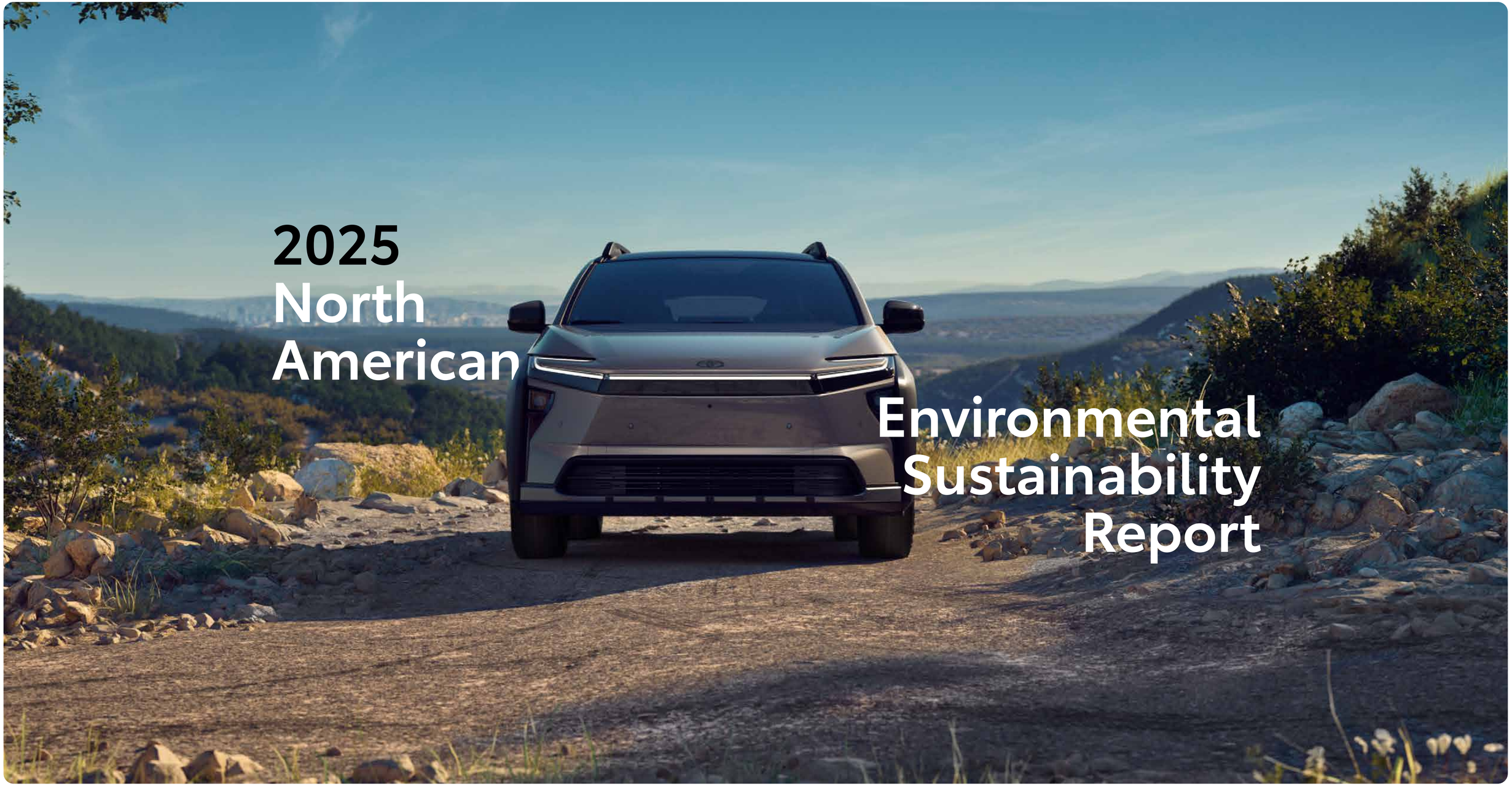
TOYOTA

LET'S MAKE A **BETTER PLANET.**



2025 North American Environmental Sustainability Report

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FORWARD-LOOKING STATEMENTS

This report contains certain "forward-looking statements", as defined in U.S. securities laws, that are based on Toyota Motor North America, Inc.'s (TMNA's) current assumptions and expectations, including statements regarding our targets, goals, expectations, commitments and programs and other strategy, business plans, initiatives and objectives related to the environment, social and governance matters, sustainability, climate change, biodiversity or greenhouse gases. These statements are typically accompanied by the words "aim," "hope," "believe," "commit," "estimate," "plan," "aspire" or similar words. All such statements are intended to enjoy the protection of the safe harbor for forward-looking statements within the meaning of Section 27A of the U.S. Securities Act of 1933, as amended and Section 21E of the Securities Exchange Act of 1934, as amended. Our actual future results, including the achievement of our targets, goals, commitments or objectives, could differ materially from our projected results as the result of changes in circumstances, assumptions not being realized or other risks, uncertainties and factors. Such risks, uncertainties and factors include, but are not limited to, those relating to existing or future economic or political instability, fluctuations in currency exchange rates and interest rates, changes in the funding environment in financial markets and increased competition in the financial services industry, changes in laws, regulations and government policies and the outcome of current and future litigation and legal and government proceedings and investigations, the ability to meet customer demand, implement corporate strategy and maintain a positive brand image and those relating to existing and future environmental regulations, including those relating to emissions, fuel economy, noise and pollution, technological advances, interpretations and definitions of renewable energy and/or renewable energy sources, economic and political environments relating to climate change, sustainability, severe weather, environmental, social and governance matters and/or greenhouse gas emissions in the countries in which TMNA operates, potential liability of TMNA's operations under regulations developed pursuant to international climate change related agreements, including about greenhouse gas calculations, reduction methods, and/or offsets, and the nascent and continued development of this report, including the metrics and assumptions used by management in its preparation. Such risks, uncertainties and factors, as well as others, are discussed in the "risk factors" included in Item 3.D of Toyota Motor Corporation's (TMC's) most recent annual report on Form 20-F filed with the U.S. Securities and Exchange Commission (SEC). We urge you to consider all of the risks, uncertainties and factors identified above or discussed in such reports carefully in evaluating the forward-looking statements in this report. TMC and TMNA cannot assure you that the results reflected or implied by any forward-looking statement will be realized or, even if substantially realized, that those results will have the forecasted or expected consequences and effects. In addition, historical, current, and forward-looking sustainability-related statements may be based on standards for measuring progress that are still developing, internal controls and processes that continue to evolve, and assumptions that are subject to change in the future. The forward-looking statements in our report are made as of the date this report is first released, unless otherwise indicated, and we undertake no obligation to update these forward-looking statements, including any obligation to adapt them to reflect subsequent events or circumstances. The information included in, and any issues identified as material for purposes of, this report may not be considered material for SEC reporting purposes. Website references and hyperlinks throughout this report are provided for convenience only, and the content on the referenced websites is not incorporated by reference into this report, nor does it constitute a part of this report.

About This Report

Toyota Motor Corporation (TMC) is headquartered in Japan and produces a global sustainability report that covers TMC initiatives as well as activities of consolidated subsidiaries and affiliates around the world.

To complement TMC's sustainability reporting, Toyota Motor North America, Inc. (TMNA), Toyota Motor Manufacturing Canada Inc. (TMMC) and Toyota Canada Inc. (TCI) have been producing an annual regional environmental report covering activities in the United States, Canada and Mexico since 2002. TMNA, TMMC and TCI are all subsidiaries of TMC. This 2025 report covers environmental performance at North American manufacturing plants as well as TMNA and TCI activities under the Toyota and Lexus brands during fiscal year 2025 (April 1, 2024, through March 31, 2025) and product model year 2024. The reporting period is consistent with TMC's financial reporting. Data presented with different dates are clearly indicated.

