

SINGAPORE AIRLINES LIMITED
(Incorporated in the Republic of Singapore)
Company Registration No.: 197200078R

ANNOUNCEMENT

ANNUAL GENERAL MEETING TO BE HELD ON 29 JULY 2024

**RESPONSES TO SUBSTANTIAL AND RELEVANT QUESTIONS FROM
SHAREHOLDERS**

1. INTRODUCTION

Singapore Airlines Limited (“**SIA**” or the “**Company**”) refers to its Notice of Annual General Meeting (“**AGM**”) dated 1 July 2024 posted on SGXNET and the Company’s corporate website on 1 July 2024. The Fifty-Second AGM of the Company will be held at Marina Bay Sands Expo and Convention Centre, Level 4, Roselle and Simpor Ballrooms, 10 Bayfront Avenue, Singapore 018956 on Monday, 29 July 2024 at 10.00 a.m. (Singapore time).

2. RESPONSE TO QUESTIONS FROM SHAREHOLDERS

The Company has received certain substantial questions from Shareholders in relation to the Company’s business, operations and/or resolutions to be tabled for approval at the AGM. SIA appreciates the questions raised and is releasing with this announcement, responses to the said questions in the Appendix hereto.

By Order of the Board

Brenton Wu
Company Secretary

23 July 2024
Singapore

ANNUAL GENERAL MEETING TO BE HELD ON 29 JULY 2024**RESPONSES TO SUBSTANTIAL AND RELEVANT QUESTIONS FROM SHAREHOLDERS**

- 1) **If sustainable aviation fuel (SAF) is estimated to contribute around 65% of the reduction in emissions needed by the aviation industry to reach net zero by 2050, what is SIA Group's forecasted percentage use of SAF (against total fuel requirements) after the interim target of 5% by 2030?**
- Singapore Airlines (SIA) and Scoot, the two airlines within the SIA Group portfolio of carriers, have set a target of replacing 5% of their total fuel requirements with sustainable aviation fuels (SAF) by 2030. This pledge also supports the Association of Asia Pacific Airlines' (AAPA) collective ambition to achieve 5% SAF usage in the fuel mix for member airlines by 2030.
 - The SIA Group is exploring various opportunities to achieve this interim target and has been actively collaborating with governments, as well as partners in the aviation ecosystem, such as aircraft manufacturers, technology providers, and fuel suppliers, on various initiatives that can improve the development, deployment, and commercialisation of SAF.
 - The SIA Group will continue to seek opportunities to support the greater production and use of SAF, which is a key lever for the aviation sector to achieve the industry goal of net zero carbon emissions by 2050.
 - However, there are operational challenges in scaling up the use of SAF. These include supply-related challenges such as the high cost of SAF and limited production, as well as demand-related complexities such as a lack of harmonisation in the reporting and accounting frameworks for SAF and its emission reduction claims, and a lack of support for SAF credits.
 - More details on further projections or targets for the Group's SAF consumption beyond 2030 will be communicated at an appropriate time.
- 2) **While it is commendable that waste from flights is recycled, the rate of 1.7% (54.5t over 3,218t) is extremely low. What is the breakdown of cleaning and catering waste generated from flights and what are some of the company's other plans (as noted on pages 48 and 49 of the FY2023/24 SIA Sustainability Report) to reduce the generation of waste?**
- As part of their in-flight waste management, SIA and Scoot continuously explore ways to reduce the use of single-use plastics, and reduce overall waste sent for incineration through recycling efforts in collaboration with suppliers and caterers.
 - As highlighted on page 47 of the FY2023/24 SIA Sustainability Report, catering waste, specifically food and beverage leftovers, is a major component of cabin waste generated on flights. This is a common trend across airlines.
 - Unfortunately, restrictive requirements under the International Catering Waste (ICW) legislation continue to be a major obstacle to the ability of airlines to reuse and recycle in-flight meals and cabin products from international flights. Many authorities, such as the European Commission, have adopted regulations that impose strict controls and treatment of ICW to safeguard animal health and the agriculture sector in their countries. The International Air Transport Association (IATA) is advocating for regulatory review and the adoption of risk-based smarter regulations to improve the circularity of cabin waste management.

- Over the past year, SIA and Scoot actively participated in cabin waste audits in Singapore led by the Aviation Sustainability Forum (ASF) to develop an audit process and common industry standards for cabin waste measurement. Both airlines are reviewing the findings and methodology used by ASF for the potential adoption in improving data tracking and waste management processes.
 - The SIA Group will continue to work with both its internal and external stakeholders to explore opportunities to improve the efficient use of resources and reduce waste across its operations.
- 3) Only glass and paper in-flight waste were recycled, as noted on page 49 of the FY2023/24 SIA Sustainability Report. What about metal waste, such as drink cans?**
- SIA and Scoot are continuously reviewing areas to improve cabin waste management.
 - This includes measures to progressively phase out the use of single-use plastics, reduce waste, opt for alternative sustainable materials in product offerings, and improve the recycling rate of different waste types, including drink cans.
- 4) SIA achieved a ground recycling rate of 16.7%, which is significantly lower than the national average of 52%. Even the national average of paper recycling rate at 31% is higher. How does SIA plan to increase its recycling rate?**
- As part of the SIA Group's commitment to minimise its environmental footprint, the Group has adopted the 5R principles – Refuse, Reduce, Reuse, Repurpose, and Recycle – across its operations.
 - In FY2023/24, the SIA Group's reporting scope of total ground waste generated from SIA and Scoot owned buildings and leased offices in Singapore includes food waste generated from SIA staff canteen, cafeteria and SilverKris lounges, which constitutes a high proportion of our total ground waste. For comparison with NEA's statistics, we note the average national food recycling rate was 18% in 2023.
 - More details can be found on page 50 of the FY2023/24 SIA Sustainability Report. The Group will continue to explore ways to improve its ground recycling rate.