ Dependencies
- ☒ Impacts
- ☒ Risks
- ☒ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

- ☒ Direct operations
- ☒ Upstream value chain
- ☒ Downstream value chain

(2.2.2.4) Coverage

Select from:

- ☒ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

- ☒ Tier 1 suppliers
- ☒ Tier 2 suppliers

(2.2.2.7) Type of assessment

Select from:

- ☒ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☒ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☒ Short-term

☒ Medium-term

☒ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☒ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☒ Site-specific

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☒ LEAP (Locate, Evaluate, Assess and Prepare) approach, TNFD

☒ WWF Biodiversity Risk Filter

Enterprise Risk Management

☒ COSO Enterprise Risk Management Framework

☒ ISO 31000 Risk Management

International methodologies and standards

☒ ISO 14001 Environmental Management Systems

Databases

☒ Nation-specific databases, tools, or standards, please specify

☒ Regional government databases, please specify

Other

☒ External consultants

☒ Scenario analysis

(2.2.2.15) Risk types and criteria considered

Acute physical

☒ Cyclone, hurricane, typhoon

☒ Drought

☒ Flood (coastal, fluvial, pluvial, ground water)

☒ Landslide

Chronic physical

☒ Water stress

☒ Changing wind patterns

☒ Precipitation or hydrological variability

☒ Increased severity of extreme weather events

☒ Water availability at a basin/catchment level

☒ Changing temperature (air, freshwater, marine water)

☒ Changing precipitation patterns and types (rain, hail, snow/ice)

Policy

☒ Carbon pricing mechanisms

☒ Changes to national legislation

Market

☒ Lack of availability and/or increased cost of certified sustainable material

☒ Lack of availability and/or increased cost of raw materials

☒ Uncertainty in market signals

Reputation

- ☒ Increased concern and/or negative feedback from partners and stakeholders
- ☒ Negative press coverage related to support of projects or activities with negative impacts on the environment (e.g., GHG emissions, deforestation & conversion, water stress, excessive bycatch)
- ☒ Other reputation risk, please specify :the aviation industry may become complicit in illegal wildlife trafficking, leading to reputational damage and other risks.

Technology

- ☒ Lack of access to data or monitoring systems
- ☒ Transition to lower emissions technology and products

Liability

- ☒ Non-compliance with regulations and legislation

(2.2.2.16) Partners and stakeholders considered

Select all that apply

- ☒ Customers
- ☒ Employees
- ☒ Investors
- ☒ Suppliers

(2.2.2.17) Has this process changed since the previous reporting year?

Select from:

- ☒ No

(2.2.2.18) Further details of process

(1). Organizational Structure of Management: EVA Air's environmental footprint derives primarily from the energy and resources used in our value chain, as well as the ecosystem of aircraft and ground operations. In response to the global climate emergency, EVA Air has established a climate governance mechanism based on the Task Force on Climate-Related Financial Disclosures (TCFD). After the formal release of the Taskforce on Nature-related Financial Disclosures (TNFD) in September 2023, the TNFD's processes were integrated in a more comprehension manner. We introduced the concept of ecological footprints into our formulation of environmental footprint management strategies and actions. Our climate action strategies are formulated incorporating the Nature Positive concept. EVA Air's Sustainability Committee, established under the Board of Directors, serves as the highest governing body for nature and climate-related risks. The committee's

members are the Company's directors, and the Chairman of the Board serves as the convener, with the ESG Committee serving as the executive committee. The Sustainability Committee has further formed an Environmental Action Team (the Environmental Committee), to take charge of assessing nature/climate-related risks and opportunities, and coordinating formulation and implementation of the Company's policy, management, and action plans on nature-related, environmental and energy issues. The Environmental Committee is divided into three task forces for different duties: Sustainable Aviation Fuel; Environment and Energy; and Carbon Credit. These task forces' permanent members are the department/division heads. The ESG Committee convenes each quarter to evaluate performance in nature and climate-related issues, thus ensuring the effectiveness of the Company's management and policies. Progress on action plans is also annually reported to the Board of Directors and the Sustainability Committee, to mitigate climate change and negative impacts on nature. (2). Risk Management Boundaries: EVA Air's boundaries for nature and climate-related risk management include the Company's business operations, including upstream suppliers and downstream customers in the value chain, in order to comprehensively identify and manage risks from our operations. (3). Climate Risk and Opportunity Materiality Identification: With reference to the Task Force on Climate-Related Financial Disclosures (TCFD) framework; the Carbon Disclosure Project (CDP) Climate Risks and Opportunities Project; international aviation industry trends; and international initiatives, sustainable development trends, and GHG emission control measures such as the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA); the European Union Emissions Trading System (EU ETS); and the United Kingdom Emissions Trading Scheme (UK ETS), EVA Air has identified eight risks and five opportunities related to climate change in the industry.

[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☒ Yes

(2.2.7.2) Description of how interconnections are assessed

Identifying Dependence and Impact on Nature The dependence and impacts on nature, and the risks and opportunities were analyzed through the four-phase LEAP approach: Locate, Evaluate, Assess, and Prepare. Additionally, the Biodiversity Risk Filter tool developed by the World Wide Fund for Nature (WWF) was also adopted to assess dependence and impacts on nature in the Company's business operations and value chain. Furthermore, information on policies, laws and regulations, and international initiatives related to the value chain was also collected to analyze potential nature-related risks and opportunities. Considering international regulations/initiatives and identified aviation industry results, EVA Air identified three transition risks and three nature-related opportunities. Based on hotspots for dependence and impact on nature in regions where the Company and our key suppliers operate, we also identified two other physical risks. For all these nature risks and opportunities, we have formulated measures for risk mitigation and management to increase corporate resilience.

[Fixed row]

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

(2.3.1) Identification of priority locations

Select from:

- ☒ Yes, we have identified priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

- ☒ Direct operations
☒ Upstream value chain
☒ Downstream value chain

(2.3.3) Types of priority locations identified

Sensitive locations

- ☒ Areas important for biodiversity

Locations with substantive dependencies, impacts, risks, and/or opportunities

- ☒ Locations with substantive dependencies, impacts, risks, and/or opportunities relating to biodiversity

(2.3.4) Description of process to identify priority locations

*Key Biodiversity Areas (KBAs) were evaluated within 15 kilometers of EVA Air's and our key suppliers' primary domestic/overseas operating sites. The results showed that none of the aforementioned sites directly overlapped with KBAs, but there were KBAs within 15 kilometers of most sites. Cross-referencing our Taiwan operating sites against areas of concern on the Taiwan Ecological Network Blue Print shows that the airport and our Nankan Headquarters are close to the largest national coastal wetland in Northern Taiwan, the Xucuogang Wetlands, and that airport operations may impact the wetlands. The wetlands are home to more than 200 species of water birds, with the Chinese egret (*Egretta eulophotes*) – a rare and vulnerable species (VU) with less than 4,000 individuals left worldwide – passing through the wetland every spring and fall. Past observations have also recorded black-faced spoonbills (*Platalea minor*). The wetland has been recognized as an important wild bird habitat by BirdLife International. EVA Air is evaluating the possibility of combining Biodiversity and Zero Deforestation Commitments in the future; through the hierarchy of 'avoid, minimize, restore, then offset', we can mitigate our operations' impacts on the Xucuogang Wetlands. We are also conducting a comprehensive review to determine the adverse impacts of the Company's operations on other threatened species. Other measures to be taken include providing trainings on illegal wildlife trafficking prevention for employees stationed at locations where such trafficking is possible, and refusing in-flight meal ingredients whose source species are on the International Union for Conservation of Nature (IUCN)'s Red List.*

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

☒ Yes, we will be disclosing the list/geospatial map of priority locations

(2.3.6) Provide a list and/or spatial map of priority locations

Supplementary Information.pdf

[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

☒ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☒ Direct operating costs

(2.4.3) Change to indicator

Select from:

☒ % increase

(2.4.4) % change to indicator

Select from:

☒ 1-10

(2.4.6) Metrics considered in definition

Select all that apply

- ☒ Likelihood of effect occurring
- ☒ Other, please specify :financial or strategic impact strength

(2.4.7) Application of definition

The definition of substantive financial or strategic impact, and its indicator and threshold: The quantitative data of financial or strategic impact strength (1-5 levels) and likelihood (1-5 levels) were used. The product of those two numbers serves as the basis for judging the level of risk indicators. A substantive financial or strategic impact on business will be identified when the risk indicator exceeds 15.

Opportunities

(2.4.1) Type of definition

Select all that apply

- ☒ Qualitative
- ☒ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

- ☒ Revenue

(2.4.3) Change to indicator

Select from:

- ☒ % increase

(2.4.4) % change to indicator

Select from:

- ☒ 1-10

(2.4.6) Metrics considered in definition

Select all that apply

- ☒ Likelihood of effect occurring
- ☒ Other, please specify :financial or strategic impact strength

(2.4.7) Application of definition

The definition of substantive financial or strategic impact, and its indicator and threshold: The quantitative data of financial or strategic impact strength (1-5 levels) and likelihood (1-5 levels) were used. The product of those two numbers serves as the basis for judging the level of risk indicators. A substantive financial or strategic impact on business will be identified when the risk indicator exceeds 15.

[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]

(3.1.1) Provide details of the environmental risks identified 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

(3.1.1.1) Risk identifier

Select from:

☒ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☒ Carbon pricing mechanisms

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☒ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☒ Taiwan, China

(3.1.1.9) Organization-specific description of risk

With the trend toward net-zero emissions in the global aviation industry, many countries, European Union and the International Civil Aviation Organization (ICAO) have implemented carbon pricing mechanisms as the main strategy to reduce carbon emissions from flights, which in turn increases the operational and management costs for airline operators. Under CORSIA regulations in 2025, there are a total of 67,266 international flights with a carbon emission of 6,902,240 tons of CO₂. Among them, EVA Air has 2,054 flights that fall under CORSIA obligations, with carbon emission of 500,163 tons of CO₂ emissions having offsetting obligation, as they fly to the countries participating in the CORSIA First Phase(2024-2026). Yet according to the CORSIA Pilot Phase(2021-2023), the Sector's Growth Factor (SGF) is zero, meaning EVA Air has no need to buy carbon credits to offset these emissions. However, according to the annual growth factor analysis by IATA in August 2025, it is estimated that approximately 301,517 tons of carbon emissions will need to be offset by purchasing CORSIA Eligible Units during this period. This estimate does not yet take into account the offsetting reduction benefits from the use of Sustainable Aviation Fuel (SAF).

(3.1.1.11) Primary financial effect of the risk

Select from:

☒ Increased indirect [operating] costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☒ Short-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☒ Virtually certain

(3.1.1.14) Magnitude

Select from:

☒ Medium

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

For other existing carbon regulations, only a limited number of flights within the scope of the European Union Emissions Trading System (EU ETS) and United Kingdom Emissions Trading Scheme (UK ETS) are affected by carbon credits; thus, a relatively low level of impact is expected. However, if free allowances for the aviation industry are removed or controls are extended in the future, there will be additional costs from purchasing carbon credits. Under the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), when the regulation become mandatory from 2027 onward, all Scope 1 carbon emissions of International flights will have offsetting obligation, which will lead to rising operating costs.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☒ Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

63931875

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

195556323

(3.1.1.25) Explanation of financial effect figure

CORSIA First Phase(from 2024 to 2026): Based on the annual growth factor analysis by IATA in August 2025, it is estimated that approximately 301,517 tons of carbon emissions will need to be offset by purchasing CORSIA Eligible Units during this period. This estimate does not yet take into account the offsetting reduction benefits from the use of Sustainable Aviation Fuel (SAF). The carbon cost analysis was done by using the low, medium and high scenario carbon prices analyzed at the 232nd ICAO CAEP meeting, and we use the high and low carbon prices scenarios to analyze(annual average exchange rate of USD: TWD is 1: 31.18148): Low scenario carbon price: 6.8 USD/ton, cost is about $301,517 \times 6.8 \times 31.18148 = 63,931,875$ TWD High scenario carbon price: 20.8 USD/ton, cost is about $301,517 \times 20.8 \times 31.18148 = 195,556,323$ TWD Note: CORSIA Eligible Emissions Unit used for offsetting the carbon emissions in the First Phase should be purchased by Q1 2028, and currently, none have been purchased. Reference for Carbon price: CORSIA [https://www.icao.int/environmental-protection/CORSIA/Documents/CAEP_Inputs%20to%202025%20CORSIA%20periodic%20review%20\(C232\).pdf](https://www.icao.int/environmental-protection/CORSIA/Documents/CAEP_Inputs%20to%202025%20CORSIA%20periodic%20review%20(C232).pdf)

(3.1.1.26) Primary response to risk

Policies and plans

☒ Develop a climate transition plan

(3.1.1.27) Cost of response to risk

970000000

(3.1.1.28) Explanation of cost calculation

EVA Air has set a target of using 5% sustainable aviation fuel (SAF) by 2030. If all of the SAF used is CORSIA-approved CEF (CORSIA Eligible Fuel), the additional annual procurement cost is estimated to account for approximately 3.1%–3.4% of the Company's 2025 operating costs. In 2025, EVA Air used 0.5% SAF, resulting in an additional cost of approximately NT\$430 million. In 2026, EVA Air plan to spend an additional cost of approximately NT\$540 million to purchase SAF.

(3.1.1.29) Description of response

The use of sustainable aviation fuel (SAF) is one of the key carbon reduction practices in the aviation industry to achieve net zero emission by 2050. SAF represents an approximately 80% reduction in carbon emissions compared to conventional aviation fuel. EVA Air will gradually increase use of SAF to reduce carbon emissions, and to reduce the cost from offsetting carbon emissions.

Climate change

(3.1.1.1) Risk identifier

Select from:

☒ Risk2

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

☒ Cyclone, hurricane, typhoon

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☒ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☒ Taiwan, China

☒ United States of America

(3.1.1.9) Organization-specific description of risk

With changes in rainwater patterns and short-term, long-term and extreme changes in climate patterns, the risks of flooding and drought at Company/key supplier operating sites may gradually increasing. Such climate impact may also result in flight delays and diversions, operational disruptions, or supply chain disturbances, leading to a decrease in operating revenues and an increase in maintenance and procurement costs.

(3.1.1.11) Primary financial effect of the risk

Select from:

☒ Increased direct costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☒ Short-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☒ Very likely

(3.1.1.14) Magnitude

Select from:

☒ Low

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

With changes in rainwater patterns and short-term, long-term and extreme changes in climate patterns, the risks of flooding and drought at Company/key supplier operating sites may gradually increasing. In 2025, there were no losses related to flooding. In the future, we will evaluate whether to adjust investment in protective measures to avoid losses based on actual climate conditions. Such climate impact may also result in flight delays and diversions, operational disruptions, or supply chain disturbances, leading to a decrease in operating revenues and an increase in maintenance and procurement costs. EVA AIR monitors flights affected by climate factors and the associated financial impact every year.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☒ Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

27900000

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

34100000

(3.1.1.25) Explanation of financial effect figure

In 2024, there were no significant losses to our Company/key suppliers' operating sites related to flooding or drought. In the future, we will evaluate whether to adjust investment in protective measures to avoid losses based on actual climate conditions. However, climate factors such as heavy snow, typhoon, heavy fog, thunderstorms, poor visibility and other weather factors caused flight cancellations or delays, resulting in incurring related costs. In 2025, some flight was cancelled due to weather impact, and these total expenses were about TWD 31 million, including passenger accommodation, passenger transportation, labor costs for flight crew, additional fuel costs, aerodrome service fee, aircraft deicing fees, and passenger endorsements fee to other airlines, etc

(3.1.1.26) Primary response to risk

Compliance, monitoring and targets

☒ Improve monitoring of direct operations

(3.1.1.27) Cost of response to risk

180000000

(3.1.1.28) Explanation of cost calculation

*Cost of management: The manpower cost of flight monitoring unit (roughly 79 dispatcher) per year TWD 180 million The data on dispatchers comes from the 2025 Aviation Personnel License Statistics Table published by the Civil Aviation Administration of the Republic of China.
(<https://www.caa.gov.tw/TransStatistics.aspx?a=1089&lang=1&stssy=114&stsey=114&stst=&stskw=%e8%ad%89%e7%85%a7>)*

(3.1.1.29) Description of response

Primary action: Transfer of aircraft to enhance efficiency. EVA Air's company case: The dispatching unit will correctly grasp and accurately analyse the global meteorological information at any time, and convene relevant units to hold a contingency meeting before the natural disaster occurs, and make the most accurate decision for cancellation or delay to reduce the loss caused by flight schedule changes. Continue to improve the accuracy of weather forecasting, conduct early assessment on the impact of climate change for appropriate flight adjustment. Formulate adaptation strategy in 5 years to strengthen the infrastructure and emergency response measures at operating sites that have potential risks, both domestically and internationally.