In this report, references to "Toyota in North America" refer to TMNA, TMMC and TCI combined.

References to "Toyota in North America" do not include TMC subsidiaries in the U.S. not consolidated by TMNA, such as Toyota Financial Services, CALTY Design, or Mazda Toyota Manufacturing USA, Inc.

This report has been prepared with reference to the Global Reporting Initiative (GRI) Sustainability Reporting Standards. Please refer to the GRI Content Index at the end of this report.

Page 29 updated March, 2026

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Environmental Report Manager

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Dear Reader

As we reflect on the past year, we recognize there are many challenges surrounding sustainability. From the changing regulatory landscape to the complex business environment we face, it could be easy to let sustainability take a back seat.

Despite the uncertainty, Toyota's global president, Koji Sato, has stated that sustainability is a "prerequisite for society and business to prosper for many years to come." He has asked Toyota subsidiaries around the world to evolve the company's business strategy by looking 20 and even 30 years into the future with a greater commitment to corporate sustainability.

In North America, we remain committed to sustainability and continue to pursue initiatives with the mindset to reduce our environmental footprint while creating a positive impact on both society and the planet. During fiscal year 2025, Toyota Motor North America celebrated many environmental sustainability achievements, including:

- Investments in the Kentucky plant for battery electric vehicle (BEV) assembly lines and in the Indiana plant for battery pack assembly to support our multi-pathway approach to vehicle electrification.
- The ninth-generation Camry, now available exclusively as a hybrid, rolled off the assembly line for the first time at Toyota Kentucky.
- Toyota West Virginia started production for the fifth-generation hybrid transaxle.
- Investment in the EV charging company IONNA, a joint venture with seven other auto manufacturers to support the buildout of its high-powered charging network for BEVs across North America. IONNA plans to install at least 30,000 charging ports in North America by 2030.
- Establishment of Hydrogen Headquarters to accelerate the advancement of hydrogen products, technologies and fuel cells.
- Expanded support of Roots & Shoots, iconic environmentalist Dr. Jane Goodall's international organization that helps to build environmental awareness in young people and empowers them to understand issues and develop constructive solutions.

Our team also dedicated time to work with divisions across the company to draft targets for what will be our 8th Environmental Action Plan. We remain focused on three areas: 1) striving to achieve carbon neutrality by 2050, 2) contributing to the establishment of a circular economy, and 3) participating in nature positive activities.

Our sights are on the long term, on maintaining momentum through the ups and downs in preparation for a more sustainable future for all. We invite you to read about our environmental performance and our progress against our 7th Environmental Action Plan targets in this report and follow our progress on our website.

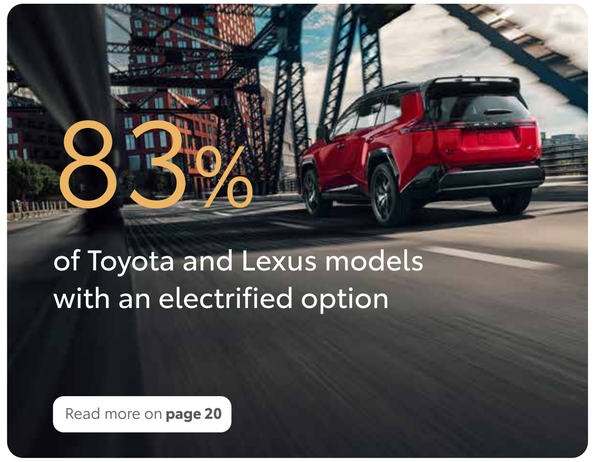
> **"Sustainability is something Toyota has always done. And, we will continue to do it in pursuit of our mission of producing happiness for all.**

Tetsuo "Ted" Ogawa
President and Chief Executive Officer
Toyota Motor North America, Inc.

Sandra Phillips
Chief Sustainability Officer
Toyota Motor North America, Inc.

Tim Hilgeman
Senior Director, Environmental Sustainability
Toyota Motor North America, Inc.

Fiscal Year 2025 Highlights



83%

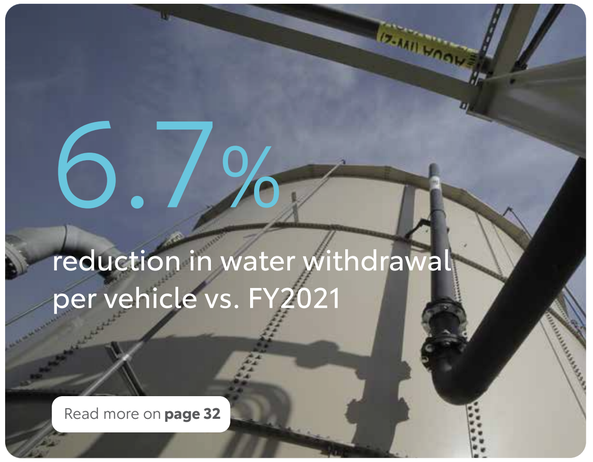
of Toyota and Lexus models with an electrified option

Read more on **page 20**

92%

of all waste was recycled, reused or repurposed

Read more on **page 30**



6.7%

reduction in water withdrawal per vehicle vs. FY2021

Read more on **page 32**

20,616

acres of pollinator habitat developed since FY2022 in collaboration with Pollinator Partnership and National Environmental Education Foundation

Read more on **page 35**

32%

reduction in Scope 1 & 2 greenhouse gas emissions vs. FY2019

Read more on **page 21**

Read more on **page 35**

31%

reduction in single-use packaging vs. FY2018

Read more on **page 27**

Contributions to the UN SDGs

In September 2015, the United Nations (UN) adopted the 2030 Agenda, a 15-year plan that aims to end poverty, protect the planet and improve the lives of everyone, everywhere. The cornerstone of the 2030 Agenda is the Sustainable Development Goals (SDGs), a set of 17 global goals with 169 targets that run from 2016 through 2030.

At Toyota, the company supports the fundamental mission of the SDGs – to make the world better, safer and healthier. Toyota's response to the UN SDGs, particularly those addressing environmental issues, is centered around the six far-reaching challenges within the Toyota Environmental Challenge 2050 (Challenge 2050). Each major region has developed strategies and targets to help the company strive to achieve these challenges.

