

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

As a global airline based in the U.S., Delta Air Lines connects customers across our expansive global network. In 2019, we served approximately 200 million customers and were the world’s largest airline by total revenues and the most profitable with five consecutive years of \$5 billion or more in pre-tax income from 2015 through 2019. In 2020, we made significant adjustments to our network and operations as a result of the unprecedented and widespread impact of COVID-19 and the related travel restrictions and social distancing measures that significantly reduced demand for air travel. After initially impacting our service to China beginning in January 2020, the spread of COVID-19 and the resulting global pandemic significantly affected our entire network. In 2020, we served approximately 70 million customers, many of them prior to the pandemic’s onset. Headquartered in Atlanta, Delta employed approximately 74,000 employees worldwide by the end of 2020. Delta believes its people are its strongest competitive advantage. Delta employees provide world-class travel experiences for its customers and give back to the communities where they live, work and serve. Following the onset of the COVID-19 pandemic, Delta intensified our focus on ensuring the safety and health of its customers. Delta believes these actions were an important driver behind the significant increases in domestic net promoter scores during 2020. Other key competitive advantages include Delta’s operational reliability, global network and customer loyalty.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data.

	Start date	End date	Indicate if you are providing emissions data for past reporting years	Select the number of past reporting years you will be providing emissions data for
Reporting year	January 1 2020	December 31 2020	Yes	1 year

C0.3

(C0.3) Select the countries/areas for which you will be supplying data.

Antigua and Barbuda
Argentina
Aruba
Australia
Bahamas
Belgium
Belize
Bermuda
Brazil
Canada
Cayman Islands
Chile
China
Colombia
Costa Rica
Cuba
Dominican Republic
Ecuador
El Salvador
France
Germany
Ghana
Grenada
Guam
Guatemala
Haiti
Honduras
Iceland
Ireland
Israel
Italy
Jamaica
Japan
Kuwait
Mexico
Netherlands
Nicaragua
Nigeria
Panama
Peru
Philippines
Portugal
Puerto Rico
Saint Kitts and Nevis
Saint Lucia
Senegal
Singapore
South Africa
Spain
Switzerland
Turks and Caicos Islands
United Kingdom of Great Britain and Northern Ireland
United States of America
United States Virgin Islands

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

USD

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Operational control

C-TO0.7/C-TS0.7

(C-TO0.7/C-TS0.7) For which transport modes will you be providing data?

Aviation

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual(s)	Please explain
Board-level committee	The Corporate Governance Committee of Delta's Board of Directors is updated at least annually on Delta's progress on short-, medium- and long-term climate change and environmental sustainability goals and strategy. This includes discussion on the risks and impact they have on Delta. The committee is engaged on oversight of climate change issues, our sustainability strategy (including the plan for carbon neutrality) and transparent reporting on our progress.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Reviewing and guiding strategy Reviewing and guiding major plans of action Reviewing and guiding risk management policies Monitoring and overseeing progress against goals and targets for addressing climate-related issues	<Not Applicable>	Delta's Board of Directors Corporate Governance Committee is updated on the company's progress on short-, medium- and long-term climate change and environmental sustainability goals. This also includes discussion on long-term strategy as it relates to climate change and the risk and impact it has on Delta. The Corporate Governance Committee will remain engaged on oversight of climate change issues, our sustainability strategy (including the plan to invest \$1B towards the company's carbon neutrality goal), and transparent reporting on our progress. Part of this strategy includes Delta's February 2020 announcement of its ambitious \$1 billion commitment toward carbon-neutrality over the next 10 years. Less than a month later, COVID-19's devastating impact on the world and travel industry began to take shape. Yet, despite a historic period of financial hardship for the airline, the commitment continues stronger than ever, as demonstrated by our immediate action to address our carbon emissions paired with our focus on long-term investments to address climate change. The strategy involves a multi-pronged approach: carbon reductions and removals, which includes a goal to replace 10% of our jet fuel refined from fossil fuel with sustainable aviation fuel (SAF) by the end of 2030, stakeholder engagement and coalition building.

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Chief Sustainability Officer (CSO)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Half-yearly

C1.2a

(C1.2a) Describe where in the organizational structure this/these position(s) and/or committees lie, what their associated responsibilities are, and how climate-related issues are monitored (do not include the names of individuals).

In early 2020, management of climate change issues was the responsibility of the Senior Vice President - Chief Sustainability Officer (CSO), who headed up a new organization within Delta to focus on addressing sustainability and climate change issues. The CSO was responsible for setting the strategy and executing the program for sustainability and climate change initiatives at Delta. Later in the year, the pandemic affected the structure of this organization, such that the Vice President – Strategic Corporate Initiatives oversaw the sustainability team on an interim basis until the management of sustainability and climate change became the responsibility of the Managing Director of Sustainability, where it lies currently. Throughout this organizational adjustment, Delta stands fully committed to mitigating its carbon emissions and becoming a more sustainable airline.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	No, not currently but we plan to introduce them in the next two years	Our ability to set these incentives relies largely on our business recovery from COVID-19.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	1	3	
Medium-term	3	14	Time horizon aligns with the International Air Transport Association (IATA) medium term goal of carbon-neutral growth (CNG) from 2021-2035 and also aligns with the Science-Based Targets Initiative (SBTI) draft aviation guidance
Long-term	14	35	Time horizon aligns with IATA industry long-term goal of 50% reduction compared to 2005 levels, by 2050 (after CNG until 2050) and also Airlines for America (A4A) industry goal of net zero carbon by 2050.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

Through Delta's Enterprise Risk Management (ERM) risk assessment process, material and substantive risks are identified and ranked using impact factors such as financial, operational, regulatory & compliance, reputational, and safety & security, coupled with an assessment of the likelihood that these events may or may not occur.

Risk factors that are material to Delta are outlined in Delta's Annual Report on Form 10-K for the fiscal year ended December 31, 2020 as filed with the U.S. Securities and Exchange Commission (2020 10-K) and additional substantive risks are described in Delta's 2020 ESG Report. Climate change related risks include: cost of fuel, disruption in fuel supply/operations due to weather-related events, and regulations related to aircraft emissions. These risk factors have an impact on our climate action strategy as any disruption/regulation on emissions may have a material impact as fuel is our second largest expense.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered

Direct operations

Risk management process

Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment

Annually

Time horizon(s) covered

Short-term

Medium-term

Long-term

Description of process

Direct Operations: Risks to airline operations mostly related to potential climate change regulations are evaluated by the cross divisional Executive Environmental Leadership Council. Currently, these discussions look as far out as 15 years to best discuss risks and strategies associated with these regulations. Opportunities associated with direct operations are also assessed and resulted in Delta's 2020 \$1B commitment over 10 years to achieve carbon-neutrality. The commitment will assess offsets, sustainable aviation fuel (SAF), operation and technology opportunities/costs in order to mitigate our emissions.

Value chain stage(s) covered

Upstream

Risk management process

Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment

Annually

Time horizon(s) covered

Short-term

Medium-term

Long-term

Description of process

Upstream: As part of our \$1B commitment and medium to long term opportunities, we look at the upstream emissions associated with SAF, as the emissions reduction is calculated on a lifecycle basis in comparison with conventional jet fuel. In addition, we are looking to understand emissions and climate impact within our supply chain.

Value chain stage(s) covered

Downstream

Risk management process

Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment

Annually

Time horizon(s) covered

Short-term

Medium-term

Long-term

Description of process

Downstream: While the fuel purchased by Delta is consumed by Delta, we provide information on emissions associated with flying to our customers to address transition risks such as reputation and market risk, described in section 2.2a.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Regulatory action concerning climate change and aircraft emissions could have a significant effect on the airline industry. Currently, Delta is subject to EU ETS (European Union Emissions Trading Scheme) for intra-EU flights. In addition, ICAO, the UN agency for aviation, formally adopted a global, market-based emission offset program known as CORSIA that aligns with IATA's medium-term climate change goal of achieving carbon-neutral growth on international emissions from 2021 forward. CORSIA will require airlines to address industry growth in emissions through the use of sustainable aviation fuel or purchase and retirement of eligible offsets and is expected to increase operating costs for airlines that operate internationally.
Emerging regulation	Relevant, always included	Because our business crosses state and international borders, we may face a patchwork of regulation for aircraft emissions. For example, if emissions for the entire flight were subject to regulation at the origin and destination airports in separate jurisdictions, this would result in duplicative payments for the same fuel and emissions. While the specific nature of future actions is hard to predict, new laws or regulations related to environmental matters adopted in the U.S., E.U. or other countries could impose significant additional costs. The financial impact depends on the price of carbon and the parameters of the specific regulation. Even for CORSIA, certain program details remain to be developed and could potentially be affected by political developments in participating countries or the results of the pilot phase of the program, and thus the impact of CORSIA cannot be fully predicted at this time.
Technology	Relevant, sometimes included	The aviation industry is a hard to decarbonize sector, and the cost to transition to lower-emissions technologies such as sustainable aviation fuels, novel airframes, hydrogen-based fuels and direct air capture, is still extremely high. These technologies are currently not available at scale, and it may be at least 10-30 years before they are. Standards or regulations related to new aircraft technology may impact how airline operators can transition to a low-carbon economy.
Legal	Not relevant, explanation provided	Current/emerging regulation, as noted above, is more relevant to us.
Market	Relevant, sometimes included	While the "flight-shaming" movement started and has thus far largely remained in Europe, flight-shaming and public perception of air travel may continue to have an impact on future customer demand and behavior. We evaluate market risks, such as a possible shift from in-person business meetings to virtual meetings, as we have experienced due to the pandemic.
Reputation	Relevant, always included	Our reputation and brand could be adversely impacted by failure to make progress toward and achieve our climate change goals, as well as public pressure from investors or policy groups or customers to change our policies.
Acute physical	Relevant, sometimes included	Severe weather conditions and natural disasters (or other environmental events) can significantly disrupt service and create air traffic control problems. Increases in the frequency, severity or duration of thunderstorms, hurricanes, typhoons or other severe weather events, including from changes in the global climate, could result in increases in delays and cancellations, turbulence-related injuries and fuel consumption to avoid such weather, any of which could result in loss of revenue and higher costs. The impact of physical risks is regularly assessed by our Operations Customer Center in order to prepare for disruptions from weather events.
Chronic physical	Relevant, sometimes included	One of the major constraints on an aircraft's revenue-generating ability is the amount of payload it can carry at takeoff. This is influenced by air density. Long-term increased mean temperatures and changes in climate can result in lower air density and consequently a lower takeoff performance, reducing the payload capability of an aircraft while increasing fuel costs. This effect is pronounced at high-altitude airports, which have lower air density due to their elevation, such as Delta's hub in Salt Lake City. Chronic physical risks can also impact the airports we serve that are coastal, at sea level and more prone to flooding.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Current regulation	Carbon pricing mechanisms
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Primary potential financial impact

Increased direct costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Regulatory action concerning climate change and aircraft emissions could have a significant effect on the airline industry. Currently, Delta is subject to EUETS (European Union Emissions Trading Scheme) for intra-EU flights. In addition, ICAO, the UN agency for aviation, formally adopted a global, market-based emission offset program known as CORSIA that aligns with IATA's medium-term climate change goal of achieving carbon-neutral growth on international emissions from 2021 forward. CORSIA will require airlines to address industry growth in emissions through the use of sustainable aviation fuel or purchase and retirement of eligible offsets. In addition, because our business crosses state and international borders, we may face a patchwork of regulation for aircraft emissions. For example, if emissions for the entire flight were subject to regulation at the origin and destination airports in separate jurisdictions, this would result in duplicative payments for the same fuel and emissions. While the specific nature of future actions is hard to predict, new laws or regulations related to environmental matters adopted in the U.S., E.U. or other countries could impose significant additional costs. The financial impact depends on the price of carbon and the parameters of the specific regulation. Even for CORSIA, certain program details remain to be developed and could potentially be affected by political developments in participating countries or the results of the pilot phase of the program, and thus the impact of CORSIA cannot be fully predicted at this time. However, CORSIA is expected to increase operating costs for airlines that operate internationally.