Climate change

(3.1.1.1) Risk identifier

Select from:

☒ Risk3

(3.1.1.3) Risk types and primary environmental risk driver

Market

☒ Other market risk, please specify :Increased cost of raw materials

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☒ Upstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☒ Taiwan, China

(3.1.1.9) Organization-specific description of risk

In November 2021, EVA Air officially declared our determination to achieve Net-Zero Emissions by 2050. We lead our partners to work for environmental sustainability and do our part to mitigate global warming. The use of sustainable aviation fuels (SAFs) is a key measure to achieve net-zero emissions for the aviation industry. SAF represents an approximately 80% reduction in carbon emissions compared to conventional aviation fuel. EVA Air will gradually increase use of SAF with a target of using 5% SAF by 2030 to reduce carbon emissions, and to reduce the cost from offsetting carbon emissions. However, SAF has not been put into large-scale production, and regulations have become more stringent in many countries. This could lead to an increase in demand and rising raw material costs.

(3.1.1.11) Primary financial effect of the risk

Select from:

☒ Increased direct costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☒ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☒ Likely

(3.1.1.14) Magnitude

Select from:

☒ High

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Without effective management measures to reduce the cost of SAF, EVA Air would have to additionally allocate c. 3.1–3.4% of 2025 operating costs to purchasing SAF to achieve the goal of using 5% SAF by 2030 in order to replace fossil fuels.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☒ Yes

(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

5000000000

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

5500000000

(3.1.1.25) Explanation of financial effect figure

EVA Air has set a target of using 5% Sustainable Aviation Fuel (SAF) by 2030. Assuming that all SAF procured is CORSIA-Eligible Fuel (CEF) approved under CORSIA, the additional annual procurement cost is estimated to account for approximately 3.1%–3.4% of the Company's 2025 operating costs, equivalent to approximately NT\$5.0–5.5 billion per year.

(3.1.1.26) Primary response to risk

Engagement

☒ Engage with suppliers

(3.1.1.27) Cost of response to risk

17900000

(3.1.1.28) Explanation of cost calculation

The estimated annual personnel cost associated with EVA Air's aviation fuel procurement function is approximately TWD 17.9 million, based on the Company's 2025 average personnel cost.

(3.1.1.29) Description of response

EVA Air has fuel procurement team, manages the risks and opportunities associated with sustainable aviation fuel; implements procurement of sustainable aviation fuel and trend analysis. EVA Air is seeking the possibility of signing long-term agreements with suppliers to minimize the impact of limited supplies and high SAF price, and explore the possibility of long-term cooperation with suppliers, to ensure better capacity at reasonable price conditions; comply with government policies and regulations to gradually increase use of SAF in Taiwan.

[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:

☒ OPEX

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

481312940

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☒ 1-10%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

31000000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☒ Less than 1%

(3.1.2.7) Explanation of financial figures

(1). Amount of financial metric vulnerable to transition risks for this environmental issue: (1.1.1). CORSIA Pilot Phase(2021 to 2023):.According to the CORSIA Pilot Phase, Sector's Growth Factor (SGF) is zero, meaning EVA Air has no need to buy carbon credits to offset these emissions. (1.1.2). EU ETS: in 2025, EVA Air has 108 tonne CO2 emissions, and same amount of allowances are going to be surrendered recently, which is approximate of TWD 305,776 financial impact. (annual average exchange rate of EUR: TWD is 1: 35.39077) (1.1.3). UK ETS: in 2025, EVA Air has no CO2 emissions. (1.1.4). CORSIA First Phase(from 2024 to 2026): Based on the annual growth factor analysis by IATA in August 2025, it is estimated that approximately 78,645 tons of carbon emissions will need to be offset in 2025 (256,281 tons of carbon emissions will need to be offset within three years (2024-2026) by purchasing CORSIA Eligible Units. The carbon cost analysis was done by using the low, medium and high scenario carbon prices analyzed at the 232nd ICAO CAEP meeting, and we use the high carbon prices scenarios to analyze the amount of financial metrics from the reporting year: High scenario carbon price: 20.8 USD/ton, cost is about $78645 \times 20.8 \times 31.18148 = 51,007,164$ TWD This estimate take into account the offsetting reduction benefits from the use of Sustainable Aviation Fuel (SAF). (1.2) In 2025, EVA Air used 0.5% SAF, resulting in an additional cost of approximately NT\$430 million. Note: CEF to be used for offsetting the carbon emissions in the First Phase should be purchased by Q1 2028, and currently, none have been purchased. (2) Amount of financial metric vulnerable to physical risks for this environmental issue: In 2025, some flight was cancelled due to weather impact, and these total expenses were about TWD 31 million, including passenger accommodation, passenger transportation, labor costs for flight crew, additional fuel costs, aerodrome service fee, aircraft deicing fees, and passenger endorsements fee to other airlines, etc. Reference for Carbon price: EUA <https://www.ice.com/products/197/eua-futures> CORSIA [https://www.icao.int/environmental-protection/CORSIA/Documents/CAEP_Inputs%20to%202025%20CORSIA%20periodic%20review%20\(C232\).pdf](https://www.icao.int/environmental-protection/CORSIA/Documents/CAEP_Inputs%20to%202025%20CORSIA%20periodic%20review%20(C232).pdf)
[Add row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

☒ Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply

☒ EU ETS

☒ Switzerland ETS

☒ UK ETS

(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) Scope 2 emissions approach

Select from:

☒ No compliance obligation for scope 2 emissions

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

0

(3.5.2.4) Period start date

12/31/2024

(3.5.2.5) Period end date

12/30/2025

(3.5.2.6) Allowances allocated

108

(3.5.2.7) Allowances purchased

0

(3.5.2.8) Verified Scope 1 emissions in metric tons CO₂e

108

(3.5.2.9) Verified Scope 2 emissions in metric tons CO₂e

0

(3.5.2.10) Details of ownership

Select from:

☒ Facilities we own and operate

(3.5.2.11) Comment

N/A

Switzerland ETS

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

0

(3.5.2.2) Scope 2 emissions approach

Select from:

☒ No compliance obligation for scope 2 emissions

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

0

(3.5.2.4) Period start date

12/31/2024

(3.5.2.5) Period end date

12/30/2025

(3.5.2.6) Allowances allocated

0

(3.5.2.7) Allowances purchased

0

(3.5.2.8) Verified Scope 1 emissions in metric tons CO2e

0

(3.5.2.9) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.10) Details of ownership

Select from:

☒ Facilities we own and operate

(3.5.2.11) Comment

N/A

UK ETS

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

0

(3.5.2.2) Scope 2 emissions approach

Select from:

☒ No compliance obligation for scope 2 emissions

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

0

(3.5.2.4) Period start date

12/31/2024

(3.5.2.5) Period end date

12/30/2025

(3.5.2.6) Allowances allocated

0

(3.5.2.7) Allowances purchased

0

(3.5.2.8) Verified Scope 1 emissions in metric tons CO2e

0

(3.5.2.9) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.10) Details of ownership

Select from:
☒ Facilities we own and operate

(3.5.2.11) Comment

N/A
[Fixed row]

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

(1). EVA Air continues to pay attention to the adjustment of EU regulations and the situation. In 2020, the Brexit was completed. After the Brexit, UK put UK ETS into effect. These regulations resulted in carbon trading expenses and operational management costs (2). Continue to pay attention to the development of the EU ETS, UK ETS and ICAO CORSIA regulations and participate in relevant international or domestic conferences each year to develop appropriate project responses. To make sure 100% compliance with international regulations to ensure the Company's competitiveness To ensure that the company remains compliant with legal standards, EVA Air's Environmental Committee meets quarterly to monitor updates on international carbon emission regulations. In 2025, EVA Air expanded its Sustainable Aviation Fuel (SAF) deployment and established long-term partnerships with both international and domestic suppliers. In alignment with SAF blending requirements under European Union and United Kingdom regulations, EVA Air has incorporated SAF into operations at all European airports since the first quarter. Starting in the second quarter, EVA Air further collaborated with major suppliers to implement the regular voluntary use of SAF at key operational hubs in North America, Singapore, Thailand, and Taiwan, taking concrete action to reduce carbon emissions.

(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?

	Environmental opportunities identified
Climate change	Select from: ☒ Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified 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

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

- ☒ Shift in consumer preferences

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

- ☒ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

- ☒ Taiwan, China

(3.6.1.8) Organization specific description

As demand for sustainable development continues to grow, low-carbon aviation services are expected to attract more passengers and customers, creating opportunities to increase revenue. With reference to the EU Taxonomy, EVA Air recognizes Sustainable Aviation Fuel (SAF) as a key sustainable product and service. As one of the aviation industry's primary strategies for achieving net-zero emissions, SAF plays a critical role in the sector's low-carbon transition. EVA Air increased SAF usage to 0.5% in 2025 and has set a target of reaching 5% by 2030. Additional expenditure on SAF accounted for approximately 0.27% of the Company's operating costs in 2025. EVA Air will continue to expand the use of SAF to support the aviation industry's transition toward net-zero emissions.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

- ☒ Increased revenues through access to new and emerging markets

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

- ☒ Short-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☒ Virtually certain (99–100%)

(3.6.1.12) Magnitude

Select from:

☒ Low

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

With reference to the EU Taxonomy, EVA Air recognizes Sustainable Aviation Fuel (SAF) as a key sustainable product and service. As one of the aviation industry's primary strategies for achieving net-zero emissions, SAF plays a critical role in the sector's low-carbon transition. EVA Air increased SAF usage to 0.5% in 2025.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☒ Yes

(3.6.1.17) Anticipated financial effect figure in the short-term - minimum (currency)

913539095

(3.6.1.18) Anticipated financial effect figure in the short-term – maximum (currency)

1006946927

(3.6.1.23) Explanation of financial effect figures

EVA Air recognizes revenue generated from flights operated using Sustainable Aviation Fuel (SAF) since 2023 as revenue associated with sustainable economic activities. Sustainable revenue totaled TWD 913.5 million in 2025, with sustainable revenue projected to reach TWD 1 billion in 2026.

(3.6.1.24) Cost to realize opportunity

430000000

(3.6.1.25) Explanation of cost calculation

Additional expenditure on Sustainable Aviation Fuel (SAF) amounted to approximately TWD 430 million in 2025, representing approximately 0.27% of the Company's operating costs.

(3.6.1.26) Strategy to realize opportunity

After identifying the materiality of climate risks and opportunities following the Task Force on Climate-related Financial Disclosures (TCFD) framework, we assessed the likelihood and impact of each climate risk and opportunity through our risk management process to conduct a materiality analysis. Ultimately, we identified "the development and/or expansion of low-carbon aviation services" as a significant opportunity to manage. This issue primarily arises from the growing emphasis on sustainability among corporate and individual clients. By implementing green travel carbon offset programs, adjusting or replacing single-use plastics, and reducing food waste through monitoring global catering systems and collaborating with upstream suppliers, we aim to increase the preference for low-carbon services among customers and revenue. Thus, in comparison with other opportunities, shift in consumer preferences has been prioritized. EVA Air's Sustainability Committee, established under the Board of Directors, serves as the highest governing body for nature and climate-related risks. The committee's members are the Company's directors, and the Chairman of the Board serves as the convener, with the Corporate Sustainability Committee serving as the executive committee. The Sustainability Committee has further formed an Environmental Action Team (the Environmental Committee), to take charge of assessing nature/climate-related risks and opportunities, and coordinating formulation and implementation of the Company's policy, management, and action plans on nature-related, environmental and energy issues.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☒ Use of new technologies

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☒ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☒ Taiwan, China

(3.6.1.8) Organization specific description

Aviation fuel one of major operating cost for airline, and it accounts for over 99% scope 1 GHG emission. Expanding routes and services will gradually increase fuel consumption. Improvements in resource efficiency by reducing energy consumption will reduce costs, minimize waste generation, and mitigate negative environmental impacts.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☒ Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☒ Medium-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☒ Very likely (90–100%)

(3.6.1.12) Magnitude

Select from:

☒ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Implementing fuel saving measures will result in cost savings and improved operational efficiency. EVA Air monitors fuel saving results to realize its potential positive

financial impact.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☒ Yes

(3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

299829902

(3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

366458769

(3.6.1.23) Explanation of financial effect figures

Major fuel-saving and carbon emission reduction measures were taken in 2025, resulting in 14,341 tons of fuel savings, which is between 299.83 and 366.46 million TWD saving in fuel cost.

(3.6.1.24) Cost to realize opportunity

18000000

(3.6.1.25) Explanation of cost calculation

Cost of management: The manpower cost of flight performance monitoring personnel per year 18,000,000 TWD

(3.6.1.26) Strategy to realize opportunity

Aviation fuel is one of major operating cost for airline, and it accounts for over 99% scope 1 GHG emission. By using new technology to reduce energy consumption will reduce costs, minimize waste generation, and mitigate negative environmental impacts; thus, in comparison with other opportunities, use of new technology has been prioritized. EVA Air's strategies include implementing aviation fuel-saving measures for aircraft. EVA Air has established analytical dashboards based on flight operations big data and trained data analysts to stay on top of opportunities seen in the data for fuel and carbon emission reduction. We have also developed and implemented feasible fuel-saving and carbon emission reduction strategies in response to environmental changes; these are then gradually integrated as part of our daily SOPs. Each fuel-saving and carbon emission reduction measure's performance is assessed in accordance with its specific implementation operations, to accurately determine actual saving.

[Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:

☒ OPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

761053000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☒ 1-10%

(3.6.2.4) Explanation of financial figures

EVA Air monitors Expenditure on Environmental Protection including green product procurement(OPEX), operating expenditures(OPEX), equipment expenditures(CAPEX). In 2025, the expenditures are approximately TWD 136,235,000, 624,818,000 and 88,319,000 respectively. Green product procurement is expenditure reported for environmental protection products, in accordance with the regulations of the Taoyuan City Government Self-Governance Act to Develop a Low-Carbon, Green City. Operating expenditures include waste removal and treatment fees, aircraft noise control fees, SAF expenditures, CORSIA, EU ETS and UK ETS fees, ISO environmental and energy management systems setup fees, and other project development fees. Equipment expenditures include the cost of establishing a carbon offset program, expenses for upgrading to energy-saving equipment, and costs related to outdoor air quality monitoring equipment and smart energy management systems. In 2025, the operating expenditures and capital expenditures of EVA Air is TWD 13,802,567,000 and 19,982,775,000 respectively.[

Climate change

(3.6.2.1) Financial metric

Select from:

☒ CAPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

88319000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☒ Less than 1%

(3.6.2.4) Explanation of financial figures

EVA Air monitors Expenditure on Environmental Protection including green product procurement(OPEX), operating expenditures(OPEX), equipment expenditures(CAPEX). In 2025, the expenditures are approximately TWD 136,235,000, 624,818,000 and 88,319,000 respectively. Green product procurement is expenditure reported for environmental protection products, in accordance with the regulations of the Taoyuan City Government Self-Governance Act to Develop a Low-Carbon, Green City. Operating expenditures include waste removal and treatment fees, aircraft noise control fees, SAF expenditures, CORSIA, EU ETS and UK ETS fees, ISO environmental and energy management systems setup fees, and other project development fees. Equipment expenditures include the cost of establishing a carbon offset program, expenses for upgrading to energy-saving elevators, and costs related to outdoor air quality monitoring equipment and smart energy management systems. In 2025, the operating expenditures and capital expenditures of EVA Air is TWD 13,802,567,000 and 19,982,775,000 respectively.
[Add 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:

☒ Quarterly

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

Select all that apply

☒ Executive directors or equivalent

☒ Non-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

EVA Air established “Corporate Governance Best Practice Principles”. The composition of the board shall be determined by taking diversity into consideration, such as gender, age, nationality and race. The implementation of diversity is publicly disclosed in 2023 Annual Report.

