SWISS Environmental Report 2025

Environmental statement in accordance with the requirements of the Eco Management and Audit Scheme (EMAS)

STAR ALLIANCE

SWISS

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1 SWISS
1.1 Introduction

Flying connects people, cultures and countries – enabling global exchange and trade. It is impossible to imagine a world without air transportation today. However, the tremendous importance of the aviation industry is matched by tremendous responsibility – towards society, our customers, employees and the environment. SWISS takes comprehensive measures to reduce its environmental impact, treats its employees responsibly and is committed to numerous social issues. Our integrated environmental strategy focuses on reducing emissions, conserving resources, taking measures towards circularity and promoting new technologies.

In this updated environmental report, we set out what we worked on in the 2025 reporting year and what successes we achieved, and illustrate where our biggest challenges lie in achieving our CO_2 objectives.

"In 2025, we achieved important milestones on the path to more sustainable aviation. From the first-ever use of solar fuel to new partnerships for permanent CO_2 removal and a groundbreaking pilot project under the Paris Agreement, we have made concrete progress. As an airline, we are doing everything in our power to actively drive the transformation of the aviation industry. However, achieving the CO_2 targets will require more than just the commitment of individual companies. Politics, business and industry must work closely together to scale up innovations and make more sustainable solutions market-ready. Despite geopolitical and economic uncertainties, we remain committed to actively shaping the future of aviation."

Jens Fehlinger, Chief Executive Officer

1.2 About SWISS

Swiss International Air Lines (SWISS) is the national airline of Switzerland. We connect Switzerland to Europe and the rest of the world with direct flights from the national airports of Zurich and Geneva. As a premium airline, we deploy one of the most modern fleets in Europe for this purpose. The freight division, SWISS World-Cargo, markets the cargo holds of passenger aircraft and offers a comprehensive range of airport-to-airport services for high-value, time-critical and care-intensive goods. With line maintenance and other checks, SWISS Technics itself carries out a significant proportion of aircraft maintenance activities in Zurich and Geneva.

We are committed to providing the highest product and service quality, and we embody Switzerland's traditional values. SWISS is a part of the Lufthansa Group and a member of the Star Alliance.

Corporate key figures for 2025

18,085,898
Passengers

143,282
Flights

83.3 %
Seat load factor

9,603
Staff

1,442
Pilots

4,729
Cabin Crew Members

3,432
Ground personnel

Fleet overview

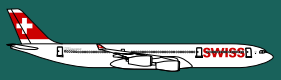
9 × Airbus A220-100

7 × Airbus A321neo

21 × Airbus A220-300

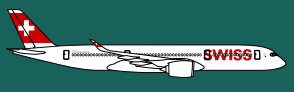
14 × Airbus A330-300

8 × Airbus A320-200



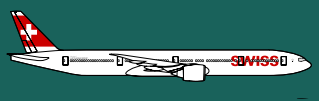
4 × Airbus A340-300

11 × Airbus A320neo



1 × Airbus A350-900

6 × Airbus A321



12 × Boeing 777-300ER

SWISS also supplements its fleet with aircraft operated by wet-leasing partners (Helvetic Airways, Air Baltic and Edelweiss Air), including crews.

1.3 Strategic focus on sustainability

Our commitment to more sustainable air transport is embodied in our corporate strategy. SWISS creates social, societal and economic value through its business model. Our Corporate Responsibility initiatives are part of our daily business processes, and are continuously evaluated and optimized as part of our strategy development.

Economic responsibility is the foundation of our activities, because only competitive companies can successfully assume responsibility.

SWISS pursues three priorities as part of its sustainability agenda

Emissions management
Holistic reduction of our ecological footprint. In addition to CO_2 and non-CO_2 emissions, this also includes waste, noise and energy consumption

Technology development
Promoting the scaling and market entry of climate protection technologies

Social commitment
Responsibility as an employer and a company

1.4 Stakeholders

Air transport is part of Switzerland's national transportation infrastructure and an important economic driver and location asset. Accordingly, SWISS is integrated into society in many different ways, which is why stakeholder management plays a central role.

Continuous dialogue enables us to understand the needs and expectations of the various stakeholder groups. Together with the Lufthansa Group, we regularly conduct large-scale stakeholder surveys to identify key issues from the perspective of the interest groups.

- **Staff**
- **Social partners**

- **Customers**

- **Residents**
- **Public and media**

- **System partners**

- **Shareholders**

- **Authorities**
- **Lawmakers**

- **Non-governmental organizations (NGOs)**
- **Associations**

- **Suppliers**
- **Contractual partners**

- **Science and research**

2 Context
2.1 Our system

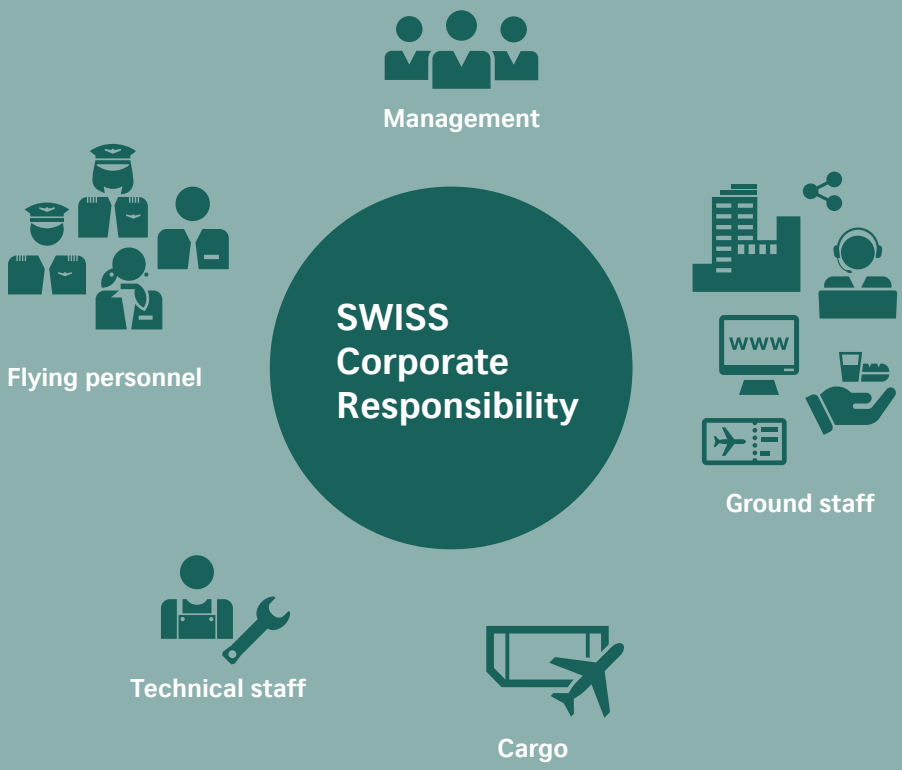
2.1.1 Environmental management system
SWISS is aware of its responsibility towards the environment and future generations, and places a strong focus on the environment as part of its comprehensive sustainability strategy. Our environmental management system includes a clear organizational structure for the holistic oversight and implementation of our measures based on comprehensive data management. A systematically maintained environmental legal registry ensures that all relevant legal and regulatory environmental requirements are identified, assessed and appropriately incorporated into operational processes. Compliance with these requirements is regularly reviewed. Continuous improvement is firmly anchored in our corporate culture as well as being an integral part of our environmental management system. The SWISS environmental management system at the Zurich and Geneva locations has been certified to ISO standard 14001 and EMAS-validated since 2024.

2.1.2 Holistic governance system
SWISS has introduced a comprehensive governance system to manage its sustainability activities. All areas are required to contribute to company-wide sustainability and all proposals to the Executive Board must be subject to an ESG assessment. An internal CO_2 price creates transparency with regard to current and predicted future CO_2 costs. Various dashboards show all the latest information on the most important KPIs, creating a cross-departmental basis for decision-making and management.

2.1.3 Sustainability organization
Corporate responsibility thrives on the commitment and involvement of each individual employee. Whether in the air or on the ground, in a hangar or in an office, all our employees are encouraged to contribute to making our processes and products as sustainable as possible.

Our corporate responsibility initiatives are an integral part of our daily business processes. The Board of Directors defines the sustainability strategy and objectives together with the Management Board and reviews their implementation. Responsibility for sustainability is anchored throughout the company at all levels. Various committees ensure cross-departmental coordination and the utilization of synergies.

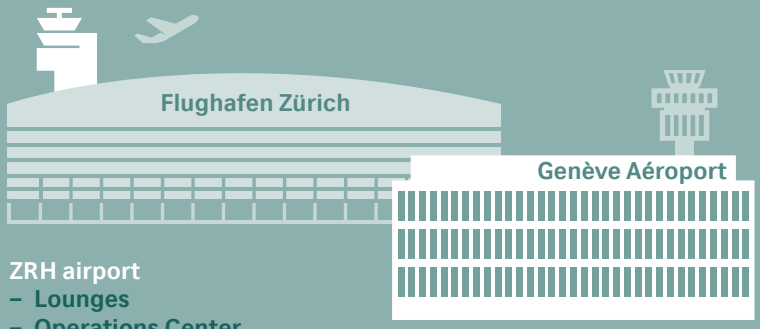
Corporate responsibility is anchored in every department and division.