Time horizon

Medium-term

Likelihood

Virtually certain

Magnitude of impact

Medium-high

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

400000000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

This figure has not been updated since our last CDP response. An updated analysis is underway. The actual financial impact is uncertain, but the estimate provided here is one scenario of the potential cost of these schemes in the medium term. We have performed various sensitivity analyses that have included multiple ranges of price of carbon, multiple schemes included (EU ETS, CORSIA, possible additional ones) and various regulations on what the cost of the instrument will be.

Cost of response to risk

400000000

Description of response and explanation of cost calculation

To deal with upcoming regulations, members of our Environment/Sustainability, Legal/Government Affairs, Operations Data Analysis, Fuel, & Tax teams work together to stay apprised of possible regulations. This includes working with IATA and regulators/policy makers in the relevant countries. In addition, this group is responsible for managing the compliance with regulations through reporting, monitoring/verification and purchasing credits for compliance. With the EU ETS, Corporate Environment/Operations Data Analysis compiles data, and Corporate Environment works with Fuel to purchase credits required to remain in compliance. In addition, the largest impact to reducing emissions, improving fuel efficiency and ultimately reducing obligations is Delta's fleet strategy. Delta has been replacing inefficient, older technology airplanes. We have a continued focus on fleet and operational efficiency by balancing aircraft age with long-term corporate financial sustainability. As part of our multiyear fleet transformation, in 2020, the company retired more than 200 older aircraft. The new aircraft replacing those planes are 25% more fuel efficient per seat mile than the aircraft they replaced. In 2019, we took delivery of 88 new aircraft, including A321-200s, B-737-900ERs, A350-900s, A330-900s, and A220-100s. The A350 aircraft are 21% more efficient than the aircraft they replaced. For CORSIA, we are active in ICAO technical working groups, working with government on implementation of CORSIA monitoring, reporting, and verifying on a flight-by-flight level for international emissions and also evaluating various scenarios under CORSIA: size of eligible units, industry/Delta growth rates, and Delta emissions over the next 15 years. Management costs would typically include the time/resources to gather data, report data, work with policy makers & manage the purchase of offsets and allowances. In the medium term, it would likely require combined resources totaling 1 FTE.

Comment

While the management cost of future regulations is not exactly zero, the costs are minimal compared to the actual cost of compliance. Management costs would typically include the time/resources to gather data, report data, work with policy makers and manage the purchase of offsets, allowances, credits, etc. In the medium term, it would likely require combined resources totaling 1 FTE to cover the various aspects related to regulatory risk management.

Identifier

Risk 2

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Increased severity and frequency of extreme weather events such as cyclones and floods
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Primary potential financial impact

Decreased revenues due to reduced production capacity

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Our results of operations are impacted by severe weather, natural disasters and seasonality. Severe weather conditions and natural disasters (or other environmental events) can significantly disrupt service and create air traffic control problems. These events decrease revenue and can also increase costs. Increases in the frequency, severity or duration of thunderstorms, hurricanes, typhoons or other severe weather events, including from changes in the global climate, could result in increases in delays and cancellations, turbulence-related injuries and fuel consumption to avoid such weather, any of which could result in loss of revenue and higher costs.

Time horizon

Short-term

Likelihood

Virtually certain

Magnitude of impact

Medium-high

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

300000000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

These weather events result in additional costs (accommodations and rebooking of customers, additional wages for crew, etc) in addition to lost revenue as a result of not being able to operate flights and/or needing to rebook. This impact analysis has not been updated since our last CDP response. An updated analysis is underway. The number included (300M) represents the impact from these types of weather events, as this is the total impact from the storms on the East Coast during Q1 of 2017, Hurricane Irma and Winter Storm Benji. • In Apr 2017, multiple storms on the East Coast cost Delta \$125M in revenue. Q3: net income fell, with \$120 million of the decline

blamed on Hurricane Irma. Q4: \$60 million impact from the combination of December's power outage at Atlanta's Hartsfield-Jackson Airport and Winter Storm Benji. • In Q1 of 2018, negative impact from severe winter storms cost \$44 million.

Cost of response to risk

300000000

Description of response and explanation of cost calculation

We are tracking closely the defined shift in focus by scientists, policy-makers, environmental NGOs, and business toward assessing and planning for climate change risks and identifying adaptive and mitigation responses to build resilience. We have management methods that enable us to prepare in advance for potential bad weather. These methods include shutting down quickly to avoid passengers stranded at airports, pulling planes out of the path of a storm before it hits, having employees staying overnight in aircraft to prepare to restart the airline without worrying about employee transportation to the airport, utilizing in-house meteorologists to assure weather is clear, ferrying pilots and flight attendants to the storm city when they are ready to start again and utilizing the time the planes are parked to check for upcoming scheduled maintenance that could be done while they sit out during weather.

Comment

While there are additional costs associated with manpower and labor to manage irregular operations, a large portion of the cost of management lies in the cancellation of the flights and impact to revenue, as outlined above: • In Apr 2017, multiple storms on the East Coast cost Delta \$125M in revenue. Q3: net income fell, with \$120 million of the decline blamed on Hurricane Irma. Q4: \$60 million impact from the combination of December's power outage at Atlanta's Hartsfield-Jackson Airport and Winter Storm Benji. • In Q1 of 2018, negative impact from severe winter storms cost \$44 million.

Identifier

Risk 3

Where in the value chain does the risk driver occur?

Downstream

Risk type & Primary climate-related risk driver

Market	Changing customer behavior
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Primary potential financial impact

Please select

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

While the "flight-shaming" movement started and has thus far largely remained in Europe, flight-shaming and public perception of air travel may continue to have an impact on future customer demand and behavior. We evaluate market risks, such as a possible shift from in-person business meetings to virtual meetings, as we have experienced due to the pandemic.

Time horizon

Medium-term

Likelihood

Likely

Magnitude of impact

Medium-low

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

Delta has not yet estimated the potential financial implications of these risks, but they could result in low to moderate reductions in revenue.

Cost of response to risk

Description of response and explanation of cost calculation

The current mitigation method is providing more transparent data to consumers, including: Delta's fuel efficiency, climate change and environmental goals, and information on the consumers' carbon footprint (on an individual or corporate customer level). In addition to improving fuel and operational efficiencies to reduce emissions, as previously noted, we are offsetting all remaining airline carbon emissions with high-quality, verified carbon offsets from March 1, 2020 forward. This Carbon Neutral commitment enhances consumers' view of Delta Air Lines. Furthermore as corporate customers have become more engaged on the climate impact of travel as it relates to their Scope 3 goals, we have engaged with the corporate travel managers and their sustainability teams to share our climate strategy, provide information on emissions, and offer additional opportunities for corporate customers to address their Scope 3 emissions, for example, through co-investing in Sustainable Aviation Fuel.

Comment

Current cost of management ranges from zero to low. If this risk did become more pronounced in the future, then cost of management would increase, depending on the actions Delta takes to mitigate impact.

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?

Yes

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.**Identifier**

Opp1

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Resource efficiency

Primary climate-related opportunity driver

Use of more efficient modes of transport

Primary potential financial impact

Reduced direct costs

Company-specific description

Increases in fuel- and CO2-related costs as a result of international agreements, carbon taxes, cap and trade schemes, fuel taxes and regulations, and voluntary agreements provide Delta with additional incentives to implement additional fuel conservation initiatives, thereby lowering Delta's fuel expense and mitigating Delta's environmental impacts. Currently, flying more efficient aircraft has the biggest impact on our efficiency and our ability to reduce absolute greenhouse gas emissions. Prior to the pandemic, we began refreshing our fleet, acquiring new, more fuel-efficient aircraft with increased premium seating, to replace older aircraft and had begun to reduce our fleet complexity with fewer fleet types. We accelerated this fleet simplification strategy by retiring 227 aircraft in 2020, with plans to retire an additional 128 aircraft by 2025. Our commitment to addressing climate change is a factor in the way we manage our fleet. We balance technological improvements available in new aircraft with a desire to build a fleet that is sustainable for the long term and maximizes planes' useful life. As reported in our 2020 10-K, capital expenditures are primarily related to the purchase of aircraft, fleet modifications and technology enhancements. Our capital expenditures were \$1.9B in 2020, of which the largest portion was incurred before the onset of the COVID-19 pandemic, and \$4.9B in 2019. As a result of the impact of the COVID-19 pandemic and the need to park aircraft, Delta retired all MD-88 and MD-90 aircraft (two of the least efficient fleets) earlier than previously planned, with both aircraft types exiting the fleet in June 2020. In addition, Delta's Boeing 777 fleet was retired by the end of 2020. Delta will continue flying its fleet of long-haul next generation Airbus A350-900s, which burn 21% less fuel per seat than the 777s they will replace. We accelerated our fleet simplification strategy by retiring 227 aircraft in 2020, with plans to retire an additional 128 aircraft by 2025.

Time horizon

Short-term

Likelihood

Virtually certain

Magnitude of impact

High

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

1900000000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

The financial impact of this opportunity is based on our 2020 investment into new, more efficient aircraft which will help reduce financial obligations. As reported in our 2020 10-K, capital expenditures are primarily related to the purchase of aircraft, fleet modifications and technology enhancements. Our capital expenditures were \$1.9B in 2020, of which the largest portion was incurred before the onset of the COVID-19 pandemic, and \$4.9B in 2019.

