



EING



2012

Environment Report

03
Message from Jim McNerney and
Kim Smith

Message From Jim McNeer and Kim Smith

At Boeing, we are focused on creating cleaner, more efficient flight. Each new generation of products we bring to the marketplace is quieter, consumes less fuel and is better for the environment.

The 747-8 and 787 Dreamliner with smaller noise and emissions profiles than airplanes they replaced entered into service last year. We also launched the 737 MAX with a 13 percent smaller carbon footprint than today's Next-Generation 737, which currently is the world's most fuel-efficient single-aisle commercial airplane.

This builds on an enduring legacy of continuous improvement of the environmental performance of our products and services. Today's commercial airplanes produce 70 percent less carbon dioxide than jetliners that flew during the 1960s.

Boeing led a broad industry effort that, in 2011, won approval for the use of cleaner, sustainable biofuels in commercial and military aviation worldwide. Since then, airlines have used biofuels on more than 1,500 passenger flights. These innovative fuels are derived from plants and other biomass sources that do not adversely affect food and water supplies or impede valuable land use. In fact, they significantly reduce the net carbon dioxide output of flight.

Looking to the future, we will continue devoting a significant portion of our R&D efforts to develop cleaner, more efficient aircraft. First flight of the Phantom Eye, an unmanned, high-altitude aircraft powered by clean-burning hydrogen, occurred in early June. And Boeing engineers are actively studying a new-generation 777 that promises to be even more fuel efficient with a significantly smaller environmental footprint than today's market-leading twin-aisle airplane.

In addition to developing innovative and efficient new products, we also are improving the environmental performance of our internal operations.

Last year, we began powering our South Carolina production facility with 100 percent renewable energy generated, in part, by solar panels spanning the 10-acre (4-hectare) roof of the final assembly building where we are producing the 787 Dreamliner and providing thousands of new manufacturing jobs. This, along with our company-wide effort to reduce energy use, is among the reasons why we have become an ENERGY STAR Partner of the Year for a second consecutive year.

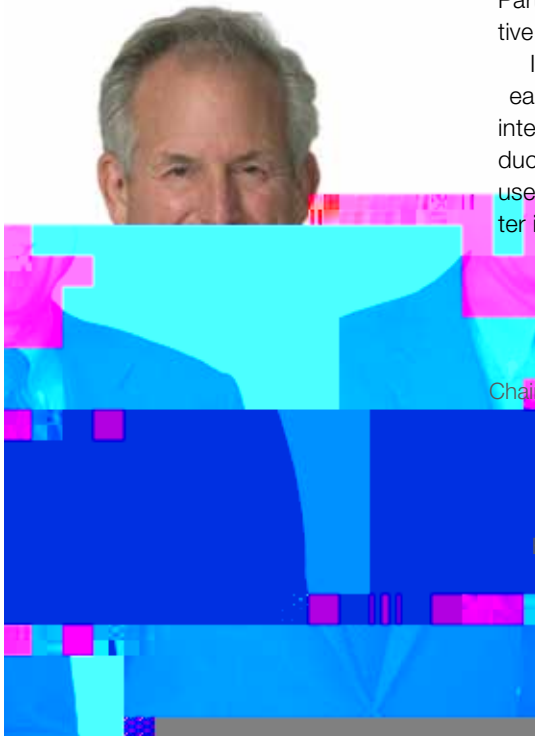
In 2007, we established aggressive five-year environmental goals for Boeing's internal operations. We committed to reduce greenhouse gas emissions, energy use, hazardous-waste generation and water intake by 1 percent on an absolute

basis. At the time, we anticipated these goals would equate to a 25 percent reduction on a revenue-adjusted basis.

Since then, we have experienced unprecedented growth in our business. We brought two new airplanes to market, increased monthly production of jetliners by more than 25 percent, added well over 1 million square feet (92,903 square meters) of additional manufacturing facilities and created more than 12,000 new jobs. During that time, we steadily reduced our environmental footprint.

While this rapid growth has made our environmental goals more challenging, we remain on track to meet or exceed the targeted absolute reduction on most measures, and we expect our revenue-adjusted improvements will still reach the mid to high teens.

Boeing produces strong results because of our people. Our employees continue to find new and better ways to enhance our environmental performance, which benefits our communities as well as our business.



Jim McNeer
Chairman, President and Chief Executive Officer
The Boeing Company



Kim Smith
Vice President
Boeing Environment, Health and Safety

PHOTO: BOEING

Boeing set the following targets for the period between 2007 and 2012 at our operations in the United States, where we have our largest manufacturing presence:

In addition, we committed to increasing the amount of solid waste diverted from landfills to 75 percent, measured on an absolute basis, for the same period.

Since adopting these targets, Boeing has announced increases in production rates for all commercial airplane models. We also hired

In aviation, the most significant environmental improvements occur when they are designed into a product from the beginning. This forward-thinking approach, which we call Design for Environment, includes analyzing a product's environmental footprint over its operational life cycle from raw materials, through manufacturing, into service and, finally, at the end of use.

ecoDemonstrator

Over the next several years, Boeing will launch annual demonstrator airplanes to accelerate emerging technologies designed to increase fuel efficiency, reduce noise and assess sustainable materials. Testing in 2012 and 2013 will be conducted in partnership with the U.S. Federal Aviation Administration's CLEEN (Continuous Lower Energy, Emissions and Noise) program.

The first ecoDemonstrator technology suite will be flown in late summer or early fall of 2012 on a Next-Generation 737-800 and

will test a number of innovations. The wings will be fitted with adaptive trailing edges to improve fuel efficiency at takeoff, climb and cruising altitudes, as well as reduce community noise. A regen-

Designing the Future

Designing the Future continued from P5

engines that provide 150 horsepower each, the Phantom E's first flight occurred on June 1, 2012.

X-48C



Blended Wing Body: The shape of things to come?