2.2 Our locations

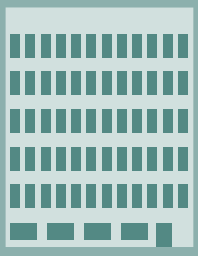
Locations considered
The environmental management system applies to the activities, products and services of all SWISS organizational units at and from the Zurich and Geneva locations, and in particular covers the core business, the transport of passengers and freight in flight operations.

Zurich and Geneva locations



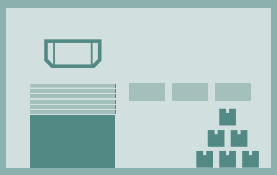
ZRH airport
- Lounges
- Operations Center
- Terminal 1

GVA airport
- Lounges



Administration building
- Office building on Obstgartenstrasse (Zurich)
- Flight Center and Geneva Center (Geneva)

Technical
- Hangar (Zurich and Geneva)
- Workshop (Zurich)
- Warehouse (Zurich)



Freight
- Freight Hall East (Zurich) and Freight Hall (Geneva)
- Operations Center 4 (Zurich)
- Post Office of Exchange (Zurich)

City Ticket Office
Zurich Paradeplatz

2.3 Our principles

SWISS has adopted the following basic principles and priorities in order to reduce its environmental impact. Suppliers and partners are contractually obliged to comply with comparable standards and principles by the Supplier Code of Conduct and an ESG clause.

We strive continuously to reduce our environmental impact.

We foster the scaling and promotion of relevant technologies.

We incorporate sustainability into our corporate management.

All departments and all of our staff are actively involved in driving the transformation to more sustainable air travel.

We comply in full with all the relevant national and international environmental regulations.

We foster targeted collaborations and synergies with the Lufthansa Group, our partners and our customers.

We rely on data-based management and scientifically recognized principles and standards.

We communicate and transparently inform about our present status, our progress and the challenges that await us.

3 Significant environmental aspects

The three key environmental aspects are analyzed below as part of this environmental report.

CO_2 emissions **Waste** **Noise**

3.1 CO_2 emissions

Flight operations
Most of our direct CO_2 emissions come from flight operations. We therefore focus strongly on reducing our CO_2 emissions from flight operations and have set ourselves ambitious targets. We aim to achieve net-zero CO_2 emissions through reduction and offset measures by 2050. Along the way, we aim to halve our 2019 net CO_2 emissions by 2030. The Lufthansa Group, including SWISS, has also defined a specific CO_2 reduction target for 2030 in line with the goals of the Paris Agreement, which was validated by the independent Science Based Targets initiative (SBTi) in August 2022.

Achieving these CO_2 targets is a major challenge, and will only be possible through a large number of measures within the company and additional emission reductions outside the value chain. These targets and measures in various areas are implemented together with SWISS customers and partners. In summary, SWISS relies on the use of modern aircraft, the continuous optimization of flight operations, the increased use of sustainable aviation fuels and investments in climate protection projects.

The development and scaling of new technologies are key to achieving the CO_2 targets in aviation. SWISS therefore places a special focus on the promotion of key technologies. According to the current state of knowledge, long-haul aircraft will still have to operate on liquid fuel in 2050. This shows the great importance of sustainable fuels, which save more than 80 % of the CO_2 emissions of fossil kerosene. Technological advances in the area of operational efficiency and alternative propulsion systems (e.g. electric and hydrogen aircraft, mainly on short- and medium-haul routes) will also contribute to reducing CO_2 emissions. Like other sectors that are difficult to defossilize, the aviation industry and SWISS will also be dependent on negative emission technologies (NET) that enable the removal of unavoidable CO_2 emissions from the atmosphere.

Greenhouse gas emissions, Scopes 1-3
In this 2025 Environmental Report SWISS has, for the first time, published a comprehensive greenhouse gas balance including Scopes 1, 2 and 3. The greenhouse gas balance is prepared in accordance with the Greenhouse Gas Protocol (GHG Protocol), covers all activities within the organizational boundaries of SWISS and also takes into account significant emissions along the value chain.

Scope 1 includes direct greenhouse gas emissions from flight and ground operations, particularly those resulting from the combustion of energy sources. Scope 2 includes indirect emissions from purchased energy, particularly electricity and district heating. Scope 3 includes other indirect emissions along the value chain, such as those

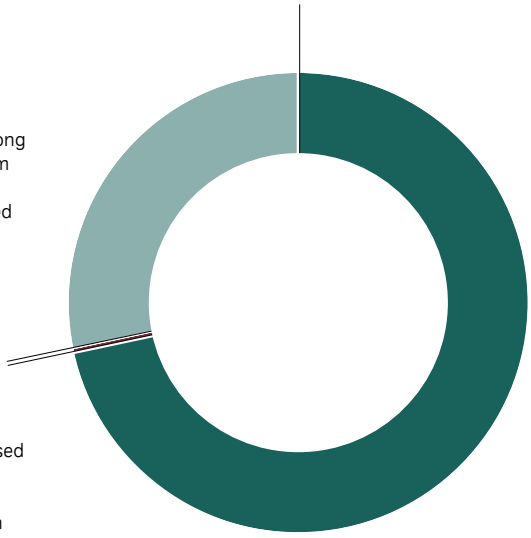
Direct and indirect CO_2 emissions by SWISS

27.9 % Scope 3
1,620,100 t CO_2

Additional indirect emissions along the value chain, particularly from kerosene supply and wet-lease flights, as well as from purchased goods and services

0.1 % Scope 2
4,300 t CO_2

Indirect emissions from purchased energy (in particular electricity and district heating) for operations on the ground and in buildings



72 % Scope 1
4,189,500 t CO_2

Direct greenhouse gas emissions from flight operations, ground vehicle operations and combustion in the company's own facilities

resulting from purchased goods and services, the provision of energy and fuels, and transportation and distribution processes (including services provided by wet-lease partners). In addition, emissions from capital goods and activities such as business travel and employee commuting are taken into account.

The largest share of greenhouse gas emissions produced by SWISS (approximately 72 %) is attributable to flight operations with the airline's own aircraft and is therefore classified as Scope 1. A key focus is on reducing these emissions, particularly through operational efficiency improvements, fleet modernization and the increased use of sustainable aviation fuels.

Scope 2 emissions play a minor role. In Scope 3, the vast majority of greenhouse gas emissions are attributable to purchased goods and services, fuel supply and transportation by third parties (wet-lease partners).

The detailed emissions figures by scope, as well as their year-over-year trends, are presented in Chapter 7, "Greenhouse Gas Emissions, Scopes 1-3."

Addressing other emissions with potential climate impacts
The impact of air travel on the climate goes far beyond CO_2 emissions alone. Aircraft engines also emit water vapor, soot and sulfur oxides, which can contribute to the formation of contrails and clouds. In addition, combustion produces nitrogen oxides (NO_x), which react chemically with other greenhouse gases in the atmosphere. Taken together, these non-CO_2 effects lead to additional global warming.

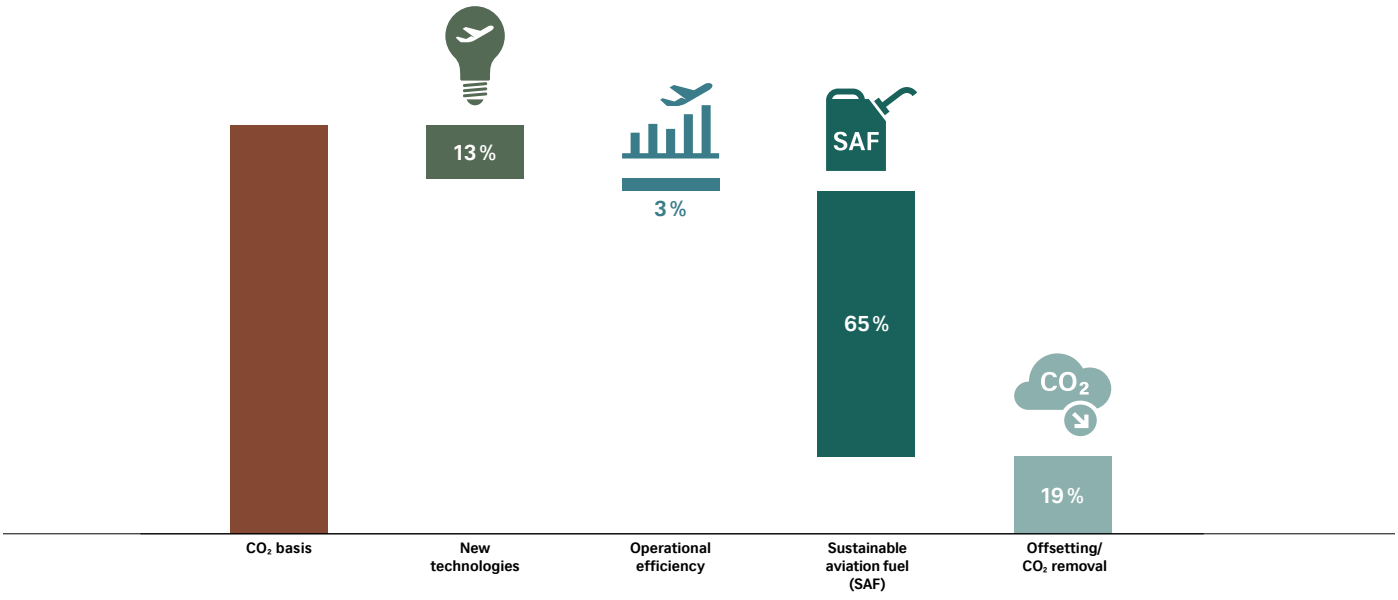
The intensity of these effects depends heavily on variable factors such as weather conditions, the time of day and season, and flight altitude, and can therefore vary significantly from flight to flight. Although increasingly reliable scientific methods are now available, accurately determining the climate impact of a single flight remains a complex task. Together with the Lufthansa Group, SWISS supports research projects that investigate the mechanisms behind non-CO_2 effects as well as potential mitigation measures, and actively promotes related initiatives.