Cost to realize opportunity

1900000000

Strategy to realize opportunity and explanation of cost calculation

Our commitment to addressing climate change is a factor in the way we manage our fleet. We balance technological improvements available in new aircraft with a desire to build a fleet that is sustainable for the long term and maximizes planes' useful life. As a result of the impact of the COVID-19 pandemic and the need to park aircraft, Delta retired all MD-88 and MD-90 aircraft (two of the least efficient fleets) earlier than previously planned, with both aircraft types exiting the fleet in June 2020. In addition, Delta's Boeing 777 fleet was retired by the end of 2020. Delta will continue flying its fleet of long-haul next generation Airbus A350-900s, which burn 21% less fuel per seat than the 777s they will replace. We accelerated our fleet simplification strategy by retiring 227 aircraft in 2020, with plans to retire an additional 128 aircraft by 2025.

Comment**Identifier**

Opp2

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Energy source

Primary climate-related opportunity driver

Use of lower-emission sources of energy

Primary potential financial impact

Other, please specify

Company-specific description

We recognize that fuel efficiency and carbon-neutral growth alone are not sufficient to address the risks of climate change. In line with IATA's long-term emissions-reduction goals, we must also dramatically decrease absolute emissions, which result mainly from burning of jet fuel by our mainline and regional aircraft. Because of the environmental and financial challenges posed by purchasing increasing amounts of jet fuel, many members of the aviation industry believe that the future lies with alternative, or non-petroleum-based sources of energy. As researchers explore the use of biofuels as alternative fuel sources, Delta has proactively developed a set of biofuel principles that will guide our decision-making and investments in this area. SAF is the solution that is available today for aviation to address its emissions (beyond fleet/operations improvements), but it is not available at scale, nor is it cost competitive. We have a goal to replace 10% of our jet fuel with SAF by the end of 2030, and we are working with other industry stakeholders for incentives, such as the Blenders Tax Credit in the U.S., that will help drive the cost down. To help meet this goal, we have agreed to purchase a future supply of 70 million gallons of SAF per year. That includes 10 million beginning in 2024 from Gevo and 60 million beginning in 2025 from Northwest Advanced Bio-Fuels, representing a projected 1.7 percent of Delta's total annual fuel consumption, adjusted for 2019 flying levels. To be worthy of investment, we believe that any new biofuel project must: »» Meet applicable technical and regulatory standards, including ASTM D1655 »» Have lower environmental impacts (climate, water, air and biodiversity), including lower life-cycle carbon emissions than conventional, petroleum-based jet fuel »» Ideally, come from feed stocks that will not displace or compete with food crops »» Satisfy technical and functional criteria that allow biofuel to be comingled within existing national fuel transport, storage and logistics infrastructure, as well as within individual airport and airline systems »» Have no adverse impact on aircraft engines »» Be somewhat cost competitive with existing petroleum-based supply »» Advance the future availability of jet biofuels »» Meet Delta's reputational and creditworthiness standards

Time horizon

Medium-term

Likelihood

Likely

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)**Potential financial impact figure – maximum (currency)**

600000000

Explanation of financial impact figure

Currently, alternative jet fuel can be used up to a 50% blend with conventional jet fuel. As part of our \$1B commitment and our goal to replace 10% of our jet fuel consumption with SAF by the end of 2030, we are looking to help scale the use of sustainable aviation fuel (SAF), so the availability increases while cost premium decreases, making it a much more realistic pathway to decarbonizing aviation in the short- and medium- term. Delta has developed partnerships with Northwest Advanced Bio-Fuels and Gevo to develop and provide SAF to the airline domestically. Delta's pre-pandemic annual fuel consumption was approximately 4 billion gallons per year, meaning we would need more than 400 million gallons of SAF by 2030 in order to meet our goal. Without incentives such as the Blenders Tax Credit, which is currently \$1.50/gallon for qualifying fuel but up to \$2/gallon, SAF could potentially cost an additional \$600 million, assuming all of those quantities would be delivered in the US.

Cost to realize opportunity

600000000

Strategy to realize opportunity and explanation of cost calculation

Delta has a commitment to achieve carbon neutrality from March 1, 2020 forward. In the short to medium term, SAF is the proven alternative that can help reduce lifecycle emissions within our sector, but is still a significant price premium when compared to conventional jet fuel. We have a commitment to replace 10% of our jet fuel consumption with SAF by the end of 2030. To do that, we will be evaluating multiple feedstock types, technology types, locations, and understanding the lifecycle emissions reduction. We will also evaluate incentives against the current premium of sustainable aviation fuel (SAF), to determine where offtakes and investments may play a role in helping to reduce our footprint while also bringing SAF to scale for the industry. In addition, we are working with other stakeholders on incentives to help bring the cost down. The range of costs are based on various percentages of our reduction achieved using SAF, plus varying range of premium costs as that is highly dependent on specific projects and incentives that may be available.

Comment**Identifier**

Opp3

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Energy source

Primary climate-related opportunity driver

Participation in carbon market

Primary potential financial impact

Increased revenues resulting from increased production capacity

Company-specific description

Part of Delta's carbon neutral commitment requires understanding that carbon offsets will play a large role in achieving that goal until new aircraft technology and SAF become available at scale. 71% of our offset portfolio comes from projects that work to avoid the release of emissions. For example, the impacts from deforestation around the world are estimated to contribute to 10-15% of total carbon dioxide emissions. Carbon avoidance offsets, such as REDD+ (Reducing Emissions, Deforestation and Degradation) provide an opportunity to protect forest areas that are at-risk of being cut down for economic reasons. By purchasing high-quality, verified avoidance offsets, we are taking immediate action to address climate change and prevent additional deforestation. While we expect the price of offsets to increase in future years, this also presents an opportunity to invest in offsets and offset projects in a different way than we currently do, such as forward agreements or investments into select projects.

Time horizon

Short-term

Likelihood

Likely

Magnitude of impact

Medium-low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

100000000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

Despite current challenges due to COVID-19, Delta remains committed to becoming a sustainable airline, and we're adjusting our plans in response to the current crisis. The cost to realize opportunity and potential financial impact figure is the average investment per year of our \$1B commitment.

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation

Despite challenges due to COVID-19, Delta remains committed to becoming a more sustainable airline. The cost to realize opportunity and potential financial impact figure is the average investment per year of our \$1B commitment. Our current portfolio is majority reduction and avoidance offsets, but we intend to work towards increased investment in removals in future years. In the short term, we will evaluate the various types of offset projects and our role, whether that is purchasing offsets, long term commitments or partnership with offset projects.

Comment

C3. Business Strategy

C3.1

(C3.1) Have climate-related risks and opportunities influenced your organization's strategy and/or financial planning?

Yes

C3.1b

(C3.1b) Does your organization intend to publish a low-carbon transition plan in the next two years?

	Intention to publish a low-carbon transition plan	Intention to include the transition plan as a scheduled resolution item at Annual General Meetings (AGMs)	Comment
Row 1	Yes, in the next two years	No, we do not intend to include it as a scheduled AGM resolution item	

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

Yes, qualitative, but we plan to add quantitative in the next two years

C3.2a

(C3.2a) Provide details of your organization's use of climate-related scenario analysis.

Climate-related scenarios and models applied	Details
Other, please specify (1.5 and 2 degree scenarios in IPCC Special Report on Global Warming)	Various scenarios of the 1.5 and 2 degree scenarios (as released by the IPCC Special report on Global Warming) aim to achieve net zero emissions between 2050 and 2085. In early 2020, Delta made a ten year, \$1B commitment to carbon-neutrality, starting March 1, 2020. In March 2021, Delta has also joined A4A in committing to net zero carbon emissions by 2050. In addition, we aim to assess how physical and transition risks will impact our company. A climate scenario analysis will be performed and completed by the end of 2021.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Reputation and market risk with customers and their perception of flying can be a risk and an opportunity. While the Flight Shaming campaign started in and was largely focused on Europe, it provided an opportunity for us to further engage our corporate and individual customers on climate change. Mitigating adverse climate change impact, particularly regarding carbon emissions, is a core consideration of many Delta corporate customers. As a result, we collaborate with our corporate customers to offer programs focused on company-wide and individual passenger impact. Business travel by customers on Delta flights will be carbon-neutral going forward. However, Delta provides an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions. We have signed SAF agreements with various corporate customers that underscore a conceptual alignment within the travel industry to proactively find solutions for customers' carbon footprint created by travel. All of these have influenced our strategy, leading up to a \$1B commitment over 10 years to achieve carbon neutrality. We will be looking for more ways to engage our customers on the carbon impact of our products and services.
Supply chain and/or value chain	Yes	In 2019, a Fuel Board comprised of senior leaders from each operating division was established to focus on promoting fuel savings initiatives in our operations, as fuel use is directly tied to all climate change goals. A revamped Fuel Council was also launched to manage the specific initiatives. As a result of this focus from leadership and the efforts of the operating divisions, 33M gallons or \$75M were saved in 2019 and 325,000 metric tons of CO2e were avoided. As a result, our supply chain team continues to incorporate the impact on fuel consumption/emissions into business decisions. For example, when evaluating new on-board service products, the weight of the new product and its fuel/carbon impact is included in the business case.
Investment in R&D	Yes	Because of the environmental and financial challenges posed by purchasing increasing amounts of jet fuel, many members of the aviation industry believe that the future lies with alternative, or nonpetroleum-based, sources of energy. As researchers explore the use of biofuels as alternative fuel sources, Delta has proactively developed a set of biofuel principles that will guide our decision-making and investments in this area. Delta invested \$2 million in Northwest Advanced Bio-fuels (NWABF) in 2019 to explore the feasibility of a biofuel facility to produce sustainable aviation fuel and other biofuel products. NWABF's project would utilize wood residue deposits and wood slash found on forest floors to produce the biofuel, which would qualify under an approved carbon-reducing pathway recognized by the American Society of Testing and Materials (ASTM). If feasible, NWABF plans first delivery of the fuel, which Delta could use at its operations in Seattle, Portland, San Francisco and Los Angeles, by the end of 2023. Delta's medium-term goal is to replace 10 percent of its jet fuel refined from fossil fuel with SAF by the end of 2030. The company has agreed to purchase a future supply of 70 million gallons of SAF per year. That includes 10 million beginning in 2024 from Gevo and 60 million beginning in 2025 from NWABF, representing a projected 1.7 percent of Delta's total annual fuel consumption, adjusted for 2019 flying levels. Delta is a member of MIT's Industry Liaison Program. Through this program, Delta gains access to a variety of resources, from continued learning for Delta employees to MIT-led conferences and webinars. Delta has used this program to better quantify and understand the impact of aviation on the environment. Through this learning, Delta is informing its strategy and approach to achieving environmental objectives. As part of our \$1B investment toward carbon neutrality, we will also evaluate engagement with other stakeholders on research/development of future carbon removal and reduction technologies.
Operations	Yes	In 2019, a Fuel Board comprised of senior leaders from each operating division was established to focus on promoting fuel savings initiatives in our operations, as fuel use is directly tied to all climate change goals. A revamped Fuel Council was also launched to manage the specific initiatives. Due to fleet decisions and reduced passenger loads amid COVID-19, Delta's fleet was nearly 6% more fuel efficient per available seat mile in 2020 than in 2019. This improved efficiency from fleet and other factors avoided the use of 117 million gallons of jet fuel and reduced our carbon emissions by 1,149,498 metric tons, calculated through 2019 ASM efficiency metrics. Climate risks and opportunities are continually integrated in our operations, both through fuel savings opportunities (on an annual basis) and planning for irregular operations as a result of extreme weather.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Indirect costs Capital expenditures Capital allocation Assets	Direct costs will be lower if our fuel consumption is reduced in comparison to what those costs would be without reduction in consumption. The financial impact of the opportunities listed previously is based on our 2020 and 2019 investment into new, more efficient aircraft, which will help reduce fuel expenses. Our capital expenditures were \$1.9B in 2020, of which the largest portion was incurred before the onset of the COVID-19 pandemic, and \$4.9B in 2019. Since our \$1B commitment to achieve carbon neutrality over the next 10 years, we have included the cost of addressing those emissions through offsets and SAF in our publicly reported quarterly financial forecasts. Direct costs can also be impacted due to regulation and carbon pricing mechanisms. The actual impact is uncertain, but an estimate can be made using the CORSIA and EU ETS schemes in the medium term (3-15 years). We have previously performed various sensitivity analyses that have included multiple ranges of price of carbon, multiple schemes included (EU ETS, CORSIA, possible additional ones) and various regulations on what the cost of the instrument will be. We are in the process of updating those analyses. Our operations are impacted by severe weather, natural disasters and seasonality. Severe weather conditions and natural disasters (or other environmental events) can significantly disrupt service and create air traffic control problems. These events decrease revenue and can also increase costs. In addition, increases in the frequency, severity or duration of thunderstorms, hurricanes, typhoons or other severe weather events, including those from changes in the global climate, could result in increases in delays and cancellations, turbulence-related injuries and fuel consumption (to avoid such weather), any of which could result in loss of revenue and higher costs.