[Click to launch video on the website](#)

This blended wing body research and test aircraft, designed to advance technologies that will consume less fuel and make less noise, could help to reduce the carbon footprint of aircraft by an additional 20 percent. The Boeing blended wing body design resembles a manta ray with a flat, tailless fuselage. This fuselage blending helps to get additional lift with less drag compared to a circular fuselage. Boeing previously tested the three-engine X-48B and later this year is scheduled to test the more efficient twin-engine X-48C.

SUGAR

Boeing's Subsonic Ultra-Green Aircraft Research (SUGAR) team is working to identify future commercial transport concepts for NASA. The team is looking at a number of concepts and technologies



SUGAR Volt: Boeing's Hybrid Electric Aircraft

[Click to launch video on the website](#)

development for several advanced fuel and energy technology options for the 2030 to 2050 time frame.

These include hybrid battery-gas turbine propulsion, fuel cells, fuel cell-gas turbine hybrid propulsion systems, cryogenic fuels, cryogenically cooled engines and associated technologies, advanced batteries and open rotor/turboprop technologies.

One concept, called SUGAR Volt, shows potential to meet NASA's environmental goals for 2030 to 2035. With a hybrid propulsion system, using both jet fuel and batteries, a greater wingspan and open-rotor engines, the SUGAR Volt is designed to emit 60 percent less carbon dioxide and 80 percent less nitrogen oxide than aircraft that operate today.

Energy

We are focused on developing smart, secure energy solutions for the U.S. military that lower operational costs and increase energy efficiency at military installations around the country. The team is also developing advanced technologies in areas such as renewable energy, energy storage and carbon capture.

In August 2011, Boeing and Siemens announced an alliance to improve energy access and security for the U.S. Department of Defense, the largest energy consumer in the federal government.



A faster takeoff continued from P5

One answer can be found in the eco-Demonstrator, a program that takes flight in 2012. Using a Boeing Next-Generation 737, the ecoDemonstrator aims to accelerate technology through testing of several advanced technologies designed to improve aircraft efficiency, reduce noise and cut emissions.

Yu said the lengthy development process for carbon fiber composite material highlights the role of a research accelerator like the ecoDemonstrator. Composite testing began on the 727 in the 1970s. Carbon fiber components played an increasingly bigger role over time on the 747, 767 and 777 before taking a big leap on the 787 Dreamliner.

A new technology's application has to grow and expand based on our confidence and ability to learn and produce it more effectively," Yu said. "That's where the eco-Demonstrator comes in."

The test platform enables product developers to gain experience with the technology and how it integrates with the airplane," Yu said. The program's deadlines and flight schedules also help focus their efforts. In essence it's really about stretching people's imagination into the practicality of application."

The ecoDemonstrator program will test new environmentally progressive technologies on a different airplane platform each year, a schedule which adds other benefits. We develop a whole new airplane only once every 10 years. That's a long time in between airplanes," Yu said. The eco-Demonstrator will help the product development team keep our learning ability fresh every year."

PHOTO: BOEING. Bill Norb, left, propulsion and fuel team leader, and Brad Shaw, chief engineer, are part of the team that is demonstrating the performance, environmental benefits and potential use of hydrogen fuel as part of the Phantom E's high-altitude, unmanned aerial vehicle.

Inspiring the Industr

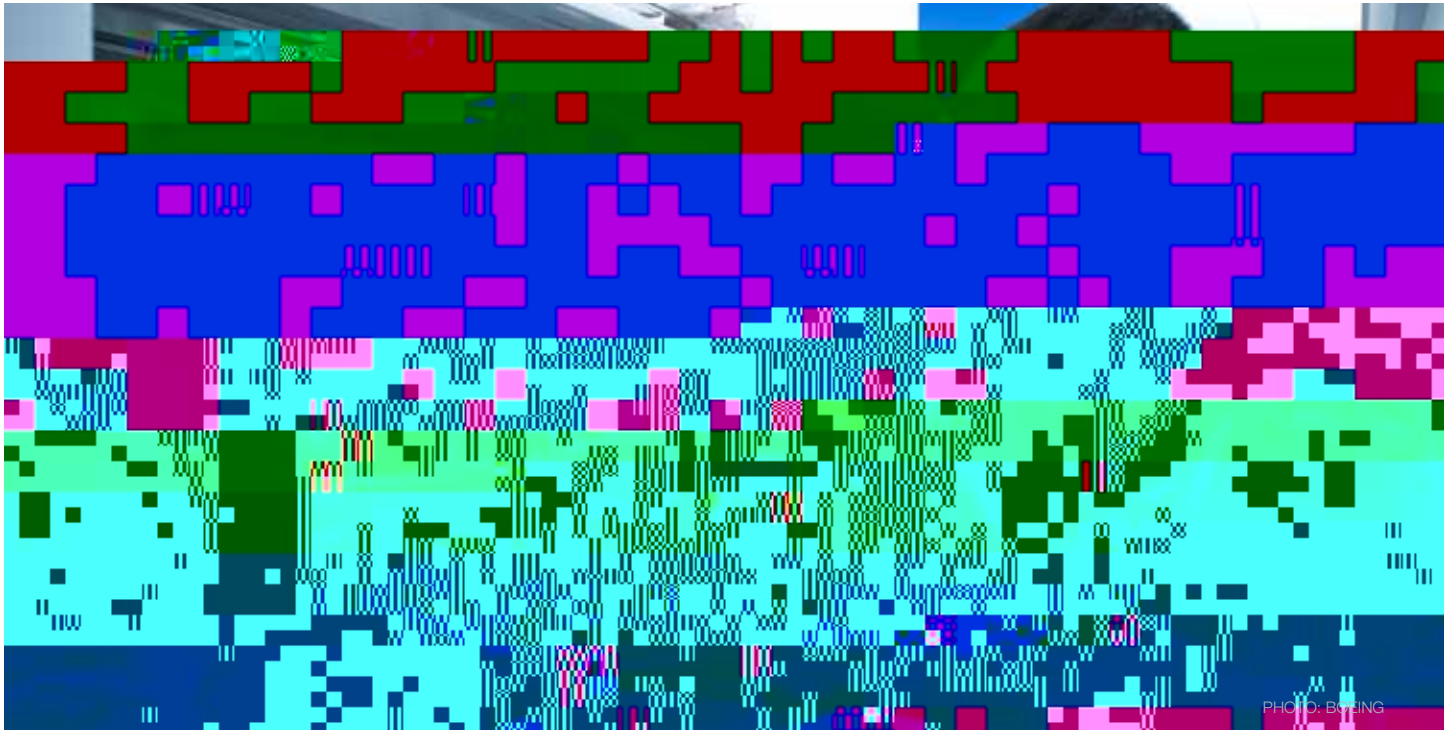
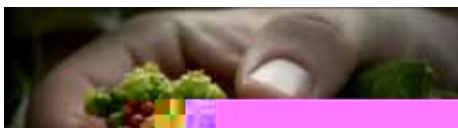