To further advance scientific research on non-CO_2 emissions and their effects, SWISS has established a database on non-CO_2 emissions based on its flight operations. Research is currently underway to develop a uniform standard for converting emissions to CO_2 equivalents (CO_2 eq) or another appropriate metric. Neither researchers nor lawmakers have yet established clear guidelines regarding the parameters to be used or the time period over which the effects should be considered. Building on these developments, SWISS aims to establish goals and management mechanisms that holistically address the climate impact of air travel.

Ground operations
As part of an integrated approach, SWISS is also focusing on making ground operations more sustainable. The plan is to switch to electromobility, in particular on the ground, by 2030. SWISS has been using 100 % green electricity in its main building in Kloten since 2019, and at all its locations in Switzerland since 2024.

CO_2 targets
SWISS has set itself ambitious CO_2 targets. Through measures to reduce CO_2 emissions and investments in climate protection projects, we aim to achieve carbon neutrality by 2050. SWISS aims to halve its net CO_2 emissions for 2030 compared to 2019 through reduction and offset measures. Achieving this goal is a massive challenge. The following chart illustrates the key levers for reducing emissions by 2050, as identified by the International Air Transport Association (IATA).

IATA Net-Zero Roadmap 2050 (illustrative representation)



Fleet renewal
Continuous investment in modern and fuel-efficient aircraft and engine technologies is an important lever for reducing emissions from flight operations. By investing billions in new aircraft, SWISS now has one of the most modern fleets in Europe. SWISS continued to press ahead with the modernization of its fleet in 2025. As a result, delivery was taken of six more aircraft from the Airbus A320neo family. Another milestone in the fleet modernization was celebrated in the fourth quarter with the arrival of the first Airbus A350. SWISS has ordered a total of ten of these state-of-the-art long-haul aircraft.

Operational measures
SWISS is driving the continued optimization of flight operations and is actively involved in national and international projects to improve flight procedures and routes. This involves the systematic and data-based identification and realization of efficiency potential along the entire flight activity chain, from planning and control through to execution and review. As this takes place, we rely on digital decision-making aids. For example, a platform for better planning and control of daily flight operations has been developed in collaboration with Google Cloud. Flight times are also constantly being optimized to reduce emissions.

Another integral part of our operational measures is the development and application of fuel-saving processes, whereby our pilots are shown how they can contribute to emission reduction efforts via various channels and learning formats. There is also a strong focus on weight-reducing measures that includes, for instance, the use of lighter freight materials and on-board products.

The consistent implementation of our environmental strategy – based on a mix of measures that includes fleet modernization, technological innovations and process optimization in the air and on the ground – has led to a significant increase in efficiency and a substantial reduction in noise and specific CO_2 emissions at SWISS in recent decades. While SWISS has increased its transport performance by around 82 % since 2002, fuel consumption has risen by just 19 % over the same period.

Decoupling transport performance and fuel consumption

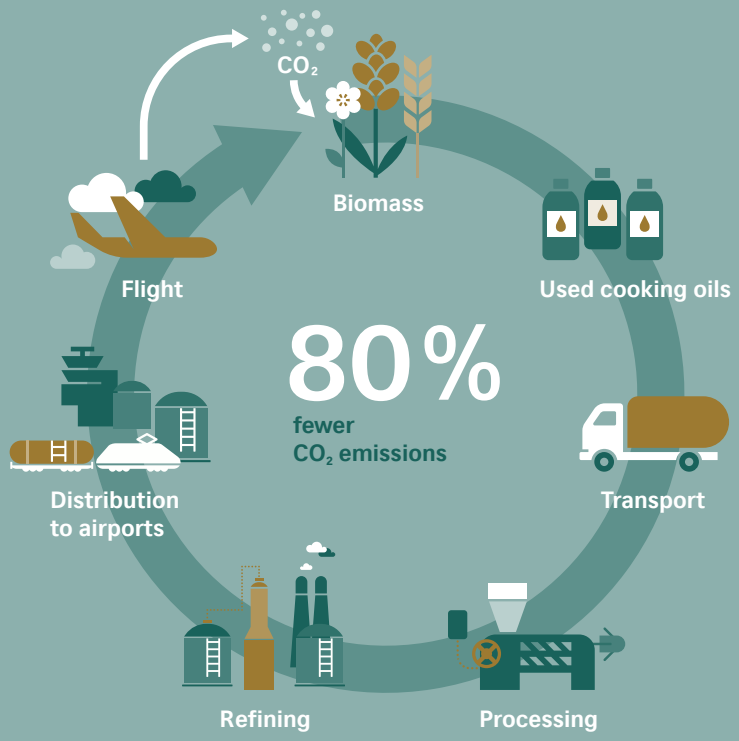
* Changes compared to 2002.

Sustainable aviation fuels

The key to achieving the CO_2 targets for aviation lies in the use of sustainable aviation fuels (SAFs). This is the generic term for all aviation fuels that are produced without fossil raw materials. The SAF available today is obtained primarily from biogenic residual substances such as used cooking oil; compared with fossil fuels, it reduces CO_2 emissions by at least 80 %. Future synthetic fuels have the potential to achieve even more significant reductions in emissions. SWISS and the Lufthansa Group place great importance on using only SAFs that are certified to the highest international sustainability standards.

Sustainable fuels are still only available in small quantities, and the prices are significantly higher than for conventional kerosene. SWISS is therefore working with the Lufthansa Group and its partners and customers to promote the development and availability of SAFs through targeted measures and collaboration.

Process of the biogenic SAF available today



Investments in climate protection projects and new technologies

Investments in high-quality climate protection projects can be used to offset unavoidable CO_2 emissions elsewhere. Together with its customers, SWISS and the Lufthansa Group support climate protection projects worldwide to avoid and permanently remove CO_2 emissions. In 2025, the portfolio carefully selected by the Lufthansa Group comprised 18 high-quality climate protection projects located around the world, including one in Switzerland. When selecting the climate protection projects, the Lufthansa Group relies on high quality standards and strict criteria that are based on the guidelines of the Allianz Foundation for Development and Climate. Over 90 % of the projects in the Lufthansa Group's climate protection portfolio are audited according to the Gold standard.

In the area of climate protection projects, SWISS is increasingly focusing on approaches and technologies for the permanent removal of CO_2 from the atmosphere, also known as negative emission technologies. In order to achieve the net-zero target, aviation will have to rely on offsetting CO_2 emissions via negative emission technologies. It is therefore important to promote this form of climate protection and to drive forward and scale up related natural and technological approaches today.