C3.4a

(C3.4a) Provide any additional information on how climate-related risks and opportunities have influenced your strategy and financial planning (optional).

Because of the potential physical and transitional risks of climate change that can impact our business, Delta announced its commitment in 2020 to invest \$1B over the next ten years toward its commitment to carbon-neutrality. Despite pandemic-related challenges, Delta remains committed to becoming a more sustainable airline.

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?

Both absolute and intensity targets

C4.1a

(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

Target reference number

Abs 1

Year target was set

2005

Target coverage

Company-wide

Scope(s) (or Scope 3 category)

Other, please specify (Scope 1+2+3)

Base year

2005

Covered emissions in base year (metric tons CO2e)

45550256.17

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)

99

Target year

2050

Targeted reduction from base year (%)

50

Covered emissions in target year (metric tons CO2e) [auto-calculated]

22775128.085

Covered emissions in reporting year (metric tons CO2e)

19454628

% of target achieved [auto-calculated]

114.579501255086

Target status in reporting year

Underway

Is this a science-based target?

No, but we anticipate setting one in the next 2 years

Target ambition

<Not Applicable>

Please explain (including target coverage)

Due to COVID-19 and reduced passenger loads and flight volumes, the emissions in the reporting year are 15% less than the target year emissions. 99% of emissions are covered because the absolute goal only applies to jet fuel (covered both in Scope 1 and 3). The other 1% is ground support equipment, electricity, chemicals, natural gas, etc. and is not part of this absolute goal. We track fuel efficiency on an available seat miles (ASM) basis, which focuses on capacity.

Target reference number

Abs 2

Year target was set

2020

Target coverage

Company-wide

Scope(s) (or Scope 3 category)

Other, please specify (Scope 1 + 2+ 3 (only jet fuel))

Base year

2020

Covered emissions in base year (metric tons CO2e)

19454628

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)

100

Target year

2030

Targeted reduction from base year (%)

100

Covered emissions in target year (metric tons CO2e) [auto-calculated]

0

Covered emissions in reporting year (metric tons CO2e)

12954874

% of target achieved [auto-calculated]

33.4098087097836

Target status in reporting year

Underway

Is this a science-based target?

No, but we anticipate setting one in the next 2 years

Target ambition

<Not Applicable>

Please explain (including target coverage)

In February 2020, Delta announced its \$1B commitment to carbon-neutrality for its global airline business. Despite the unprecedented financial impacts of COVID-19, we recognize the urgency of taking action in the near-term. Consistent with our commitment, in 2021, Delta spent more than \$30 million for carbon offsets to address the 13 million metric tons of carbon dioxide (CO₂) emissions from our airline operations from March 1 – December 31, 2020. Proof of carbon offset retirements are submitted as part of our annual greenhouse gas emissions inventory. 2020 emissions, including offsets applied, are currently undergoing verification.

C4.1b

(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

Target reference number

Int 1

Year target was set

2009

Target coverage

Company-wide

Scope(s) (or Scope 3 category)

Other, please specify (Scope 1 + Scope 3, but only for jet fuel)

Intensity metric

Other, please specify (Metric ton of CO₂e per 1000 Available Seat Miles)

Base year

2009

Intensity figure in base year (metric tons CO₂e per unit of activity)

16.81

% of total base year emissions in selected Scope(s) (or Scope 3 category) covered by this intensity figure

99

Target year

2020

Targeted reduction from base year (%)

16.5

Intensity figure in target year (metric tons CO₂e per unit of activity) [auto-calculated]

14.03635

% change anticipated in absolute Scope 1+2 emissions

-48

% change anticipated in absolute Scope 3 emissions

-66

Intensity figure in reporting year (metric tons CO₂e per unit of activity)

14.4

% of target achieved [auto-calculated]

86.8891172282011

Target status in reporting year

Underway

Is this a science-based target?

No, but we anticipate setting one in the next 2 years

Target ambition

<Not Applicable>

Please explain (including target coverage)

Fuel efficiency in gallons per available seat mile (ASM), as shown above, focuses on capacity. Our fuel efficiency in gallons per 1000 ASM improved by 5.7% in 2020 compared to 2019. Higher-than-average improvements in fuel efficiency on an ASM basis were due to early fleet retirements, reduced passenger loads resulting from the pandemic and other factors. This improved efficiency avoided the use of 117 million gallons of jet fuel (1.15M metric tons of CO₂), as calculated by using 2019 ASM efficiency metrics. In addition to fuel efficiency by ASM, we track fuel efficiency by revenue ton mile (RTM), which is the basis for the IATA goal. Our 2020 RTMs decreased by 67% year over year due to fewer passengers flying as a result of COVID-19, in addition to the effect of seat blocks. As a result, our efficiency by RTM worsened 41% YOY. The IATA goal is expressed as an intensity efficiency goal to allow for growth of the airline while new technology aircraft and biofuel at commercial scale is still being developed. This means an airlines fuel consumption (emissions) can grow year over year (attributed to growing the business and flying more weight or miles), as long as the fuel growth is less than the business growth. Delta's efficiency (gallons of fuel consumed per ASM) has improved 14.3% since 2009, an average of 1.30% per year. However, for the last 3 years, Delta has seen a 5.7%, 2.21% and 1.25% improvement in efficiency, in large part due to early fleet retirements and reduced passenger loads due to COVID-19, and new aircraft, which provides the most fuel savings by far. 99% of emissions are covered because the intensity goal only applies to jet fuel (covered both in Scope 1 and 3). The other 1% is ground support equipment, electricity, chemicals, natural gas, etc. and is not part of this intensity goal.

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?

No other climate-related targets

C4.3

(C4.3) 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.

Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation		
To be implemented*		
Implementation commenced*		
Implemented*	1	1160433
Not to be implemented		

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Other, please specify	Other, please specify (Maintenance Activities - fleet improvement initiatives)
-----------------------	--

Estimated annual CO2e savings (metric tonnes CO2e)

1160433

Scope(s)

Scope 1

Voluntary/Mandatory

Voluntary

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

191880000

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

0

Payback period

<1 year

Estimated lifetime of the initiative

1-2 years

Comment

Fuel and emissions savings due to changes made by our Technical Operations (maintenance group). These include removal of items from the aircraft in order to save fuel/weight, or installation of items that help improve efficiency or are lighter than the items they replace. Monetary savings is specified only as fuel cost, using \$1.64 per gallon. Estimated lifetime of the initiative is 1-2 years. In 2020, the company retired more than 200 older aircraft. The new aircraft replacing those planes are 25% more fuel efficient per seat mile than the aircraft they replaced. Due to those fleet decisions and reduced passenger loads amid COVID-19, Delta's fleet was nearly 6% more fuel efficient per available seat mile in 2020 than in 2019. This improved efficiency from fleet and other factors avoided the use of 117 million gallons of jet fuel and reduced our carbon emissions by 1,160,433 metric tons CO2e, calculated through 2019 ASM efficiency metrics. Due to COVID-19, we do not have a comprehensive overview of fuel saved through various operational initiatives in 2020. However, ongoing initiatives such as utilizing a turbulence-tracking app for pilots and decreasing auxiliary power unit use continue to contribute to fuel savings. As initiatives continue, they become business as usual and we will not continue to track fuel saved, as those savings would be included in fuel forecasts going forward.

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Financial optimization calculations	Delta continuously analyzes fuel conservation initiatives and evaluates their attractiveness in comparison to the cost of implementation and other uses of financial capital. To calculate annual cost savings for the aircraft fuel-related projects identified above, we used Delta's 2020 average fuel cost per gallon of \$1.64.
Internal price on carbon	In addition to the cost of fuel, Delta has incorporated cost of CO2 emissions into decision making. Currently, this cost is used to run various sensitivity analyses to determine the cost of current/future regulation, such as EU ETS and CORSIA. As part of business cases, the cost of carbon is often integrated in addition to fuel cost savings/increase to ensure environmental impact is considered as part of the process.
Dedicated budget for other emissions reduction activities	As part of the early 2020 announcement for a \$1B 10-year commitment towards carbon neutrality, we will identify how we want to allocate our investments towards offsets, sustainable aviation fuels and future technologies that will make aviation sustainable. The 10-year commitment will take a portfolio approach, with various offset projects with different levels of involvement, various sustainable aviation fuel agreements and engagement with other stakeholders on research/development of future carbon removal and reduction technologies. As part of this process, we have used marginal abatement cost curves to evaluate opportunities to address our emissions.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products or do they enable a third party to avoid GHG emissions?

No

C5. Emissions methodology

C5.1

(C5.1) Provide your base year and base year emissions (Scopes 1 and 2).