(4.1.6) Attach the policy (optional)

(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
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*☒ Director on board**(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

☒ Other policy applicable to the board, please specify :Eva Air Corporate Sustainability Code of Practice

(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 | ☒ Approving corporate policies and/or commitments |
| ☒ Overseeing and guiding scenario analysis | ☒ Overseeing and guiding public policy engagement |
| ☒ Overseeing the setting of corporate targets | ☒ Reviewing and guiding innovation/R&D priorities |
| ☒ Monitoring progress towards corporate targets | ☒ Approving and/or overseeing employee incentives |
| ☒ Overseeing and guiding value chain engagement | ☒ Overseeing and guiding major capital expenditures |
| ☒ Monitoring the implementation of the business strategy | |
| ☒ Overseeing reporting, audit, and verification processes | |
| ☒ Monitoring the implementation of a climate transition plan | |
| ☒ Overseeing and guiding the development of a business strategy | |
| ☒ Overseeing and guiding acquisitions, mergers, and divestitures | |
| ☒ Monitoring supplier compliance with organizational requirements | |
| ☒ Overseeing and guiding the development of a climate transition plan | |
| ☒ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities | |

(4.1.2.7) Please explain

EVA Air's Sustainability Committee, established under the Board of Directors, serves as the highest governing body for nature and climate-related risks. The committee's members are the Company's directors, and the Chairman of the Board serves as the convener, with the Corporate Sustainability Committee serving as the executive committee. The Sustainability Committee has further formed an Environmental Action Team (the Environmental Committee), to take charge of assessing nature/climate-related risks and opportunities, and coordinating formulation and implementation of the Company's policy, management, and action plans on nature-related, environmental and energy issues. The Environmental Committee is divided into three task forces for different duties: Sustainable Aviation Fuel; Environment and Energy; and Carbon Credit. These task forces' permanent members are the department/division heads. The Corporate Sustainability Committee convenes each quarter to evaluate performance in nature and climate-related issues, thus ensuring the effectiveness of the Company's management and policies.

Progress on action plans is also annually reported to the Board of Directors and the Sustainability Committee, to mitigate climate change and negative impacts on nature.

Biodiversity

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

Select all that apply

- ☒ Director on board

(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

- ☒ Other policy applicable to the board, please specify :Eva Air Corporate Sustainability Code of Practice

(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

- | | |
|---|--|
| ☒ Reviewing and guiding annual budgets | ☒ Reviewing and guiding innovation/R&D priorities |
| ☒ Overseeing the setting of corporate targets | ☒ Approving and/or overseeing employee incentives |
| ☒ Monitoring progress towards corporate targets | ☒ Overseeing and guiding major capital expenditures |
| ☒ Approving corporate policies and/or commitments | ☒ Monitoring the implementation of the business strategy |
| ☒ Overseeing and guiding public policy engagement | ☒ Monitoring the implementation of a climate transition plan |
| ☒ Overseeing and guiding the development of a business strategy | |

- ☒ Overseeing and guiding acquisitions, mergers, and divestitures
- ☒ Monitoring supplier compliance with organizational requirements
- ☒ Monitoring compliance with corporate policies and/or commitments
- ☒ Overseeing and guiding the development of a climate transition plan
- ☒ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

EVA Air's Sustainability Committee, established under the Board of Directors, serves as the highest governing body for nature and climate-related risks. The committee's members are the Company's directors, and the Chairman of the Board serves as the convener, with the ESG Committee serving as the executive committee. The Sustainability Committee has further formed an Environmental Action Team (the Environmental Committee), to take charge of assessing nature/climate-related risks and opportunities, and coordinating formulation and implementation of the Company's policy, management, and action plans on nature-related, environmental and energy issues. The Environmental Committee is divided into three task forces for different duties: Sustainable Aviation Fuel; Environment and Energy; and Carbon Credit. These task forces' permanent members are the department/division heads. The ESG Committee convenes each quarter to evaluate performance in nature and climate-related issues, thus ensuring the effectiveness of the Company's management and policies. Progress on action plans is also annually reported to the Board of Directors and the Sustainability Committee, to mitigate climate change and negative impacts on nature.

[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

- ☒ Consulting regularly with an internal, permanent, subject-expert working group
- ☒ Engaging regularly with external stakeholders and experts on environmental issues
- ☒ Integrating knowledge of environmental issues into board nominating process

- ☒ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)
- ☒ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Additional training

- ☒ Training in an environmental subject by a certified organization, please specify :Carbon management trends and responses towards NetZero, The risks and opportunities of climate change and net-zero emission policies for business operations, and the opportunities and challenges for companies to avoid climate disasters

Experience

- ☒ Executive-level experience in a role focused on environmental issues
- ☒ Management-level experience in a role focused on environmental issues
- ☒ Experience in the environmental department of a government (national or local)
- ☒ Active member of an environmental committee or organization

[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
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

☒ President

(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
- ☒ Managing supplier compliance with environmental requirements
- ☒ Managing value chain 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 climate transition plan
- ☒ Implementing a climate transition plan

- ☒ Managing annual budgets related to environmental issues
- ☒ Implementing the business strategy related to environmental issues
- ☒ Developing a business strategy which considers environmental issues
- ☒ Managing acquisitions, mergers, and divestitures related to environmental issues
- ☒ Managing major capital and/or operational expenditures relating to environmental issues
- ☒ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

- ☒ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

- ☒ Reports to the board directly

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

Select from:

- ☒ Quarterly

(4.3.1.6) Please explain

The Sustainability Committee under the Board of Directors is the highest guidance and supervisory unit for EVA Air's sustainable development. The chairman acts as the convener. In implementation, the ESG Committee serves as the dedicated unit for promoting corporate sustainability, EVA Air's president(CEO) act as chairman in this Committee. Climate change plans' implementation effectiveness is reported to the Sustainability Committee and the Board of Directors every year. The ESG Committee's Environmental Action Team is in charge of formulating and implementing action plans.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

- ☒ President

(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
- ☒ Managing supplier compliance with environmental requirements

Policies, commitments, and targets

- ☒ Monitoring compliance with corporate environmental policies and/or commitments
- ☒ Measuring progress towards environmental corporate targets
- ☒ Setting corporate environmental policies and/or commitments
- ☒ Setting corporate environmental targets

Strategy and financial planning

- ☒ Implementing the business strategy related to environmental issues

(4.3.1.4) Reporting line

Select from:

- ☒ Reports to the board directly

(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 Sustainability Committee under the Board of Directors is the highest guidance and supervisory unit for EVA Air's sustainable development. The chairman acts as the convener. In implementation, the ESG Committee serves as the dedicated unit for promoting corporate sustainability, EVA Air's president(CEO) act as chairman in this Committee. Climate change plans' implementation effectiveness is reported to the Sustainability Committee and the Board of Directors every year. The ESG Committee's Environmental Action Team is in charge of formulating and implementing action plans.
 [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

0

(4.5.3) Please explain

1.Top Management Sustainability and climate-related performance indicators are incorporated into annual bonus evaluations 2.Operational Management Performance related to the ISO 14001 Environmental Management System and ISO 50001 Energy Management System is included in the annual performance evaluation of the Chief Sustainability Officer (who also serves as Chair of the Environmental Committee) and linked to compensation. 3.Employees Flight crew, cabin crew, and ground staff who make outstanding contributions to climate-related initiatives, such as GHG emissions reduction, may be nominated for the E.P.A. Awards. Award recipients are eligible for additional recognition and incentives
 [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

☒ President

(4.5.1.2) Incentives

Select all that apply

☒ Salary increase

(4.5.1.3) Performance metrics

Targets

☒ Achievement of environmental targets

☒ Reduction in absolute emissions in line with net-zero target

(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

(1). Fuel is one of the largest operating costs of the aviation industry. Reducing the use of fuel through the implementation of various energy reduction projects can reduce the cost of EVA Air and contribute to the overall interests of the Company. The President's salary is related to the Company's profitability. Passenger transport fuel efficiency was reduced from 4.185 L/100 RPK in 2023 to 4.217 L/100 RPK in 2024; cargo transport fuel efficiency remained at 0.097 L/FTK in 2024, the same as in 2023. (2). The head of Sustainability Div. is responsible for overall ESG performance. In environmental aspect, EVA Air sets annual action plans based on ISO 14001 Environment and ISO 50001 Energy Management System. Achievement status of such action plans are related to business unit manager's KPI. The manager's salary are linked to KPI.

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

The incentive contribute the improvement on fuel efficiency and reduce carbon emissions from our service and product.(1).The incentive contribute the improvement on fuel efficiency and reduce carbon emissions from our service and product. (2).The achievement of ISO 14001 and 50001 action plans help EVA Air reduce impacts from our operations. Over years of running our management system and building a task force (Environmental Committee), we have invested a great deal of person-hours into energy audit, waste audit and water use assessments. Via the P-D-C-A (Plan - Do - Check - Act) management process, opportunities to improve energy performance, water use efficiency, and waste treatment efficiency are identified; and based on this, we then formulate goals for energy conservation, waste reduction, and water reduction.

[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
- ☒ 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
- ☒ Upstream value chain
- ☒ Downstream value chain

(4.6.1.4) Explain the coverage

In response to climate change issues, energy depletion problems, and the challenge of meeting public expectations, we have committed to achieving Net-Zero Carbon Emissions by 2050. EVA Air's Environmental Committee is the highest decision-making and management body for our environmental and energy policies. The Committee is guided by the principles of Energy Saving and Carbon Reduction as the Guide for Action; Achieving Quantified Effects as Our Performance Goal; and Expert, Systematic Improvements as the Foundation for sustainability. These principles inform how we set all our environmental protection and energy management goals, how we promote our management plans, and how we manage performance. We internalize environmental sustainability concepts within every sphere of our operations; we put them into practice at all our global locations, through all our products, services, energy resources, and waste management. We extend environmental sustainability through our up- and down-stream value chain, including suppliers, joint ventures, transport, warehousing, and other business partners; we apply these concepts in our mergers and acquisitions, and when conducting due diligence. Environmental and Energy Policy (will be updated in AUG 2025): <https://www.evacsr.com/archive/file/EVA-Air-Environmental-and-Energy-Policy.pdf> Biodiversity and Zero Deforestation: Commitments <http://www.evacsr.com/archive/file/EN-EVA-Airs-Biodiversity-and-Zero-DeforestationCommitments.pdf>

(4.6.1.5) Environmental policy content

Environmental commitments

- ☒ Commitment to No Net Loss environmental issues
- ☒ Commitment to stakeholder engagement and capacity building on environmental issues
- ☒ Commitment to Net Positive Gain
- ☒ Commitment to respect legally designated protected areas
- ☒ Commitment to comply with regulations and mandatory standards
- ☒ Commitment to take environmental action beyond regulatory compliance

Climate-specific commitments

- ☒ Commitment to net-zero emissions
- ☒ Commitment to not invest in fossil-fuel expansion

Additional references/Descriptions

- ☒ Description of dependencies on natural resources and ecosystems
- ☒ Description of impacts on natural resources and ecosystems

(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

EVA Air Environmental and Energy Policy_2025.pdf, EVA Air's Biodiversity and Zero Deforestation Commitments.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

- ☒ Task Force on Climate-related Financial Disclosures (TCFD)
- ☒ Task Force on Nature-related Financial Disclosures (TNFD)

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

EVA Air's environmental footprint derives primarily from the energy and resources used in our value chain, as well as the ecosystem of aircraft and ground operations. In response to the global climate emergency, EVA Air has established a climate governance mechanism based on the Task Force on Climate-Related Financial Disclosures (TCFD). After the formal release of the Taskforce on Nature-related Financial Disclosures (TNFD) in September 2023, the TNFD's processes were integrated in a more comprehensive manner. We introduced the concept of ecological footprints into our formulation of environmental footprint management strategies and actions. Our climate action strategies are formulated incorporating the Nature Positive concept. To align our carbon reduction goals with the path to Net-Zero, EVA Air signed onto the Science Based Targets initiative (SBTi) in June 2022, setting our near-term targets in accordance with the SBTi's Aviation sector guidance. In June 2024, our target of reducing carbon emission intensity by 40% by 2031 as compared to 2019 was formally approved.
[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

Yes

☒ Yes, we engaged directly with policy makers

(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

(4.11.4) Attach commitment or position statement

EVA Air Environmental and Energy Policy_2025.pdf

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

Select from:

☒ No, neither my organization or the intermediary organization we engage through is registered

(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

In 2021, the International Air Transport Association (IATA) committed to achieving net zero carbon emissions by 2050. In alignment with the Paris Agreement and the global ambition to limit warming to 1.5°C, EVA Air announced its commitment to achieve net zero carbon emissions by 2050 in November 2021. To deliver this commitment, the Company has established a decarbonization strategy focused on five key areas: aircraft and engine technology, operational and infrastructure improvements, sustainable aviation fuel (SAF), renewable energy, and carbon offsets and carbon markets. To ensure emissions reductions are aligned with a science-based pathway, EVA Air joined the Science Based Targets initiative (SBTi) in June 2022 and established a near-term target using the aviation sector methodology. The target was validated in June 2024, committing the Company to reduce the carbon emissions intensity of Scope 1 and Scope 3 aviation fuel by 40% by 2031 compared with the 2019 baseline. Progress toward this target is monitored on an ongoing basis. EVA Air actively engages with stakeholders across its value chain, including suppliers, customers, industry peers, trade associations, government agencies, public organizations, and civil society, to gather feedback and build support for its transition strategy. The Company also participated in consultation meetings on Taiwan's Transportation Sector Just Transition Action Plan, organized by the National Development Council, where it provided industry recommendations on Taiwan's 2050 net zero policy and the just transition provisions of the Climate Change Response Act. These engagements help promote a fair transition while protecting livelihoods, labor rights, and broader social interests. To accelerate aviation decarbonization, EVA Air participates in the Taiwan Sustainable Aviation Fuel (SAF) Decarbonization Flagship Program, a joint initiative established by the Ministry of Transportation and Communications and the Ministry of Economic Affairs to strengthen domestic SAF supply and promote wider industry adoption. As a member of the SAF Utilization Working Group, EVA Air participated in two meetings in 2025. The Company also joined the launch ceremony of Taiwan's Domestic SAF Pilot Program, organized by the Civil Aviation Administration at Kaohsiung International Airport on April 23, 2025, marking the country's first use of SAF.

[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?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EVA Air also participated in consultation meetings on the National Development Council's Transportation Sector Just Transition Action Plan, where the Company provided practical recommendations from the aviation industry regarding Taiwan's 2050 net zero policy goals and the just transition provisions under the Climate Change Response Act. These recommendations aim to support a fair net zero transition while safeguarding the livelihoods, labor rights, and broader social interests

of affected stake

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☒ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Environmental impacts and pressures

☒ Emissions – CO2

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☒ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☒ Taiwan, China

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☒ Support with no exceptions

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☒ Discussion in public forums

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

As new technologies such as SAF are introduced, EVA Air will continue to strengthen employee capabilities and technical expertise to support a fair and orderly transition while balancing the interests of all stakeholders.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☒ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☒ Paris Agreement

[Add row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

☒ Yes

(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 voluntary sustainability reports

(4.12.1.2) Is your publication in line with a standard or framework?

Select from:

- ☒ Yes

(4.12.1.3) Standard or framework the publication is in line with

Select all that apply

- ☒ GRI
- ☒ TCFD
- ☒ TNFD
- ☒ Other, please specify :SASB

(4.12.1.4) Environmental issues covered in publication

Select all that apply

- ☒ Climate change
- ☒ Biodiversity

(4.12.1.5) Status of the publication

Select from:

- ☒ Complete

(4.12.1.6) Content elements

Select all that apply

- | | |
|--|--|
| ☒ Strategy | ☒ Biodiversity indicators |
| ☒ Governance | ☒ Public policy engagement |
| ☒ Risks & Opportunities | ☒ Climate-related targets |
| ☒ Value chain engagement | ☒ Greenhouse gas emissions figures |

(4.12.1.7) Page/section reference

FOR 2025 EVA Air Climate and Nature Report, please refer to page 21 to 23. For 2025 Sustainability Report, please refer to page 131 to 132

(4.12.1.8) Attach the relevant publication

長榮航空氣候與自然環境報告書.pdf

(4.12.1.9) Comment

2025 Sustainability Report Can be download here: https://www.evacsr.com/archive/doc/download/EVA_CSR_EN_2025.pdf 2025 EVA Air Climate and Nature Report can be download here: https://www.evacsr.com/download/EVA_TCNFD_EN.pdf

[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:

☒ Annually

[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization's scenario analysis.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☒ IEA NZE 2050

(5.1.1.3) Approach to scenario

Select from:

☒ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☒ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☒ Policy

☒ Market

☒ Reputation

☒ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☒ 1.5°C or lower

(5.1.1.7) Reference year

2025

(5.1.1.8) Timeframes covered

Select all that apply

☒ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☒ Climate change (one of five drivers of nature change)

Regulators, legal and policy regimes

☒ Global regulation

- ☒ Global targets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The scenario is that the emission trading system covers carbon emissions produced from all airlines' international flights, and EVA Air adopts the SBT pathway to actively reduce carbon emissions under the NZE scenario. Although Taiwan is not a member of ICAO, it is still managed in accordance with the policies of CORSIA. This scenario assumes that EVA Air's carbon emissions from international routes under CORSIA control will be approximately 7 million tons in 2030. We achieve various carbon reduction measures, including the use of sustainable aviation fuel, the introduction of new aircraft, and aircraft fuel conservation. plan to achieve SBT's carbon reduction path. Under this scenario, assuming emissions from all international flights are subject to mandatory CORSIA requirements, and EVA Air achieves its SBT-aligned decarbonization pathway, carbon compliance costs in 2030 are estimated to account for approximately 2.0% of the Company's 2025 operating costs.