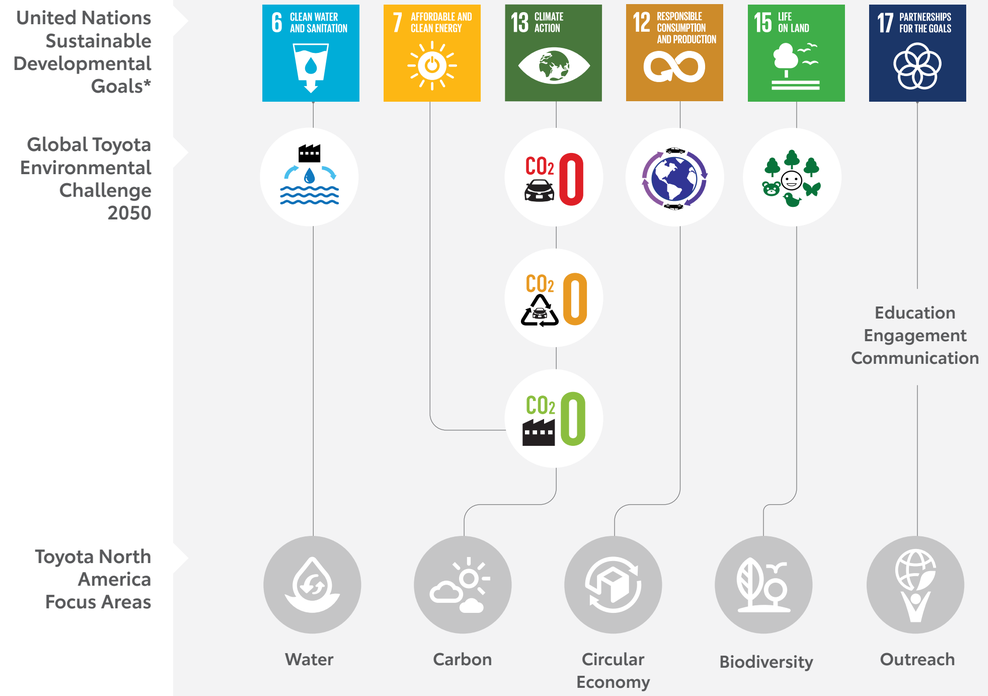
At Toyota in North America, our activities supporting both Challenge 2050 and the SDGs are organized around our environmental sustainability focus areas of Carbon, Circular Economy, Water and Biodiversity. Our long-term strategies in each of these focus areas, supported by outreach activities, show the steps we're taking to help address the world's pressing environmental problems and help become part of the solution.

Achieving these goals takes careful planning. And it takes time. We remain committed to acting. Our North American team members are on board, and we are collaborating with suppliers, dealers and other partners. Together, we are ready to make great things happen on our journey towards a more sustainable future.

To find out more about the 17 UN SDGs, visit the UN's Sustainable Development Goals website.

For more information on how Toyota in North America supports the UN SDGs, see the SDGs section of our website.

Contributing to the UN Sustainable Development Goals



* Toyota Motor Corporation recognizes additional SDGs as relevant to the global company. Here, we only list the SDGS related to environmental sustainability that are relevant to Toyota in North America.

Environmental Strategy

In this section

9 Goals and Targets

10 Mid-Term Milestones

11 Environmental Action Plan Targets

12 Environmental Sustainability Governance

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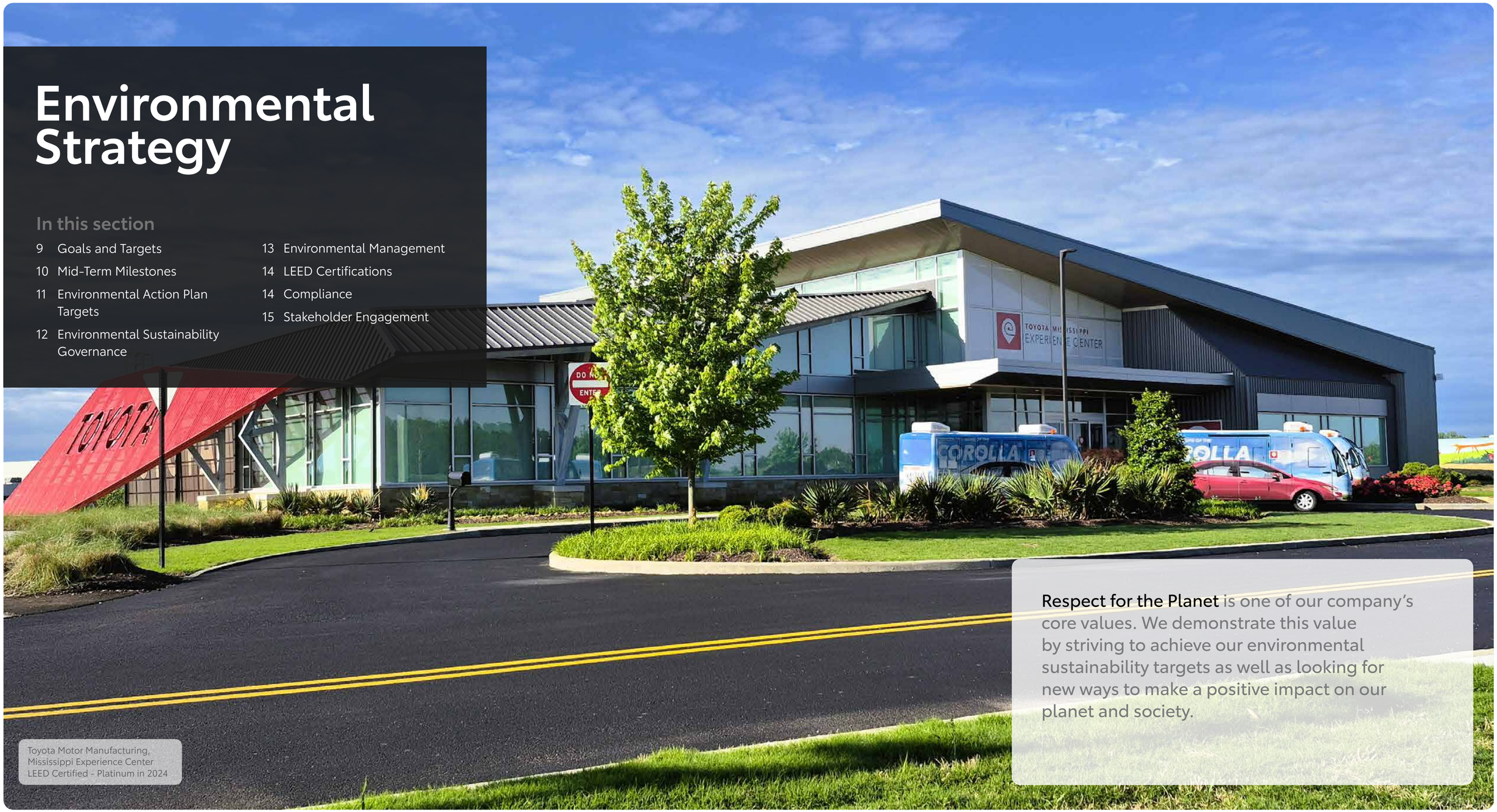
14 Compliance

15 Stakeholder Engagement



Toyota Motor Manufacturing, Mississippi Experience Center LEED Certified - Platinum in 2024

Respect for the Planet is one of our company's core values. We demonstrate this value by striving to achieve our environmental sustainability targets as well as looking for new ways to make a positive impact on our planet and society.

Environmental Strategy

In North America, we focus our efforts on four priority issues – **Carbon, Circular Economy, Water and Biodiversity** – that align with Toyota's corporate global environmental strategy and span the vehicle life cycle. We also engage in outreach activities to promote awareness, develop strategic partnerships and share know-how, all to help build a more sustainable future.

Carbon

- Purchasing renewable electricity and RECs
- Using renewable electricity generated on-site
- Switching trucks and other transport to lower carbon emission powertrains
- Encouraging suppliers and dealers to reduce CO_2 emissions
- Offering a portfolio of lower carbon emission vehicles

Water

- Reducing the amount of water we use in production processes
- Encouraging suppliers and dealers to reduce their water use
- Working with nonprofit organizations to conserve water and educate people about water issues

Circular Economy

- Increasing the use of sustainable materials in vehicle parts
- Reducing waste generation and increasing recycling
- Managing chemicals safely and finding suitable alternatives where possible
- Encouraging suppliers and dealers to reduce their waste and recycle more

Biodiversity

- Planting pollinator gardens and native species on our sites
- Working with suppliers and dealers to develop pollinator habitat
- Partnering with nonprofit organizations to expand pollinator habitat and educate the public about biodiversity

Goals and Targets

GRI 2-22, 3-3

Toyota's long-term aspirations are outlined in the Toyota Environmental Challenge 2050. Mid-term milestones have also been established as well as short-term (five-year) targets.