Scope 1

Base year start

January 1 2005

Base year end

December 31 2005

Base year emissions (metric tons CO2e)

41945222

Comment

Scope 1 in 2005, based on what was verified to The Climate Registry. Verified report is available at cris4.org

Scope 2 (location-based)

Base year start

January 1 2005

Base year end

December 31 2005

Base year emissions (metric tons CO2e)

420417.92

Comment

Scope 2 in 2005, based on what was verified to The Climate Registry. Verified report is available at cris4.org

Scope 2 (market-based)

Base year start

January 1 2005

Base year end

December 31 2005

Base year emissions (metric tons CO2e)

420417.92

Comment

Scope 2 in 2005, based on what was verified to The Climate Registry. Verified report is available at cris4.org (same as location-based, but in 2005 only reported one).

C5.2

(C5.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

The Climate Registry: General Reporting Protocol

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
17549100

Start date
January 1 2020

End date
December 31 2020

Comment

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)
38161781

Start date
January 1 2019

End date
December 31 2019

Comment

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based
We are reporting a Scope 2, location-based figure

Scope 2, market-based
We are reporting a Scope 2, market-based figure

Comment
Per The Climate Registry updated protocol, we are reporting both (however, currently both numbers are the same right now).

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based
266545

Scope 2, market-based (if applicable)

Start date
January 1 2020

End date
December 31 2020

Comment

Past year 1

Scope 2, location-based
290839

Scope 2, market-based (if applicable)

Start date
January 1 2019

End date
December 31 2019

Comment

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?

No

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status

Relevant, not yet calculated

Metric tonnes CO₂e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Goods and services purchased from suppliers have not yet been calculated as part of Delta's Scope 3 emissions. Relevant emissions here would largely be limited to aircraft purchases. Scope 3 emissions from Delta's purchased goods and services have not been calculated. Delta is currently evaluating third-party tools which would aid in calculating Scope 3 emissions for purchased goods and services in the future. Relevant Scope 3 emissions in this category will largely be limited to aircraft purchases and onboard consumer goods.

Capital goods

Evaluation status

Relevant, not yet calculated

Metric tonnes CO₂e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Scope 3 emissions from Delta's capital goods have not been calculated. Delta is currently evaluating third-party tools to aid in calculating Scope 3 emissions for capital goods in the future.

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

Evaluation status

Relevant, calculated

Metric tonnes CO₂e

1638983

Emissions calculation methodology

This covers all emissions associated with jet fuel burn for our regional (Delta Connection) carriers. This is also verified as part of our full greenhouse gas emissions inventory under The Climate Registry

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

100

Please explain

This covers all emissions associated with jet fuel burn for our regional (Delta Connection) carriers. This is also verified as part of our full greenhouse gas emissions inventory under The Climate Registry

Upstream transportation and distribution

Evaluation status

Not relevant, explanation provided

Metric tonnes CO₂e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

From an airline perspective, distribution is the service of flying passengers and cargo. The emissions associated with this activity is from jet fuel, which is already included in our Scope 1 and Scope 3 under Fuel- and Energy-related activities. There are no other material emissions under distribution of our product.

Waste generated in operations

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Waste metrics are reported in our annual 2020 ESG Report, however the emissions associated have not yet been calculated.

Business travel

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

This can be calculated, however, the majority of business travel occurs on Delta-operated flights, and the emissions associated with those flights are already accounted for in our Scope 1 and 3 jet fuel.

Employee commuting

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

This can be calculated, however the majority of emissions from business travel and employee commuting occurs on Delta-operated flights, and the emissions associated with those flights are already accounted for in our Scope 1 and 3 jet fuel. Emissions associated with employee commuting by car or rail have not been calculated.

Upstream leased assets

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Leased facilities are included in Scope 2. We report Scope 2 emissions based on billed and estimated facilities (airport spaces, leased office spaces, etc.). Any aircraft leased, but operated by Delta would already be accounted for through the jet fuel we purchase and report in Scope 1 and 3.

Downstream transportation and distribution

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

On occasion, Delta delivers passenger bags to their home/hotel, typically using a contracted service. The emissions associated with this activity have not yet been calculated as they would not meet the material threshold as compared to our jet fuel consumption.

Processing of sold products

Evaluation status

Not relevant, explanation provided

Metric tonnes CO₂e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Because Delta sells flights, the emissions associated are all related to jet fuel, already accounted for in Scope 1 and 3 (fuels). The product sold (flights) is not processed.

Use of sold products

Evaluation status

Not relevant, explanation provided

Metric tonnes CO₂e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Because Delta sells flights, the use of the product and emissions associated ends when the flight completes. This means all the fuel/emissions associated with what we sell is covered in our Scope 1/3 (Fuel-and-energy-related activities (not included in Scope 1 or 2) emissions already.

End of life treatment of sold products

Evaluation status

Not relevant, explanation provided

Metric tonnes CO₂e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Because Delta sells flights, the end of life can be defined as when the flight completes. This means all the fuel/emissions associated with what we sell is covered in our Scope 1/3 (Fuel-and-energy-related activities (not included in Scope 1 or 2) emissions already.

Downstream leased assets

Evaluation status

Not relevant, explanation provided

Metric tonnes CO₂e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Delta does not have assets that are leased.

Franchises

Evaluation status

Not relevant, explanation provided

Metric tonnes CO₂e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Delta does not have any franchises. Flights operated on behalf of Delta by a connection carrier are already included in Scope 3 emissions under Fuel/Energy use.

Investments

Evaluation status

Not relevant, explanation provided

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Investments such as Delta Connection carriers are included in jet fuel. Partner (codeshare) investments are not included as the main source of their emissions is jet fuel, and this would count in their respective Scope 1 totals .

Other (upstream)

Evaluation status

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Other (downstream)

Evaluation status

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

No

C6.10

(C6.10) 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.

Intensity figure

0.001

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

17815646

Metric denominator

unit total revenue

Metric denominator: Unit total

17095000000

Scope 2 figure used

Location-based

% change from previous year

27

Direction of change

Increased

Reason for change

As a result of COVID-19 pandemic, Delta's Scope 1 and 2 emissions decreased 54% due to reduced passenger loads and the operation of less flights compared to 2019. While our FTE also decreased, it was only 19%. As a result, our emissions per employee decreased by 43% in 2020.

Intensity figure

240.75

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

17815646

Metric denominator

full time equivalent (FTE) employee

Metric denominator: Unit total

74000

Scope 2 figure used

Location-based

% change from previous year

43.1

Direction of change

Decreased

Reason for change

C-TS6.15

(C-TS6.15) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

Aviation

Scopes used for calculation of intensities

Report Scope 1 + 2 + 3 (category 4)

Intensity figure

0.002071

Metric numerator: emissions in metric tons CO2e

19454628

Metric denominator: unit

t.mile

Metric denominator: unit total

9197289723

% change from previous year

99

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

The intensity measure here is jet fuel emissions (CO2e) per revenue ton miles (passenger and cargo)

ALL

Scopes used for calculation of intensities

Intensity figure

Metric numerator: emissions in metric tons CO2e

Metric denominator: unit

Metric denominator: unit total

% change from previous year

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

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CH4	134	Please select
CO2	17549100	Please select
N2O	181143	Please select
HFCs	4268	Please select
PFCs	0	Please select

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/region.

Country/Region	Scope 1 emissions (metric tons CO2e)
North America	12790397
Other, please specify (International flights verified for CORSIA)	4758703

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

By business division

By activity

C7.3a

(C7.3a) Break down your total gross global Scope 1 emissions by business division.

Business division	Scope 1 emissions (metric ton CO2e)
Aircraft Emissions (Delta mainline, jet fuel only)	16031893
Aircraft Emissions (Wholly-owned subsidiaries jet fuel only, counted in Scope 1)	1372533
Delta Mainline ground and other operations	144674

C7.3c

(C7.3c) Break down your total gross global Scope 1 emissions by business activity.

Activity	Scope 1 emissions (metric tons CO2e)
Mainline Jet Fuel	16031893
Wholly-Owned Subsidiary Jet Fuel	1372533
Ground Support Equipment	79745
Stationary Combustion Facilities	60859
Chemicals	295
Refrigerants	3443
Emergency Generators and Firepumps	331

C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4

(C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4) 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	Net Scope 1 emissions, metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Electric utility activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	17404426	<Not Applicable>	This covers the emissions only associated with our flights, which in our case only deals with jet fuel emissions. This accounts for 98%+ of our total emissions as it is the core of our services. For this Scope 1 emissions number, this includes jet fuel from our mainline, plus our wholly-owned subsidiary airline, Endeavor.

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/region.

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)	Purchased and consumed electricity, heat, steam or cooling (MWh)	Purchased and consumed low-carbon electricity, heat, steam or cooling accounted for in Scope 2 market-based approach (MWh)
Other, please specify (Worldwide as defined by TCR protocol)	266545		696835	

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

By business division

C7.6a

(C7.6a) 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)
Directly billed (operations where we receive bills - office space, etc)	128493	
Estimated Facilities - all airport spaces where emissions are estimated based on square footage Delta operates on	104207	
Estimated Facilities - Natural Gas	33846	

C-CE7.7IC-CH7.7IC-CO7.7IC-MM7.7IC-OG7.7IC-ST7.7IC-TO7.7IC-TS7.7

(C-CE7.7IC-CH7.7IC-CO7.7IC-MM7.7IC-OG7.7IC-ST7.7IC-TO7.7IC-TS7.7) 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
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	266545		

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Decreased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Direction of change	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	33	Decreased	0	In 2019, Delta, Airbus and AirBP partnered to use SAF on 20 A321 delivery flights, and 7 of these aircraft were delivered in 2020, which addressed 33 metrics tons of CO2 from our airline business. Delta aims to replace 10% of its jet fuel with SAF by the end of 2030.
Other emissions reduction activities	1160433	Decreased	3	Our fuel efficiency in gallons per 1000 ASM improved by 5.7% in 2020 compared to 2019. Higher-than-average improvements in fuel efficiency on an ASM basis were due to early fleet retirements, reduced passenger loads and other factors due to the pandemic. This improved efficiency avoided the use of 117 million gallons of jet fuel (1.15M metric tons of CO2), as calculated by using 2019 ASM efficiency metrics.
Divestment		<Not Applicable >		
Acquisitions		<Not Applicable >		
Mergers		<Not Applicable >		
Change in output	19476509	Decreased	51	Due to COVID-19, Delta experienced a significant decrease in passenger loads and flight volumes. The change here describes 2020 scope 1 + 2 emissions, less what is listed elsewhere in this table, as they compare to 2019 scope 1 + 2 emissions.
Change in methodology		<Not Applicable >		
Change in boundary		<Not Applicable >		
Change in physical operating conditions		<Not Applicable >		
Unidentified		<Not Applicable >		
Other		<Not Applicable >		

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Location-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 10% but less than or equal to 15%

C8.2

(C8.2) 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)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	No
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	No

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	HHV (higher heating value)		71104790	71104790
Consumption of purchased or acquired electricity	<Not Applicable>		511050	511050
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Total energy consumption	<Not Applicable>		71615840	71615840

C8.2b

(C8.2b) 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	No
Consumption of fuel for the generation of heat	No
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Fuels (excluding feedstocks)

Jet Kerosene

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

70834210

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

9.84

Unit

kg CO2e per gallon

Emissions factor source

The Climate Registry 2012 Default Emissions Factors Released January 6, 2012 table 13.1 and 13.7. 0.0 g/gallon and N20 is 0.31g/gallon also from the same table. All of this is used to calculate jet kerosene emissions in CO2e

Comment

Fuels (excluding feedstocks)

Diesel

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

163292

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

10.3

Unit

kg CO2e per barrel

Emissions factor source

The Climate Registry 2012 Default Emissions Factors Released January 6, 2012 table 13.1 and 13.7 (small utility for gasoline and LP, large utility for diesel) 0.58 g/gallon and N2O is 0.26 g/gallon also from the same table. All of this is used to calculate diesel emissions in CO2e.