PHOTO: BOEING

Boeing is working with a number of organizations and research and development projects throughout the world dedicated to advancing the development of sustainable aviation biofuels.

Boeing is bringing together customers, suppliers, academic institutions and government organizations around the globe to work at the leading edge of today's most promising technologies for continued environmental efficiencies.

Biofuels



Biofuels: Renewable jet fuel

[Click to launch video on the website](#)

Our commercial and military customers are looking for innovative ways to improve the environmental performance of aerospace, reduce the dependence on petroleum and secure a clean-energy future. That is why Boeing is taking a leading role

in accelerating the development of sustainable biofuels that can be used as a 'drop-in' replacement for jet fuel while not competing with food, water or land-use resources.

With a number of initiatives around the world, from Brazil, to the U.S., Australia, the UAE and China, Boeing is working to enable the development and commercialization of sustainable aviation biofuels.

Major milestones were achieved last year as Boeing-led industry efforts won approval from ASTM International for aviation biofuels. This organization, which establishes fuel standards for commercial and military aviation around the globe, approved use of these innovative fuels without requiring modifications to aircraft or engines.

Since these fuels were approved, more than 1,500 commercial airline flights have successfully flown using biofuels. The U.S. Navy has certified all their aircraft for biofuel flight, and most of the U.S. Air Force aircraft have received similar approvals.

In addition to the regular scheduled commercial flights in 2011, Boeing took a leading role in two pioneering biofuel flights.



Flight deck technology leads to 'Greener Skies'

A key part of the strategy to create a more efficient global air traffic management (ATM) system is to take better advantage of technology that is readily available and already on board most aircraft.

Boeing airplanes have been equipped with highly capable flight management systems for a long time,' said Sheila Conway, senior engineer in Avionics, Air Traffic Management.

Part of our job is to demonstrate to the airlines, the industry and air traffic controllers how we can leverage the advanced capabilities and functions already available on the flight deck,' Conway said it's also important to show

In June 2011, a 747-8 Freighter made

Cleaner Products

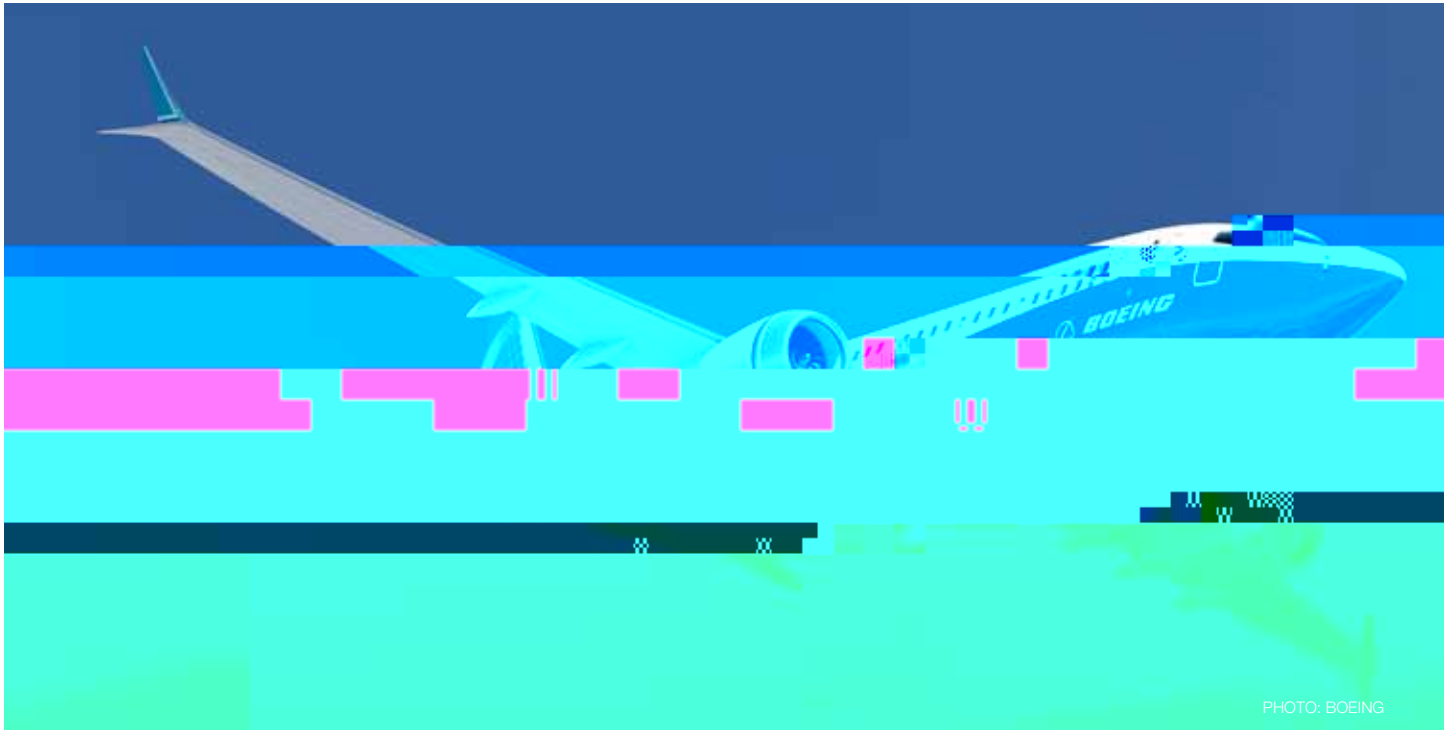


PHOTO: BOEING

The 737 MAX reduces carbon emissions for better environmental performance. And the noise footprint is 40 percent smaller than today's single-aisle airplanes.