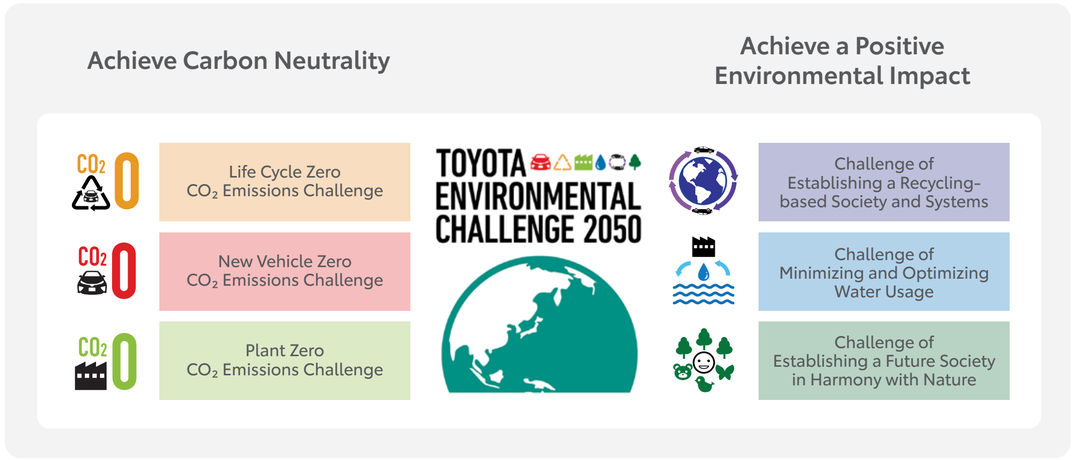
Toyota Environmental Challenge 2050

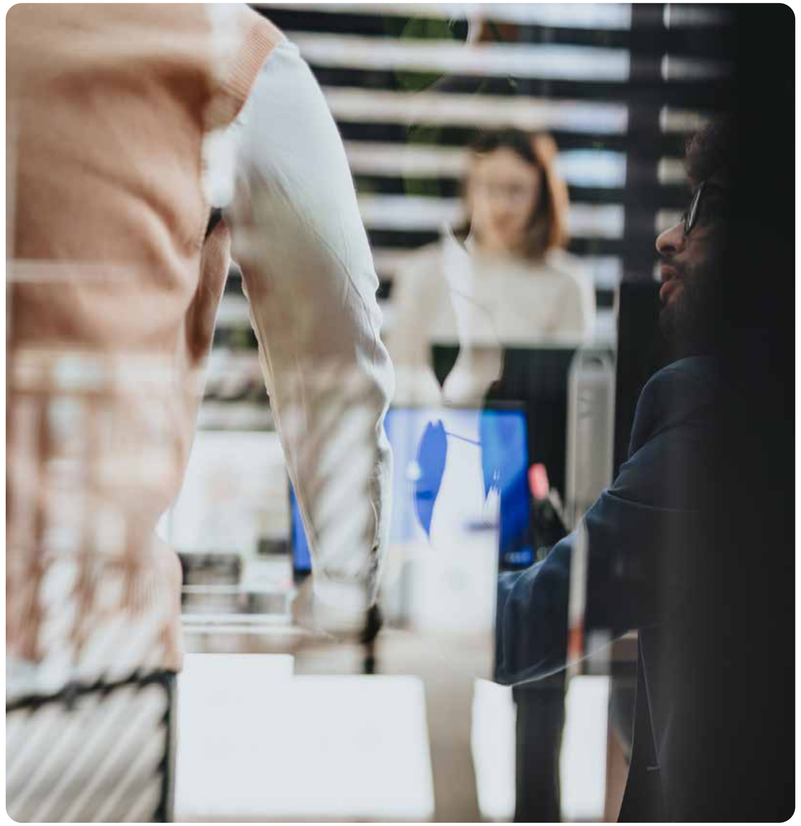
The Toyota Environmental Challenge 2050 (Challenge 2050) is a set of six visionary, global challenges that seek to reduce negative environmental impacts while also creating positive value for the planet and society. Toyota Motor Corporation (TMC, TMNA's parent company headquartered in Japan) announced these six challenges in 2015 after extensive research and internal and external consultation.

Toyota's global aspiration of becoming carbon neutral across the vehicle life cycle by 2050 is illustrated on the left side of the graphic below, under "Achieve Carbon Neutrality." This is a big part of our efforts, but it is not our only focus. We are also working to advance a circular economy, conserve water and protect biodiversity, all to help build a more sustainable future[1]. This is illustrated on the right side of the graphic under "Achieve a Positive Environmental Impact."

Through Challenge 2050, team members across the company, in every region of the world, are working to put Toyota's global vision of Respect for the Planet into action. Challenge 2050 unites us all with a common purpose – working to be more than just good stewards of the environment and to create positive changes beyond our facility boundaries.

Within North America, we continue to refine a regional environmental sustainability strategy to align Toyota's global values and Challenge 2050 with our regional focus areas – Carbon, Circular Economy, Water and Biodiversity. **For more information**, see our story about our activities supporting the Toyota Environmental Challenge 2050.





[1] The long-term aspirations, mid-term milestones, and short-term targets and statements set forth in this Report are forward-looking and relate to the manner in which Toyota intends to conduct certain of its activities based on management's current plans and expectations. They are not promises or guarantees of future conduct or policy and are subject to a variety of uncertainties and other factors which may make them unattainable, many of which are beyond our control, including government regulation, supplier and third-party actions, and market forces. See the Forward-Looking Statements warning on page 2 of this report.

Mid-Term Milestones

TMC has established several global mid-term milestones, including those below, to help the company achieve the Toyota Environmental Challenge 2050.

Reduce GHG emissions throughout the vehicle life cycle by 30% by 2030, compared to 2019 levels.

The vehicle life cycle includes Scopes 1, 2 and 3 emissions. See the next two columns for contributions and milestones related to Scopes 1 and 2 plus Scope 3 emissions from driving Toyota and Lexus vehicles.

The remainder of Scope 3 emissions relate to suppliers, logistics and dealerships:

- We are encouraging our suppliers to reduce absolute CO_2 emissions by 5.5% per year through our Green Supplier Guidelines.
- We are currently developing a strategy that will combine a gradual introduction of hydrogen fuel cell and electric powertrains into our trucking fleet with other GHG reduction opportunities that will reduce GHG emissions from the current fleet.
- As of the end of FY2025, 114 dealerships have participated in our Dealership Environmental Excellence Program (D.E.E.P.) and have reduced their use of electricity generated from non-renewable sources by 20%.

Reduce global average GHG emissions from new vehicles by 33.3% by 2030 and by more than 50% by 2035, compared to 2019 levels.[2]

GHG emissions per mile from Toyota's new vehicle fleet in the U.S. have decreased 21% since 2019. GHG emissions per mile from Toyota's new car fleet in Canada have decreased 31% since 2019 and 32% from the new truck fleet.

Toyota North America Milestone: In the U.S., Toyota has targeted 70% electrified new vehicle sales (excluding performance vehicles) by 2030.