Comment

Fuels (excluding feedstocks)

Motor Gasoline

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

107287

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

8.86

Unit

kg CO2e per gallon

Emissions factor source

The Climate Registry 2021 Default Emission Factor Document, Table 1.1 (motor gasoline) (small utility for gasoline and LP, large utility for diesel) 0.5 g/gallon and N2O is 0.22 g/gallon also from the same table. All of this is used to calculate motor gasoline emissions in CO2e.

Comment

Fuels (excluding feedstocks)

Natural Gas

Heating value

HHV (higher heating value)

Total fuel MWh consumed by the organization

484985

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration

<Not Applicable>

Emission factor

53.06

Unit

kg CO2 per million Btu

Emissions factor source

The Climate Registry 2021 Default Emission Factor Document, Table 1.1 (natural gas)

Comment

C8.2e

(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero emission factor in the market-based Scope 2 figure reported in C6.3.

C-TS8.5

(C-TS8.5) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Activity

Aviation

Metric figure

21.03

Metric numerator

Other, please specify (gallons jet fuel)

Metric denominator

t.mile

Metric numerator: Unit total

1934437722

Metric denominator: Unit total

9197289723

% change from last year

41

Please explain

The numbers here include Scope 1 and 3 jet fuel. Delta's intensity target aligns with IATA's short-term climate change goal: improve fuel efficiency by 1.5% per year between 2009 and 2020. The metric to calculate this is how much fuel it takes (gallons) to transport passengers a certain distance (100 revenue ton miles). The IATA goal is expressed as an intensity efficiency goal to allow for growth of the airline while new technology aircraft and biofuel at commercial scale is still being developed. This means an airlines fuel consumption (emissions) can grow year over year (attributed to growing the business and flying more weight or miles), as long as the fuel growth is less than the business growth. Delta's fuel efficiency improvement for 2020 was 41% worse than 2019 due to the impact of COVID. Our revenue ton miles for passenger and cargo decreased by 67% YoY, because of reduced flying due to the pandemic and also the block of our middle seats through April 2021. Fuel consumption decreased by 55%, resulting in a gallon/revenue ton mile efficiency that worsened by 41% year over year.

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

C-TO9.3/C-TS9.3

(C-TO9.3/C-TS9.3) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Activity

Aviation

Metric

Fleet adoption

Technology

Other, please specify (SAF investment)

Metric figure

33

Metric unit

Other, please specify (metric tons CO2)

Explanation

In 2019, Delta, Airbus and AirBP partnered to use SAF on 20 A321 delivery flights, and 7 of these aircraft were delivered in 2020, which addressed 33 metrics tons of CO2 from our airline business. Delta aims to replace 10% of its jet fuel with SAF by the end of 2030.

C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6

(C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6) 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
Row 1 Yes	Delta invested \$2 million in Northwest Advanced Bio-fuels (NWABF) in 2019 to explore the feasibility of a biofuel facility to produce sustainable aviation fuel and other biofuel products. NWABF's project would utilize wood residue deposits and wood slash found on forest floors to produce the biofuel, which would qualify under an approved carbon-reducing pathway recognized by the American Society of Testing and Materials (ASTM). If feasible, NWABF plans first delivery of the fuel, which Delta could use at its operations in Seattle, Portland, San Francisco and Los Angeles, by the end of 2023. As Delta works towards achieving the goal set out in Feb 2020 (\$1B over the next 10 years to achieve carbon-neutrality), part of that initiative will be looking at the role sustainable aviation fuel will play in that portfolio. To do that, we will be evaluating multiple feedstock types, technology types, locations, and understanding the lifecycle emissions reduction. We will also evaluate incentives against the current premium of sustainable aviation fuel (SAF), to determine where offtakes and investments may play a role in helping to reduce our footprint while also bringing SAF to scale for the industry. The range of costs are based on various percentages of our reduction achieved using SAF, plus varying range of premium costs as that is highly dependent on specific projects and incentives that may be available.

C-TO9.6a/C-TS9.6a

(C-TO9.6a/C-TS9.6a) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Activity

Aviation

Technology area

Alternative fuels

Stage of development in the reporting year

Please select

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

Please select

R&D investment figure in the reporting year (optional)

Comment

Delta invested \$2 million in Northwest Advanced Bio-fuels (NWABF) in 2019 to explore the feasibility of a biofuel facility to produce sustainable aviation fuel and other biofuel products. NWABF's project would utilize wood residue deposits and wood slash found on forest floors to produce the biofuel, which would qualify under an approved carbon-reducing pathway recognized by the American Society of Testing and Materials (ASTM). If feasible, NWABF plans first delivery of the fuel, which Delta could use at its operations in Seattle, Portland, San Francisco and Los Angeles, by the end of 2023. As Delta works towards achieving the goal set out in Feb 2020 (\$1B over the next 10 years to achieve carbon-neutrality), part of that initiative will be looking at the role sustainable aviation fuel will play in that portfolio. To do that, we will be evaluating multiple feedstock types, technology types, locations, and understanding the lifecycle emissions reduction. We will also evaluate incentives against the current premium of sustainable aviation fuel (SAF), to determine where offtakes and investments may play a role in helping to reduce our footprint while also bringing SAF to scale for the industry. The range of costs are based on various percentages of our reduction achieved using SAF, plus varying range of premium costs as that is highly dependent on specific projects and incentives that may be available.

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

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

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Underway but not complete for reporting year – previous statement of process attached

Type of verification or assurance

Reasonable assurance

Attach the statement

Delta Air Lines 2019 Verification Report.pdf

Page/ section reference

All

Relevant standard

The Climate Registry's General Verification Protocol

Proportion of reported emissions verified (%)

100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach

Scope 2 location-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Underway but not complete for reporting year – previous statement of process attached

Type of verification or assurance

Reasonable assurance

Attach the statement

Delta Air Lines 2019 Verification Report.pdf

Page/ section reference

All

Relevant standard

The Climate Registry's General Verification Protocol

Proportion of reported emissions verified (%)

100

C10.1c

(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Scope 3 category

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

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Underway but not complete for reporting year – previous statement of process attached

Type of verification or assurance

Reasonable assurance

Attach the statement

Delta Air Lines 2019 Verification Report.pdf

Page/section reference

All

Relevant standard

The Climate Registry's General Verification Protocol

Proportion of reported emissions verified (%)

100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
In progress

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?
Yes

C11.1a

(C11.1a) Select the carbon pricing regulation(s) which impacts your operations.
EU ETS

C11.1b

(C11.1b) Complete the following table for each of the emissions trading schemes you are regulated by.

EU ETS

% of Scope 1 emissions covered by the ETS

0

% of Scope 2 emissions covered by the ETS

0

Period start date

January 1 2020

Period end date

December 31 2020

Allowances allocated

726

Allowances purchased

0

Verified Scope 1 emissions in metric tons CO2e

712

Verified Scope 2 emissions in metric tons CO2e

0

Details of ownership

Facilities we own and operate

Comment

For several years, the European Union has required its member states to implement regulations to include aviation in its Emissions Trading Scheme ("ETS"). Under these regulations, any airline with flights originating or landing in the European Union is subject to the ETS and, beginning in 2012, was required to purchase emissions allowances if the airline exceeds the number of free allowances allocated to it under the ETS. The ETS was amended to apply only to flights within the European Economic Area from 2013 through 2016. In 2017, the EU extended the exemption for foreign flights through 2023 given the International Civil Aviation Organization's ("ICAO") adoption of a global market-based program. Currently, the scope only covers a handful of Delta's intra-EU charters and diversions.

C11.1d

(C11.1d) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

We seek to minimize the impact of greenhouse gas emissions from our operations through reductions in our fuel consumption and other efforts and have realized reductions in our greenhouse gas emission levels since 2005.

EU ETS Compliance Strategy:

Sustainability and Fuel Management are both responsible for setting the compliance strategy for EU ETS, with input from Government Affairs. The Global Sustainability team manages any monitoring, reporting, verification and submission of credits, while the Fuel team is responsible for procuring credits required for that year. Sustainability, Fuel Management and Government and Regulatory Affairs are all responsible for keeping up to date with the future scope and policy development of EU ETS.

CORSIA Compliance Strategy:

In October 2016, ICAO formally adopted a global, market-based emissions offset program known as the Carbon Offsetting and Reduction Scheme for International Aviation. This program is designed to achieve a medium-term goal for the aviation industry of achieving carbon-neutral growth in international aviation beginning in 2021. A pilot phase of the offset program began in 2021, followed by a first phase of the program beginning in 2024 and a second phase beginning in 2027. Countries can voluntarily participate in the pilot and first phase, but participation in the second phase is mandatory. In 2016, ICAO also adopted new aircraft certification standards to reduce carbon dioxide (CO2) emissions from aircraft. The new aircraft certification standards apply to virtually all types of aircraft that make up the global commercial fleet and will be phased in between 2020 and 2028.

Involvement with CORSIA technical working group: Delta has been involved by sitting on ICAO's technical working group on CORSIA, GMTF (Global Market-based measures Task Force) and now WG4 since its inception as part of the IATA delegation to provide input and help shape the monitoring, reporting, verification and emissions units aspects of CORSIA.

Engaging with government and industry: we have consistently engaged with the government (FAA, State Department), our industry group (IATA) and also ICAO during the process leading up to the ICAO 39th Assembly. We continue to engage with various stakeholders leading up to the start of CORSIA, including A4A and its members. In 2021, the Sustainability department also completed monitoring, reporting and verification of Delta's 2020 international emissions to set the baseline for CORSIA.

