

Jet2[®] plc

**ESG Fireside Chat
June 2023**



- Why investors should look beyond third-party ESG ratings and ESG disclosure ratings.
- To dispel the view that **Jet2** lags peers in terms of its emissions reduction ambitions.
- The responsible use of carbon offsets and why.
- **Jet2's** commitment to sustainable aviation fuels (SAFs).
- Why **Jet2** can be considered an ESG play.

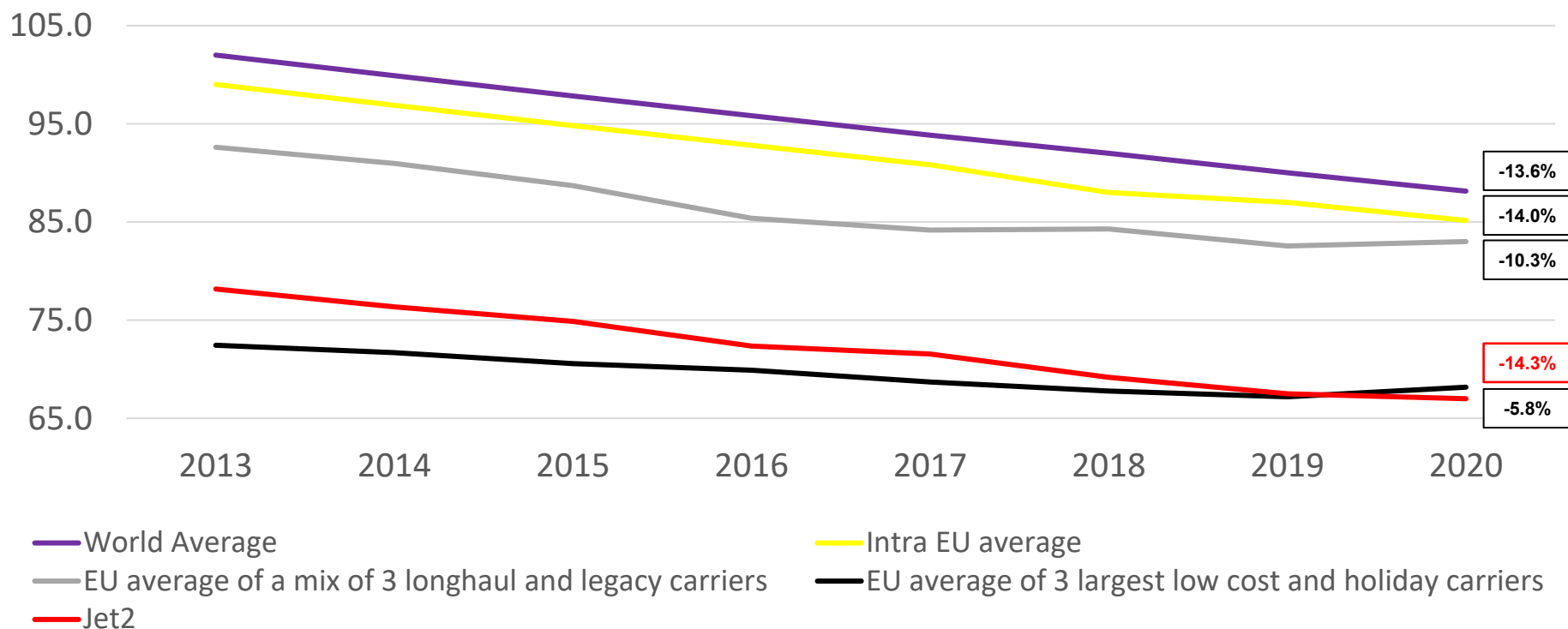


- There are various frameworks globally with over 614 reporting provisions with the UK having more ESG disclosure requirements than any other country.
- **Jet2** already report to stringent requirements including:
 - Streamlined Energy and Carbon Reporting rules;
 - TCFD recommendations which we aligned our reporting to a year before this was mandated for AIM listed companies; and
 - UK & EU emissions trading scheme and CORSIA reporting - third party audited to ISO 14064 standards, though rarely used by market analysts
- These disclosures cover much of the requested information for reporting metrics.
- **In aviation it's principally about the E and we believe investors should consider action actually taken to date and committed actions moving forward**
- Analysis from CDP disclosures shows that all the airlines covered in slides 3 & 6 achieved an average CDP score of B – all of which have both higher gross emissions and higher carbon intensity than **Jet2** in 2020.