Achieve carbon neutrality for CO_2 emissions at global manufacturing plants by 2035.

Reduce absolute Scope 1 and Scope 2 GHG emissions by 68% by 2035, compared to 2019 levels.[3]

Toyota North America defines carbon neutrality to apply to all of our facilities, not just manufacturing plants. Total Scope 1 and 2 CO_2 emissions were 32% lower at the end of FY2025 than they were in FY2019. We continue to invest in renewable energy for our operations and are on track to becoming carbon neutral at our facilities by 2035.

Toyota North America Milestone: In North America, Toyota has targeted 45% or more of total electricity purchases to come from renewable sources by FY2026.

Complete the establishment of battery collection and recycling systems globally by 2030.

We are working with partners to create a sustainable, closed-loop battery ecosystem to support our new battery manufacturing plan in North Carolina.

Based on a global water risk assessment, complete water savings measures at plants identified at high risk for water quantity, and, for plants identified at high risk for water quality that discharge directly to a river, complete a water quality impact assessment.

The assembly plant in Baja California, Mexico, is one of the plants identified by TMC's global water risk assessment at high risk for both water quantity and water quality. We have been piloting our water stewardship approach at this plant and partner with The Nature Conservancy on water restoration efforts in the local watershed.

Contribute to biodiversity conservation activities in collaboration with NGOs and other partners.

We are supporting the development of at least 26,000 acres of pollinator habitat in North America by FY2026.

As of the end of FY2025, through collaboration with two NGO partners, 20,616.6 acres of pollinator habitat have been enhanced.

Global Milestone **Toyota North America Contributions and Milestones**

[2] TMC'S science-based targets were validated and approved by SBTi in September 2022. This target applies to passenger light duty vehicles and light commercial vehicles. Emissions are measured in grams CO,g/km, well to wheel (includes GHG emissions from the production of fuel and electricity as well as GHG emissions during vehicle operation).

[3] TMC's science-based targets were validated and approved by SBTi in September 2022. This target includes absolute Scope 1 and Scope 2 GHG emissions from all facilities (both manufacturing and non-manufacturing).

Environmental Action Plan Targets

North American environmental sustainability planning, strategies and actions are driven by Environmental Action Plans, which are five-year roadmaps that help achieve incremental progress towards the global milestones and the Toyota Environmental Challenge 2050.

Focus Area	7th EAP Targets FY2022 – FY2026		FY2025 Progress
Carbon	Offer electrification across the Toyota and Lexus lineups by around 2025 (excluding performance vehicles)	△	83% of models had an electrified option (as of the end of calendar year 2024).
	Achieve 40% electrified new Toyota vehicle sales in the U.S. (by unit) by 2025 (excluding performance vehicles)	○	43% of sales by unit in the U.S. were electrified in calendar year 2024.
	Increase purchased renewable electricity to 45% or more of total electricity purchased by FY2026	△	Currently at 35%. We are on track to achieve at least 45% by the end of FY2026 as more virtual power purchase agreements and other renewable electricity contracts come online. This target supports the mid-term milestone for all facilities to be carbon neutral by 2035.
	Reduce absolute GHG emissions from logistics by 15% from FY2018 levels, by FY2026	×	We do not expect to be able to meet this target due to the forecasted lack of availability of fuel-cell and electric powertrains for trucking fleets.
	Require suppliers to set and meet an annual absolute reduction target of at least 3% for Scope 1 and 2 CO_2 emissions	○	We achieved this target by adding a requirement to the Green Supplier Requirements (GSR) for direct suppliers to set an annual 3% CO_2 reduction target. In 2025, we updated the GSR and are now requiring direct suppliers to set a 5.5% CO_2 reduction target.
	Expand participation in the Dealer Environmental Excellence Program to 100 dealerships by FY2026	○	At the end of FY2025, 114 dealerships have participated since the launch of this voluntary program. Participating dealers have reduced their use of electricity generated from non-renewable sources by 20%.
Circular Economy	Reduce single-use plastics at on-site food services by FY2026 by 75%	○	As of the end of fiscal year 2025, we reduced single-use plastics at on-site food services by over 75%. Our actions include replacing plastic water bottles in most cafeterias with aluminum; using mostly biodegradable to-go containers; and replacing most plastic cutlery. We are still working on replacing plastic bottles in vending machines.
	Reduce procurement of packaging materials by 25% by FY2026, from FY2018 levels	○	We are defining packaging materials as single-use packaging. Based on our estimates, we have reduced the use of single-use packaging materials by almost 31% compared to the FY2018 baseline.
	Implement a closed-loop battery recycling program by FY2026 to support our new battery manufacturing plant in North Carolina	×	While we are focusing on the collection, testing and recycling of Toyota electrified vehicle batteries, the timeline is longer term.
Water	Reduce water use per unit of vehicle production by 11% by FY2026, from FY2021 levels	△	Water withdrawal per vehicle has decreased 6.7% compared to the baseline
Biodiversity	Support the development of at least 26,000 acres of pollinator habitat in North America by FY2026	△	At the end of FY2025, we had supported the development of 20,616.6 acres and we have more planned for FY2026.