Further information on our climate protection projects can be found at the following link: SWISS Climate Protection Projects

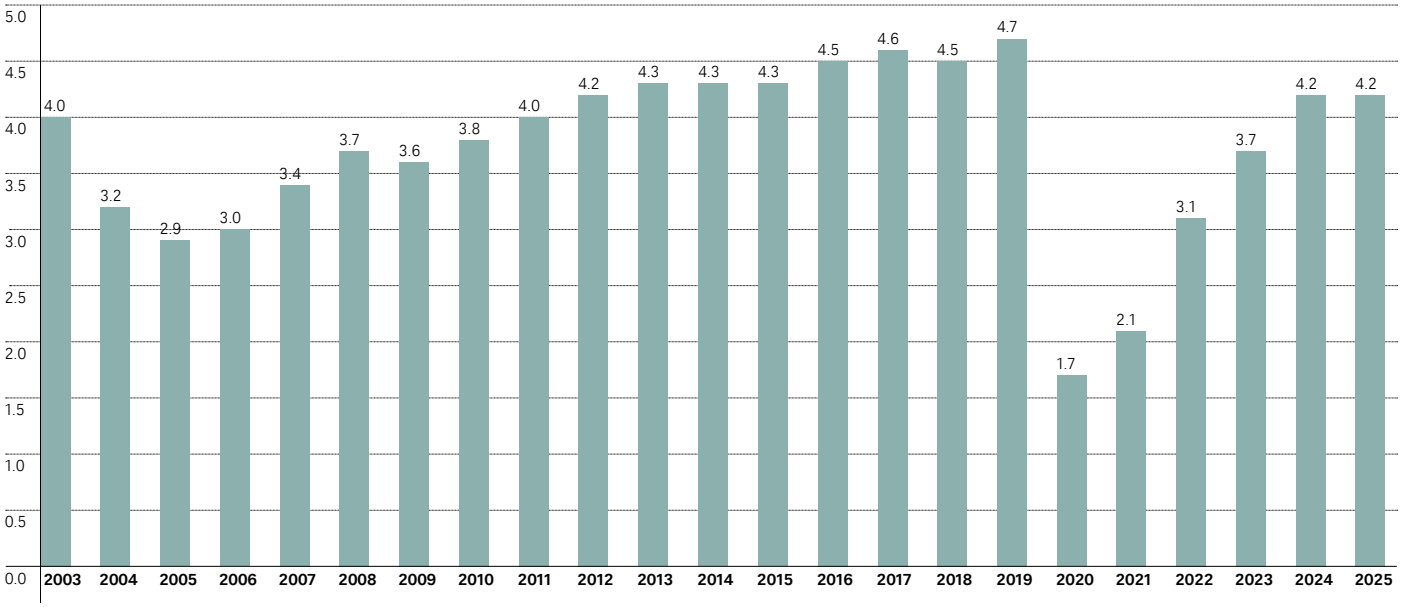
Challenges with CO_2 reduction

There are huge challenges in the implementation of CO_2 targets. The transformation towards more sustainable air travel requires high levels of investment. A stable economic basis and strong competitiveness are crucial for effective sustainability management and investment in CO_2 reduction measures.

Delays in the market launch and scaling of new technologies, delivery difficulties involving more efficient aircraft, congestion of airspace and geopolitically related route extensions counteract the targeted reductions in emissions. The persistently high price and currently low customer demand do not yet permit the widespread use of sustainable aviation fuels. Holistic, internationally coordinated production concepts are absolutely essential in order to compensate for the price difference compared to fossil fuels. Fuel costs already account for around 30 % of airlines' operating costs. Using SAFs significantly increases these costs, which is not financially viable for airlines. This is also in view of rising CO_2 compliance costs, which will be in the hundreds of millions in the coming years.

The above explanations clearly illustrate the comprehensive efforts that are required to drive forward the transformation of air travel. One thing is clear: we can only achieve our goals together – with technology partners, our customers and the support of politicians. We have embarked on this journey and are doing our utmost to achieve our ambitious goals step by step.

CO_2 emissions in millions of metric tons*



*Regular SWISS flights – see environmental indicators on page 25.

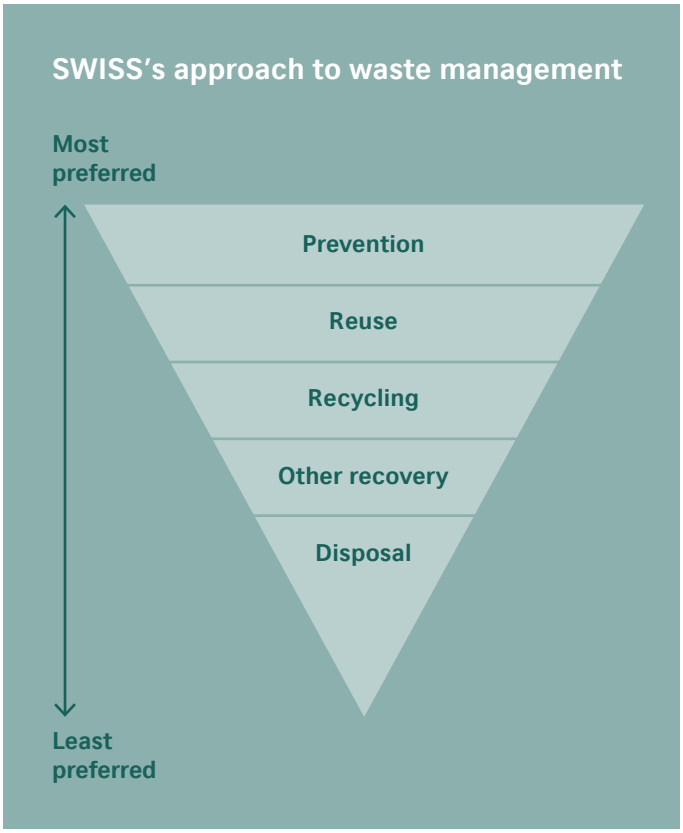
3.2 Waste

The responsible use of resources is a central component in SWISS's environmental strategy. Our approach to waste management is based on waste prevention, followed by reuse and recycling, feeding into other forms of (energy) recovery and, finally, disposal.

In air transport, the strict legal requirements regarding hygiene and safety, as well as weight and space restrictions on aircraft, pose complex challenges for resource and waste management.

SWISS has set itself the goal of making all plastic and aluminum items on board part of the circular economy and removing single-use plastic and aluminum from the customer experience wherever possible. The primary goal is not to become 100 % plastic- or aluminum-free, but to decide where using them makes sense based on holistic life cycle assessments. In addition to the higher weight and increased CO_2 emissions, rapid wear and tear or intensive cleaning requirements that also result in increased resource demands are also taken into account. It is important to note that heavier materials on board an aircraft lead to increased fuel consumption and, consequently, to higher CO_2 emissions.

SWISS is aiming to reduce food waste on short-haul flights by 50 % (by weight) by 2025 compared to 2019. As a first step toward optimizing waste management on long-haul flights, SWISS is working with the Lufthansa Group and its catering partners to improve the transparency of data on food waste.



3.3 Noise

SWISS is committed to reducing aircraft noise. The primary aim is to reduce aircraft noise at the source and to work with system partners to develop optimized flight procedures.

To achieve this, we are focusing on measures in five areas:
- Investment in quieter aircraft
- Noise-reducing technologies for the existing fleet
- Development of optimized flight procedures and flight routes
- Dialogue with airport neighbors and other interest groups
- Participation in noise research

Thanks to SWISS's continuous fleet renewal, noise is constantly being reduced at the source, which also reduces the noise footprint of the aircraft. The Airbus A220 short-haul aircraft is only half as loud to the human ear as comparable types. SWISS has been replacing the Airbus A320 family with the much quieter A32xneo since 2019. In 2025, SWISS took delivery of the Airbus A350, currently the most advanced long-haul aircraft, which also offers a significant reduction in noise compared to its predecessor. All newly acquired aircraft fall into the current most restrictive noise category, ICAO Annex 16, Chapter 14. All other aircraft operated by SWISS comply with the requirements of ICAO Annex 16, Chapter 4 at minimum. SWISS is also working with airports and Skyguide air traffic control to optimize approach and departure procedures as far as possible.

4 Our commitment in 2025

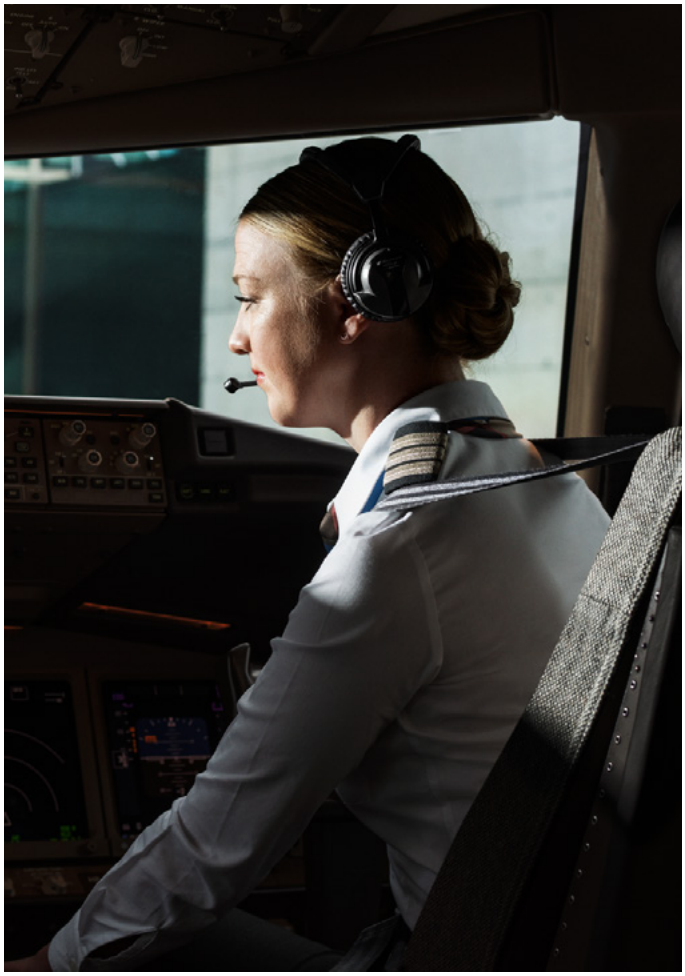
All departments are involved in implementing the SWISS sustainability agenda. Selected initiatives that were launched or implemented in 2025 are explained in detail below.