Continuously improving product performance is part of our DNA. Environmental improvements only enhance the exceptional performance our customers expect from Boeing. The 747-8 and 787 Dreamliner have established new standards among jetliners for efficiency, environmental performance and noise reduction.

The technology that shapes the environmental performance of the 787 Dreamliner and 747-8 Intercontinental includes advanced materials, more fuel-efficient engines, new wing designs and improved aerodynamics. And efficient new

airplanes such as the 737 MAX are on the way.

747-8

The 747-8 Intercontinental carries more passengers for a longer distance while being cleaner, quieter and more fuel efficient than any previous 747, while the 747-8 Freighter brings improved economic and environmental performance to the global cargo market. These new additions to the 747 family give double-digit improvements in fuel economy and carbon emissions with a 30 percent smaller noise footprint.

787 Dreamliner

With a composite fuselage and wings, the 787 Dreamliner is 20 percent more fuel-efficient than other airplanes of comparable size and proves to be more environmentally progressive throughout the product lifecycle. The airplane is manufactured using fewer hazardous materials, consumes less fuel and produces fewer emissions. The Dreamliner is also quieter for airport communities than any previous airplane.



Clean getawa

Forgoing a fuel-filter change on a jetliner as big as the 777 may, by itself, seem to be a small step in reducing waste and helping the environment.

Yet a team of environmentally engaged employees, which has combined this small step with nine other actions, is having a big impact in making 777 flight tests and deliveries cleaner, quieter and easier on the environment.

We wanted to reduce the environmental impact of the 777 pre-flight and delivery process, which includes activities such as painting and engine testing," explained Carol Barnes, 777 Operations support.

737 MAX

Boeing launched the 737 MAX in 2011, continuing the legacy of making the world's best-selling jetliner even more environmentally efficient. Airlines operating the

As part of our commitment to reduce our environmental footprint, Boeing is working to improve the environmental performance of our factories and office locations.

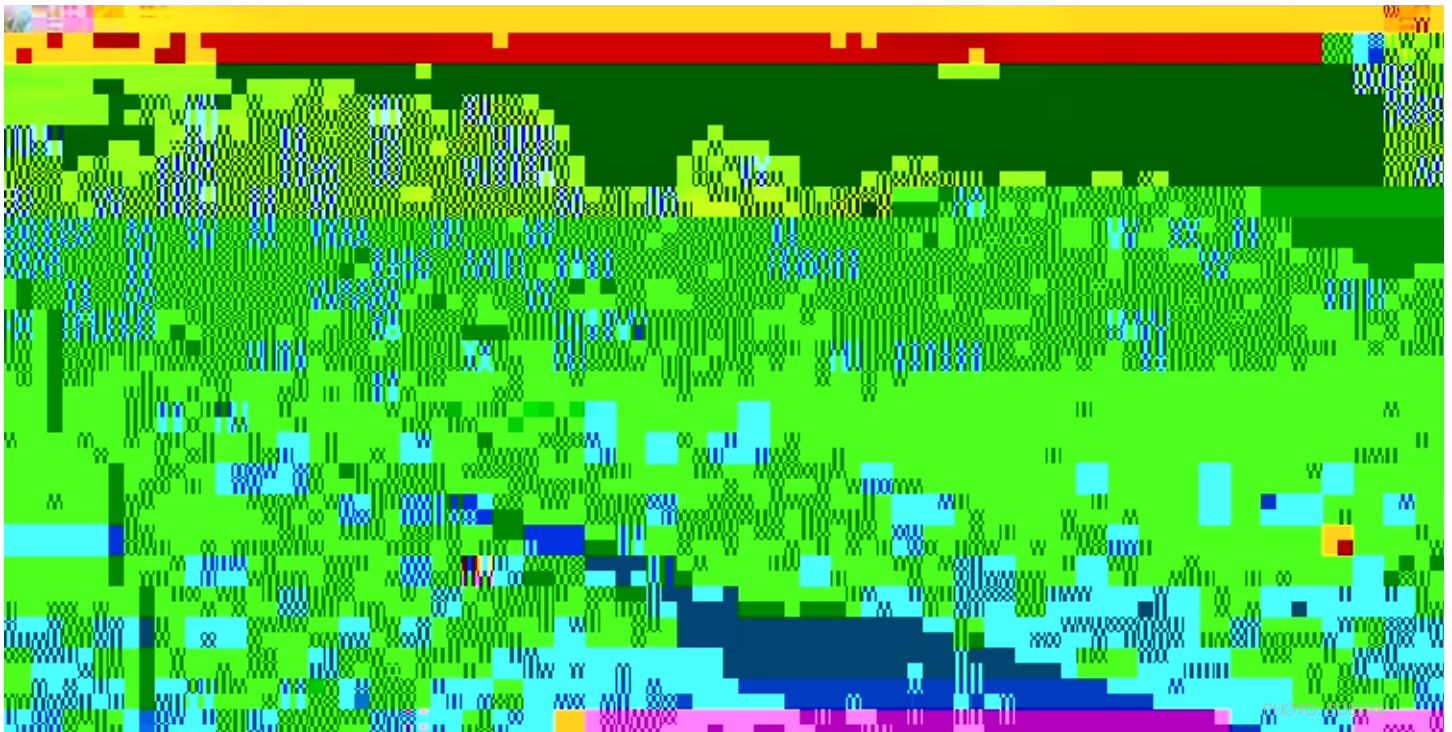
Through conservation projects implemented over the last eight years, Boeing has saved nearly 114 million kilowatt-hours of energy enough to power 9,940 average homes in the United States.