Case Study: Internal evaluation of potential cost of CORSIA and carbon neutral growth: we have formed various working groups to look at all angles: carbon offsets, the price of conventional jet and the price of alternative jet fuel, impact of network changes, impact of more fuel-efficient aircraft. Our commitment to carbon-neutral growth and achievement of that goal since 2012 has also allowed us to better understand the carbon market in preparation for CORSIA, as this required us to scan the market for eligible credits, under voluntary/compliance credits, offset programs, projects, vintage date, project start dates and impacts of the project in order to build a portfolio for our carbon mitigation goal. The internal working groups required involvement from Corporate Strategy, Legal, Analytics, Government and Regulatory Affairs, Finance, Marketing, Corporate Communications and Sustainability in order to execute.

C11.2

(C11.2) Has your organization originated or purchased any project-based carbon credits within the reporting period?

Yes

C11.2a

(C11.2a) Provide details of the project-based carbon credits originated or purchased by your organization in the reporting period.

Credit origination or credit purchase

Credit purchase

Project type

Wind

Project identification

Mixture of wind projects in Guatemala, Honduras, India and Nicaragua

Verified to which standard

CDM (Clean Development Mechanism)

Number of credits (metric tonnes CO2e)

1482220

Number of credits (metric tonnes CO2e): Risk adjusted volume

1482220

Credits cancelled

Yes

Purpose, e.g. compliance

Voluntary Offsetting

Credit origination or credit purchase

Credit purchase

Project type

Forests

Project identification

Mixture of REDD+ forest projects in Indonesia and Cambodia, called Keo Seima and Rimba Raya, respectively

Verified to which standard

VCS (Verified Carbon Standard)

Number of credits (metric tonnes CO2e)

9198839

Number of credits (metric tonnes CO2e): Risk adjusted volume

9198839

Credits cancelled

Yes

Purpose, e.g. compliance

Voluntary Offsetting

Credit origination or credit purchase

Credit purchase

Project type

Forests

Project identification

TIIST Afforestation project in Kenya

Verified to which standard

VCS (Verified Carbon Standard)

Number of credits (metric tonnes CO2e)

10000

Number of credits (metric tonnes CO2e): Risk adjusted volume

10000

Credits cancelled

Yes

Purpose, e.g. compliance

Voluntary Offsetting

Credit origination or credit purchase

Credit purchase

Project type

Solar

Project identification

Solar project in India

Verified to which standard

VCS (Verified Carbon Standard)

Number of credits (metric tonnes CO2e)

90803

Number of credits (metric tonnes CO2e): Risk adjusted volume

90803

Credits cancelled

Yes

Purpose, e.g. compliance

Voluntary Offsetting

Credit origination or credit purchase

Credit purchase

Project type

Landfill gas

Project identification

Mixture of landfill gas projects in India and Chile

Verified to which standard

VCS (Verified Carbon Standard)

Number of credits (metric tonnes CO2e)

648141

Number of credits (metric tonnes CO2e): Risk adjusted volume

648141

Credits cancelled

Yes

Purpose, e.g. compliance

Voluntary Offsetting

Credit origination or credit purchase

Credit purchase

Project type

Other, please specify (Natural gas)

Project identification

Small scale natural gas project in Bangladesh

Verified to which standard

VCS (Verified Carbon Standard)

Number of credits (metric tonnes CO2e)

1200000

Number of credits (metric tonnes CO2e): Risk adjusted volume

1200000

Credits cancelled

Yes

Purpose, e.g. compliance

Voluntary Offsetting

C11.3

(C11.3) Does your organization use an internal price on carbon?

Yes

C11.3a

(C11.3a) Provide details of how your organization uses an internal price on carbon.**Objective for implementing an internal carbon price**

Navigate GHG regulations
Stakeholder expectations
Drive energy efficiency

GHG Scope

Scope 1
Scope 3

Application

The price of carbon is used to estimate potential cost of obligations, such as EU ETS, CORSIA or any other regulation or cap and trade program that may impact Delta. The application is more heavily weighted in the context of decisions related to CORSIA compliance versus as a shadow price to compare costs of investments. However, carbon costs are sometimes integrated into business cases to evaluate investment into lower carbon products or any initiative that may help save fuel. With the introduction of our 2020 carbon neutral goal, the price of carbon specifically as it relates to carbon markets is a bigger focus, as investments in offsets and SAF will be required to achieve this goal over the next 10 years. We use various costs of carbon and sensitivity analysis in order to estimate the cost of achieving full carbon-neutrality across our global airline business.

Actual price(s) used (Currency /metric ton)**Variance of price(s) used**

Delta uses evolutionary pricing that assumes the cost of carbon increases with time. Sources include published information on future cost of carbon (IEA) and more recently, S&P's daily Carbon Credit Assessment and data from the Taskforce of Scaling Voluntary Carbon Markets. Various assumptions are made on what the scope of regulation would cover: all emissions for internal carbon neutral growth vs. international growth emissions for CORSIA, etc. Cost of carbon is also used as shadow price for hypothetical costs when comparing carbon alternatives that may be more costly now but may be a strategic investment if associated carbon costs were to become a reality.

Type of internal carbon price

Shadow price
Offsets

Impact & implication

Jet fuel is 98% of Delta's carbon footprint, making any fuel related costs very material to the company. In addition, Delta has a carbon neutrality goal from March 2020 forward, and the cost of carbon offsets and sustainable aviation fuel to achieve this goal is integrated into the business. Both the voluntary goal, which covers all airline business emissions, and potential regulations and schemes that we are seeing internationally will be impacted by various costs of carbon: set carbon pricing by governments, cost of carbon offsets, cost of SAF. This discussion on cost of carbon has opened the conversation internally to better evaluate the cost/ROI of investing in low-carbon initiatives/investments and energy efficiency measures. While we continue to explore what those investments might be, internal price of carbon as a shadow price has helped raise awareness to material risks associated with jet fuel and help integrate costs beyond fuel into decision making on low carbon initiatives.

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?

Yes, our suppliers
Yes, our customers
Yes, other partners in the value chain

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement

Innovation & collaboration (changing markets)

Details of engagement

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

% of suppliers by number

1

% total procurement spend (direct and indirect)

7

% of supplier-related Scope 3 emissions as reported in C6.5

0

Rationale for the coverage of your engagement**Impact of engagement, including measures of success**

In 2019, Delta, Airbus and AirBP partnered to use SAF on 20 A321 delivery flights, and 7 of these aircraft were delivered in 2020. Additionally, we have signed SAF agreements in 2021 with various corporate customers that underscore the need to proactively find solutions for customers' carbon footprint created by travel.

Comment

C12.1b

(C12.1b) Give details of your climate-related engagement strategy with your customers.

Type of engagement

Collaboration & innovation

Details of engagement

Run a campaign to encourage innovation to reduce climate change impacts

% of customers by number

10

% of customer - related Scope 3 emissions as reported in C6.5**Portfolio coverage (total or outstanding)**

<Not Applicable>

Please explain the rationale for selecting this group of customers and scope of engagement

Reducing air travel emissions is a shared goal between Delta and our corporate customers, as many of our customers have Scope 3 emissions reduction goals. In order to work together to address emissions from a hard to abate sector, we provide our customers with Delta-specific emissions data associated with their travel through their SkyPartner report, and also work with them to develop tailored carbon reduction solutions that assist in addressing their emissions when flying on Delta for business.

Impact of engagement, including measures of success

Business travel by customers on Delta flights will be carbon neutral going forward as a result of our carbon neutral commitment, but we have engaged on ways to invest together on sustainable aviation fuel which is an important tool for the aviation sector to reduce emissions.

C12.1d

(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.

Airports: We engage with airports on sustainability and climate related initiatives as they are a key stakeholder in our business operations. In Seattle and San Francisco, we participate on sustainable aviation fuel roundtables and working groups in an effort to increase the use of sustainable aviation fuel in that region. Engagement can be related emissions reduction possibilities include reduction in APU, shortening taxi times, increasing usage in electric GSE. Additionally, we have engaged with airports on the introduction of certain SAF feedstocks / production pathways, logistics of SAF delivery into that airport and local incentives.

We have engaged a broader list of airports and partners as we look to address our emissions beyond jet fuel. A specific example is the goal to have 25% of our ground support equipment electrified by 2022. This requires Delta's commitment, engagement with eGSE vendors to ensure steady delivery, as well the support of airports and local government to ensure airport charging infrastructure is readily available at the scale required.

C12.3

(C12.3) Do you engage in activities that could either directly or indirectly influence public policy on climate-related issues through any of the following?

Direct engagement with policy makers

Trade associations

Funding research organizations

Other

C12.3a

(C12.3a) On what issues have you been engaging directly with policy makers?

Focus of legislation	Corporate position	Details of engagement	Proposed legislative solution
Mandatory carbon reporting	Support with minor exceptions	We have engaged both at the ICAO level (two attendees to the Assembly, representation at various ICAO events) and the U.S. Government level to ensure that CORSIA will be implemented as a fair, global scheme to address international aviation emissions	We have reported our 2020 emissions for CORSIA to be implemented as the only scheme to address international aviation emissions.
Clean energy generation	Support with minor exceptions	We have a goal to replace 10% of our jet fuel with SAF by the end of 2030 and we are working with other industry stakeholders for incentives, such as the Blenders Tax Credit in the U.S., that will help drive the cost down.	We support legislation to establish a Blenders Tax Credit for sustainable aviation fuel (SAF), such as the Clean Skies Act, and believe the application of this credit must also expand to include co-processing in order to increase SAF production.
Other, please specify (SEC Climate / ESG Disclosure Regulation)	Support with minor exceptions	In 2021, we submitted comments to the U.S. SEC upon their request for public input related to mandatory climate change disclosure.	We support a consolidated and cohesive disclosure framework developed through a vigorous rule making process with robust participation by all interested parties. We support the proposal of a disclosure framework that incorporates existing standards that have been thoroughly vetted and are widely accepted by both public companies and their investors as well as a disclosure framework that adheres to considerations of financial materiality through the lens of a reasonable investor, whether the proposed rules are prescriptive or principles-based.
Clean energy generation	Support	We worked with policy makers and appropriate committees of jurisdiction to advocate for additional resources to advance research and development of sustainable aviation fuel as well as other emissions reductions technologies/clean energy technologies.	Increase funding and resources for the FAA's Continuous lower energy, emissions, and noise program (CLEEN) as well as their Center of Excellence for Alternative Jet Fuels and Environment (ASCENT) to support development of SAF at commercial scale.

C12.3b

(C12.3b) Are you on the board of any trade associations or do you provide funding beyond membership?

Yes

C12.3c

(C12.3c) Enter the details of those trade associations that are likely to take a position on climate change legislation.

Trade association

IATA — Member of IATA and participant in various environmental working groups, including on IATA's delegation for ICAO technical working group on CORSIA A4A – Board of Directors are all member airlines' CEOs

Is your position on climate change consistent with theirs?