4.1 Measures in flight operations

In the 2025 reporting year, various projects were initiated to increase fuel efficiency and reduce CO_2 emissions in day-to-day operations. This saved around 35,150 metric tons compared to the reference year 2019, which equates to 250 flights from Zurich to New York.

Flight procedures and planning instruments
Various fuel-efficient flight procedures were developed, tested and introduced in flight operations. The use of these flight procedures is proactively promoted by flight operations, taking safety aspects into account. New procedures were developed, such as taxiing with one engine switched off or landing with reduced flap positions. These Green Operating Procedures saved around 4,860 metric tons of CO_2 in 2025 compared to the reference year 2019. In addition, new climb procedures were developed and introduced at cruising level on the North Atlantic routes.

Around 5,200 metric tons of CO_2 were saved in 2025 thanks to the introduction of various initiatives and campaigns for calculating fuel quantities on short-haul routes. In addition, a new application was introduced on the Boeing 777 that enables pilots to calculate and apply even more efficient flight profiles (speed and altitude).



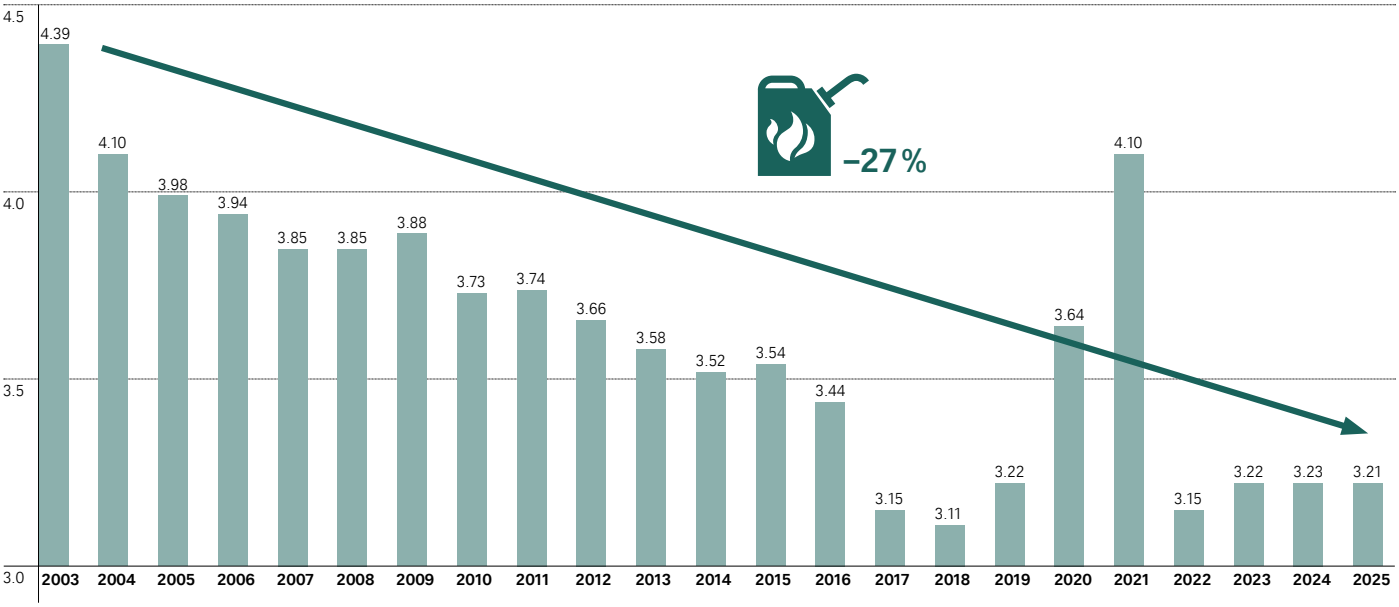
Flight schedule and block time optimization

The accuracy of flight planning is evaluated through continuous data analysis and, if necessary, improved through targeted measures. For example, the calculation of the optimal flight speed for part of the Boeing 777 fleet was improved by a new calculation formula. A new process has been established in network planning in which the block times (total travel time from taxiing from the gate to arriving at the gate) and the number of accelerated flights in the network are systematically analyzed and the block times adjusted if necessary. The adjustments significantly reduced the number of accelerated flights and avoided a considerable increase in fuel consumption. Thanks to these improved planning guidelines, approximately 1,820 metric tons of CO_2 were saved in 2025 compared to the base year of 2019.

Weight optimization

One important component in our operational sustainability efforts is the continuous reduction of aircraft weight, which results in increased fuel efficiency. To this end, various measures were implemented, such as reducing the amount of fresh water carried on the Boeing 777, replacing aluminum containers with composite alternatives and revising certain in-flight catering products. The weight optimizations implemented in 2025 resulted in CO_2 savings of over 7,590 metric tons compared to the base year of 2019.

Development of specific fuel consumption



Specific fuel consumption in liters per 100 passenger-kilometers

Research into the climate impact of air travel

In addition to carbon dioxide (CO_2), aviation causes other emissions that have an impact on the climate, especially particulate matter (soot and sulfur), nitrogen oxides (NOx) and aerosols, as well as indirect effects such as contrails. The effects of non-CO_2 emissions are still the subject of research and scientific debate. Not every flight generates the same non-CO_2 emissions and effects.

SWISS and the Lufthansa Group are participating in various research projects to better understand the effects and derive measures to reduce the overall climate impact. As part of the European CICONIA research program, SWISS is involved in researching non-CO_2 effects and is developing "Concepts of Operations" with the aim of minimizing the overall climate impact of flights. The Lufthansa Group has been involved in climate research for almost 30 years, and has equipped several long-haul aircraft with measuring instruments and probes that provide daily data for research into the Earth's atmosphere and for the specification of climate models.

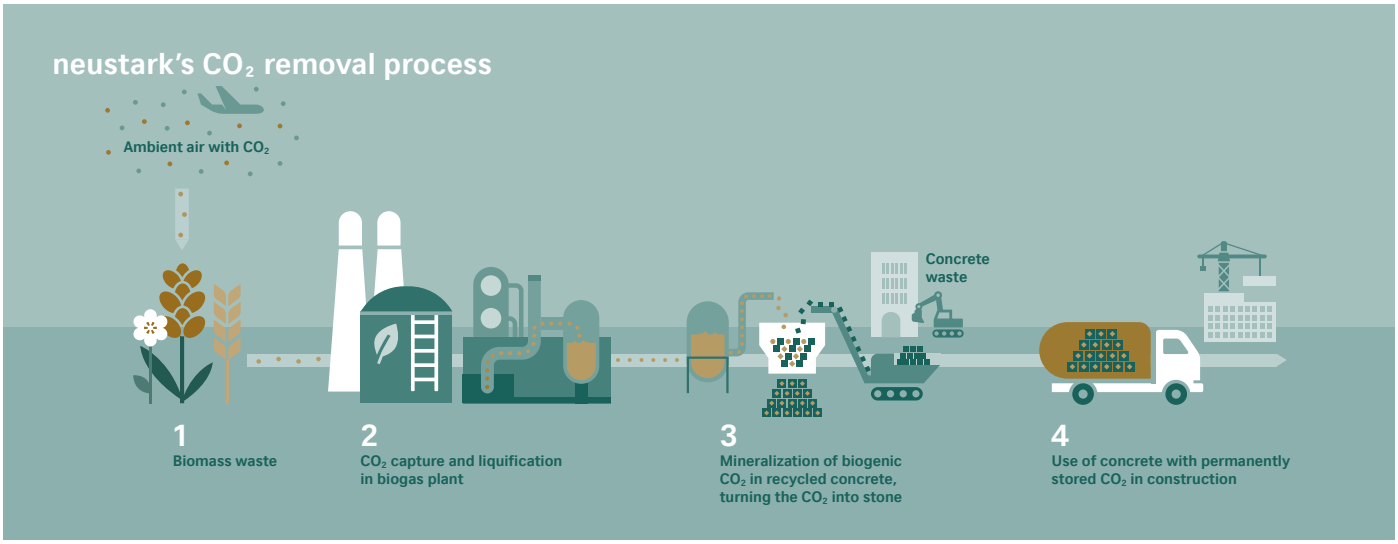
4.2 Funding for key technologies to decarbonize aviation

Decarbonizing aviation is one of the most challenging tasks of our time. Progress requires the coordinated interaction of numerous measures and stakeholders. Technological innovations are a key driver. In addition to operational efficiency improvements and the increased use of sustainable fuels, the permanent removal of carbon dioxide from the atmosphere (carbon dioxide removal) is also becoming increasingly important. However, many of the key technologies for decarbonizing aviation are still in the development or pilot phase. Accordingly, an open approach to technology and the targeted promotion of promising solutions are central elements of the SWISS sustainability strategy.