(5.1.1.11) Rationale for choice of scenario

With the trend toward net-zero emissions in the global aviation industry, many countries, European Union and the International Civil Aviation Organization (ICAO) have implemented carbon pricing mechanisms as the main strategy to reduce carbon emissions from flights, which in turn increases the operational and management costs for airline operators. Under the ICAO Carbon Offsetting and Reduction Scheme for Internal Aviation (CORSIA), when the regulation become mandatory from 2027 onward, all Scope 1 carbon emissions of International flights will have offsetting obligation, which will lead to rising operating costs.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

- ☒ IEA STEPS (previously IEA NPS)

(5.1.1.3) Approach to scenario

Select from:

- ☒ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

- ☒ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- ☒ Policy
- ☒ Market

(5.1.1.6) Temperature alignment of scenario

Select from:

- ☒ 2.0°C - 2.4°C

(5.1.1.7) Reference year

2025

(5.1.1.8) Timeframes covered

Select all that apply

- ☒ 2030

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- ☒ Climate change (one of five drivers of nature change)

Regulators, legal and policy regimes

- ☒ Global regulation
- ☒ Global targets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The scenario is that the CORSIA emission trading system covers carbon emissions produced from international flights of all airlines; thus, airlines are required to purchase carbon offsets based on their emission values. If carbon reduction measures are not continuously reinforced under the STEPS scenario, financial impacts from EVA Air's potential carbon fees in 2030 may equal c. 2.9% of 2025 operating costs.

(5.1.1.11) Rationale for choice of scenario

With the trend toward net-zero emissions in the global aviation industry, many countries, European Union and the International Civil Aviation Organization (ICAO) have implemented carbon pricing mechanisms as the main strategy to reduce carbon emissions from flights, which in turn increases the operational and management costs for airline operators. Under the ICAO Carbon Offsetting and Reduction Scheme for Internal Aviation (CORSIA), when the regulation become mandatory from 2027 onward, all Scope 1 carbon emissions of International flights will have offsetting obligation, which will lead to rising operating costs.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☒ RCP 8.5

(5.1.1.2) SSPs used in conjunction with scenario

Select from:

☒ SSP5

(5.1.1.3) Approach to scenario

Select from:

☒ Qualitative

(5.1.1.4) Scenario coverage

Select from:

☒ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☒ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☒ 3.5°C - 3.9°C

(5.1.1.7) Reference year

2025

(5.1.1.8) Timeframes covered

Select all that apply

☒ 2050

☒ 2060

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☒ Changes to the state of nature

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

EVA Air used hazard and vulnerability data from the Taiwan Climate Change Adaptation Information and Risk Assessment Platform (2025 edition) developed by the National Science and Technology Center for Disaster Reduction (NCDR) to assess climate-related physical risks in Taiwan. The assessment covered the Company's headquarters, its primary operating site at Taoyuan International Airport, and the top two or three suppliers by procurement value in Taiwan across the five major supplier categories in 2025. Flood hazard vulnerability was evaluated under the SSP5-8.5 scenario (2041–2060) and the SSP1-2.6 scenario (2021–2040) to assess potential risks under different climate scenarios. In addition, EVA Air used the platform's drought risk assessment tool to evaluate drought risk under the RCP8.5 scenario (2075–2099), providing a comprehensive assessment of long-term water resource stress. Under the platform's methodology, both flood hazard vulnerability and drought risk are classified on a five-level scale, with higher scores indicating greater flood vulnerability or drought risk. According to the NCDR assessment, EVA Air's headquarters is projected to remain within a Level 2 flood hazard vulnerability zone by the mid-century period (2041–2060). Among its major suppliers in Taiwan, four are located in Level 4 zones, one in a Level 2 zone, and one in a Level 1 zone.

(5.1.1.11) Rationale for choice of scenario

With changes in rainwater patterns and longterm/ extreme changes in climate patterns, the risks of flooding and drought at Company/key supplier operating sites are

gradually increasing. Flood risk may result in flight delays and diversions, operational disruptions, or supply chain disturbances, leading to a decrease in operating revenues and an increase in maintenance and procurement costs. Drought risk, on the other hand, may pose difficulties in purchasing raw materials, leading to increased procurement costs.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☒ RCP 2.6

(5.1.1.2) SSPs used in conjunction with scenario

Select from:

☒ SSP1

(5.1.1.3) Approach to scenario

Select from:

☒ Qualitative

(5.1.1.4) Scenario coverage

Select from:

☒ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☒ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

- ☒ 1.5°C or lower

(5.1.1.7) Reference year

2025

(5.1.1.8) Timeframes covered

Select all that apply

- ☒ 2025
- ☒ 2030
- ☒ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- ☒ Changes to the state of nature

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

EVA Air used hazard and vulnerability data from the Taiwan Climate Change Adaptation Information and Risk Assessment Platform (2025 edition) developed by the National Science and Technology Center for Disaster Reduction (NCDR) to assess climate-related physical risks in Taiwan. The assessment covered the Company's headquarters, its primary operating site at Taoyuan International Airport, and the top two or three suppliers by procurement value in Taiwan across the five major supplier categories in 2025. Flood hazard vulnerability was evaluated under the SSP5-8.5 scenario (2041–2060) and the SSP1-2.6 scenario (2021–2040) to assess potential risks under different climate scenarios. In addition, EVA Air used the platform's drought risk assessment tool to evaluate drought risk under the RCP8.5 scenario (2075–2099), providing a comprehensive assessment of long-term water resource stress. Under the platform's methodology, both flood hazard vulnerability and drought risk are classified on a five-level scale, with higher scores indicating greater flood vulnerability or drought risk. According to the NCDR assessment, EVA Air's headquarters is projected to remain within a Level 1 flood hazard vulnerability zone during the near-term period (2021–2040). Among its major suppliers in Taiwan, one is located in a Level 4 vulnerability zone, one in a Level 2 vulnerability zone, and four in Level 1 vulnerability zones.

(5.1.1.11) Rationale for choice of scenario

With changes in rainwater patterns and longterm/ extreme changes in climate patterns, the risks of flooding and drought at Company/key supplier operating sites are gradually increasing. Flood risk may result in flight delays and diversions, operational disruptions, or supply chain disturbances, leading to a decrease in operating revenues and an increase in maintenance and procurement costs. Drought risk, on the other hand, may pose difficulties in purchasing raw materials, leading to

increased procurement costs.

[Add 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
- ☒ Strategy and financial planning
- ☒ Resilience of business model and strategy
- ☒ Capacity building
- ☒ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

- ☒ Organization-wide

(5.1.2.3) Summarize the influence of the scenario analysis on the selected business processes

EVA Air develops its climate scenarios with reference to the latest scientific assessment reports published by the International Energy Agency (IEA) and the Intergovernmental Panel on Climate Change (IPCC). These scenarios are used to assess the potential climate-related financial and operational impacts on the Company's key flight routes and suppliers. The scenario analysis is intended solely to support the Company's assessment of potential future climate-related uncertainties and should not be interpreted as a prediction of actual future events or impacts. With respect to transition risks, particularly carbon pricing, governments around the world are introducing climate-related policies and regulations, including carbon fees, carbon taxes, and emissions trading schemes. To assess the potential impacts of these developments, EVA Air applies the IEA's Net Zero Emissions by 2050 Scenario (NZE) and Stated Policies Scenario (STEPS) to evaluate the implications of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), which is currently the most significant carbon regulation affecting the Company. Under both the NZE and STEPS scenarios, EVA Air assesses the potential operational impacts associated with future carbon emissions costs. An internal carbon price of USD 20.8 per metric ton of CO₂e is applied to estimate potential carbon-related costs. The results of the scenario analysis support the Company's climate transition planning and decarbonization strategy. Based on the assessment, EVA Air has developed adaptation and mitigation measures, including monitoring developments in carbon markets and optimizing procurement strategies to manage compliance costs, implementing fuel-efficiency initiatives and improving fuel performance, increasing the use of sustainable aviation fuel (SAF) to reduce carbon offsetting obligations, and promoting the Green Travel and Green

Transportation programs for corporate customers.

[Fixed row]

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

(5.2.1) Transition plan

Select from:

☒ Yes, we have a climate transition plan which aligns with a 1.5°C world

(5.2.3) Publicly available climate transition plan

Select from:

☒ Yes

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:

☒ Yes

(5.2.5) Description of activities included in commitment and implementation of commitment

Following the International Air Transport Association (IATA) commitment to achieve net zero carbon emissions by 2050, EVA Air announced its own 2050 Net Zero Carbon Emissions commitment in November 2021 in support of the Paris Agreement goal of limiting global warming to 1.5°C. To achieve this goal, EVA Air has established a transition strategy focused on aircraft and engine technology, operational and infrastructure improvements, Sustainable Aviation Fuel (SAF), renewable energy, and carbon offsetting and carbon emission trading. For information on significant capital expenditures related to the low-carbon transition, please refer to page 110 of the 2025 Annual Report. To align emissions reductions with its net zero pathway, EVA Air joined the Science Based Targets initiative (SBTi) in June 2022 and established a near-term target using the aviation sector methodology. The target was validated in June 2024, committing to reduce the carbon intensity of Scope 1 and Scope 3 emissions from aviation fuel by 40% by 2031, compared with the 2019 baseline. EVA Air will continue to monitor progress toward this target.

(5.2.10) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

- ☒ We have a different feedback mechanism in place

(5.2.11) Description of feedback mechanism

The mechanism for our shareholders to provide feedback can be through official web site, email and shareholder meeting, etc.

(5.2.12) Frequency of feedback collection

Select from:

- ☒ More frequently than annually

(5.2.13) Description of key assumptions and dependencies on which the transition plan relies

Our transition plan is to provide a low-carbon air transportation. The use of SAF will be the most critical measure to achieve Net-Zero emissions for airline. The current strategy is to work with the government, aviation associations, aviation industry, and fuel suppliers to establish SAF production in Taiwan.

(5.2.14) Description of progress against transition plan disclosed in current or previous reporting period

With reference to the EU Taxonomy, EVA Air recognizes Sustainable Aviation Fuel (SAF) as its primary sustainable product and service. Increasing the use of SAF is one of the aviation industry's key strategies for achieving the net-zero transition. EVA Air continues to expand SAF adoption, with SAF accounting for 0.5% of total aviation fuel consumption in 2025, and has set a target of increasing SAF usage to 5% by 2030.

(5.2.16) Other environmental issues that your climate transition plan considers

Select all that apply

- ☒ Other, please specify :sustainable agriculture

(5.2.17) Explain how the other environmental issues are considered in your climate transition plan

To reduce emissions and nature-related risks associated with inflight meals, EVA Air continues to promote low-carbon meal options and sustainable sourcing strategies. In addition, EVA Air offers plant-based meal options as alternatives to animal-based proteins, helping reduce emissions associated with livestock production while lowering potential biodiversity impacts linked to agricultural land use. In partnership with Shin-Shen Sustainability Co. Ltd., EVA Air launched the Sustainable Lemon Project, sourcing 24,000 kg of sustainably grown lemons annually from a 2.7578-hectare organic lemon farm in Pingtung. By adopting grass-covered cultivation practices, the project enhances soil carbon sequestration, supports biodiversity, and contributes to Taiwan's 2050 Net Zero Transition - natural carbon sink strategy. EVA Air is also the first airline in Taiwan to incorporate sustainable agriculture outcomes into inflight meals. Through its procurement practices, EVA Air supports sustainable agricultural development, strengthens supply chain sustainability, and promotes greater awareness of environmental stewardship

among passengers.

(5.2.18) Adaptation-specific objectives included within your climate transition plan

Select from:

☒ Yes

(5.2.19) Describe the adaptation objectives included in your climate transition plan or standalone adaptation plan

EVA Air continues to expand SAF adoption, with SAF accounting for 0.5% of total aviation fuel consumption in 2025, and has set a target of increasing SAF usage to 5% by 2030.

[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:

☒ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☒ Products and services

☒ Upstream/downstream value chain

☒ Investment in R&D

☒ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

☒ Physical risks

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

With changes in rainwater patterns and long-term/extreme changes in climate patterns, the risks of flooding and drought at Company/key supplier operating sites are gradually increasing. Flood risk may result in flight delays and diversions, operational disruptions, or supply chain disturbances, leading to a decrease in operating revenues and an increase in maintenance and procurement costs. Drought risk, on the other hand, may pose difficulties in purchasing raw materials, leading to increased procurement costs. In 2025, there were no significant losses to our Company/key suppliers' operating sites related to flooding or drought. In the future, we will evaluate whether to adjust investment in protective measures to avoid losses based on actual climate conditions. However, climate factors such as heavy snow, typhoon, heavy fog, thunderstorms, poor visibility and other weather factors caused flight cancellations or delays, resulting in incurring related costs. In 2025, some flight was cancelled due to weather impact, and these total expenses were about TWD 31 million, including passenger accommodation, passenger transportation, labor costs for flight crew, additional fuel costs, aerodrome service fee, aircraft deicing fees, and passenger endorsements fee to other airlines, etc

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☒ Transition risks

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Climate Risk: Rising Costs of Sustainable Materials. SAF has not been put into large-scale production, and regulations have become more stringent in many

countries. This could lead to an increase in demand and rising raw material costs. SAF remains more expensive than conventional jet fuel and is subject to higher price volatility. In 2025, additional spending on SAF accounted for approx. 0.27% of EVA Air's operating costs. Using recyclable/reusable materials for cabin supplies, resulting in rising raw material costs. Based on actual consumption in 2025, the additional procurement costs resulting from material substitution of service items accounted for approximately 0.01% of operating costs in 2025. Signing long-term agreements with suppliers to minimize the impact of limited supplies and high SAF prices. Explore the possibility of long-term cooperation with suppliers, to ensure better capacity at reasonable price conditions; comply with government policies and regulations to gradually increase use of SAF in Taiwan. Controlling raw material costs. Work together with suppliers to develop and design cabin supplies and products to reduce the cost of purchasing recycled raw materials.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Climate Opportunities: Investment in Sustainable Aviation Fuel. SAF has not been put into large-scale production, and regulations have become more stringent in many countries. This could lead to an increase in demand and rising raw material costs. Investing in the development and use of SAF helps ensure a stable SAF supply and more competitive procurement costs. EVA Air collaborate with suppliers to support SAF production and regularly monitor the production process to ensure compliance with quality standards and sustainability requirements. To accelerate SAF deployment, EVA Air signed a memorandum of understanding with National Cheng Kung University to advance research and technological innovation on microalgae-based SAF feedstocks. In addition, EVA Air participates in domestic and international industry forums and training programs to stay informed of emerging sustainable fuel technologies. Through external advisory support, we continue to strengthen internal sustainability awareness and implementation.

Operations

(5.3.1.1) Effect type

Select all that apply

☒ Transition risks

☒ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☒ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Climate Policies and Legal Risks With the trend toward net-zero emissions in the global aviation industry, many countries and the International Civil Aviation Organization (ICAO) have implemented carbon pricing mechanisms as the main strategy to reduce carbon emissions from flights, which in turn increases Under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), an increase in Scope 1 carbon emissions of will lead to rising operating costs. For details on carbon pricing analysis, please refer to Climate Scenario Analysis. Currently, only a limited number of flights within the scope of the European Union Emissions Trading System (EU ETS) and United Kingdom Emissions Trading Scheme (UK ETS) are affected by carbon credits; thus, a relatively low level of impact is expected. However, if free allowances for the aviation industry are removed or controls are extended in the future, there will be additional costs from purchasing carbon credits. Continue to improve Fuel Efficiency Improvements: •EVA Air plans to invest approximately US\$10.1 billion (approximately NT\$325 billion) to acquire 18 Airbus A350-1000 wide-body aircraft, with options for an additional six aircraft, for delivery between 2027 and 2030, as well as 15 Airbus A321neo narrow-body aircraft scheduled for delivery between 2029 and 2032. •Implementing fuel-saving measures for flight operations is estimated to have reduced approximately 45,317 tons of CO2 emissions in 2025. • Gradually increase use of SAF to reduce carbon emissions. [Add row]

[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☒ Capital expenditures

(5.3.2.2) Effect type

Select all that apply

☒ Transition risks

☒ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☒ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

Next-generation aircraft can achieve 20% better fuel efficiency compared to older models. EVA Air began introducing the 787 Dreamliners in 2018. As of the end of June 2026, we have taken delivery of 22 787 aircraft, with 12 more 787s scheduled for future delivery. In 2023 EVA Air planed to invest approximately US\$10.1 billion (approximately NT\$325 billion) to acquire 18 Airbus A350-1000 wide-body aircraft, with options for an additional six aircraft, for delivery between 2027 and 2030, as well as 15 Airbus A321neo narrow-body aircraft scheduled for delivery between 2029 and 2032. In March 2025, EVA Air once again announced that it will purchase six A350-1000 aircraft and three A321neo aircraft from Airbus under a contract totaling USD 3.1 billion. This brings EVA Air's total number of aircraft on order to 24 A350-1000s and 18 A321neos.