Our facility in Long Beach, Calif., was awarded the ENERGY STAR Challenge for Industry by reducing its energy intensity by 10 percent within one year. The Long Beach site is the first in the nation to receive this recognition three times. In total, 10 buildings have been ENERGY STAR-certified including sites in California, Illinois, Missouri, Texas and Washington state. As a result, Boeing was named an ENERGY STAR Partner of the Year for the second consecutive year.

South Carolina

One of the largest thin-film rooftop so-

Remediation



Cleanup work at the Chemical Commodities, Inc. Superfund site near Kansas City was completed a full year ahead of schedule. Over the next few years, Boeing will continue to monitor the site to verify the remediation is operating as planned.

As part of our annual \$100 million commitment to cleaning up sites affected by past business practices, Boeing recently completed work at a U.S. EPA Superfund site a full year ahead of schedule.

Remediation work is largely performed at former manufacturing facilities and sites where Boeing, or companies we have acquired, shipped chemicals and other waste for treatment, storage or disposal. In many cases, waste-processing facilities that used treatment methods that were considered best practices in the past are being cleaned up to meet or exceed current environmental standards.

Working with national, state and local regulatory agencies, we strive for an open exchange of information with community members, government representatives and other stakeholders as we progress through these cleanups.

Chemical Commodities, Inc.

Over the last 15 years, Boeing has been working with the U.S. Environmental Protection Agency and the local community, and on behalf of a dozen other parties, to advance cleanup progress at the Chemical

Commodities Inc. (CCI) Superfund site in Olathe, Kan.

This 1.5-acre (0.6-hectare) site near Kansas City was operated as a chemical brokerage and recycling facility. During its 38 years of operation, CCI bought chemicals from dozens of companies and government agencies. Rocketdyne, which was briefly part of Boeing, shipped wastes to the site for recycling for a short time during the 1960s.

Over time, contamination from chemicals shipped by multiple companies to CCI for treatment entered in the soil and groundwater, requiring a comprehensive remediation program.

An important milestone was achieved in the summer of 2011 with construction completed at the site and the final cleanup remediation put in place. By doing this, Boeing accomplished all of the cleanup requirements set forth by the EPA. Over the next few years, we will continue to monitor the site to verify the remediation is operating as planned. Studies are underway to use the new parkland to attract migratory butterflies, bees and other pollinators.



Teaming for success

Cleaning up soil and groundwater contamination is no small feat, but teaming with a diverse group of stakeholders produced significant results.

From the beginning, our goal was to build a good relationship and work as a team with the community and the government agencies involved to resolve any technical challenges and expedite the cleanup process," said Joe Flaherty, Boeing Remediation project manager.

Activities at Chemical Commodities, Inc. (CCI) in Olathe, Kansas contaminated soil and groundwater during its 38 years of operation as a chemical recycling and brokerage facility. During that time, CCI accepted chemicals from dozens of com-

Remediation

Duwamish

The shoreline along the Duwamish Waterway in Seattle, Wash., looks very different today than it did one year ago. In September 2011, Plant 2, a 35-acre (14-hectare) facility, was demolished to make way for a habitat restoration project. More than 85 percent of the World War II era building materials, including steel and wood beams, copper wiring, concrete and other metals, were recycled or reused.

Additional cleanup work was completed at Slip 4, also along the Duwamish, which included building a state-of-the-art treatment system to clean storm water runoff to stringent levels protective of marine water quality.

Starting in the fall of 2012, Boeing will begin dredging the waterway to remove more than 200,000 cubic yards (152,911 cubic meters) of contaminated sediment and replace it with clean sand. A planned 5-acre (2-hectare) wetland and habitat project will provide an important ecological resource to improve Puget Sound fish runs.

Santa Susana

Boeing is making consistent progress in its efforts to clean up Santa Susana and preserve it as open space, connecting a critical wildlife corridor near Los Angeles. A former federal government rocket engine and nuclear energy testing site, Santa Susana cleanup efforts are directed by a number of federal, state and local regulator agencies that oversee soil, surface water and groundwater cleanup programs.

Since acquiring a portion of the site in 1996 as part of the defense and space businesses of Rockwell International, Boeing's team of geologists, engineers and experts in surface water, ground water and radiation have been working to clean up this 2,850-acre (1,153-hectare) site.

Progress in 2011 included demolishing and removing 16 structures and test facilities totaling 39,000 square feet (3,623 square meters). In addition, Boeing completed construction of two state-of-the-art storm water treatment systems that collect storm water runoff in tanks before treating it with chemicals and advanced filters. As remediation efforts continue, Boeing is planting native vegetation and working with several organizations including the San Fernando Valley Audubon Society and the non-profit Pollinator Partnership to enhance the site for wildlife.

Performance

Summary of Environmental Performance (2007-2011)

* 2007-2010 ENERGY AND CO₂ VALUES have been restated to reflect the addition of PDX (Portland), Ore.
* 2007-2010 CO₂ emission numbers are adjusted to reflect the use of U.S. EPA regional 2010 eGRID factors.

Boeing has reduced its environmental footprint at a time of significant business growth. We continue to work toward our year-over-year goal to reduce greenhouse gas emissions, energy use, hazardous-waste generation and water intake by 25 percent on a revenue-adjusted basis and by 1 percent on an absolute basis. While our unprecedented increases in airplane production have made these goals more challenging, we remain on track to achieve the targeted absolute reduction on most measures and expect our revenue-adjusted improvements will still reach the mid to high teens.

On an absolute basis, Boeing has reduced CO₂ emissions by 3 percent, energy use by 1 percent, hazardous waste by 17 percent and water intake by 9 percent since 2007.

On a revenue-adjusted basis, Boeing has reduced CO₂ emissions by 7 percent, energy use by 4 percent, hazardous waste by 19 percent and water intake by 12 percent since 2007. In 2011, 76 percent of the solid waste we generated was diverted from landfills—a 31 percent improvement since 2007.