To drive development forward, SWISS relies on close collaboration with startups, research institutions, industry partners and customers. The goal is to identify innovative approaches at an early stage, further develop them and gradually implement them. A particular focus is placed on promoting and scaling up innovations from Switzerland.

SWISS and neustark enter into strategic partnership
In 2025, SWISS entered into a strategic partnership with the Swiss climate technology company neustark. The company is one of the technological pioneers in the field of permanent CO_2 removal, and is the first company in the world to store CO_2 from biogas plants in demolished concrete in order to remove it from the atmosphere for the long term. SWISS is the first airline in the world to support the mineralization technology developed by the ETH spin-off, and by doing so is helping to accelerate its further development and international expansion.

Through this partnership, SWISS is strengthening its commitment to carbon dioxide removal and promoting another key technology in Switzerland as a hub for innovation. At the heart of this partnership is a strategic cooperation agreement that includes a purchase agreement through 2030, as well as procurement rights extending beyond that date.



SWISS is involved in this pioneering initiative for the removal of CO_2

Along with other pioneers such as Swiss Post, Swiss Re, UBS and Zürcher Kantonalbank, SWISS is one of the first companies in the world to participate in a groundbreaking pilot project for the international transfer of permanent CO_2 removal credits in accordance with the Paris Agreement. In the summer of 2025, SWISS Chief Customer Officer Heike Birlenbach accompanied Federal Councilor Albert Rösti's economic delegation to Norway to officially announce the involvement of SWISS in the project.

In June 2025, Switzerland and Norway signed a bilateral agreement governing the cross-border transport and permanent storage of CO_2. In addition, the agreement lays the groundwork for the international transfer of CO_2 removal credits in accordance with Article 6 of the Paris Agreement. The goal of the initiative launched by the Federal Office for the Environment (FOEN) is to implement, for the first time in the world, a cross-border transfer of CO_2 removal credits to international standards, while at the same time gaining experience in this emerging market.

As part of its participation, SWISS is purchasing a symbolic number of credits from the Norwegian provider Inherit Carbon Solutions, which permanently stores CO_2 underground. This new partnership complements our long-standing commitment to promoting innovative technologies and helping to shape an appropriate policy framework as part of the challenging sustainability transformation of the aviation industry and our company.

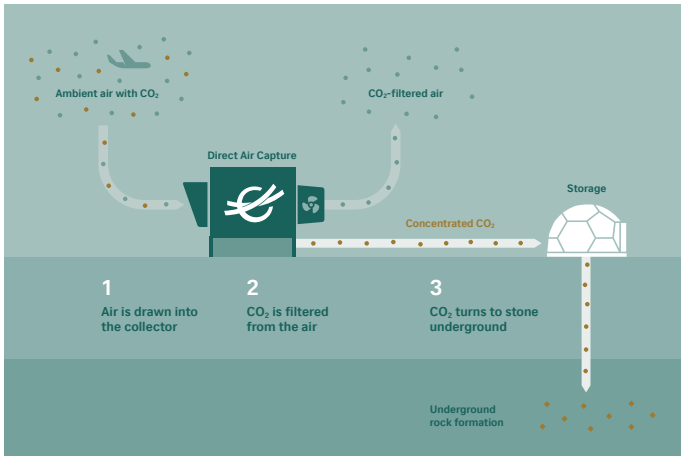
SWISS Chief Customer Officer Heike Birlenbach (right) during a plant tour in Bergen, together with Federal Councilor Albert Rösti (left) and Nikolaus Wohlgemuth of Carbonfuture (center).

An important milestone – the first delivery of Climeworks certificates

In 2024, SWISS and the Lufthansa Group became the first companies in the aviation industry to enter into a strategic partnership with the Swiss start-up Climeworks.

The delivery of the first Climeworks certificates in 2025 marked an important milestone in this partnership. From 2026, Lufthansa Group customers will have the opportunity to contribute to the advancement of Climeworks' Direct Air Capture (DAC) technology through various offerings. SWISS and Climeworks have concluded an offtake agreement valid until 2032 and have agreed purchase rights beyond that date.

Climeworks has developed innovative technology for removing carbon dioxide from the air. DAC technology will be central to achieving the net-zero target in order to remove remaining CO_2 emissions from the atmosphere and store them permanently. DAC technologies also offer a scalable way to source atmospheric CO_2 as a raw material for the production of next-generation synthetic fuels.



SWISS is the first airline in the world to integrate Synhelion fuel into flight operations

Since 2020, SWISS has been a strategic partner of the Swiss cleantech company Synhelion, a pioneer in the field of sustainable fuels. Together, the two companies are driving the development and market launch of this cutting-edge technology. An important milestone was reached in 2025: SWISS became the first airline in the world to use a symbolic amount of Synhelion fuel in its regular flight operations. The first shipment from the DAWN production facility in Jülich, Germany, was processed into certified aviation fuel (Jet A-1) and then fed into the fuel supply system via the existing fuel infrastructure. This proves that the technology works and that Synhelion's fuels can be integrated into existing processes.

SWISS CEO Jens Fehlinger (center left) with Philipp Furler, CEO and founder of Synhelion (center right) flanked by SWISS Crew Members

Starting in 2027, SWISS will also purchase at least 200 metric tons of sustainable fuel annually from Synhelion's first commercial production facility over a period of five years. This makes SWISS the first airline to sign a purchase agreement for Synhelion synthetic fuels.

SWISS and Kühne+Nagel are jointly promoting more sustainable aviation

Together with SWISS WorldCargo, SWISS has entered into a strategic partnership with Kühne+Nagel to promote more sustainable aviation. At the heart of this collaboration is a shared commitment to the development and scaling up of sustainable aviation fuels. A milestone in this partnership is the long-term purchase of SAF. In 2027, Kühne+Nagel will be the first company to purchase sustainable fuel from Synhelion via SWISS for its air freight operations with SWISS WorldCargo over a five-year period. The two companies are breaking new ground with this commitment and helping cleantech companies like Synhelion to expand their production. At the same time, SWISS and Kühne+Nagel are making a concrete contribution to scaling up innovative fuel technologies and to a more sustainable transportation sector.

4.3 Sustainability at SWISS WorldCargo

SWISS WorldCargo, the air cargo division of SWISS, transports sensitive, high-value and time-sensitive cargo all over the world. The issue of sustainability is considered along the entire air freight value chain. In 2025, SWISS WorldCargo continued to systematically develop its sustainability strategy and advanced several key initiatives that measurably reduce the carbon footprint of air freight. Significant progress was made in various areas in 2025.

Measures to reduce weight

In addition to various operational measures aimed at optimizing flight operations, SWISS WorldCargo is focusing in particular on weight reduction to lower CO_2 emissions from air cargo. A key focus in 2025 was the transition to lightweight containers and pallets, which significantly reduce the weight of the loading units. In total, more than 3,000 freight containers were replaced, resulting in annual CO_2 savings of over 2,700 metric tons.

Customer solutions for more sustainable freight transportation

In 2025, sustainability was integrated even more closely into the company's commercial strategy. SWISS WorldCargo offers its customers a wide range of solutions designed to reduce the climate impact of cargo transport. The aim is for sustainable aviation fuel to be a standard component of the product. To this end, key measures were implemented: the expansion of SAF contracts with Swiss exporters, a simplified SAF pricing structure and new tools for calculating the CO_2 emissions of shipments; comprehensive internal training for sales staff; and external webinars to better position customer offerings in the market. In addition, companies using SWISS WorldCargo have the unique opportunity to offset the remaining emissions from the use of SAF through Climeworks' innovative Direct Air Capture technology.

Partnerships
In the spring of 2025, SWISS WorldCargo signed a memorandum of understanding with Kühne+Nagel, the leading global logistics group, to advance joint sustainability initiatives throughout the entire supply chain. One of the first milestones in this partnership is the long-term purchase of sustainable aviation fuel from the pioneering Swiss company Synhelion starting in 2027, which Kühne+Nagel will source from SWISS for its freight shipments with SWISS WorldCargo. More information about this collaboration can be found in Section 4.2.

4.4 Ways to reduce CO_2 emissions in air travel

SWISS offers its passengers various options throughout the entire travel process to help reduce the climate impact of future flights. This is achieved through the use of sustainable aviation fuel and support for high-quality climate protection projects equivalent to the estimated flight-related CO_2 emissions. Since 2025, through Miles & More, the Lufthansa Group's loyalty program, passengers have been earning additional miles and points when they book CO_2 offset packages.

In 2025, SWISS reduced over 30,000 metric tons of CO_2 through voluntary customer contributions to SAF, which corresponds to around 220 flights from Zurich to New York. This is nearly three times as much as last year. In addition, contributions were made to high-quality climate protection projects amounting to around 133,000 metric tons of CO_2, which corresponds to the emissions of around 960 flights to New York.