○ **Achieved** △ **On Track** × **Not on Track**

Environmental Sustainability Governance

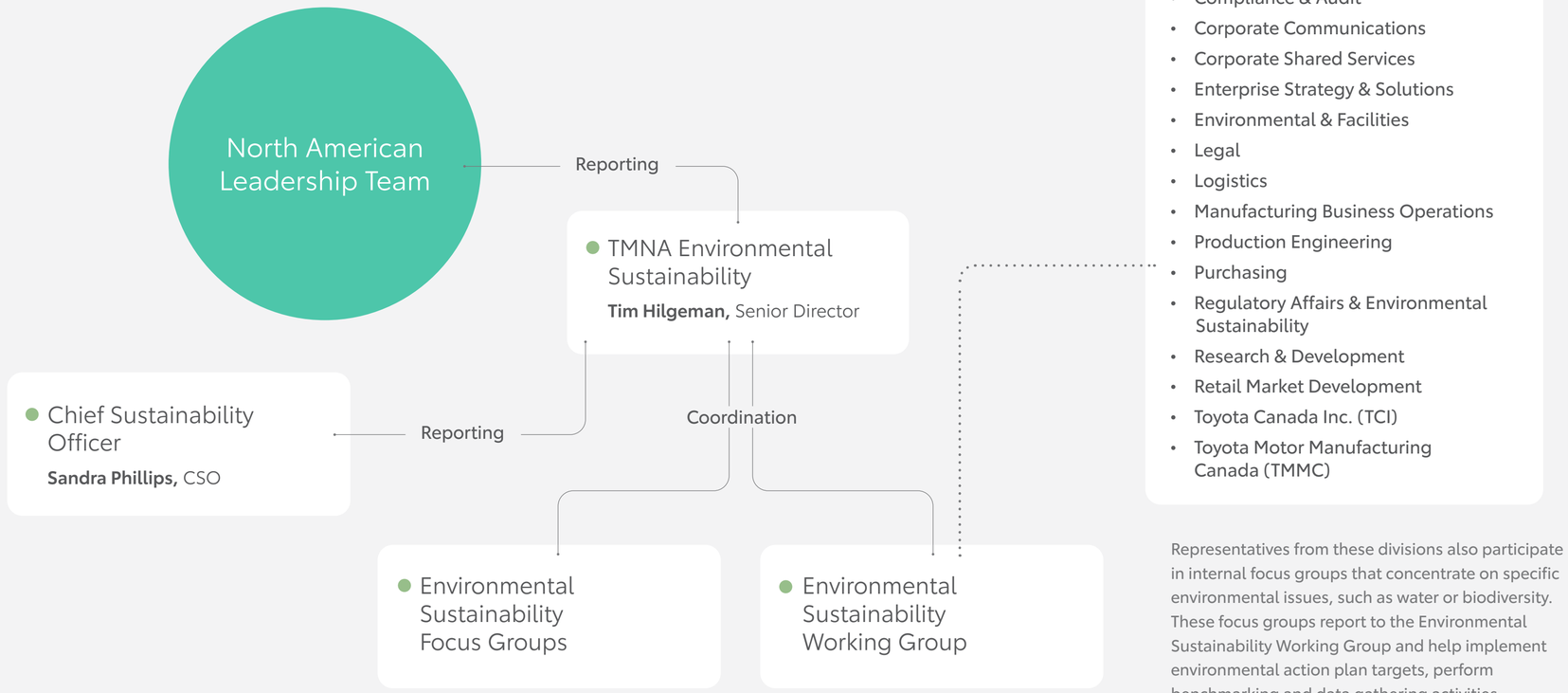
GRI 2-9, 3-3

TMNA's Regulatory Affairs and Environmental Sustainability (RA&ES) division handles product environmental and safety regulation, energy and climate research, environmental sustainability, engine certification and compliance, and enterprise chemical management. Separately, TMNA's Environmental & Facilities (E&F) and Manufacturing Business Operations divisions handle facility environmental regulatory compliance.

The Environmental Sustainability (ES) group within RA&ES is responsible for developing short-, medium- and long-term environmental sustainability strategies for TMNA, including planning and target setting in alignment with the Toyota Environmental Challenge 2050, which includes developing consolidated five-year environmental action plan goals and targets. ES is also responsible for developing the annual North American Environmental Sustainability Report. ES reports progress on these activities to the North American Chief Sustainability Officer and the North American Leadership Team.

ES facilitates an Environmental Sustainability Working Group as a coordinating mechanism for Toyota in North America. The group is comprised of environmental experts and representatives from various divisions within TMNA, plus Toyota Canada Inc. (TCI) and Toyota Motor Manufacturing Canada (TMMC).

The Environmental Sustainability Group



Representatives from these divisions also participate in internal focus groups that concentrate on specific environmental issues, such as water or biodiversity. These focus groups report to the Environmental Sustainability Working Group and help implement environmental action plan targets, perform benchmarking and data gathering activities, and raise awareness among team members and external stakeholders.

Environmental Management

GRI 3-3

An environmental management system (EMS) provides a framework for attempting to identify significant environmental impacts and setting corresponding controls, goals and targets to manage and reduce these impacts over time. The Toyota North American facilities listed in the table have had their environmental management systems third-party certified to ISO 14001, the International Organization for Standardization's standard for designing and implementing an effective environmental management system.

Toyota Motor Manufacturing Alabama

ISO 14001 Certifications of Toyota's North American Facilities*

	Location	Original Certification Date
Manufacturing Plants	Apaseo el Grande, Guanajuato (Mexico)	2021
	Blue Springs, Mississippi	2012
	Woodstock, Ontario (Canada)	2009
	San Antonio, Texas	2008
	Jackson, Tennessee	2007
	Tijuana, Baja California (Mexico)	2006
	Huntsville, Alabama	2005
	Buffalo, West Virginia	2000
	Georgetown, Kentucky	1998
	Long Beach, California	1998
	Troy, Missouri	1998
	Cambridge, Ontario (Canada)	1998
Vehicle Distribution Centers	Montreal, Quebec (Canada)	2003
	Toronto, Ontario (Canada)	2002
Parts Distribution Centers	Clarington, Ontario (Canada)	2022
	Vancouver, British Columbia (Canada)	2002
Sales Offices	Prairie Regional Office (Canada)	2008
	Atlantic Regional Office (Canada)	2006
	Quebec Regional Office (Canada)	2005
	Pacific Regional Office (Canada)	2002
	Canadian Sales Headquarters in Toronto, Ontario	2001

* As of June 30, 2025

LEED® Certifications

Sixteen Toyota and Lexus facilities have achieved Leadership in Energy and Environmental Design (LEED®) certification. LEED® is a point-based system administered by the U.S. and Canadian Green Building Councils promoting a whole-building approach to sustainable construction and remodeling. LEED certification is based on meeting stringent requirements in sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. Ranging from office space to vehicle distribution centers, these facilities represent Toyota's continued efforts to improve the design and efficiency of all operations. Toyota Motor North America is a platinum member of the U.S. Green Building Council.

Toyota is pursuing LEED certification for the renovation of the vehicle logistics facility at the Port of Long Beach in California.

The parts distribution center in Clarington, Ontario, has earned Zero Carbon Building design certification from the Canadian Green Building Council.

Toyota's North American Facilities With LEED® Certifications*

Toyota Facility	Location	Year Certified	Certification Level
Toyota Motor Manufacturing Mississippi Experience Center	Tupelo, Mississippi	2024	BD+C Platinum
Eastern Canada Parts Distribution Center	Clarington, Ontario (Canada)	2023	BD+C Gold
Production Engineering & Manufacturing Center	Georgetown, Kentucky	2019	BD+C Platinum
Toyota Supplier Center	York Township, Michigan	2019	BD+C Platinum
Toyota Motor North America Headquarters (Office Towers, High Bay Evaluation Building, Vehicle Delivery Center)	Plano, Texas	2017	BD+C Platinum
Chicago Service Training Center	Aurora, Illinois	2015	BD+C Gold
Lexus Eastern Area Office	Parsippany, New Jersey	2014	ID+C Platinum
Toyota Kansas City Training Center	Kansas City, Missouri	2012	BD+C Gold
Toyota Inland Empire Training Center	Rancho Cucamonga, California	2010	ID+C Gold
Toyota Technical Center	York Township, Michigan	2010	BD+C Gold
Toyota Racing Development North Carolina	Salisbury, North Carolina	2010	BD+C Certified
Lexus Florida Training Center	Miramar, Florida	2009	ID+C Gold
Toyota Phoenix Training Center	Phoenix, Arizona	2009	ID+C Silver
Toyota Motor North America, Inc.	Washington, D.C.	2016	ID+C Silver
North America Production Support Center	Georgetown, Kentucky	2006	ID+C Silver
Portland Vehicle Distribution Center	Portland, Oregon	2004	BD+C Gold

BD+C = Building Design + Construction
ID+C = Interior Design + Construction
O+M = Operations and Maintenance

* As of June 30, 2025

Compliance

GRI 2-27

Many of Toyota's activities in vehicle development, manufacturing and logistics are subject to local, state, provincial and federal laws that regulate chemical management, air emissions, water discharges, storm water management, greenhouse gas emissions, and waste treatment and disposal. These regulations vary by facility based on the type of equipment operated and the functions performed.

In this report, we disclose the number of environmental violations received by Toyota in the U.S., Canada and Mexico that we consider significant, meaning the violation of environmental law resulted in a fine of USD $5,000 or more. We report violations in the year in which they occurred, even if the penalty is paid in a later year, which may require prior year adjustments should a penalty be assessed in a year following the violation itself.

The number of violations has been adjusted for fiscal years 2022 and 2024 to reflect fines assessed for violations that occurred in these years.

Environmental Violations

Fiscal Year	Number of Violations
2020	0
2021	3
2022	2
2023	0
2024	2
2025	0

Scope: TMNA, TMMC, TCI

Stakeholder Engagement

GRI 2-28, 2-29

Toyota in North America engages with a range of stakeholders on our environmental sustainability strategy and initiatives. Our engagement takes many forms, from one-on-one meetings to hosting summits, attending group meetings and conferences, and collaborating on projects.