Context: Jet2 Is Already Delivering On Reducing Emissions

Historic Performance – Peer Benchmarking

Grams of CO2 emitted per passenger per kilometre of flights flown per year (gCO2 / passenger / km)

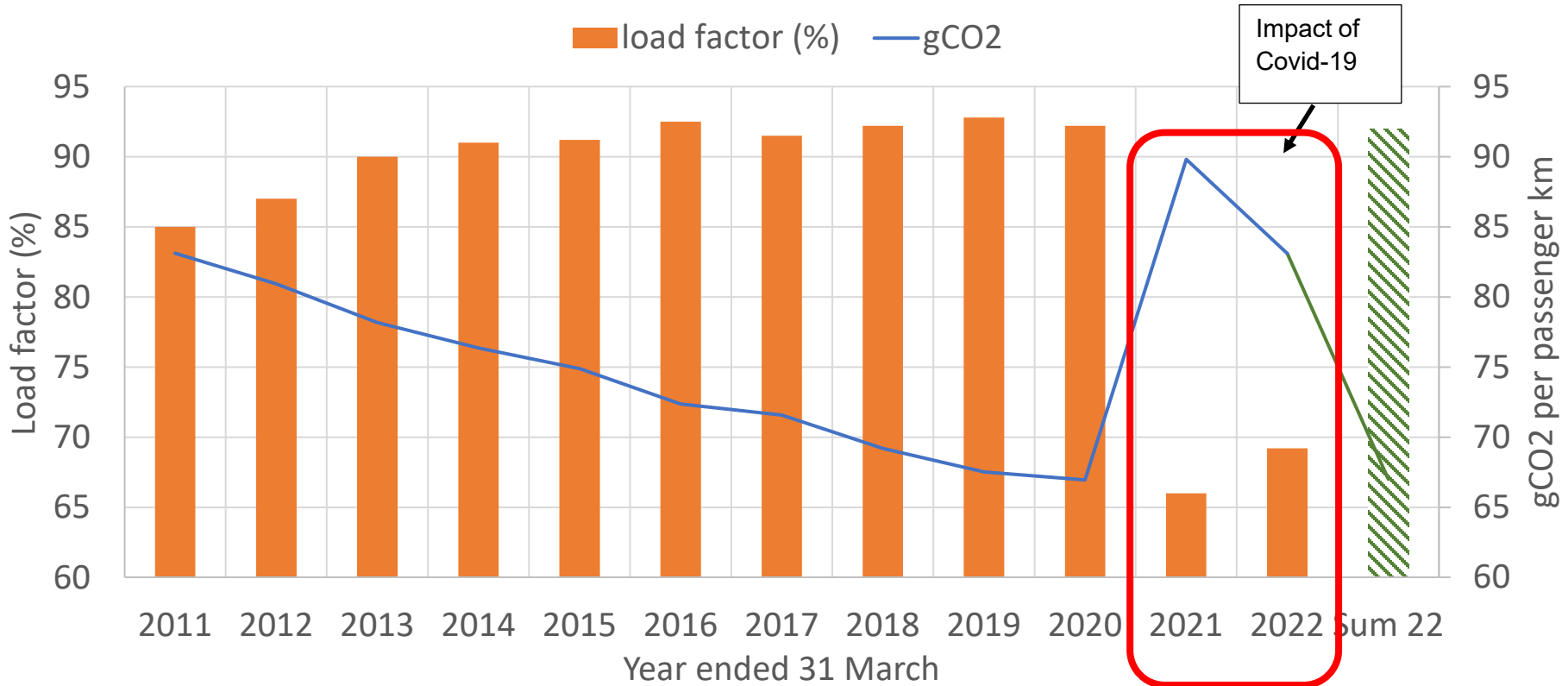


Source: CO2 emissions from commercial aviation: 2013, 2018, and 2019 (theicct.org) – Table 3 & Company websites

Over the 10 years pre-Covid, **Jet2** consistently reduced its carbon intensity faster than its peers