Row 2

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☒ Revenues

☒ Direct costs

(5.3.2.2) Effect type

Select all that apply

☒ Transition risks

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☒ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

With reference to the EU Taxonomy, EVA Air recognizes Sustainable Aviation Fuel (SAF) as its primary sustainable product and service. Increasing the use of SAF is one of the aviation industry's key strategies for achieving the net-zero transition. EVA Air continues to expand SAF adoption, with SAF accounting for 0.5% of total aviation fuel consumption in 2025, and has set a target of increasing SAF usage to 5% by 2030. In addition, EVA Air participates in domestic and international industry forums and training programs to stay informed of emerging sustainable fuel technologies. Through external advisory support, we continue to strengthen internal sustainability awareness and implementation. In 2025, the additional cost associated with SAF procurement accounted for approximately 0.27% of the Company's operating costs. EVA Air will continue increasing SAF utilization to support the aviation industry's progressive transition toward net-zero emissions.

Row 3

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☒ Revenues

(5.3.2.2) Effect type

Select all that apply

☒ Transition risks

☒ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☒ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

With changes in rainwater patterns and short-term, long-term and extreme changes in climate patterns, the risks of flooding and drought at Company/key supplier operating sites may gradually increase. In 2025, there were no significant losses to our Company/key suppliers' operating sites related to flooding or drought. In the future, we will evaluate whether to adjust investment in protective measures to avoid losses based on actual climate conditions. However, climate factors such as heavy snow, typhoon, heavy fog, thunderstorms, poor visibility and other weather factors caused flight cancellations or delays, resulting in incurring related costs. In 2025, some flight was cancelled due to weather impact, and these total expenses were about TWD 31 million, including passenger accommodation, passenger transportation, labor costs for flight crew, additional fuel costs, aerodrome service fee, aircraft deicing fees, and passenger endorsements fee to other airlines, etc

[Add 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	Methodology or framework used to assess alignment with your organization's climate transition
	Select from: ☒ Yes	Select all that apply ☒ Other methodology or framework

[Fixed row]

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization's climate transition.

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☒ Other, please specify :IFRS 永續揭露準則 S2 號

(5.4.1.5) Financial metric

Select from:

☒ OPEX

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

430000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

0.27

(5.4.1.8) Percentage share of selected financial metric planned to align in 2030 (%)

3.4

(5.4.1.9) Percentage share of selected financial metric planned to align in 2035 (%)

3

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

EVA Air has established science-based emissions reduction targets through the Science Based Targets initiative (SBTi). Increasing the use of sustainable aviation fuel (SAF) is a key strategy for achieving these decarbonization targets. The estimated SAF costs for 2025 and 2030 are based on the projected share of SAF procurement costs relative to operating expenses and are provided for reference only. Achieving a 5% SAF blending ratio by 2030 is estimated to increase fuel costs by approximately 3.1%–3.4% of the Company's 2025 operating costs. However, the Company is currently unable to accurately forecast SAF costs beyond 2030. If the 5% SAF target is achieved by 2030 and both the SAF market and carbon trading market continue to mature, the incremental SAF-related cost is expected to decrease to below 3% of the Company's 2025 operating costs.

[Add 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	None

[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 :Introduction of new model aircraft

(5.5.8.3) Stage of development in the reporting year

Select from:

☒ Small scale commercial deployment

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

90

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

90

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

90

(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

Next-generation aircraft can achieve 20% better fuel efficiency compared to older models. EVA Air began introducing the 787 Dreamliners in 2018. In 2024, EVA Air announced the purchase of four Boeing 787-10 aircraft at a unit price not exceeding USD 488 million each. As of the end of June 2026, we have taken delivery of 22 787 aircraft, with 12 more 787s scheduled for future delivery. In 2023 EVA Air planned to invest approximately US\$10.1 billion (approximately NT\$325 billion) to acquire 18 Airbus A350-1000 wide-body aircraft, with options for an additional six aircraft, for delivery between 2027 and 2030, as well as 15 Airbus A321neo narrow-body aircraft scheduled for delivery between 2029 and 2032. In March 2025, EVA Air once again announced that it will purchase six A350-1000 aircraft and three A321neo aircraft from Airbus under a contract totaling USD 3.1 billion. This brings EVA Air's total number of aircraft on order to 24 A350-1000s and 18 A321neos. Note: As detailed aircraft acquisition costs are commercially confidential, 90% of annual capital expenditure was assumed based on industry practice. This estimate is provided for reference only.

Row 2

(5.5.8.1) Activity

Select all that apply

☒ Aviation

(5.5.8.2) Technology area

Select from:

☒ Alternative fuels

(5.5.8.3) Stage of development in the reporting year

Select from:

☒ Basic academic/theoretical research

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

0

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

0

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

(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

To accelerate SAF deployment, EVA Air signed a memorandum of understanding with National Cheng Kung University to advance research and technological innovation on microalgae-based SAF feedstocks.

[Add row]

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

	Use of internal pricing for this environmental externality
Carbon	Select from: ☒ Yes
Other	Select from: ☒ No, and we do not plan to in the next two years

[Fixed row]

(5.10.1) Provide details of your organization's internal price on carbon.

Row 1

(5.10.1.1) Type of pricing scheme

Select from:

☒ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply

- ☒ Navigate regulations
- ☒ Drive energy efficiency
- ☒ Drive low-carbon investment
- ☒ Conduct cost-benefit analysis
- ☒ Identify and seize low-carbon opportunities
- ☒ Setting and/or achieving of climate-related policies and targets

(5.10.1.3) Factors considered when determining the price

Select all that apply

- ☒ Alignment to scientific guidance
- ☒ Alignment with the price of a carbon tax

(5.10.1.4) Calculation methodology and assumptions made in determining the price

With reference to the latest scientific assessment report released by the International Energy Agency (IEA) and the United Nations Intergovernmental Panel on Climate Change (IPCC), EVA Air has created climate scenarios and simulated potential financial or operational impacts on key operations, routes, and suppliers. The CORSIA is a key regulatory framework for carbon emissions in the aviation industry. Under this scheme, international flight emissions subject to offsetting obligations must be offset through the purchase of Eligible Emissions Units. The Company references the carbon price scenario analysis data from the 232nd Council Session of the International Civil Aviation Organization (ICAO) and has established an internal carbon price of US\$ 20.8 per ton to assess the potential financial impact of CORSIA. This internal carbon pricing will be adjusted dynamically based on the latest analytical data.

(5.10.1.5) Scopes covered

Select all that apply

- ☒ Scope 1

(5.10.1.6) Pricing approach used – spatial variance

Select from:

- ☒ Uniform

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☒ Static

(5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

649

(5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

649

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

- ☒ Operations
- ☒ Risk management
- ☒ Opportunity management

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

- ☒ Yes, for all decision-making processes

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

100

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

- ☒ Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

The CORSIA is a key regulatory framework for carbon emissions in the aviation industry. Under this scheme, international flight emissions subject to offsetting obligations must be offset through the purchase of Eligible Emissions Units. The Company references the carbon price scenario analysis data from the 232nd Council

Session of the International Civil Aviation Organization (ICAO) and has established an internal carbon price of US\$ 20.8 per ton to assess the potential financial impact of CORSIA. This internal carbon pricing will be adjusted dynamically based on the latest analytical data.
[Add 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
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?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☒ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

- ☒ Contribution to supplier-related Scope 3 emissions
- ☒ Other, please specify :Through the Self-Assessment Questionnaire (SAQ), EVA Air conducts a comprehensive evaluation of suppliers' ESG performance. From an environmental perspective, the assessment covers suppliers' management practices related to environmental policies, ri

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

- ☒ 100%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

In 2025, questionnaires were issued to tier 1 suppliers and critical suppliers (tier 1 and non-tier 1), and the response rate was 100%. Based on the Sustainability Assessment Questionnaire (SAQ) results, tier 1 suppliers with an SAQ score below 70 are defined as "high-risk suppliers". If there are no suppliers with a score below 70, those with the lowest 1% of scores are regarded as "high-risk suppliers".

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

- ☒ Less than 1%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

1

[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

☒ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

☒ Regulatory compliance

(5.11.2.4) Please explain

Based on the results of the EVA Air Sustainability Assessment Questionnaire (SAQ), tier 1 suppliers with an SAQ score below 70 are classified as high-risk suppliers. If no tier 1 supplier scores below 70, the lowest-scoring 1% of tier 1 suppliers are subject to a document review, and those that fail the review are also classified as high-risk suppliers. For critical non-tier 1 suppliers, those with an SAQ score below 70 are classified as high-risk suppliers. Based on the 2025 sustainability risk assessment, no high-risk suppliers were identified across EVA Air's supply chain, as no supplier received an SAQ score below 70. EVA Air therefore analyzed the assessment results and selected the lowest-scoring 1% of suppliers, together with critical suppliers, for further audits. Audit methods included document reviews, on-site audits, and independent third-party audits. A total of 20 significant suppliers among tier 1 suppliers were audited, including one critical supplier that underwent an on-site audit conducted by an independent third-party certification body, Bureau Veritas Certification Taiwan (BVC). The overall audit results indicated that non-compliance with labor regulations was the main risk issue among the audited suppliers. Through active engagement, guidance, and the provision of relevant information and resources, all audit findings were successfully addressed and corrected.

[Fixed row]

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

	Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process	Policy in place for addressing supplier non-compliance	Comment
Climate change	Select from: ☒ Yes, environmental requirements related to this environmental	Select from: ☒ Yes, we have a policy in place for	None

	Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process	Policy in place for addressing supplier non-compliance	Comment
	issue are included in our supplier contracts	addressing non-compliance	

[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☒ Adoption of the UN International Labour Organization Principles

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☒ Supplier scorecard or rating

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☒ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☒ 100%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☒ 100%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☒ 100%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☒ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☒ None

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☒ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance

☒ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

Under EVA Air's corrective action management mechanism, suppliers with audit findings are required to complete corrective actions within specified timeframes, depending on the severity of the findings, with a maximum implementation period of 270 days. Corrective actions for major findings must be completed within 90 days, minor findings within 180 days, and observations within 270 days. Suppliers that fail to implement the required corrective actions may be subject to contract termination. No supplier relationships were terminated in 2025. EVA Air will continue to monitor suppliers' corrective actions to enhance sustainability performance

across the supply chain.

[Add 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:

☒ Emissions reduction

(5.11.7.3) Type and details of engagement

Innovation and collaboration

☒ Run a campaign to encourage innovation to reduce environmental impacts on products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☒ Tier 1 suppliers

☒ Tier 2 suppliers

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

Select from:

☒ 100%

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

Select from:

☒ 100%

(5.11.7.8) Number of tier 2+ suppliers engaged

29

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

To support the International Air Transport Association (IATA) industry's commitment to achieving net zero carbon emissions by 2050 and advance EVA Air's own 2050 net zero commitment, EVA Air works closely with suppliers to identify opportunities for reducing carbon emissions across product manufacturing and service delivery processes. Through collaborative innovation, we aim to minimize carbon footprints and build a more sustainable supply chain. In 2023, EVA Air launched the three-year EVA Sustainable Vision – Green Supply Chain Program, focusing on four strategic themes: Green Energy Savings, Green Circular Economy, Green Energy Usage, and Green Transportation. Participating suppliers establish measurable targets and performance indicators under these themes based on their own manufacturing processes or service operations. In 2025, the program received 10 proposals, which will be evaluated in 2026 based on verified carbon reduction performance and supporting documentation. At the 2025 Supplier Conference, EVA Air also presented the 2024 Green Supply Chain Program awards. The top-performing supplier shared its decarbonization achievements and best practices, including upcycling retired uniforms and wooden pallets, implementing an energy management system, expanding the use of renewable energy and low-carbon fuels, and electrifying equipment. These initiatives achieved annual carbon reductions of 3,086 tCO₂e. Through knowledge sharing and recognition, EVA Air encourages more suppliers to participate in decarbonization initiatives and jointly build a sustainable green supply chain.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☒ Yes, please specify the environmental requirement :emission reduction

(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

☒ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☒ Unknown

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☒ Less than 1%

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

EVA Air is the first to roll out a "Green Travel" EVA Carbon Offset Program in Taiwan, in which passengers can make donations based on the calculated carbon emissions of their flight to offset the CO₂ created during their flight and achieve "zero-carbon travel" that we promote to 100% customers. The "Green Travel" EVA Carbon Offset Program is a formal collaboration between EVA Air and Climate Impact Partners, the renowned British climate management and sustainable development NGO. The carbon discharge coefficient per kilometer (or mile) for each passenger is calculated according to the carbon emissions calculation guidelines published by the International Civil Aviation Organization (ICAO), using fuel consumption and passenger capacity data of various EVA Air aircraft models. After a ticket purchased at the EVA Air global website, passengers can go to the dedicated website (evaair.climatecare.org) to calculate their carbon emissions based on the seating class, flight distance, and number of passengers. Climate Impact Partners helps to screen and fund carbon reduction projects that meet high-quality principles and are certified by standards such as the Gold Standard or the Verified Carbon Standard. This ensures that the carbon offsets purchased by travelers have real impact. After the offset is completed, Climate Impact Partners provides documentation to certify it. The aviation industry still relies heavily on sustainable fuels to achieve net-zero carbon emissions, and the current price of these fuels is very high. Therefore, EVA Air is developing green travel and green transportation solutions for corporate customers. The concept is to provide corporate customers and cargo owners with the option of using sustainable aviation fuel for their travel or cargo transportation to achieve zero-carbon transportation in their Scope 3 emissions. EVA Air is also evaluating the development of green travel and green transportation solutions for corporate customers. At this stage, we are in the development phase of the carbon calculator and will continue to evaluate the provision of SAF procurement solutions to our corporate customers in the future.

(5.11.9.6) Effect of engagement and measures of success

(1). *Impact of engagement: In 2025, a total of 151 tonnes of CO2e had been offset. We hope to gradually expand our influence in the future, and encourage more passengers and staff to develop the correct attitude to protecting the earth's resources.* (2). *Measure of success: The project will initially focus on the international carbon reduction projects and gradually expand to domestic projects. All the carbon reduction projects through ClimateCare have been certified by independent institutions using international standards including the Gold Standard (GS) or the Voluntary Carbon Standard (VCS) in order to reduce the global carbon dioxide emissions or improve the living environment of impoverished regions.*

[Add row]

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

	Environmental initiatives implemented due to CDP Supply Chain member engagement
	Select from: ☒ Yes

[Fixed row]

(5.13.1) Specify the CDP Supply Chain members that have prompted your implementation of mutually beneficial environmental initiatives and provide information on the initiatives.

	Requesting member	Environmental issues the initiative relates to
Row 1	Select from: ☒ Deloitte Touche Tohmatsu Limited	Select all that apply ☒ Climate change

	Requesting member	Environmental issues the initiative relates to
Row 2	<i>Select from:</i> ☒ McKinsey & Company, Inc.	<i>Select all that apply</i> ☒ Climate change

[Add row]

C6. Environmental performance - Consolidation approach

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

	Consolidation approach used	Provide the rationale for the choice of consolidation approach
Climate change	Select from: ☒ Operational control	<i>Disclose information in accordance with the laws and regulations of the place of operation</i>
Biodiversity	Select from: ☒ Operational control	<i>Disclose information in accordance with the laws and regulations of the place of operation</i>

[Fixed row]

C7. Environmental performance - Climate change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:

☒ No

(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

☒ Yes, a change in methodology

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

During the 2025 reporting year, the calculation methodologies for Scope 3 were revised to improve the accuracy of greenhouse gas emissions quantification. As these revised methodologies were applied only to the 2025 reporting year and historical emissions data were not recalculated or restated, emissions reported for 2025 are not directly comparable with those reported for prior years for the affected Scope 3 categories.

[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?

	Base year recalculation	Base year emissions recalculation policy, including significance threshold	Past years' recalculation
	Select from: ☒ No, because we have not evaluated whether the changes should trigger a base year recalculation	<i>The materiality threshold for recalculation of base year emissions is 3% of the respective total absolute greenhouse gas emissions or removals.</i>	Select from: ☒ No

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

- ☒ 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories
- ☒ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
- ☒ The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

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

	Scope 2, location-based	Scope 2, market-based	Comment
	<i>Select from:</i> ☒ We are reporting a Scope 2, location-based figure	<i>Select from:</i> ☒ We are reporting a Scope 2, market-based figure	None

[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are excluded from your disclosure of climate-related data?