Data reported in this section reflects environmental performance at the following sites, which represent the vast majority of Boeing's operations in the United States:

Alabama: Huntsville

Arizona: Mesa

California: Anaheim; El Segundo; Huntington Beach; and Boeing Defense, Space & Security operations in Long Beach

Kansas: Wichita

Missouri: St. Charles and St. Louis

Oregon: Portland

Pennsylvania: Philadelphia

Texas: Houston and San Antonio

Washington: Auburn, Developmental Center, Everett, Frederickson, Kent Space Center, Moses Lake, North Boeing Field, Plant 2, Renton and Thompson

In some cases, data from additional sites and office locations are included. When that occurs, it is indicated in the footnotes accompanying data tables and graphs.

The graphs in this section are labeled with information rounded to the nearest decimal place. However, graphs throughout this Environment Report are calculated using whole values. Consequently, some slight variation may occur for the purpose of creating visual presentations.

Performance

Performance continued from P16

During the past year, Boeing began tracking the environmental footprint at our new manufacturing complex in North Charleston, S.C. In 2011, we tracked carbon dioxide emissions, energy consumption, water intake, hazardous-waste generation at several but not all of our facilities in South Carolina, including the 787 final assembly building and the airplane delivery center. Where data from South Carolina is included in this report, it is noted in the footnotes. We anticipate that our 2013 Environment Report will include data for all of our South Carolina operations.

When an employee switches on a light in Building 270 at Boeing's site in St. Louis, energy managers want him or her to know how that simple action could have a big impact on energy use.

Part of the education about energy use was to tell employees that if a person came to work on Saturday and turned on the lights, it turned on the lights and the heating or air-conditioning system for the entire floor," said Brian Kur, senior manager for Boeing's conservation efforts. One person working eight

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Since 2007, Boeing's absolute CO₂ emissions have decreased
b 3 percent. On a revenue-adjusted basis, Boeing has reduced
CO₂

Since 2007, Boeing's absolute energy use has decreased by 1 percent. On a revenue-adjusted basis, Boeing has reduced energy use by 4 percent since 2007.

Boeing's absolute energy consumption increased by 5 percent

in 2011 compared with the previous year. This increase is attributable to increased production rates of commercial airplanes and the

Hazardous Waste

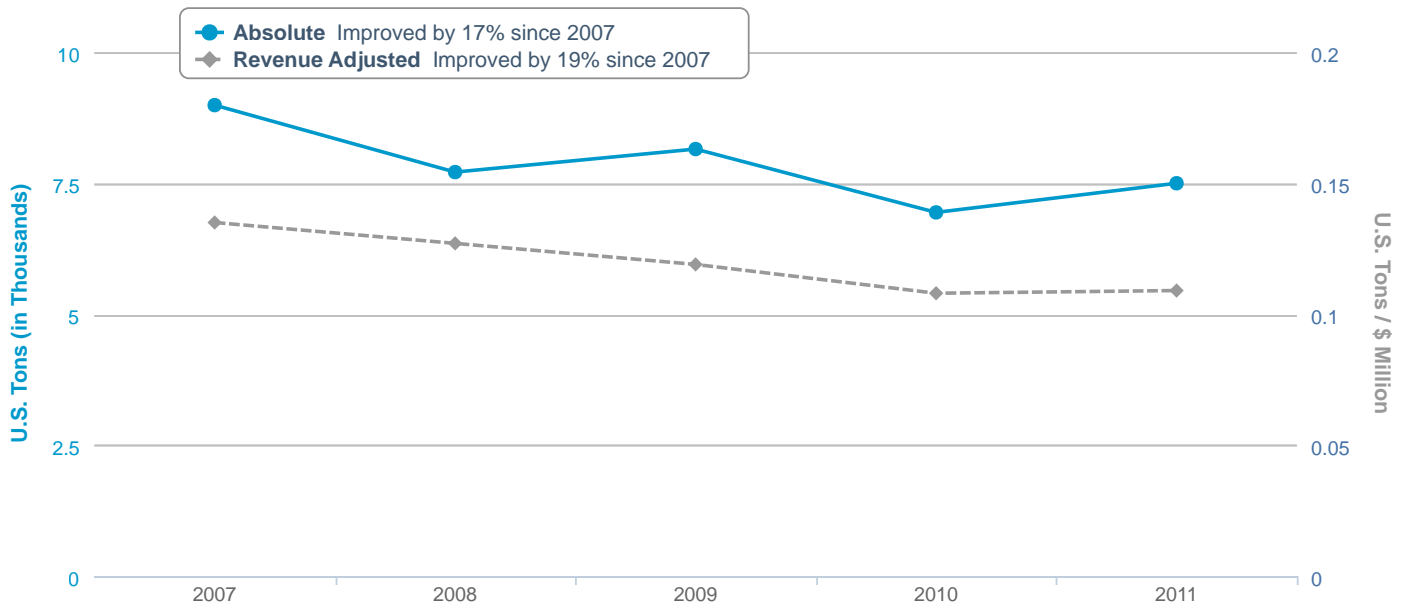
Since 2007, Boeing has reduced absolute hazardous waste generation by 17 percent. On a revenue-adjusted basis, Boeing has reduced operational hazardous waste by 19 percent since 2007.

Boeing's absolute operational hazardous waste increased by

8 percent in 2011 compared with the previous year. This increase is attributable to increased production rates of commercial airplanes.

Hazardous waste data does not include waste derived from construction or remediation activities.