How? – Consistently High Load Factors

Passenger load factor compared to g CO2 per passenger km

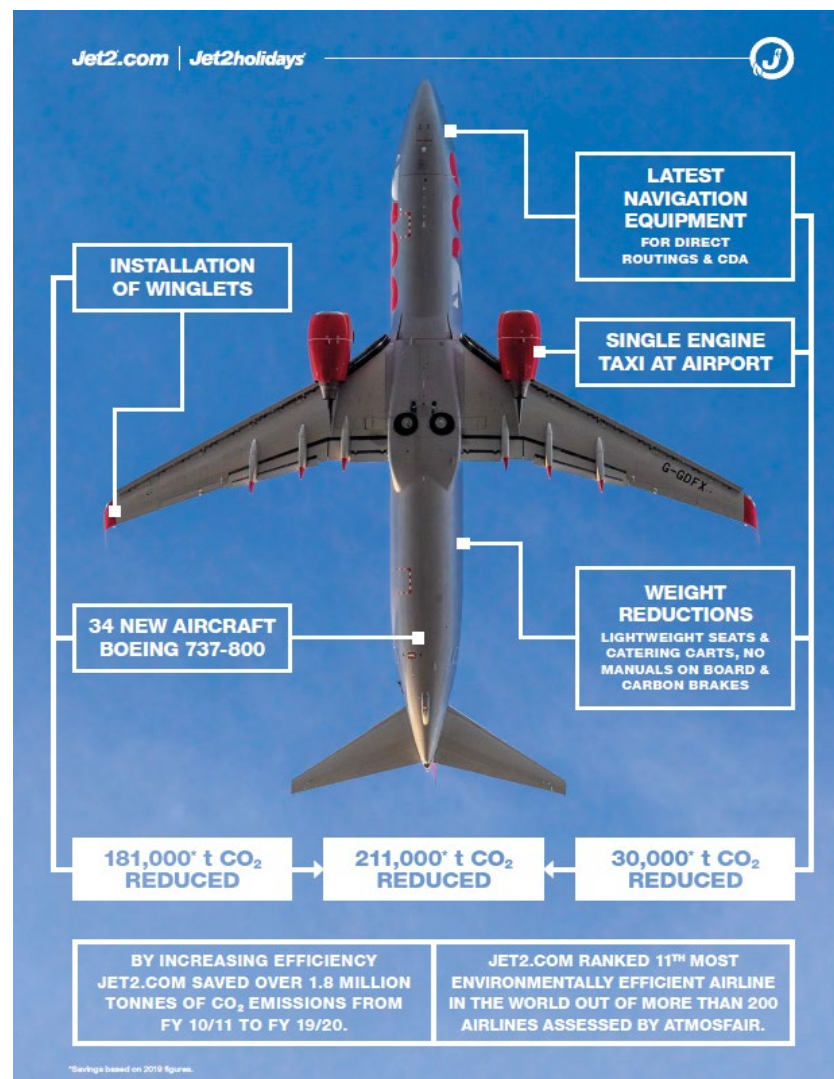


- gCO2/passenger km is extremely sensitive to load factors and **Jet2.com has consistently decreased carbon intensity whilst load factors since 2013 (excluding the pandemic period), have remained steady above 90%.**
- **This rate of improvement was well above the global standard**

How? – Consistent Investment

Our focus did not start yesterday:

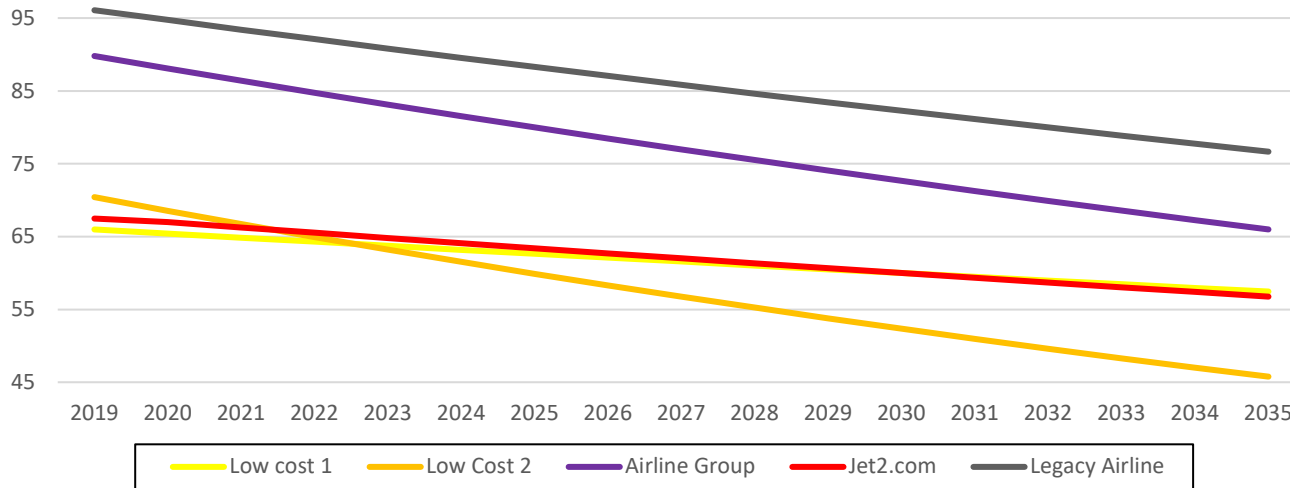
- Investment of US\$3.2bn (at list price) for 34 x Boeing 737-800NG delivered from 2016 – 2019;
- Winglets fitted to our aircraft;
- Single engine taxi operations;
- Careful fuel requirement planning;
- Performance-based navigation approaches;
- Reduced contingency fuel;
- Reduced thrust take offs and continuous descents;
- Using electric ramp vehicles and fixed electrical ground power;
- Lightweight seats and in-flight carts;
- Deployment of Carbon Brakes;
- Weight Reductions in particular on board paper