An overview of the various offers for more sustainable flying can be found at the following link:
Ways to reduce CO_2 emissions in air travel

4.5 Ground mobility

The proportion of electric vehicles at the Zurich location continued to grow in 2025. Some departments, such as Ground Operations, have already completely switched over to electric propulsion systems. The goal of operating 50 % of the SWISS vehicle fleet with zero emissions by the end of 2025 was exceeded.

4.6 Buildings and infrastructure

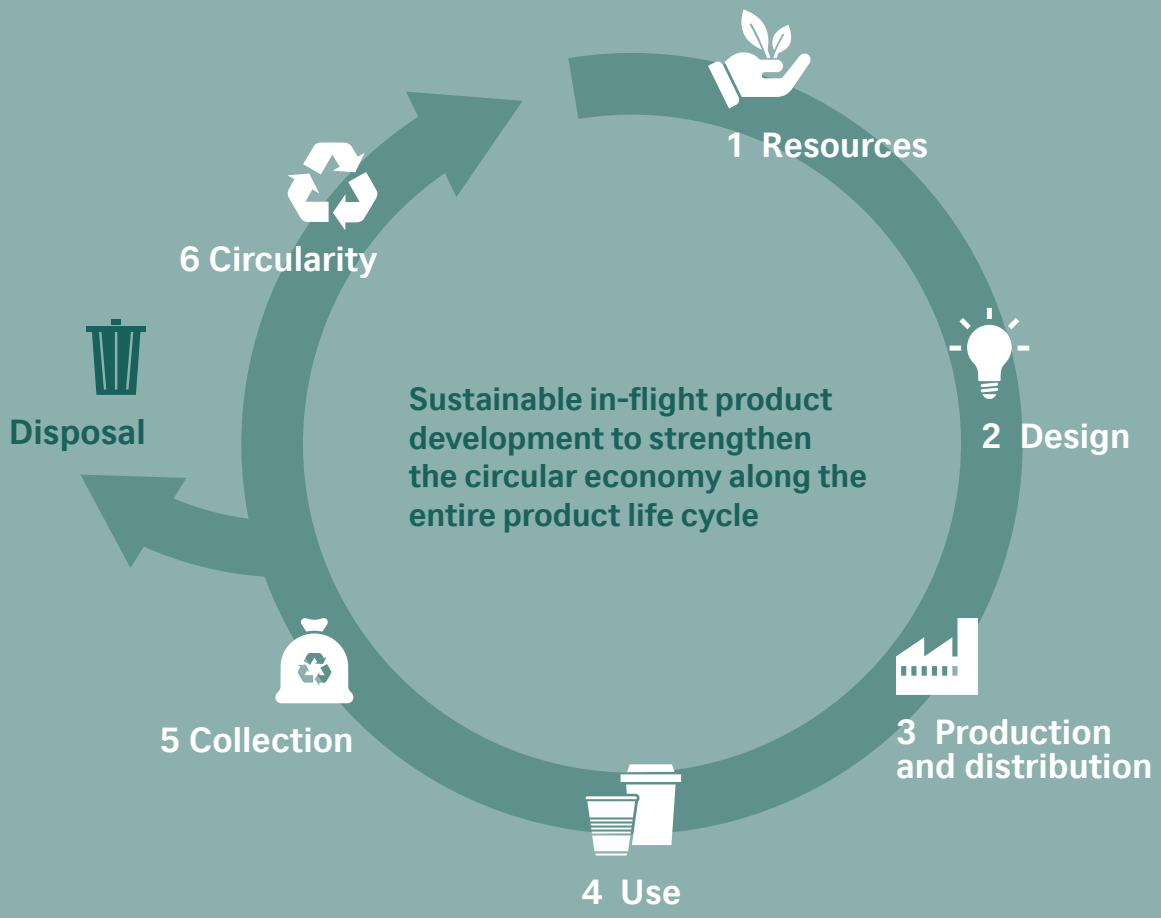
In 2025, various concrete measures were implemented and further developed in the real estate division, aimed at both reducing the ecological footprint and improving transparency and manageability. This includes, among other things, DGNB Platinum certification of our headquarters, which was achieved in collaboration with Swiss Life. It confirms the building's high level of sustainability throughout its entire life cycle, covering everything from environmental and economic to sociocultural aspects. In addition to energy-efficient building systems, factors such as user comfort, flexibility of space and the use of sustainable materials were also taken into account.

A new centralized waste sorting system was also piloted at the headquarters with the goal of increasing the recycling rate and reducing non-recyclable waste. Initial feedback indicates improved sorting quality and increased awareness among employees, while the insights gained are currently being incorporated into potential further development and scaling efforts.

4.7 Waste management

Sustainability on board
The responsible use of resources, especially in the in-flight products, is a central component in SWISS's environmental strategy. Our efforts focus on the entire life cycle of a product, from sustainable purchasing to circularity.

The illustration below highlights our commitment through selected initiatives.



1 **Resources: focus on more sustainable materials**
- SWISS Economy blankets made of recycled polyester
- SWISS Saveurs packaging made from "PaperWise" material
- Vals water bottles made from 100 % recycled PET

2 **Design: no single-use plastic or aluminum in the customer experience and focus on design for recycling**
- Headphone packaging in SWISS Economy made of paper instead of plastic
- Paper cutlery packaging: saving 4.2 metric tonnes of plastic per year
- New disposable paper cutlery
- On flights departing from Zurich, blankets are now wrapped in paper

3 **Production and distribution: sustainable production and resource-conserving provision**
- Refillable Soeder cosmetic products on board

4 **Use: better offer for passengers, less food waste**
- Pre-select in SWISS First and Business from Zurich on long-haul and in SWISS Business on short-haul flights; since September 2025 also on flights departing from the US
- SWISS Saveurs To Go: Offer of fresh products at reduced prices on the last flight. In 2025, this saved 3.6 metric tons of food waste.

5 **Collection of recyclable materials**
- Recycling guide for crews: overview of correct waste separation on board
- Introduction of recycling process for beverage cartons
- Recycling our textiles with Tell-Tex

6 **Circularity**
- Recycling of aluminum cans, glass bottles, PET bottles, beverage cartons, Nespresso pods, textiles, amenity kits and liquids (into biogas)
- Implementation of recycling processes at outstations

Sustainability at SWISS Senses

Sustainability played an integral role in the development of the new SWISS Senses flight experience, and was systematically taken into account throughout the entire product life cycle. The goal was to optimize resource use, consistently reduce single-use materials and promote circular solutions without compromising on quality or the customer experience.

SWISS is increasingly using more sustainable materials across all travel classes, including blankets made from recycled and recyclable polyester in SWISS Economy and SWISS Business, as well as pajamas made from organic cotton in SWISS First.

Packaging has been gradually switched from plastic to paper-based solutions, including for headphones (11.6 metric tons less plastic per year), cutlery (6.1 metric tons less plastic per year) and blankets (8.5 metric tons less plastic per year).

In addition, waste from single-use items was reduced by specifically using reusable items. For example, SWISS Economy uses reusable bento boxes, and in the premium classes, chocolates are served in refillable chocolate boxes.

5 Company and transport performance indicators

Corporate key performance indicators	Unit	2025	2024	2023	2022	2019	±% PY
Zurich location							
Staff	Number	8,465	8,313	7,491	6,720	8,019	2%
Cockpit	Number	1,442	1,361	1,289	1,222	1,407	6%
Cabin	Number	4,285	4,308	3,758	3,284	4,222	–1%
Ground	Number	2,652	2,569	2,364	2,142	2,337	3%
Apprentices	Number	86	76	80	72	53	13%
Usable area	m²	108,884	107,274	106,376	–	–	2%
Developed area	m²	57,044	57,044	56,334	–	–	0%
Geneva location							
Staff	Number	299	310	272	230	299	–4%
Cockpit	Number	–	–	–	–	–	
Cabin	Number	206	219	182	150	197	–6%
Ground	Number	92	90	90	80	102	2%
Apprentices	Number	1	1	–	–	–	0%
Usable area	m²	6,037	6,164	6,164	–	–	–2%
Developed area	m²	4,535	4,535	4,535	–	–	0%

Transport key figures	Unit	2025	2024	2023	2022	2019	±% PY
Aircraft	Number	93	89	88	89	91	4%
Vehicles	Number	143	143	132	178	–	0%
Of which e-vehicles	Number	76	31	3	2	–	145%
Number of flights	Number	143,282	142,579	130,480	106,477	150,960	0%
Number of passengers	Number	18,085,898	17,973,133	16,458,744	12,765,209	18,880,751	1%
Regular SWISS flights[1]							
Seat kilometers offered, SKO	Million pkm	45,140	44,384	40,122	32,995	50,023	2%
Freight ton kilometers offered, FTKO	Million tkm	3,233	3,155	2,780	2,387	3,170	2%
Ton kilometers offered, TKT	Million tkm	7,747	7,627	6,822	5,710	8,208	2%
Passenger kilometers, PKT	Million pkm	38,298	37,981	34,459	26,709	42,711	1%
Freight ton kilometers, FTKT	Million tkm	1,436	1,457	1,246	1,294	1,689	–1%
Ton kilometers, TKT	Million tkm	5,266	5,284	4,718	3,984	5,926	0%

[1] SWISS flights, excluding other flights (see footnote 3) and flights that are operated by wet-lease partners.

