

Questions Regarding Toyota's GHG Emissions Reduction

1. Recent Trends in Total Greenhouse Gas Emissions and Reduction

Your latest Sustainability Data Book indicates that Toyota's total GHG emissions in 2023 reached 592.89 million tonnes CO₂e with a steady increase since 2021. For the 2024 emissions to be published this year, we anticipate they will be similar to 2023 levels, despite an estimated decrease of approximately 150,000 vehicles in annual sales volume and an increase in the proportion of battery electric vehicles sold. **This scale of emissions is equivalent to over half of Japan's annual emissions.**

Given this situation, does your company consider it necessary to reduce its total GHG emissions (combined emissions from Scopes 1, 2, and 3)?

Please respond with either "necessary" or "unnecessary".

2. Absolute Emissions Reduction Targets

Some global automotive manufacturers have already set targets for reducing their absolute GHG emissions. For instance, Stellantis has announced a target to reduce its Scope 3 emissions by 30% by 2030 compared to 2021 levels, while BMW plans to reduce its emissions by at least 400 million tonnes by 2030 compared to 2019 levels.

Given these examples, does your company recognise the necessity of setting a reduction target for absolute emissions across Scope 1, 2, and 3 to align with the 1.5°C scenario?

Please respond with either "necessary" or "unnecessary".

3. Equitable and Sustainable Measures to Mitigate Climate Change

When considering various methods for reducing GHG emissions, it is essential to ensure that **new technologies do not create additional environmental or human rights issues.**

Does your company agree that the technologies and methods you choose to address climate change should contribute positively to the global environment, society, human rights, and communities?

Please respond with either "agree" or "disagree".

4. Development of Alternative Fuels and Hydrogen in Relation to the 1.5°C Scenario

Your company often emphasizes the importance of developing alternative fuels including biofuels and hydrogen fuels to reduce GHG emissions from existing vehicles. However, as the climate crisis intensifies, there is an urgent need to reduce GHG emissions as early and reliably as possible.

Could you explain how your timeline for advancing biofuel and hydrogen fuel technologies align with the IPCC's 1.5°C scenario? We would appreciate your response, particularly regarding the reduction scenarios for 2030, 2035, and 2040.