Looking Forward Jet2's Realistic Targets Position It Well

Future Performance – Peer Benchmarking

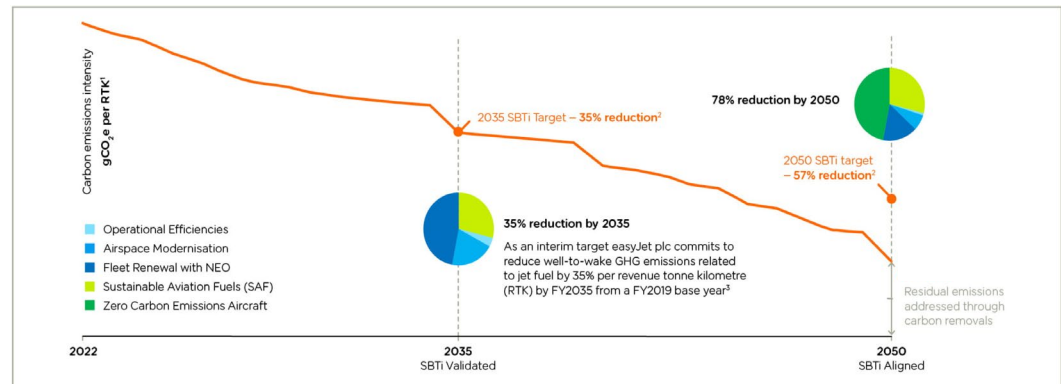
Current published targets extrapolated to 2035



When published targets from relevant other airlines are extrapolated out to 2035, **Jet2** fares better than most.

Note: Jet2's stated target of 60g CO2 per passenger kilometre by 2030 has not yet been updated to include new aircraft orders and future expected SAF expansion.

Unlike **Jet2**, other published targets depend heavily on certain technologies or aircraft orders emerging shortly before the target date, implying a step change in emissions reductions reliant on unproven technology and/or forecasts.



- The Group now has 98 firm ordered Airbus A320/A321 neo aircraft, **which could be extended to up to 146 aircraft by 2035, and critically has certainty of supply well into the next decade.**

Model	Firm orders	Additional Options	Total Potential Order	Total price inc. options* (\$'bn)
Airbus A321 neo	63	12	75	10.1
Airbus A320/A321 neo	35	36	71	8.0
Total	98	48	146	18.1

- The A321 neo aircraft has more seats than other aircraft in its class and both models provide additional operating benefits **through lower fuel consumption and therefore lower emissions (including noise emissions).**
- In our opinion, on a per passenger basis, the A321 neo is the most flexible, fuel-efficient and sustainable aircraft in its class today.
- Based on current manufacturing pipelines, aircraft orders being made today are unlikely to start delivering until towards the end of the decade

* Total base price, although the Company negotiated significant discounts from the base price.

- Carbon Neutral offices & Ground Handling - run our offices on renewable electricity and offset the remaining residual emissions.
- Over 50% Ground Service Equipment (baggage tractors; belt loaders etc to be zero carbon emission.
- Implement an improved onboard aircraft recycling measuring system and establish a credible target for increased recycling.
- Reduce the use of single use plastics onboard our aircraft by 80%.
- Put in place a fair and transparent Hotel Sustainability labelling scheme which includes listing and filtering ability on our website.
- Develop a **Jet2holidays** Global Sustainable Tourism Council (GSTC) recognised Hotel Sustainability Charter.
- Target dates – see page 11 and our Sustainability Strategy at: <https://www.jet2plc.com/en/sustainability>

“High-integrity carbon credits purchased by businesses can play a small but important role in supporting the transition to Net Zero” – UK Climate Change Committee.