6 Environmental indicators

Flight operations	Unit	2025	2024	2023	2022	2019	±% PY
Absolute fuel consumption*							
Regular SWISS flights [1]	t	1,323,101	1,322,381	1,175,308	982,277	1,472,585	0%
Regular flights, wet-lease partners [2]	t	119,877	121,561	119,182	59,103	54,761	−1%
Other flights [3]	t	2,416	2,836	863	112	60	−15%
All flights	t	1,445,393	1,446,778	1,295,353	1,041,492	1,527,406	0%
Absolute carbon dioxide emissions*							
Regular SWISS flights[1]	t	4,180,998	4,178,723	3,713,975	3,103,995	4,653,369	0%
Regular flights, wet-lease partners [2]	t	378,810	384,134	376,614	186,767	173,044	−1%
Other flights [3]	t	7,635	8,962	2,728	354	189	−15%
All flights	t	4,567,443	4,571,819	4,093,317	3,291,115	4,826,602	0%

* Figures for previous years have been adjusted due to methodological changes.

[1] SWISS flights, excluding other flights (see footnote 3) and flights that are operated by wet-lease partners.

[2] SWISS flights, excluding other flights (see footnote 3).

[3] Ferry flights, special flights, test flights, training flights, canceled flights.

Flight operations, regular SWISS flights[1]	Unit	2025	2024	2023	2022		2019	±% PY
Specific fuel consumption								
Passenger transportation	l/100 pkm	3.21	3.23	3.22	3.15		3.22	–1%
Freight transportation	l/FTKT	0.30	0.30	0.29	0.30		0.28	1%
Specific carbon dioxide emissions								
Passenger transportation	kg/100 pkm	8.07	8.12	8.07	7.91		8.08	–1%
Freight transportation	g/tkm	759	755	739	755		704	1%
Fuel dumps								
Events, total	Number	6	9	5	8		3	-33%
Medical reasons	Number	2	6	5	5		0	–67%
Technical reasons	Number	2	3	0	3		2	–33%
Other reasons	Number	2	0	0	0		1	
Fuel amount	t	122	290	150	190		98	–58%

Reduction measures flight operations	Unit	2025	2024	2023	2022		2019	±% PY
Carbon monoxide emissions, reduction through operational measures	t	35,157	24,819	12,976	–		–	42%
Carbon monoxide emissions, reduction through the use of SAF[4]	t	43,609	11,200	5,380	–		–	289%

Investment in climate protection projects	Unit	2025	2024	2023	2022		2019	±% PY
Carbon dioxide emissions, offset through investment in climate protection projects	t	138,464	121,200	48,500	–		–	14%

[1] SWISS flights, excluding other flights (see footnote 3) and flights that are operated by wet-lease partners.
[4] Voluntary use of SAF and compliance with the EU blending mandate (ReFuelEU).

Some consumption figures are included in the comprehensive greenhouse gas inventory, which covers Scopes 1-3, and are no longer reported separately.

7 Greenhouse gas emissions, Scopes 1-3

Greenhouse gas emissions, Scopes 1-3	Unit	2025	2024	±% PY
Greenhouse gas emissions, Scope 1				
Flight operations*	KT CO_2e	4,188.6	4,187.9	0%
Ground operations	KT CO_2e	0.8	1.1	−24%
Greenhouse gas emissions, Scope 2				
Location-specific	KT CO_2e	4.5	4.8	−6%
Market-oriented	KT CO_2e	4.3	4.7	−8%
Significant Scope 3 greenhouse gas emissions				
3.1 Purchased goods and services	KT CO_2e	210.4	205.6	2%
3.2 Capital goods	KT CO_2e	20.1	5.3	279%
3.3 Activities related to fuels and energy (not included in Scope 1 or Scope 2)	KT CO_2e	903.7	903.5	0%
3.4 Upstream transportation and distribution (including wet lease)	KT CO_2e	465.6	472.0	−1%
3.5 Waste generation in businesses	KT CO_2e	5.0	4.9	2%
3.6 Business travel	KT CO_2e	10.3	9.8	5%
3.7 Commuting staff	KT CO_2e	5.0	4.5	11%
Total GHG emissions (by location)	KT CO_2e	5,814.1	5,799.4	0%
Total GHG emissions (market-based)	KT CO_2e	5,814.0	5,799.3	0%

* Flights operated with the company's own aircraft; flights operated by wet-lease partners are reported in Category 3.4.

The greenhouse gas inventory includes the SWISS emissions under Scopes 1-3. Emissions resulting from the combustion of biogenic energy sources (sustainable aviation fuel) totaled 43,609 metric tons of CO_2e in 2025.

In addition to carbon dioxide (CO_2), aviation causes other emissions that have an impact on the climate. The effects of non-CO_2 emissions are still the subject of research and scientific debate. SWISS and the Lufthansa Group are participating in various research projects to better understand the effects and derive measures to reduce the overall climate impact.

Data delimitation and calculation methodology

Data delimitation

Unless otherwise stated, reporting on transport performance, kerosene consumption and emissions from flight operations is based on the following data delimitation:

1. All scheduled and charter flights by Swiss International Air Lines were recorded, including third-party services and wet-lease partners who operate flights on behalf of SWISS.

Calculation methodology

2. Kerosene, absolute: Kerosene consumption is determined on the basis of actual flight operations and measured consumption volumes. This covers all flight phases – from taxiing on the ground to diversions and holding patterns in the air.

3. Emissions, absolute: The calculation of absolute CO_2 emissions from flight operations is based on actual kerosene consumption in the respective reporting year. An emission factor of 3.16 tCO_2 / metric ton of kerosene is used for the combustion of one metric ton of kerosene.

4. Specific consumption and emissions: The calculation of specific consumption and emissions puts the absolute values in relation to transport performance. For example, the key figure of liters per 100 passenger kilometers (l/100 pkm) is calculated on the basis of the actual load factor and the kerosene actually used. The distances refer to great circle distances. The standard of 100 kilograms on average is applied for passengers and their luggage, while the measured weight is applied for freight.

In combined transport (freight and passenger transport on one aircraft), fuel consumption is allocated to determine passenger- or freight-specific values based on their share of the total payload. The Lufthansa Group carries out these calculations on the basis of the new international standard ISO 14083:2023.

5. As part of a new European non-CO_2 reporting requirement, relevant metrics will be disclosed under EMAS in accordance with the new regulatory requirements.

6. The SWISS greenhouse gas inventory is prepared in accordance with the internationally recognized standards of the Greenhouse Gas Protocol (GHG Protocol).

   At SWISS, organizational boundaries are determined by financial control. They encompass all activities over which SWISS exercises financial control, in particular flight operations, ground operations and relevant locations. Reporting is based on the three categories of the GHG Protocol:
   - Scope 1: direct emissions (particularly fuel consumption by the aircraft fleet)
   - Scope 2: indirect emissions from purchased energy
   - Scope 3: other indirect emissions along the value chain

   Where sufficiently detailed data is available, the calculation is performed using the activity-based or consumption-based method, in which physical quantities or services are directly linked to specific emission factors. If no sufficiently granular activity data is available, the spend-based method is used, in which financial expenditures are combined with average emission factors.

8 Declaration of validity

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ENVIRONMENTAL VERIFIER'S DECLARATION ON VERIFICATION AND VALIDATION ACTIVITIES

SWISS

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The undersigned Dr. Stefan Bräker, EMAS-Environmental verifier with EMAS environmental verifier registration number DE-V-0272, accredited or licensed for the scope „Air traffic" (51.1,51.21 and 52.21) declares to have verified whether the organization's flight operations and ground operations at the Zurich and Geneva sites as indicated in the environmental statement with the registration number DE-155-00367 meet all requirements of Regulation (EC) No 1221/2009 of the European Parliament and of the Council of 25 November 2009 on the voluntary participation by organizations in a Community eco-management and audit scheme (EMAS).

By signing this declaration, I declare that:

- the verification and validation has been carried out in full compliance with the requirements of Regulation (EC) No 1221/2009,
- the outcome of the verification and validation confirms that there is no evidence of non-compliance with applicable legal requirements relating to the environment,
- the data and information of the environmental statement reflect a reliable, credible and correct image of all organization's activities, within the scope mentioned in the environmental statement.

This document is not equivalent to EMAS registration. EMAS registration can only be granted by a Competent Body under Regulation (EC) No 1221/2009. This document shall not be used as a stand-alone piece of public communication.

Müller-BBM Cert Umweltgutachter GmbH

Kerpen, 02.06.2026

Bräker

Dr. Stefan Bräker
Environmental verifier DE-V-0272

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