Hazardous Waste



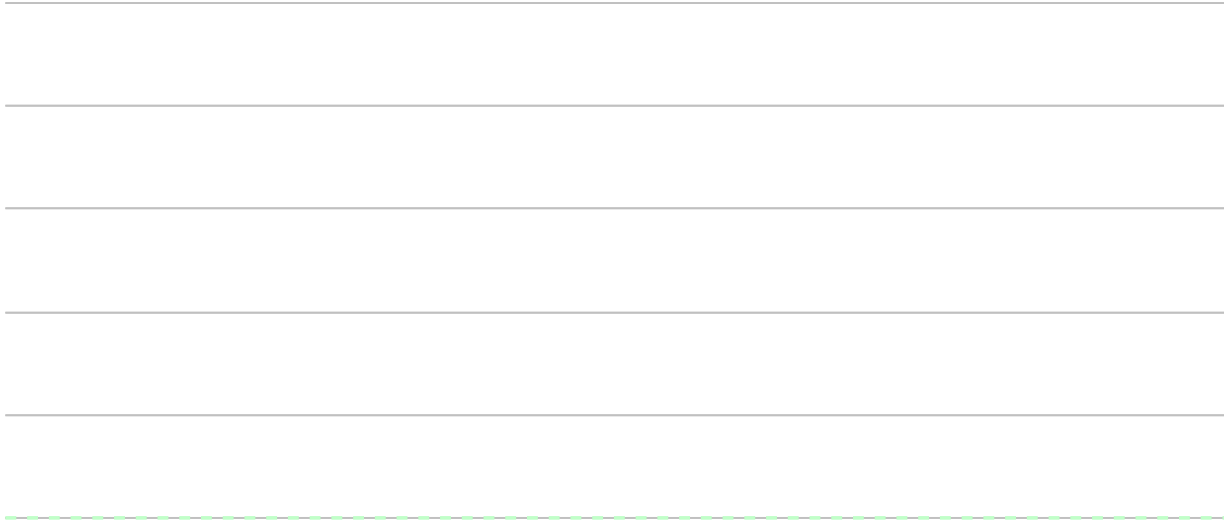
- Also includes data from El Paso, Tex., Heath, Ohio, Macon, Ga., Salt Lake City, Utah, Palmdale, Calif., Sylmar, Calif., PDX (Portland), Ore., and North Charleston, S.C.
- 1 U.S. ton = 2,000 pounds.

Water Intake

Since 2007, Boeing has reduced absolute water intake by 9 percent. On a revenue-adjusted basis, Boeing has reduced water intake by 12 percent since 2007.

Boeing's absolute water intake increased by 2 percent in 2011

compared with the previous year. This increase is attributable to increased production rates of commercial airplanes and facility growth, including a 7 percent growth in employment.

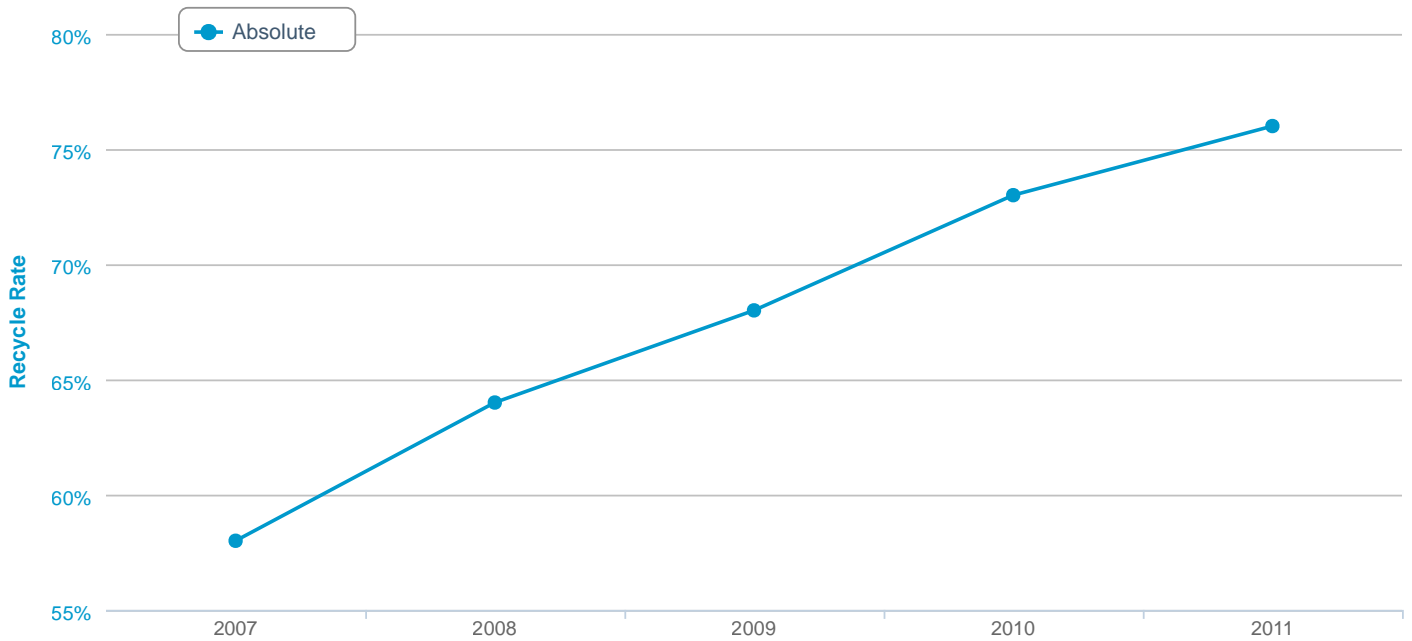


Solid Waste Diverted From Landfills

In 2011, 76 percent of the solid waste we generated was diverted from landfills, up from 73 percent the previous year. Boeing has improved this measure by 31 percent since 2007. Waste is diverted from landfills through a combination of recycling, composting and energy recovery programs.

Boeing measures nonhazardous solid waste generated by our operations. This includes waste streams such as metals, wood, paper, cardboard, plastics and organic materials. It does not include hazardous waste, construction waste, remediation waste or asbestos abatement activities.

Solid Waste Diverted From Landfills



- Also includes data from Bellevue, Wash., South Park, Wash., Longacres Park, Wash., Spares Distribution Center, Wash., Duwamish Office Park, Wash., Boeing Commercial Airplanes operations in Long Beach, Calif., and Seal Beach, Calif.
- 1 U.S. ton = 2,000 pounds.
- Recycling rate is calculated by dividing the amount of nonhazardous solid waste recycled by the total amount of nonhazardous solid waste generated.