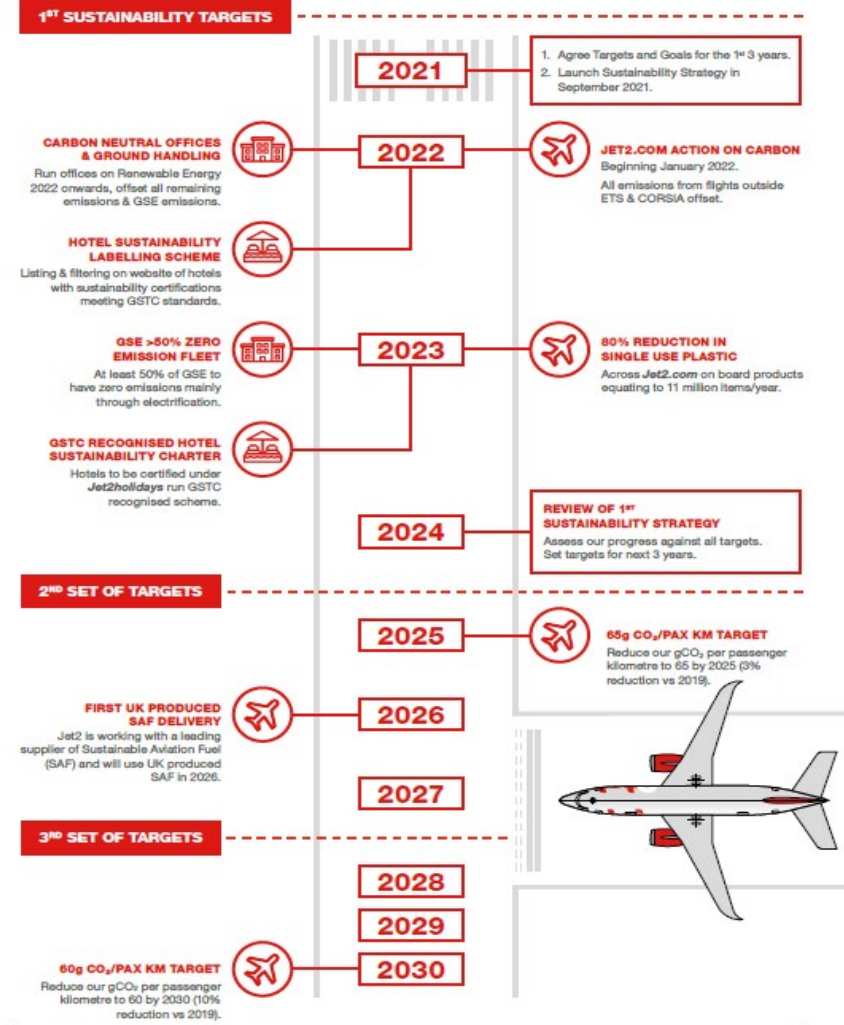
Jet2’s unique policy of offsetting all emission outside regulatory mechanisms means:

- **We pay for every tonne of carbon we emit**
- Therefore, there is an incentive to drive down **all** business emissions.
- Evidence shows companies who use offsets decarbonise at twice the rate of those who don’t.
- The Paris Agreement and the Science Based Target Initiative advocate the use of offsetting once all other action has been taken.
- All offsets are from either the UN Clean Development Mechanism; the Gold Standard; or Verified Carbon Standard

Jet2 believes SAF is the medium and long-term mitigation for the vast majority of aviation sector emissions.

- Our recent investment in a production facility is real and tangible:
 - It will deliver SAF for **Jet2**;
 - It should ensure more price certainty in the future; and
 - It will support the creation of highly skilled UK green jobs
- SAF mandates are not yet fully defined or in legislation. However, **Jet2** has actively engaged with potential SAF producers and suppliers to assess the feasibility of additional SAF procurement.
- Most publicly announced targets from other airlines are highly caveated on availability and market conditions.
- Many announcements at the moment are MoU's not actual offtake agreements.

- Our focus on the Environment did not start yesterday
- We are addressing the ‘E’ with tangible and material, committed actions
- We have a well thought through and balanced Sustainability Strategy, which is well-governed and heavily invested in (both people and £)
- We are not pinning our hopes on ground-breaking new aircraft technology to achieve our goals
- We will update our medium term targets for our new aircraft and SAF implications once SAF Regulation ramp up is actually confirmed
- On this basis, we believe **Jet2** are one of the best in class in the industry



Any Questions?