Consistent

Please explain the trade association's position

Our industry group, IATA's Sustainability and Environment Advisory Council, advises the Board of Governors, the IATA Director General and other IATA bodies on environmental matters, including climate change policy, CORSIA and climate action, through technology, operations and market-based measures to help achieve climate targets in the short- and medium-term. Our ongoing engagement with IATA allows us to influence industry position and to stay abreast of international aviation climate change regulations (CORSIA, EU climate legislation) and goals while providing feedback on implementation strategies to regulatory bodies and other stakeholders. Delta has been involved by sitting on ICAO's technical working group on CORSIA since its inception through the IATA delegation to provide input and to help shape the monitoring, reporting, verification and emissions units. We have consistently engaged with the government (FAA, State Department), our industry group (IATA) and ICAO during the process leading up to the ICAO 39th Assembly. We plan to continue to engage with various stakeholders leading up to the implementation of CORSIA in the US. IATA position on climate change is the need to address the global challenge of climate change and adopt a set of ambitious targets to mitigate CO2 emissions from air transport, which we have adopted and tracked to internally. -average improvement in fuel efficiency of 1.5% per year from 2009 to 2020 -cap on net aviation CO2 emissions from 2020 (carbon-neutral growth) -reduction in net aviation CO2 emissions of 50% by 2050, relative to 2005 levels A4A, our domestic trade association group, has also adopted the same set of climate change goals since 2009. We have been in discussions with A4A on furthering climate goals (including our goal of carbon neutrality and 10% SAF by the end of 2030). In March 2021, A4A announced a revised long-term goal of net zero by 2050 and a goal of 2B gallons of SAF for US airline operators by 2030.

How have you influenced, or are you attempting to influence their position?

Our discussion with A4A on furthering climate goals included discussion on our goal of carbon neutrality and 10% SAF by the end of 2030. In March 2021, A4A announced a revised long-term goal of net zero by 2050 and a goal of 2B gallons of SAF for US airline operators by 2030.

C12.3d

(C12.3d) Do you publicly disclose a list of all research organizations that you fund?

Yes

C12.3e

(C12.3e) Provide details of the other engagement activities that you undertake.

Delta is a member of MIT's Industry Liaison Program. Through this program, Delta gains access to a variety of resources, from continued learning for Delta employees to MIT-led conferences and webinars. Delta has used this program to better quantify and understand the impact of aviation on the environment. Through this learning, Delta is informing its strategy and approach to achieving environmental objectives.

In addition, the Ray C. Anderson Center for Sustainable Business at Georgia Tech Scheller College of Business ("Center") has announced that Delta Air Lines will be the first participant in the Center's Corporate Sustainability Program (CSP) Executive Council. Through the CSP, the Center seeks to collaborate with leading companies that share a vision for developing sustainability leaders and shaping a new economy that offers a more sustainable future for all. CSP engagement will help to facilitate corporate/academic thought leadership across four strategic areas—Circular Economy, Carbon-Conscious Business, Social Performance, and Sustainability Innovation & ESG Leadership.

C12.3f

(C12.3f) What processes do you have in place to ensure that all of your direct and indirect activities that influence policy are consistent with your overall climate change strategy?

Delta's climate change strategy is part of our overall sustainability strategy and efforts, and all actions and strategies are approved through our Executive Environmental Leadership Council. The Corporate Governance Committee of the Board of Directors also receives regular reports on Delta's climate change strategy and Delta's political contributions activity.

Delta's SVP Government Affairs is represented on the Environmental Executive Leadership Council (EELC). The mandate of the EELC is to:

- review and recommend policies, strategies and programs that define and guide Delta's environmental sustainability efforts, including those related to climate change
- recommend environmental sustainability performance metrics and review performance against those metrics
- provide advice and direction on the integration of environmental sustainability practices into the business functions at Delta

The EELC meets 2-3 times per year, but may meet more frequently as necessary. During the last year due to COVID-19, meetings were temporarily paused, but are expected to resume by year-end 2021. Topics of discussion generally include:

- Industry engagement on climate change policy at the International Civil Aviation Organization
- Performance against the International Air Transport Association's (IATA) 1.5 percent fuel efficiency improvement goal
- Climate change and biofuel strategy and planning
- Customer and employee engagement on sustainability
- Environmental partnerships, specifically Delta's carbon offset offering
- Sustainability reporting and disclosures through the annual ESG Report, this questionnaire, the Dow Jones Sustainability Index and various investor and corporate customer questionnaires

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication

In voluntary communications

Status

Complete

Attach the document

Delta commits \$1 billion to become first carbon neutral airline globally _ Delta News Hub.pdf

Page/Section reference

All

Content elements

Governance

Strategy

Risks & opportunities

Emissions figures

Emission targets

Comment

Publication

In mainstream reports, incorporating the TCFD recommendations

Status

Complete

Attach the document

2020-esg-report.pdf

Page/Section reference

6, 16-31, 36, 56-62

Content elements

Governance

Strategy

Risks & opportunities

Emissions figures

Emission targets

Comment

Publication

In other regulatory filings

Status

Complete

Attach the document

Delta 2020 10k.pdf

Page/Section reference

12, 19, 24,

Content elements

Governance

Strategy

Risks & opportunities

Emissions figures

Emission targets

Comment

C15. Signoff

C-FI

(C-FI) 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.

C15.1

(C15.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Managing Director, Sustainability	Environment/Sustainability manager

SC. Supply chain module

SC0.0

(SC0.0) If you would like to do so, please provide a separate introduction to this module.

SC0.1

(SC0.1) What is your company's annual revenue for the stated reporting period?

	Annual Revenue
Row 1	17095000000

SC0.2

(SC0.2) Do you have an ISIN for your company that you would be willing to share with CDP?

Yes

SC0.2a

(SC0.2a) Please use the table below to share your ISIN.

	ISIN country code (2 letters)	ISIN numeric identifier and single check digit (10 numbers overall)
Row 1	US	2473617023

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Requesting member

Advance Auto Parts Inc

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO₂e

137

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Accenture

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

9523

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

The Allstate Corporation

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

1025

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

AstraZeneca

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

473

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Bank of America

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

1863

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Grupo Bimbo, S.A.B. de C.V.

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

8

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Bank of Montreal

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

297

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Cisco Systems, Inc.

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

2243

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Deloitte Touche Tohmatsu Limited

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

14384

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020

were calculated using Delta's data from 2019 , on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Eaton Corporation

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

2254

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019 , on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Givaudan SA

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

177

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019 , on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

HP Inc

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

1381

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

KPMG UK

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

4354

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

L'Oréal

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

1103

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

MetLife, Inc.

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

308

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Koninklijke Philips NV

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

6372

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

TD Bank Group

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

243

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

World Bank Group

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

442

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Wells Fargo & Company

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

2191

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Xylem Inc

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

570

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

Zimmer Biomet Holdings, Inc.

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

2117

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

Requesting member

U.S. General Services Administration - OMB ICR #3090-0319

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

441991

Uncertainty (±%)

5

Major sources of emissions

Jet fuel

Verified

No

Allocation method

Allocation based on the number of units purchased

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

The calculation for GHG emissions here closely aligns with the IATA methodology and the data Delta provides on delta.com/co2. Per passenger emissions for 1Q2020 were calculated using Delta's data from 2019, on a route basis: fuel burn, load factor (passenger estimated weights + cargo actual weights), weight of seats available on

each segment. The average passenger emissions per route is applied to each segment flown on Delta operated flights for 2019. Per passenger emissions for 2-4Q2020 were calculated similarly, but using data from 2020, due to low load factors as a result of COVID-19 during April - December. Most corporate travel volume occurred in 1Q2020.

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges
We face no challenges	

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

Yes

SC1.4a

(SC1.4a) Describe how you plan to develop your capabilities.

We refine the calculations each year based on previous calendar year's fuel and passenger + cargo load data and align this to IATA's methodology. However this data was not updated in early 2021 due the impact COVID had on our operations and load factors. . We currently provide corporate customer emissions on an aggregate level through the SkyPartner reports that will be improved and refined in the near future. We can work with customers (on request) if they require additional information.

SC2.1

(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

Requesting member

Accenture

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Advance Auto Parts Inc

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

AstraZeneca

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Please select

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customers on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Bank of America

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customers on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Bank of Montreal

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Please select

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Cisco Systems, Inc.

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

Please select

Details of proposal

Requesting member

Deloitte Touche Tohmatsu Limited

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Eaton Corporation

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Givaudan SA

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Grupo Bimbo, S.A.B. de C.V.

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

HP Inc

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Koninklijke Philips NV

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

KPMG UK

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

L'Oréal

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

MetLife, Inc.

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Please select

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

TD Bank Group

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

The Allstate Corporation

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings**Estimated payback**

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Wells Fargo & Company

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

World Bank Group

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Xylem Inc

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

Requesting member

Zimmer Biomet Holdings, Inc.

Group type of project

Reduce Logistics Emissions

Type of project

Other, please specify (SAF co-investment)

Emissions targeted

Actions that would reduce both our own and our customers' emissions

Estimated timeframe for carbon reductions to be realized

0-1 year

Estimated lifetime CO2e savings

Estimated payback

0-1 year

Details of proposal

Business travel by customer on Delta flights will be carbon-neutral going forward. However, Delta can provide an opportunity for customer co-investment in SAF, in order to reduce customer scope 3 emissions and Delta's scope 1 emissions.

SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?

No

SC4.1

(SC4.1) Are you providing product level data for your organization's goods or services?

Yes, I will provide data

SC4.1a

(SC4.1a) Give the overall percentage of total emissions, for all Scopes, that are covered by these products.

SC4.2a

(SC4.2a) Complete the following table for the goods/services for which you want to provide data.

Name of good/ service

Flights

Description of good/ service

Emissions data is provided on a per route basis. Only jet fuel is taken into account when calculating this.

Type of product

Final

SKU (Stock Keeping Unit)

Total emissions in kg CO2e per unit

±% change from previous figure supplied

Date of previous figure supplied

Explanation of change

Methods used to estimate lifecycle emissions

Please select

SC4.2b

(SC4.2b) Complete the following table with data for lifecycle stages of your goods and/or services.

SC4.2c

(SC4.2c) Please detail emissions reduction initiatives completed or planned for this product.

Name of good/ service	Initiative ID	Description of initiative	Completed or planned	Emission reductions in kg CO2e per unit
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SC4.2d

(SC4.2d) Have any of the initiatives described in SC4.2c been driven by requesting CDP Supply Chain members?

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I am submitting to	Public or Non-Public Submission	Are you ready to submit the additional Supply Chain questions?
I am submitting my response	Investors Customers	Public	Yes, I will submit the Supply Chain questions now

Please confirm below

I have read and accept the applicable Terms