Toxic Release Inventor /National Pollutant Release Inventor

Boeing reports toxic releases to both the U.S. Toxic Release Inventor (TRI) and to Canada's National Pollutant Release Inventor (NPRI), an inventor of pollutant releases and recycling, on an annual basis.

Total releases have remained steady since 2007, while overall transfers of chemicals to off-site facilities have decreased 89 percent during the same period. Transfers peaked in 2007, largely as

a result of a transfer of old tooling and scrap metal to a recycler from our Wichita facility.

Data for 2011 will be submitted to the U.S. and Canadian governments after the publication of this report and will be included in Boeing's 2013 Environment Report.

- 2011 data will be submitted to the U.S. and Canadian governments after the publication of this report. Boeing will provide 2011 data in its next Environment Report.
- 14 sites report TRI and NPRI releases and transfers: Auburn, Wash., El Paso, Texas, El Segundo, Calif., Everett, Wash., Frederickson, Wash., North Boeing

Our Results

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Boeing employees work on every continent, with 18 international offices around the globe. Our largest operations outside the United States are based in Australia, Canada and the United Kingdom.

Australia

In October 2011, Boeing filed its third National Greenhouse and Energy Report with the Australian Department of Climate Change. This report, which details greenhouse gas emissions, energy consumption and energy production data, must be completed by registered corporations that meet specified energy use and greenhouse gas emission thresholds.

For the 2010-2011 reporting period, the Australian government's Clean Energy Regulator released data for companies emitting more than 50,000 metric tons (55,116 tons) of equivalent carbon dioxide (CO₂-e). Boeing Australia's CO₂-e emissions were calculated at 89,926 metric tons (99,126 tons).

Overall, Boeing Australia has achieved a 9 percent reduction in CO₂-e emissions since the first reporting period (2008-2009), while simultaneously increasing production rates of aerospace components.

Canada

Boeing reports to Canada's National Pollutant Release Inventory (NPRI), an inventory of pollutant releases, off-site disposal and treatment, on an annual basis. Since 2007, NPRI reporting increased significantly because of an increase in airplane production rates, resulting in the triggering of additional threshold reporting requirements. For more information, see the TRI/NPRI page in this Environment Report.

United Kingdom

The Carbon Reduction Commitment Energy Efficiency Scheme (CRC), under the U.K. Department of Energy and Climate Change, is a mandatory emissions trading scheme aimed at reducing CO₂ emissions

in the United Kingdom. The CRC aims to raise awareness of energy use and incentive energy efficient operations.

For the first reporting period, April 1, 2010, through March 31, 2011, Boeing's total footprint emissions were 4,037 metric tons (4,450 tons) of CO₂, and CRC-regulated emissions were 3,895 metric tons (4,293 tons) of CO₂. Boeing operations in the U.K. consist of multiple units and subsidiaries. Boeing U.K. Training and Flight Services Ltd. operates flight simulators for training on Boeing aircraft at several locations throughout the U.K. Boeing Defence U.K. Ltd. has employees located at multiple locations throughout the U.K. supporting Ministry of Defence and U.S. military programs.

Additionally, CO₂ emissions from Boeing subsidiaries Aviall U.K. Ltd., Continental DataGraphics Ltd., Jeppesen U.K. Ltd., and Narus U.K. Ltd. throughout the U.K. are also included in the Boeing U.K. CRC report.

Recognition



Boeing has participated in the Carbon Disclosure Project since 2006. For the third consecutive year, Boeing was named to the 2011 Carbon Disclosure Leadership Index. Boeing's 2011 submittal is available [here](#), or read the [2011 Report](#). We will post our 2012 data after the information is submitted to the Carbon Disclosure Project.

Boeing received environment awards and recognition from a number of local, national and international organizations in 2011. These included the following:

- S&P 500 and Global 500 Leadership Indexes from the [Carbon Disclosure Project](#).
- Climate Innovation Index Leader from [Maplecroft](#).
- [ENERGY STAR](#) Partner of the Year from the U.S. Environmental Protection Agency.
- National Top 50 Partner from the U.S. Environmental Protection Agency [Green Power Partnership](#) for Boeing South Carolina.
- U.S. Newsweek Green Ranking: 1 for Capital Goods/Manufacturing, 36 overall.
- Local water quality awards presented by water treatment districts in multiple locations including El Paso, Texas, El Segundo, Calif., Kent, Wash., Long Beach, Calif., Portland, Ore., Seattle, Wash., St. Louis, Mo., and Wichita, Kan.



Plugging in for a cleaner drive

It started when the owner of one electric Nissan Leaf at Boeing's site in El Segundo left a note on the windshield of another electric Leaf. Before long, that grew into a small network of electric vehicle (EV) owners who began to rally support for an on-site EV charging station.

Suddenly there were six or seven of us who thought we should get together and take steps to become more self-reliant and not have to worry about charging our cars at a different location,' explained Erik Daehler, senior manager at the Boeing satellite plant in Southern California.

Their efforts paid off when El Segundo was chosen as one of four Boeing locations included in a year-long pilot project of on-site charging stations for employee-owned EVs.

Each station can charge up to four vehicles at a time, and a typical EV batter

needs five to six hours to full recharge. Daehler said the station is often full, but EV owners support each other. One day you get an email that says, 'Hey, I'm in a pinch and need to borrow one of the stations.' Somebody runs out and moves their car for another owner to come in.'

Currently, Boeing has a small pilot project in four states — Arizona, California, Oregon and Washington — to assess employee interest in recharging their EVs while at work. The recharging station in El Segundo is the most-used site in the pilot, which doesn't surprise Daehler.

I think it's partly because the people who work in the satellite group in El Segundo tend to embrace technology and be early adopters. Our commute also is perfectly suited for an EV, which can drive up to 60 miles on a full charge,' he said.

The EV owners also believe the charging stations are important signs of Boeing's commitment to the environment and to be a technology leader. Other high-tech companies like Google encourage their employees to drive EVs. It's important for Boeing to be seen as a forward-leaning technology company,' said Leo Chan, systems test engineer and an EV owner.

For more information about The Boeing Company, visit www.boeing.com and the sites below:



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