We value their insights and make adjustments to our strategy and plans as appropriate.

Category of Stakeholders	Frequency of Engagement	Key Topics	Type and Purpose of Engagement
Team members	Continuous	• Biodiversity • GHG and fuel economy • Energy efficiency • Waste/ circular economy • Water	We engage with team members (the term we use to refer to employees) to educate them about the importance of environmental sustainability and to solicit their input and expertise to help us meet our goals and targets. Our business partnering group, Toyota Environmental Resources for Responsible Actions (TERRA), has chapters at several locations in North America and provides a forum to raise awareness about environmental initiatives and encourage team members to create and launch new environmental sustainability programs.
Customers	Continuous	• GHG and fuel economy • Electrification	Customers and consumers are increasingly concerned about global issues such as climate change and are looking for large companies to offer low carbon solutions. We engage with customers to educate them about our hybrid technology and alternative powertrain vehicles. We also educate them about how we are reducing our environmental impacts across the vehicle life cycle. Additionally, through customer surveys, we gather their opinions on a wide range of topics, including their level of environmental awareness and their knowledge of and interest in electrified vehicles.
Suppliers	Continuous	• GHG and fuel economy • Renewable energy • Sustainable materials • Packaging • Waste/ circular economy	Toyota's North American supply chain represents a major part of our environmental footprint in the region. We engage with suppliers to help us reduce our environmental impacts across the vehicle life cycle. We are working with suppliers to gather information on their GHG emissions to help us calculate our Scope 3 emissions from purchased goods. We also partner with them to use more sustainable materials in vehicle parts and we collaborate with them on efforts to reduce waste and packaging. We also engage with suppliers through Suppliers Partnership for the Environment, which provides a forum for global automotive manufacturers and their large and small suppliers to work together towards a shared vision of positive environmental contributions in the automotive industry.
Dealerships	Continuous	• Biodiversity • GHG and fuel economy • Community outreach • Renewable energy • Water • Waste	We engage with dealerships through our Dealer Environmental Excellence Program (D.E.E.P.), which provides guidance and incentives to Toyota and Lexus dealerships and recognizes them for positive environmental performance. The program targets operational improvement in four categories: energy, water, waste and community. Participating dealerships can earn up to five stars in each category for tracking environmental performance data, achieving minimum performance benchmarks, implementing improvement projects and aligning with the Toyota Environmental Challenge 2050. We began recognizing high performing dealers in 2022.
Government/ Regulatory agencies	Continuous	• Compliance and permitting • Electrification • GHG and fuel economy	We engage with regulatory agencies at the federal, provincial, state and local levels to secure necessary environmental permits and strive to comply with regulatory requirements. We also engage with regulators on the content of proposed rules to facilitate collaboration and understanding.
Investors	Continuous	• GHG and fuel economy • Electrification	TMNA engages with investors, including environmental, social and governance (ESG)-focused investors, to respond to requests for information and to keep them apprised of our vehicle electrification plans.
Local communities	Continuous	• Biodiversity • GHG and fuel economy • Recycling • Water	We engage with communities through outreach activities conducted locally by individual sites. These activities allow us to volunteer and share know-how in support of our efforts to create positive impacts in the areas of Carbon, Circular Economy, Water and Biodiversity.

Category of Stakeholders	Frequency of Engagement	Key Topics	Type and Purpose of Engagement
Nonprofit organizations	Continuous	• Biodiversity • Water • GHG and fuel economy	We engage with nonprofit organizations in support of our efforts to help achieve positive impacts in the areas of Carbon, Circular Economy, Water and Biodiversity. Examples include **Tandem Global** (a combination of Wildlife Habitat Council and World Environment Center), **Pollinator Partnership, The Nature Conservancy** and **National Environmental Education Foundation**.
Associations	Continuous	• GHG and fuel economy • Electrification • Hydrogen and fuel cell technologies • Renewable energy • Circular economy • Substances of concern	TMNA is a member of trade and other membership associations to educate others about our efforts and positions, help them develop climate-related and other policy positions, participate in research and other projects, and leverage their expertise to help us scale up our efforts to reduce our environmental impacts. These associations include but are not limited to: **Alliance for Automotive Innovation** **Automotive Industry Action Group (AIAG)** **California Electric Transportation Coalition (CalETC)** **Clean Energy Buyers Alliance (CEBA)** **Council on Safe Transportation of Hazardous Articles (COSTHA)** **Electric Drive Transportation Association (EDTA)** **Environmental Law Institute (ELI)** **Portable Recyclable Battery Association (PRBA)** **Recycled Materials Association (ReMA)** **Renewable Thermal Collaborative** **Resources for the Future (RFF) (TMNA is a member of RFF's Business Leadership Council)** **Suppliers Partnership for the Environment (SP)** **Transportation Energy Institute** TMNA and TCI are also members of several industry associations that foster the development and deployment of hydrogen and fuel cell technologies. These include but are not limited to: **California Hydrogen Business Council (CHBC)** **California Hydrogen Coalition (CHC)** **Fuel Cell & Hydrogen Energy Association (FCHEA)** **Hydrogen Forward** **Hydrogen Fuel Cell Partnership (H2FCP)** **Renewable Hydrogen Alliance (RHA)** **Canadian Hydrogen Association (CHA) and its affiliates (Hydrogen BC, Hydrogen Alberta and Hydrogen Ontario)** **Hydrogène Quebec** **Edmonton Region Hydrogen Hub (TCI is a member of the Board for the 5000 Hydrogen Vehicle Challenge)**