Select from:

☒ No

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

Scope 1

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

6501992

(7.5.3) Methodological details

Greenhouse gas inventories have been conducted in accordance with ISO 14064-1. The GHG inventory boundary includes EVA AIRWAYS CORPORATION. The Global Warming Potential (GWP) defined in IPCC AR6 has been chosen and correctly referred by the Organization

Scope 2 (location-based)

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

13737

(7.5.3) Methodological details

Greenhouse gas inventories have been conducted in accordance with ISO 14064-1. The GHG inventory boundary includes EVA AIRWAYS CORPORATION. Electricity Emission Factor: 2023 Electricity Retailing Utility Enterprise Electricity Carbon Emission Factor published by various countries.

Scope 2 (market-based)

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

13737

(7.5.3) Methodological details

Greenhouse gas inventories have been conducted in accordance with ISO 14064-1. The GHG inventory boundary includes EVA AIRWAYS CORPORATION. Electricity Emission Factor: 2023 Electricity Retailing Utility Enterprise Electricity Carbon Emission Factor published by various countries.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

359031

(7.5.3) Methodological details

We use the "Scope 3 evaluator" developed by GHG protocol which is publicly available on the official website. The data input is the expenditure of purchased goods and services. The purchased goods and services include food, electronics and audio visual, inland transport, postal and communication.

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

272265

(7.5.3) Methodological details

We use the "Scope 3 evaluator" developed by GHG protocol which is publicly available on the official website. The data input is the expenditure of purchased goods and services. The purchased capital goods include electronics and audio visual, transportation vehicle.

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

1565649

(7.5.3) Methodological details

The activity data for fuel and energy refer to the total consumption of electricity and fuel during the reporting year. The lifecycle emission factor for aviation fuel is calculated based on the factors announced by ICAO or IATA, while the emission factors for other fuels are based on the product carbon footprint coefficients published by Taiwan's EPA.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO₂e)

1705

(7.5.3) Methodological details

We estimate the transportation distance and delivery weight from each trip from our supplier in the reporting year. The emission factor of each vehicle is from Taiwan EPA.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO₂e)

76

(7.5.3) Methodological details

Total weight of waste production is used for the activity data and emission factor is for incineration treatment announced by Taiwan EPA.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

63

(7.5.3) Methodological details

Most GHG emissions of our business travel by aircraft is included in our scope 1 inventory. The figure above reveals the emission from business travel taking other airline company and Taiwan high speed rail.

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

7010

(7.5.3) Methodological details

Employee commuting distance and vehicle type are estimated based on the number of company-issued parking permits for cars and motorcycles. The calculation also includes energy consumption from company-provided commuter shuttles. The emission factors are from Taiwan EPA.

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

85

(7.5.3) Methodological details

Aggregating the energy consumption of vendors renting office space at the headquarters to calculate carbon emissions. The emission factors are sourced from the Taiwan EPA.

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

We are a service provider company without solid products for our customer.

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

The category was evaluated and determined to be non-material; therefore, no emissions have been calculated.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

The category was evaluated and determined to be non-material; therefore, no emissions have been calculated.

Scope 3 category 12: End of life treatment of sold products

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

The category was evaluated and determined to be non-material; therefore, no emissions have been calculated.

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

The category was evaluated and determined to be non-material; therefore, no emissions have been calculated.

Scope 3 category 14: Franchises

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

There was no source of emissions from this category.

Scope 3 category 15: Investments

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

23101

(7.5.3) Methodological details

Calculated based on the subsidiary's electricity consumption and shareholding ratio.

Scope 3: Other (upstream)

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

There was no source of emissions from this category.

Scope 3: Other (downstream)

(7.5.1) Base year end

12/30/2023

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

There was no source of emissions from this category.

[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)

7194184

(7.6.3) Methodological details

Greenhouse gas inventories have been conducted in accordance with GHG Protocol. The GHG inventory boundary includes EVA AIRWAYS CORPORATION. The Global Warming Potential (GWP) defined in IPCC AR6 has been chosen and correctly referred by the Organization.

[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)

13041

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

11806

(7.7.4) Methodological details

Greenhouse gas inventories have been conducted in accordance with GHG Protocol. The GHG inventory boundary includes EVA AIRWAYS CORPORATION.
Electricity Emission Factor: 2024 Electricity Retailing Utility Enterprise Electricity Carbon Emission Factor published by various countries.

[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:

☒ Relevant, calculated

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

253600

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Spend-based method

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

0

(7.8.6) Please explain

Estimating carbon emissions using financial data methods, with carbon emission coefficients sourced from the US EEIO. Expenditures Includes procurement expenditures for in-flight services supplies, catering, aircraft maintenance, etc.

Capital goods

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

37633

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average product method

☒ Average spend-based method

☒ Supplier-specific method

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

0.66

(7.8.6) Please explain

The emission factors are based on the methodology document published by the International Aerospace Environmental Group (IAEG) in 2021, titled Aerospace Industry Tool for Calculating Scope 3 Greenhouse Gas Emissions of Purchased Goods & Services and Capital Goods: Methodology. The inventory scope includes aircraft, simulators, information technology equipment, and repairable aircraft parts.

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

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

1550561

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average data method

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

0

(7.8.6) Please explain

The activity data for fuel and energy refer to the total consumption of electricity and fuel during the reporting year. The lifecycle emission factor for aviation fuel is calculated based on the factors announced by ICAO or IATA, while the emission factors for other fuels are based on the product carbon footprint coefficients published by Taiwan's Ministry of Environment.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

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

23951

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Spend-based method

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

0

(7.8.6) Please explain

Estimating carbon emissions using financial data methods, with carbon emission coefficients sourced from the US EEIO. The expenses include air freight transportation, warehousing, and third-party logistics distribution services.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

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

1915

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average data method

☒ Waste-type-specific method

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

0

(7.8.6) Please explain

Emission factors for waste incineration and wastewater treatment in Taiwan are calculated based on the carbon footprint factors published by Taiwan's Ministry of Environment. Emissions from waste generated onboard aircraft are calculated using carbon footprint data from the Ecoinvent database.

Business travel

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

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

129

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Distance-based method

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

0

(7.8.6) Please explain

The Company uses the carbon emissions calculator developed by the International Civil Aviation Organization by inputting the departure, transit, and arrival airport information of each flight to generate internationally recognized carbon emissions data. This serves as the basis for quantifying emissions generated from employees' business travel on flights operated by other airlines. In addition, carbon emissions data for employees traveling by Taiwan High Speed Rail are obtained from the Company's corporate carbon footprint membership account with Taiwan High Speed Rail.

Employee commuting

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

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

6317

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Distance-based method

☒ Fuel-based method

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

0

(7.8.6) Please explain

Employee commuting distance and vehicle type are estimated based on the number of company-issued parking permits for cars and motorcycles. The calculation also includes energy consumption from company-provided commuter shuttles. The emission factors are from Taiwan's Ministry of Environment.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

The category was evaluated and determined to be non-material; therefore, no emissions have been calculated.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Not evaluated

(7.8.6) Please explain

We are a service provider company without solid products for our customer.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

The category was evaluated and determined to be non-material; therefore, no emissions have been calculated.

Use of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

The category was evaluated and determined to be non-material; therefore, no emissions have been calculated.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Emissions estimated to be insignificant

(7.8.6) Please explain

The category was evaluated and determined to be non-material; therefore, no emissions have been calculated.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

69787

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Lessor-specific method

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

100

(7.8.6) Please explain

The primary inventory item is fuel consumption generated by the Company's wet-leased aircraft. Emissions are calculated using the carbon dioxide emission factor for aviation fuel combustion recommended by the International Civil Aviation Organization. In addition, a small portion of electricity consumption data obtained from the Company's headquarters lessors is calculated using the electricity emission factor published by Taiwan's Energy Administration.

Franchises

(7.8.1) Evaluation status

Select from:

☒ Not evaluated

(7.8.6) Please explain

There was no source of emissions from this category.

Investments

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

6084

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Investment-specific method

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

100

(7.8.6) Please explain

In 2025, the companies invested in by EVA Air include Trade-Van Information Services, Central Reinsurance Corporation, Ever Fun Travel Services, and UNI Air. Emissions are calculated based on each company's greenhouse gas inventory data and multiplied by the corresponding equity ownership percentage.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Not applicable to our organization's activities

(7.8.6) Please explain

There was no source of emissions from this category.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☒ Not applicable to our organization's activities

(7.8.6) Please explain

There was no source of emissions from this category.

[Fixed row]

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

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

	Verification/assurance status
	☒ 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

2025 EVA Limited Assurance Report on Greenhouse Gas (GHG) Statement.pdf

(7.9.1.5) Page/section reference

(7.9.1.6) Relevant standard

Select all that apply

☒ ISAE 3410

☒ Other, please specify :Assurance Engagements on Greenhouse Gas Statements(TWSAE3410)

(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

2025 EVA Limited Assurance Report on Greenhouse Gas (GHG) Statement.pdf

(7.9.2.6) Page/ section reference

page 1-4

(7.9.2.7) Relevant standard

Select all that apply

☒ ISAE 3410

☒ Other, please specify :Assurance Engagements on Greenhouse Gas Statements(TWSAE3410)

(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

2025 EVA Limited Assurance Report on Greenhouse Gas (GHG) Statement.pdf

(7.9.2.6) Page/ section reference

page 1-4

(7.9.2.7) Relevant standard

Select all that apply

☒ ISAE 3410

☒ Other, please specify :Assurance Engagements on Greenhouse Gas Statements(TWSAE3410)

(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: Investments
- ☒ Scope 3: Capital goods
- ☒ Scope 3: Business travel
- ☒ Scope 3: Employee commuting
- ☒ Scope 3: Downstream leased assets

- ☒ Scope 3: Waste generated in operations
- ☒ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)

(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

2025 EVA Limited Assurance Report on Greenhouse Gas (GHG) Statement.pdf

(7.9.3.6) Page/section reference

Page1-4

(7.9.3.7) Relevant standard

Select all that apply

- ☒ ISAE 3410

☒ Other, please specify :Assurance Engagements on Greenhouse Gas Statements(TWSAE3410)

(7.9.3.8) Proportion of selected emissions categories verified (%)

100

(7.9.3.9) Proportion of total reported scope 3 emissions verified (%)

86

Row 2

(7.9.3.1) Scope 3 category

Select all that apply

☒ Scope 3: Purchased goods and services

☒ Scope 3: Upstream transportation and distribution

(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

(7.9.3.6) Page/section reference

Page1-5

(7.9.3.7) Relevant standard

Select all that apply

☒ AA1000AS

(7.9.3.8) Proportion of selected emissions categories verified (%)

100

(7.9.3.9) Proportion of total reported scope 3 emissions verified (%)

14

[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:

☒ Increased

(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.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

72311

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

1.02

(7.10.1.4) Please explain calculation

*All emissions reduction activities implemented in the reporting year contribute 72,311 metric tonnes reduction, indicating -1.02 % change compared with the previous year. The calculation is: $(-72,311/7,089,281) * 100 = -1.02\%$*

[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:

☒ Market-based

(7.12) Does your organization have significant land sector activities in its operations or value chain?

(7.12.1) Agriculture, forestry or other land sector activities

Select from:

☒ Yes, in both our direct operations and our upstream/downstream value chain

(7.12.2) Indicate if these activities are only related to forest lands and/or non-productive, non-forest lands

Select from:

☒ Yes, these activities are only related to forest lands and/or non-productive, non-forest lands

(7.12.3) Specify the reason for no significant activities

Select from:

☒ Activities related to agricultural lands identified but evaluated to be below the significance threshold

(7.12.4) Significance threshold

To reduce emissions and nature-related risks associated with inflight meals, EVA Air continues to promote low-carbon meal options and sustainable sourcing strategies. In addition, EVA Air offers plant-based meal options as alternatives to animal-based proteins, helping reduce emissions associated with livestock production while lowering potential biodiversity impacts linked to agricultural land use. In partnership with Shin-Shen Sustainability Co. Ltd., EVA Air launched the Sustainable Lemon Project, sourcing 24,000 kg of sustainably grown lemons annually from a 2.7578-hectare organic lemon farm in Pingtung. By adopting grass-covered cultivation practices, the project enhances soil carbon sequestration, supports biodiversity, and contributes to Taiwan's 2050 Net Zero Transition - natural carbon sink strategy. EVA Air is also the first airline in Taiwan to incorporate sustainable agriculture outcomes into inflight meals. Through its procurement practices, EVA Air supports sustainable agricultural development, strengthens supply chain sustainability, and promotes greater awareness of environmental stewardship among passengers.

[Fixed row]

(7.13) Does your organization choose to account for and report technological CO2 removals or captured CO2 with geologic storage, or have you done so in previous years?

	Technological CO2 removals or captured CO2 with geologic storage in the reporting year	Technological CO2 removals or captured CO2 with geologic storage were accounted for and reported in previous years
	Select from: ☒ Not evaluated	Select from: ☒ No

[Fixed row]

(7.15) Does your organization break down its Scope 1 and/or Scope 2 emissions by greenhouse gas type?

(7.15.1) Emissions breakdown by greenhouse gas type

Select from:

☒ Yes, Scope 1 emissions only

[Fixed row]

(7.15.1) Break down your total gross global Scope 1 and Scope 2 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 selected gas)

7193716

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

7193716

(7.15.1.8) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

☒ CH4

(7.15.1.2) Scope 1 emissions (metric tons of selected gas)

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

62

(7.15.1.8) GWP Reference*Select from:*☒ IPCC Sixth Assessment Report (AR6 - 100 year)**Row 3****(7.15.1.1) Greenhouse gas***Select from:*☒ N₂O**(7.15.1.2) Scope 1 emissions (metric tons of selected gas)**

0.054

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

15

(7.15.1.8) GWP Reference*Select from:*☒ IPCC Sixth Assessment Report (AR6 - 100 year)**Row 4****(7.15.1.1) Greenhouse gas**

Select from:

☒ HFCs

(7.15.1.2) Scope 1 emissions (metric tons of selected gas)

0.455

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

391

(7.15.1.8) GWP Reference

Select from:

☒ IPCC Sixth Assessment Report (AR6 - 100 year)

[Add row]

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

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Taiwan, China	7194184	13041	11806

[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply

☒ By activity

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	Aviation	7193099
Row 2	Non-Aviation	1085

[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 services activities	7194184	None

[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☒ By business division

(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	<i>Domestic operating sites</i>	<i>12381</i>	<i>11146</i>
Row 2	<i>Overseas operating sites</i>	<i>660</i>	<i>660</i>

[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 services activities	<i>13041</i>	<i>11806</i>	<i>None</i>

[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)

7221274

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

50662

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

48651

(7.22.4) Please explain

For EVA Air, the reporting boundary for Scope 1 (direct GHG emissions) and Scope 2 (energy indirect GHG emissions) covers global operational facilities. For consolidated subsidiaries, the reporting boundary for Scope 1 and Scope 2 primarily covers operational facilities in Taiwan or in the country where each subsidiary is headquartered.

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

None
[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:

☒ Yes

(7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Row 1

(7.23.1.1) Subsidiary name

Evergreen Aviation Technologies Corp.

(7.23.1.2) Primary activity

Select from:

☒ Transportation infrastructure & other construction

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ Other unique identifier, please specify :Unified number

(7.23.1.11) Other unique identifier

16097775

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

3897

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

13359

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

12583

(7.23.1.15) Comment

None

Row 2

(7.23.1.1) Subsidiary name

Evergreen Airline Services Corp.

(7.23.1.2) Primary activity

Select from:

☒ Transportation support services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ Other unique identifier, please specify :Unified number

(7.23.1.11) Other unique identifier

23867308

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

9807

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

2605

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

2605

(7.23.1.15) Comment

None

Row 3

(7.23.1.1) Subsidiary name

Evergreen Air Cargo Services Corp.

(7.23.1.2) Primary activity

Select from:

☒ Transportation support services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ Other unique identifier, please specify :unified number

(7.23.1.11) Other unique identifier

70765627

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

1545

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

4914

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

4914

(7.23.1.15) Comment

None

Row 4

(7.23.1.1) Subsidiary name

Evergreen Sky Catering Corp.

(7.23.1.2) Primary activity

Select from:

☒ Other food processing

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ Other unique identifier, please specify :Unified number

(7.23.1.11) Other unique identifier

84476394

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

7970

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

11424

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

11424

(7.23.1.15) Comment

None

Row 5

(7.23.1.1) Subsidiary name

PT Perdana Andalan Air Service

(7.23.1.2) Primary activity

Select from:

☒ Travel services

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ No unique identifier

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

22

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

15

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

15

(7.23.1.15) Comment

None

Row 6

(7.23.1.1) Subsidiary name

EVA Flight Training Academy

(7.23.1.2) Primary activity

Select from:

☒ Aerospace

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ No unique identifier

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

917

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

101

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

101

(7.23.1.15) Comment

None

Row 7

(7.23.1.1) Subsidiary name

(7.23.1.2) Primary activity

Select from:

☒ Other food processing

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☒ Other unique identifier, please specify :Unified number

(7.23.1.11) Other unique identifier

90311645

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

2931

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

5204

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

5204

(7.23.1.15) Comment

None

[Add row]

(7.26) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Row 1

(7.26.1) Requesting member

Select from:

☒ McKinsey & Company, Inc.

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☒ Other unit, please specify :flight segments

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1120

(7.26.9) Emissions in metric tonnes of CO2e

602.7392

(7.26.10) Uncertainty ($\pm\%$)

0

(7.26.11) Major sources of emissions

Fuel combustion

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Based on our actual aviation fuel consumption in 2025, we calculated the average carbon emission intensity per Revenue Passenger Kilometer (RPK) for each cabin class in our passenger operations. Using our corporate clients' travel records and great-circle distances, we estimated their corresponding carbon emissions.

(7.26.14) Where published information has been used, please provide a reference

We do not disclose the carbon emissions of individual companies to the public.

Row 2

(7.26.1) Requesting member

Select from:

☒ Deloitte Touche Tohmatsu Limited

(7.26.2) Scope of emissions

Select from:

☒ Scope 1

(7.26.4) Allocation level

Select from:

☒ Company wide

(7.26.6) Allocation method

Select from:

☒ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☒ Other unit, please specify :flight segments

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1118

(7.26.9) Emissions in metric tonnes of CO₂e

433.7839

(7.26.10) Uncertainty (±%)

0

(7.26.11) Major sources of emissions

Fuel combustion

(7.26.12) Allocation verified by a third party?

Select from:

☒ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Based on our actual aviation fuel consumption in 2025, we calculated the average carbon emission intensity per Revenue Passenger Kilometer (RPK) for each cabin class in our passenger operations. Using our corporate clients' travel records and great-circle distances, we estimated their corresponding carbon emissions.

(7.26.14) Where published information has been used, please provide a reference

We do not disclose the carbon emissions of individual companies to the public.
[Add 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:

☒ Doing so would require we disclose business sensitive/proprietary information

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

Revenue and flight records from other business partner may be sensitive
[Add row]

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

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

Select from:

☒ Yes

(7.28.2) Describe how you plan to develop your capabilities

EVA Air is evaluating the development of a Green Travel and Green Transportation Solution for corporate customers. The concept is to provide corporate customers and cargo owners with a solution to use sustainable aviation fuels for their travel and cargo shipments to achieve zero-carbon transportation in their scope 3 emissions. The project includes the initial construction of an automated carbon calculator, which will automate the calculation of carbon emissions directly from the corporate customer's account.

[Fixed row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:

☒ More than 30% but less than or equal to 35%

(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:

	Indicate whether your organization undertook this energy-related activity in the reporting year
	☒ No
Generation of electricity, heat, steam, or cooling	Select from: ☒ No

[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:
☒ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

124935

(7.30.1.3) MWh from non-renewable sources

27074512

(7.30.1.5) Total (renewable + non-renewable) MWh

27199447.00

Consumption of purchased or acquired electricity

(7.30.1.2) MWh from renewable sources

2606

(7.30.1.3) MWh from non-renewable sources

24967

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

0

(7.30.1.5) Total (renewable + non-renewable) MWh

27573.00

Total energy consumption

(7.30.1.2) MWh from renewable sources

127541

(7.30.1.3) MWh from non-renewable sources

27099479

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

0

(7.30.1.5) Total (renewable + non-renewable) MWh

27227020.00

[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: ☒ Yes
Consumption of fuel for the generation of heat	Select from: ☒ Yes
Consumption of fuel for the generation of steam	Select from: ☒ No
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) Total fuel MWh consumed by the organization

124935

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

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

124935

(7.30.7.7) Comment

None

Other biomass

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

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

0

(7.30.7.7) Comment

None

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

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

0

(7.30.7.7) Comment

None

Coal

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

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

0

(7.30.7.7) Comment

None

Oil

(7.30.7.1) Total fuel MWh consumed by the organization

27074218

(7.30.7.2) MWh fuel consumed for self-generation of electricity

145

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

27074073

(7.30.7.7) Comment

None

Gas

(7.30.7.1) Total fuel MWh consumed by the organization

294

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

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

294

(7.30.7.7) Comment

None

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

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.2) MWh fuel consumed for self-generation of electricity

0

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

0

(7.30.7.7) Comment

None

Total fuel

(7.30.7.1) Total fuel MWh consumed by the organization

27199447

(7.30.7.2) MWh fuel consumed for self-generation of electricity

145

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

27199302

(7.30.7.7) Comment

None

[Fixed row]

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

Taiwan, China

(7.30.14.1) Consumption of purchased electricity (MWh)

27573

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

0

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

27199447

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

0

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

27227020.00

[Fixed row]

(7.30.15) Provide details on the electricity purchases that were accounted for at a zero or near-zero emission factor in the reporting year.

Row 1

(7.30.15.1) Country/area of electricity consumption

Select from:

☒ Taiwan, China

(7.30.15.2) Sourcing method

Select from:

☒ Project-specific contract with an electricity supplier

(7.30.15.3) Low-carbon technology type

Select from:

☒ Solar

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

2606

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☒ T-REC [Taiwan, China]

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

Select from:

☒ Taiwan, China

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

Select from:

☒ No

(7.30.15.14) Comment

None

[Add row]

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

Row 1

(7.36.1) Activity

Select from:

☒ Aviation

(7.36.2) Metric figure

0.0445

(7.36.3) Metric numerator

Select from:

☒ Liters of fuel

(7.36.4) Metric denominator

Select from:

☒ Other, please specify :RPK(Revenue Passenger Kilometers)

(7.36.5) Metric numerator: Unit total

2357588435

(7.36.6) Metric denominator: Unit total

52963556661

(7.36.7) % change from last year

5.45

(7.36.8) Please explain

The total fuel consumption for passenger transportation was 2,297,106,286 liters in the previous year and 2,357,588,435 liters in the reporting year, representing an increase of 2.63%. The RPK were 54,478,404,342 and 52,963,556,661 in the previous year and the reporting year, respectively, representing a decrease of 2.78%. Therefore, the fuel intensity of passenger transportation increased from 0.0422 in the previous year to 0.0445 in the reporting year. Although air transportation demand continued to grow in 2025, the decrease in RPK resulted in a slight increase in passenger transport fuel intensity.

[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

0.00003528

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

7205989

(7.45.3) Metric denominator

Select from:

☒ unit total revenue

(7.45.4) Metric denominator: Unit total

204250187000

(7.45.5) Scope 2 figure used

Select from:

☒ Market-based

(7.45.6) % change from previous year

2.8

(7.45.7) Direction of change

Select from:

☒ Increased

(7.45.8) Reasons for change

Select all that apply

☒ Other emissions reduction activities

(7.45.9) Please explain

Compared with 2024, total revenue decreased by 1.12% in 2025. EVA Air's gross emissions were 7,089,281 metric tonnes in 2024 and 7,205,989 metric tonnes in 2025, respectively, representing an increase of 1.65%. In 2024, gross emissions were 7,089,281 metric tonnes with revenue of TWD 206,562 million, resulting in an emissions intensity of 34.32 metric tonnes per TWD million of revenue. In 2025, gross emissions were 7,205,989 metric tonnes with revenue of TWD 204,250 million, resulting in an emissions intensity of 35.28 metric tonnes per TWD million of revenue. The intensity increased from 34.32 metric tonnes per TWD million of revenue in 2024 to 35.28 metric tonnes per TWD million of revenue in 2025.

[Add row]

(7.51) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

Aviation

(7.51.1) Scopes used for calculation of intensities

Select from:

☒ Report just Scope 1

(7.51.2) Intensity figure

0.0007417

(7.51.3) Metric numerator: emissions in metric tons CO₂e

7091496

(7.51.4) Metric denominator: unit

Select from:

☒ t.km

(7.51.5) Metric denominator: unit total

9561116764

(7.51.6) % change from previous year

1.38

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

The scope 1 emissions for passenger cargo flight operations are 6,906,006 and 7,091,496 metric tonnes in the previous year and the reporting year, increased by 2.67 %. The thousand RTK are 9,439,538,589 and 9,561,116,764 in the previous year and the reporting year, increased by 1.29 %. Therefore, the intensity T.km decreased by 1.38 %, from 0.0007316 in the previous year to 0.0007417 in the reporting year. In 2023, aviation demand continued to grow, leading to year-on-year increases in both fuel consumption and transport capacity. Nevertheless, the introduction of new-generation aircraft and the continued implementation of fuel-saving initiatives enabled EVA Air to maintain stable fuel efficiency for both passenger and cargo operations, with only minor fluctuations.

ALL

(7.51.1) Scopes used for calculation of intensities

Select from:

☒ Report just Scope 1

(7.51.2) Intensity figure

0.0007417

(7.51.3) Metric numerator: emissions in metric tons CO₂e

7091496

(7.51.4) Metric denominator: unit

Select from:

☒ t.km

(7.51.5) Metric denominator: unit total

9561116764

(7.51.6) % change from previous year

1.38

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

The scope 1 emissions for passenger cargo flight operations are 6,906,006 and 7,091,496 metric tonnes in the previous year and the reporting year, increased by 2.67 %. The thousand RTK are 9,439,538,589 and 9,561,116,764 in the previous year and the reporting year, increased by 1.29 %. Therefore, the intensity T.km decreased by 1.38 %, from 0.0007316 in the previous year to 0.0007417 in the reporting year. In 2023, aviation demand continued to grow, leading to year-on-year increases in both fuel consumption and transport capacity. Nevertheless, the introduction of new-generation aircraft and the continued implementation of fuel-saving initiatives enabled EVA Air to maintain stable fuel efficiency for both passenger and cargo operations, with only minor fluctuations.

[Fixed 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

2606

(7.52.3) Metric numerator

Green electricity usage for Taiwan operating sites

(7.52.4) Metric denominator (intensity metric only)

Electricity usage for Taiwan operating site

(7.52.5) % change from previous year

211.72

(7.52.6) Direction of change

Select from:

☒ Increased

(7.52.7) Please explain

In 2025, 2,606,000 kWh of solar photovoltaic renewable electricity was supplied to EVA Air’s headquarters and bonded warehouse building, accounting for approximately 10.8% of the annual electricity consumption of company-owned buildings in Taiwan. This represents an increase from 836,000 kWh in 2024 to 2,606,000 kWh in 2025, an increase of 211.72% year over year.
[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☒ Intensity target

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

☒ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

- ☒ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.2.3) Science Based Targets initiative official validation letter

EVA AIRWAYS CORPORATION - Near-Term Approval Letter - Friday_ 28 June 2024.pdf

(7.53.2.4) Target ambition

Select from:

- ☒ 1.5°C aligned

(7.53.2.5) Date target was set

01/27/2024

(7.53.2.6) Target coverage

Select from:

- ☒ Business activity

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

- | | |
|---|---|
| ☒ Methane (CH ₄) | ☒ Nitrogen trifluoride (NF ₃) |
| ☒ Nitrous oxide (N ₂ O) | ☒ Sulphur hexafluoride (SF ₆) |
| ☒ Carbon dioxide (CO ₂) | |
| ☒ Perfluorocarbons (PFCs) | |
| ☒ Hydrofluorocarbons (HFCs) | |

(7.53.2.8) Scopes

Select all that apply

☒ Scope 1

☒ Scope 3

(7.53.2.10) Scope 3 categories

Select all that apply

☒ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.53.2.11) Intensity metric

Select from:

☒ Other, please specify :Metric tons of CO2e per revenue tonne kilometer (RTK)

(7.53.2.12) End date of base year

12/30/2019

(7.53.2.13) Intensity figure in base year for Scope 1

0.00078

(7.53.2.17) Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

0.0001875

(7.53.2.32) Intensity figure in base year for total Scope 3

0.0001875000

(7.53.2.33) Intensity figure in base year for all selected Scopes

0.0009675000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

100

(7.53.2.38) % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure

39

(7.53.2.53) % of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure

100

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

100

(7.53.2.55) End date of target

12/30/2031

(7.53.2.56) Targeted reduction from base year (%)

40

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

0.0005805000

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

20

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

20

(7.53.2.60) Intensity figure in reporting year for Scope 1

0.0007417

(7.53.2.64) Intensity figure in reporting year for Scope 3, Category 3: Fuel- and energy-related activities

0.0001596

(7.53.2.79) Intensity figure in reporting year for total Scope 3

0.0001596000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

0.0009013000

(7.53.2.81) Land-related emissions covered by target

Select from:

☒ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

17.11

(7.53.2.83) Target status in reporting year

Select from:

☒ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

In 2021, the IATA declared the Net-Zero Emissions by 2050 target, which aims to limit global warming to no more than 1.5°C. In response to this, in November 2021, EVA Air declared our commitment to achieve the goal of Net-Zero Emissions by 2050, eliminating at least 90% of our carbon emissions under Scopes 1 and 2 while implementing a carbon offset program for other carbon emissions. Our strategies include many initiatives: Aircraft and Engine Technology Development; Aviation Operations and Infrastructure Enhancement; Sustainable Aviation Fuel (SAF); Renewable Energy (Green Energy); and Carbon Offsets and Carbon Emission Trading. To align our carbon reduction goals with the path to Net-Zero, EVA Air signed onto the Science Based Targets initiative (SBTi) in July 2022, setting our near-term targets in accordance with the SBTi's Aviation sector guidance. In July 2024, our target of reducing well-to-wake scope 1 and 3 jet fuel GHG emissions 40% per revenue tonne kilometer (RTK) by 2031 from 2019 was formally approved, where scope 1 and scope 3 emissions are 6,103,936 and 1,467,072 respectively. Looking ahead, EVA Air will continue to track carbon reduction results to guarantee goal achievement.

(7.53.2.86) Target objective

In 2021, the IATA declared the Net-Zero Emissions by 2050 target, which aims to limit global warming to no more than 1.5°C. In response to this, in November 2021, EVA Air declared our commitment to achieve the goal of Net-Zero Emissions by 2050, eliminating at least 90% of our carbon emissions under Scopes 1 and 2 while implementing a carbon offset program for other carbon emissions. Our strategies include many initiatives: Aircraft and Engine Technology Development; Aviation Operations and Infrastructure Enhancement; Sustainable Aviation Fuel (SAF); Renewable Energy (Green Energy); and Carbon Offsets and Carbon Emission Trading. To align our carbon reduction goals with the path to Net-Zero, EVA Air signed onto the Science Based Targets initiative (SBTi) in June 2022, setting our near-term targets in accordance with the SBTi's Aviation sector guidance. In June 2024, our target of reducing carbon emission intensity by 40% by 2031 as compared to 2019 was formally approved. Looking ahead, EVA Air will continue to track carbon reduction results to guarantee goal achievement.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

(1)Fuel-saving Measures: By leveraging big data analytics, we identify opportunities to improve fuel efficiency and reduce carbon emissions across our flight operations. In response to evolving operating conditions, we actively develop and implement effective fuel-saving initiatives, progressively embedding these practices into our standard operating procedures. Recognizing that each initiative has distinct characteristics, we apply customized evaluation criteria to accurately quantify the effectiveness of every fuel-saving initiative. In 2025, EVA Air implemented 9 major fuel-saving initiatives, which delivered fuel savings of 14,341 tonnes compared with the baseline. This is equivalent to 170,556 MWh of energy and an estimated reduction of 45,317 tCO₂e emissions. (2)Fuel Efficiency and Emission Intensity: As air travel gradually recovered from the COVID-19 pandemic in 2022, passenger load factors improved while the use of passenger aircraft for cargo transport declined, resulting in significant improvements in both passenger and cargo fuel efficiency. In 2023, aviation demand continued to grow, leading to year-on-year increases in both fuel consumption and transport capacity. Nevertheless, the introduction of new-generation aircraft and the continued implementation of fuel-saving initiatives enabled EVA Air to maintain stable fuel efficiency for both passenger and cargo operations, with only minor fluctuations. EVA Air also continues to increase the use of SAF to reduce carbon emissions intensity, laying the foundation for lower-carbon flight operations.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☒ Yes

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☒ Net-zero targets

(7.54.3) Provide details of your net-zero target(s).

Row 1

(7.54.3.1) Target reference number

Select from:

☒ NZ1

(7.54.3.2) Date target was set

01/27/2024

(7.54.3.3) Target Coverage

Select from:

☒ Organization-wide

(7.54.3.4) Targets linked to this net zero target

Select all that apply

☒ Int1

(7.54.3.5) End date of target for achieving net zero

12/30/2050

(7.54.3.6) Is this a science-based target?

Select from:

☒ No, and we do not anticipate setting one in the next two years

(7.54.3.8) Scopes

Select all that apply

☒ Scope 1

☒ Scope 2

(7.54.3.9) Greenhouse gases covered by target

Select all that apply

☒ Methane (CH₄)

☒ Nitrous oxide (N₂O)

☒ Carbon dioxide (CO₂)

☒ Perfluorocarbons (PFCs)

☒ Hydrofluorocarbons (HFCs)

☒ Sulphur hexafluoride (SF₆)

☒ Nitrogen trifluoride (NF₃)

(7.54.3.10) Explain target coverage and identify any exclusions

In 2021, the IATA declared the Net-Zero Emissions by 2050 target, which aims to limit global warming to no more than 1.5°C. In response to this, in November 2021, EVA Air declared our commitment to achieve the goal of Net-Zero Emissions by 2050, eliminating at least 90% of our carbon emissions under Scopes 1 and 2 while implementing a carbon offset program for other carbon emissions. Our strategies include many initiatives: Aircraft and Engine Technology Development; Aviation Operations and Infrastructure Enhancement; Sustainable Aviation Fuel (SAF); Renewable Energy (Green Energy); and Carbon Offsets and Carbon Emission Trading. To align our carbon reduction goals with the path to Net-Zero, EVA Air signed onto the Science Based Targets initiative (SBTi) in July 2022, setting our near-term targets in accordance with the SBTi's Aviation sector guidance. In July 2024, our target of reducing well-to-wake scope 1 and 3 jet fuel GHG emissions 40% per revenue tonne kilometer (RTK) by 2031 from 2019 was formally approved, where scope 1 and scope 3 emissions are 6,103,936 and 1,467,072 respectively. Looking ahead, EVA Air will continue to track carbon reduction results to guarantee goal achievement.

(7.54.3.11) Target objective

In 2021, the IATA declared the Net-Zero Emissions by 2050 target, which aims to limit global warming to no more than 1.5°C. In response to this, in November 2021, EVA Air declared our commitment to achieve the goal of Net-Zero Emissions by 2050, eliminating at least 90% of our carbon emissions under Scopes 1 and 2 while implementing a carbon offset program for other carbon emissions. Our strategies include many initiatives: Aircraft and Engine Technology Development; Aviation Operations and Infrastructure Enhancement; Sustainable Aviation Fuel (SAF); Renewable Energy (Green Energy); and Carbon Offsets and Carbon Emission Trading. To align our carbon reduction goals with the path to Net-Zero, EVA Air signed onto the Science Based Targets initiative (SBTi) in June 2022, setting our near-term targets in accordance with the SBTi's Aviation sector guidance. In June 2024, our target of reducing carbon emission intensity by 40% by 2031 as

compared to 2019 was formally approved. Looking ahead, EVA Air will continue to track carbon reduction results to guarantee goal achievement.

(7.54.3.12) Do you intend to neutralize any residual emissions with permanent carbon removals at the end of the target?

Select from:

☒ Yes

(7.54.3.13) Do you plan to mitigate emissions beyond your value chain?

Select from:

☒ No, but we plan to within the next two years

(7.54.3.14) Do you intend to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation?

Select all that apply

☒ Yes, we plan to purchase and cancel carbon credits for neutralization at the end of the target

(7.54.3.15) Planned milestones and/or near-term investments for neutralization at the end of the target

In terms of aircraft operations, referring to the resolution on achieving net-zero carbon emissions by 2050 proposed by the International Air Transport Association (IATA) in October 2021, analysis indicates that the use of sustainable aviation fuel (SAF) will be one of the key measures for the aviation industry to achieve its carbon reduction goals. For ground operations, the Company has established renewable energy usage targets to reduce greenhouse gas emissions from its operational sites. The progress toward these targets is reviewed annually, and adjustments are made on a rolling basis based on actual implementation results.

(7.54.3.17) Target status in reporting year

Select from:

☒ Underway

(7.54.3.19) Process for reviewing target

Conduct GHG emissions inventory annually

[Add row]

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

	Emissions reduction initiatives that were active within the reporting year
	Select from: ☒ Yes

[Fixed 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
Under investigation	0	
To be implemented	0	0
Implementation commenced	0	0
Implemented	910	72311
Not to be implemented	0	

[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

Transportation

☒ Company fleet vehicle efficiency

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

45317

(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 1.2)

333144335

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

22427590

(7.55.2.7) Payback period

Select from:

☒ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ <1 year

(7.55.2.9) Comment

In 2025, EVA Air implemented 9 major fuel-saving initiatives, which delivered fuel savings of 14,341 tonnes compared with the baseline. Investment required is calculated based on the manpower cost of flight performance monitoring personnel per year 22,427,590 TWD

Row 2

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption

☒ Liquid biofuels

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

26994

(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 1.2)

17507628

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

430000000

(7.55.2.7) Payback period

Select from:

☒ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ <1 year

(7.55.2.9) Comment

In 2025, EVA Air used SAF equivalent to 0.5% of its total annual aviation fuel consumption, generating an estimated emissions reduction benefit of approximately 26,994 tCO₂e. The value of this benefit was estimated using an internal carbon price of USD 20.8 per metric ton of CO₂e; however, this financial benefit was not actually realized.

[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:

☒ Employee engagement

(7.55.3.2) Comment

By leveraging big data analytics, we identify opportunities to improve fuel efficiency and reduce carbon emissions across our flight operations. In response to evolving operating conditions, we actively develop and implement effective fuel-saving initiatives, progressively embedding these practices into our standard operating procedures. Recognizing that each initiative has distinct characteristics, we apply customized evaluation criteria to accurately quantify the effectiveness of every fuel-

saving initiative. In 2025, EVA Air implemented 9 major fuel-saving initiatives, which delivered fuel savings of 14,341 tonnes compared with the baseline. This is equivalent to 170,556 MWh of energy and an estimated reduction of 45,317 tCO₂e emissions.

Row 2

(7.55.3.1) Method

Select from:
☒ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

Even though EVA Air is not listed by the Ministry of Environment as a registered source of emissions (required to conduct inventory), the company began to conduct voluntary inventories of GHG emissions in 2011, and completed the third party verification process for the 2016 ISO 14064-1 GHG emission data. In accordance with the emission data provided by the government's related projects, the quantified data mainly includes aviation fuel, automobile gasoline and diesel fuels, and each office's total power consumption, to further understand and respond early to the greenhouse gas emission status and trend. In 2025, EVA Air continued to conduct its GHG inventory in accordance with the GHG Protocol and obtained third-party assurance.
[Add row]

(7.73) Are you providing product level data for your organization's goods or services?

Select from:
☒ Yes, I will provide data through the CDP questionnaire

(7.73.1) Give the overall percentage of total emissions, for all Scopes, that are covered by these products.

81

(7.73.2) Complete the following table for the goods/services for which you want to provide data.

Row 1

(7.73.2.1) Requesting member

Select from:

☒ McKinsey & Company, Inc.

(7.73.2.2) Name of good/ service

Air transportation

(7.73.2.3) Description of good/ service

Passenger Air Transportation

(7.73.2.4) Type of product

Select from:

☒ Final

(7.73.2.5) Unique product identifier

None

(7.73.2.6) Total emissions in kg CO2e per unit

602739.21

(7.73.2.7) ±% change from previous figure supplied

-2.2

(7.73.2.8) Date of previous figure supplied

08/05/2025

(7.73.2.9) Explanation of change

Less ticket purchased

(7.73.2.10) Methods used to estimate lifecycle emissions

Select from:

☒ Other, please specify :We calculated the average carbon emission intensity per RPK for each cabin class in our passenger operations. Using our corporate clients' travel records and great-circle distances, we estimated their corresponding carbon emissions.

Row 2

(7.73.2.1) Requesting member

Select from:

☒ Deloitte Touche Tohmatsu Limited

(7.73.2.2) Name of good/ service

Air transportation

(7.73.2.3) Description of good/ service

Passenger Air Transportation

(7.73.2.4) Type of product

Select from:

☒ Final

(7.73.2.5) Unique product identifier

None

(7.73.2.6) Total emissions in kg CO2e per unit

433783.88

(7.73.2.7) ±% change from previous figure supplied

-9.4

(7.73.2.8) Date of previous figure supplied

08/05/2025

(7.73.2.9) Explanation of change

Less ticket purchased

(7.73.2.10) Methods used to estimate lifecycle emissions

Select from:

☒ Other, please specify :We calculated the average carbon emission intensity per RPK for each cabin class in our passenger operations. Using our corporate clients' travel records and great-circle distances, we estimated their corresponding carbon emissions.

[Add row]

(7.73.3) Complete the following table with data for lifecycle stages of your goods and/or services.

Row 1

(7.73.3.1) Requesting member

Select from:

☒ McKinsey & Company, Inc.

(7.73.3.2) Name of good/ service

Air transportation

(7.73.3.3) Scope

Select from:

☒ Scope 1

(7.73.3.4) Lifecycle stage

Select from:

☒ Consumer Use

(7.73.3.5) Emissions at the lifecycle stage in kg CO2e per unit

602739.21

(7.73.3.6) Lifecycle stage under your ownership or control

Select from:

☒ Yes

(7.73.3.7) Type of data used

Select from:

☒ Primary

(7.73.3.8) Data quality

The data has not been verified or validated by a third party.

(7.73.3.9) If applicable, describe the verification/assurance of the product emissions data

None

Row 2

(7.73.3.1) Requesting member

Select from:

☒ Deloitte Touche Tohmatsu Limited

(7.73.3.2) Name of good/ service

Air transportation

(7.73.3.3) Scope

Select from:

☒ Scope 1

(7.73.3.4) Lifecycle stage

Select from:

☒ Consumer Use

(7.73.3.5) Emissions at the lifecycle stage in kg CO2e per unit

433783.88

(7.73.3.6) Lifecycle stage under your ownership or control

Select from:

☒ Yes

(7.73.3.7) Type of data used

Select from:

☒ Primary

(7.73.3.8) Data quality

The data has not been verified or validated by a third party.

(7.73.3.9) If applicable, describe the verification/assurance of the product emissions data

None

[Add row]

(7.73.4) Please detail emissions reduction initiatives completed or planned for this product.

Row 1

(7.73.4.1) Name of good/ service

Green Travel

(7.73.4.2) Initiative ID

Select from:

☒ Initiative 1

(7.73.4.3) Description of initiative

EVA Air is developing green travel and green transportation solutions for corporate customers. The concept is to provide corporate customers and cargo owners with the option of using sustainable aviation fuel for their travel or cargo transportation to achieve zero-carbon transportation in their Scope 3 emissions. EVA Air is also evaluating the development of green travel and green transportation solutions for corporate customers. At this stage, we are in the development phase of the carbon calculator and will continue to evaluate the provision of SAF procurement solutions to our corporate customers in the future.

(7.73.4.4) Completed or planned

Select from:

☒ Planned

(7.73.4.5) Emission reductions in kg CO2e per unit

151.43

[Add row]

(7.73.5) Have any of the initiatives described in 7.73.4 been driven by requesting CDP Supply Chain members?

Select from:

☒ No

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

☒ Yes

(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:

☒ Product or service

(7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

☒ The EU Taxonomy for environmentally sustainable economic activities

(7.74.1.3) Type of product(s) or service(s)

Biofuels

☒ Other biofuel, please specify :Sustainable Aviation Fuel(SAF)

(7.74.1.4) Description of product(s) or service(s)

Air transportation services using SAF.

(7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

☒ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☒ Other, please specify :CORSlA Emissions Reduction methodology

(7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

☒ Cradle-to-grave

(7.74.1.8) Functional unit used

Life cycle emissions per MJ of energy for SAF

(7.74.1.9) Reference product/service or baseline scenario used

Jet-A1

(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario

Select from:

☒ Cradle-to-grave

(7.74.1.11) Estimated avoided emissions (metric tons CO₂e per functional unit) compared to reference product/service or baseline scenario

26994

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

The percentage difference in lifecycle emissions between SAF and conventional jet fuel is multiplied by the amount of neat SAF used (in tonnes). The resulting value is then multiplied by the CORSlA-defined emissions factor to calculate the avoided emissions.

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

0.415

[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:

☒ Fleet adoption

(7.75.3) Technology

Select from:

☒ Other, please specify :Introduction of new model aircraft

(7.75.4) Metric figure

5

(7.75.5) Metric unit

Select from:

☒ Other, please specify :fleet

(7.75.6) Explanation

EVA Air began introducing Boeing 787 aircraft into its fleet in 2018. In 2025, five additional Boeing 787 aircraft were introduced. As of July 31, 2026, EVA Air operated a total of 22 Boeing 787 aircraft in its passenger fleet. EVA Air plans to invest approximately US\$10.1 billion (approximately NT\$325 billion) to acquire 18 Airbus A350-1000 wide-body aircraft, with options for an additional six aircraft, for delivery between 2027 and 2030, as well as 15 Airbus A321neo narrow-body aircraft scheduled for delivery between 2029 and 2032.

[Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:

☒ No

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:
☒ Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply
☒ Law & policy
[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?
	Select from: ☒ No, we do not use indicators, but plan to within the next two years

[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: ☒ Yes	na
UNESCO World Heritage sites	Select from: ☒ No	na
UNESCO Man and the Biosphere Reserves	Select from: ☒ No	na
Ramsar sites	Select from: ☒ No	na
Key Biodiversity Areas	Select from: ☒ Yes	na
Other areas important for biodiversity	Select from: ☒ Yes	na

[Fixed row]

(11.4.1) Provide details of your organization's activities in the reporting year located in or near to areas important for biodiversity.

Row 1

(11.4.1.2) Types of area important for biodiversity

Select all that apply

☒ Key Biodiversity Areas

(11.4.1.4) Country/area

Select from:

☒ Taiwan, China

(11.4.1.5) Name of the area important for biodiversity

Xucuogang Wetlands, TAIWAN

(11.4.1.6) Proximity

Select from:

☒ Adjacent

(11.4.1.8) Briefly describe your organization's activities in the reporting year located in or near to the selected area

*Key Biodiversity Areas (KBAs) were evaluated within 15 kilometers of EVA Air's and our key suppliers' primary domestic/overseas operating sites. The results showed that none of the aforementioned sites directly overlapped with KBAs, but there were KBAs within 15 kilometers of most sites. Cross-referencing our Taiwan operating sites against areas of concern on the Taiwan Ecological Network Blue Print shows that the airport and our Nankan Headquarters are close to the largest national coastal wetland in Northern Taiwan, the Xucuogang Wetlands, and that airport operations may impact the wetlands. The wetlands are home to more than 200 species of water birds, with the Chinese egret (*Egretta eulophotes*) – a rare and vulnerable species (VU) with less than 4,000 individuals left worldwide – passing through the wetland every spring and fall. Past observations have also recorded black-faced spoonbills (*Platalea minor*). The wetland has been recognized as an important wild bird habitat by BirdLife International.*

(11.4.1.9) Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Select from:

☒ Yes, and no mitigation measures have been implemented

(11.4.1.11) Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

EVA Air will continue to evaluate mitigation measures, including avoidance, minimization, restoration, and offsetting, to reduce potential impacts on biodiversity. We will also continue to assess whether its operations adversely affect threatened species, strengthen employee training on risks related to illegal wildlife trafficking, and ensure that inflight meal ingredients do not include species identified for protection by the IUCN Red List of Threatened Species. In 2026, EVA Air invited the Chi Po-lin Foundation to host an environmental education seminar, "Taiwan from Above," with 88 employees participating to enhance awareness of environmental issues and sustainable land stewardship.

[Add 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?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☒ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

- ☒ Climate change
- ☒ Biodiversity

(13.1.1.2) Disclosure module and data verified and/or assured

- All data points in CDP response
- ☒ All data points in CDP response

(13.1.1.3) Verification/assurance standard

General standards

- ☒ AA1000AS
- ☒ ISAE 3410

Climate change-related standards

- ☒ Verification under the EU Emissions Trading Scheme (EU ETS) Directive and EU ETS related national implementation laws

(13.1.1.4) Further details of the third-party verification/assurance process

EVA AIR's Sustainability Report has been verified by a third party.
[Add 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.

	Additional information
	None

[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Vice President, Corporate Sustainability Division

(13.3.2) Corresponding job category

Select from:

☒ Chief Sustainability Officer (CSO)

[Fixed row]