Carbon

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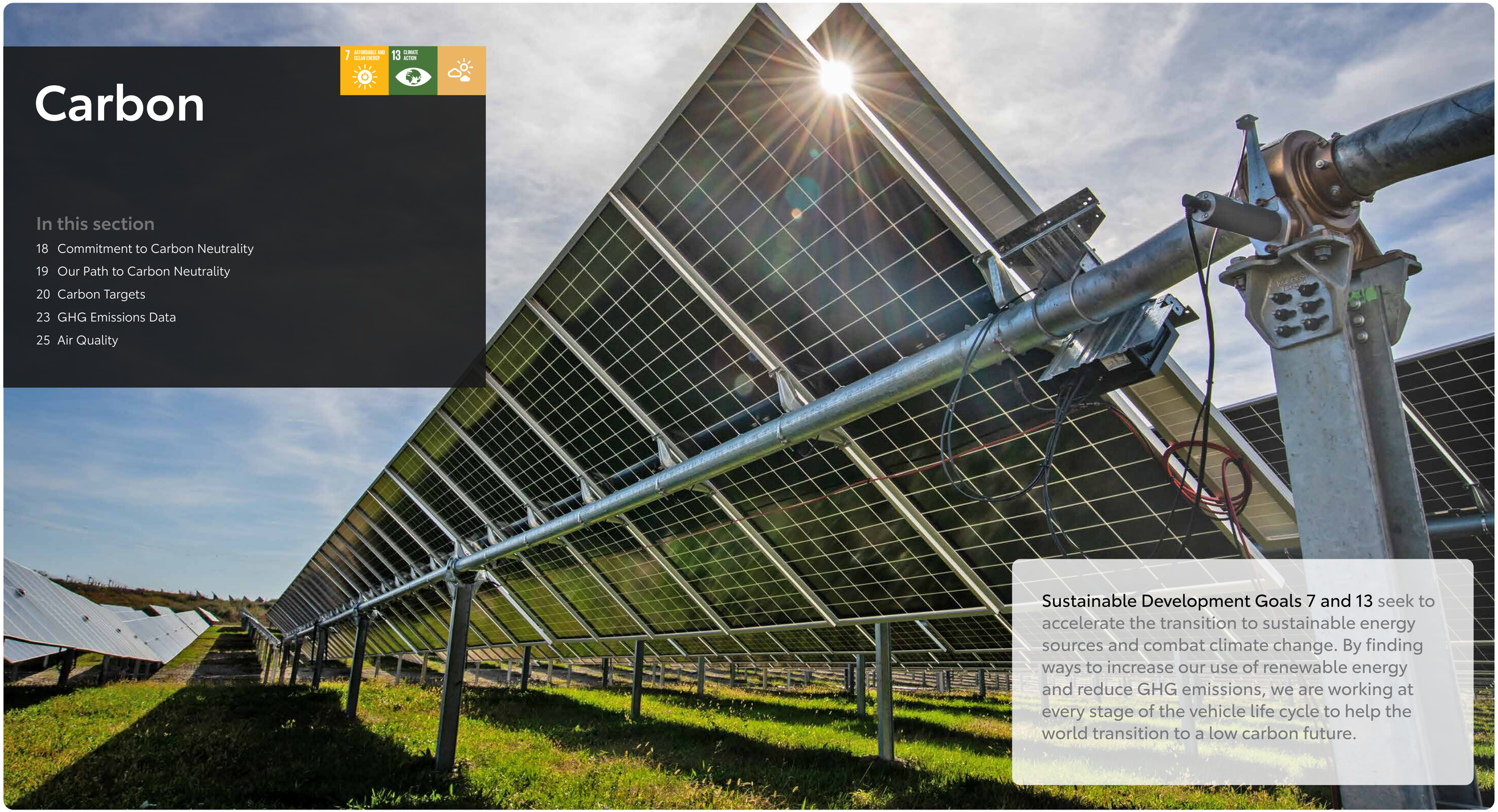


Sustainable Development Goals 7 and 13 seek to accelerate the transition to sustainable energy sources and combat climate change. By finding ways to increase our use of renewable energy and reduce GHG emissions, we are working at every stage of the vehicle life cycle to help the world transition to a low carbon future.

Commitment to Carbon Neutrality

GRI 3-3

In this report, we use the term "CARBON" to refer to emissions of greenhouse gases (GHGs), including carbon dioxide (CO_2), the main GHG linked to climate change. The transport sector is responsible for nearly one quarter of the world's energy-related GHG emissions and as an automotive company, Toyota is committed to doing our part to help the world transition to a low carbon economy. In North America, we aim to be carbon neutral at all our North American facilities by 2035 and across the vehicle life cycle no later than 2050.

Carbon neutral means we aim to reduce our Scope 1 and 2 emissions to the greatest extent possible, then rely on offsets, if necessary, to get us to zero GHG emissions. We also include Scope 3 emissions in our carbon neutrality target so that by 2050, we aspire to be carbon neutral across our vehicle life cycle.

TMNA's Carbon Position Statement:

Transportation is responsible for about one quarter of the world's energy-related GHG emissions and as an automotive company, TMNA is committed to doing our part to help the world transition to a low carbon economy. TMNA acknowledges climate change as a priority management issue and supports the goals of the Paris Agreement to keep warming well below 2° Celsius, and to pursue efforts to limit warming to 1.5° Celsius.

TMNA is addressing carbon emissions in the following ways:

- **Reducing tailpipe CO_2 emissions by introducing more electrified vehicles and by making our internal combustion engines more fuel efficient:** Zero emissions from our vehicles is the ultimate goal. Offering a range of low emission vehicles, including fuel cell (FCEV), hybrid (HEV), plug-in hybrid (PHEV) and battery electric (BEV) vehicles, allows us to use our limited battery resources to put more cars on the road that reduce carbon emissions in the short term. For more on our portfolio approach, see our story, Our Path to Carbon Neutrality.

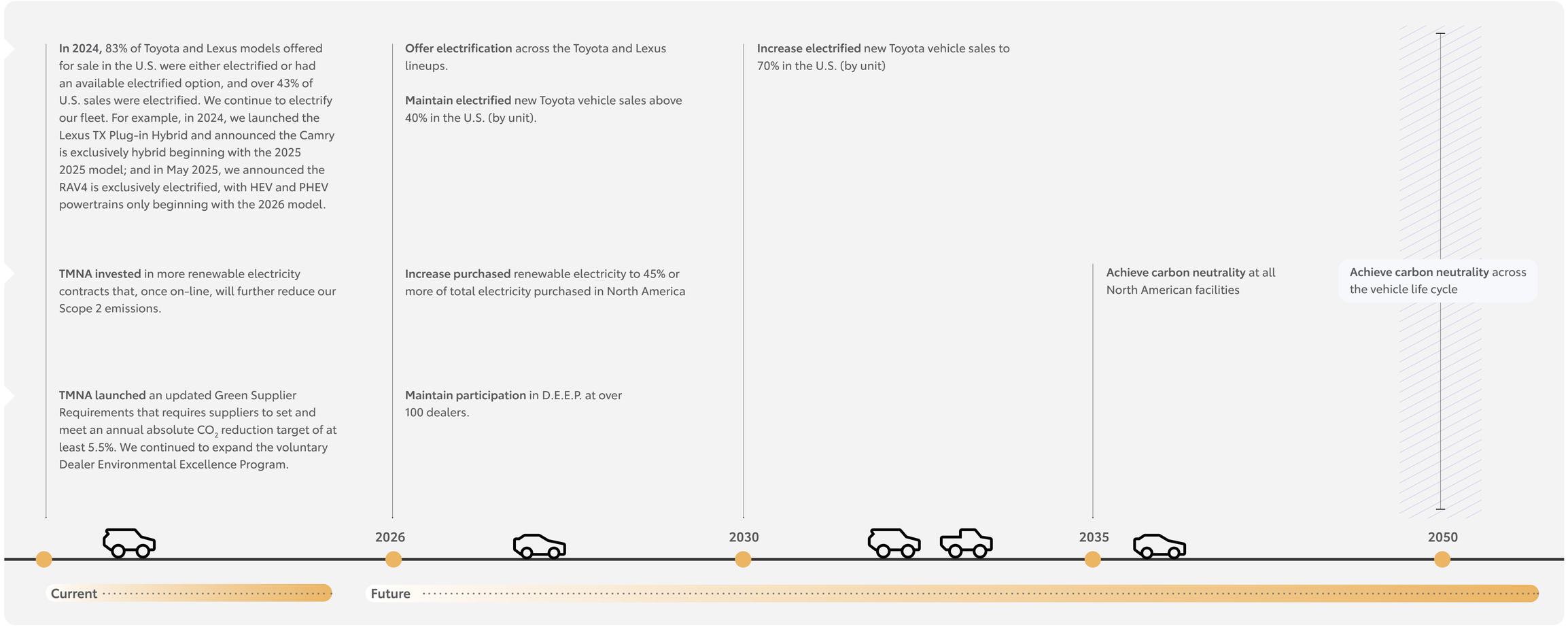
- **Reducing GHG emissions from our operations by investing in on- and off-site solar and wind projects, implementing energy efficiency projects and investigating ways to reduce our thermal load:** We aim to make our North American facilities carbon neutral by 2035. For more about our progress on purchasing more renewable electricity, see our story here.

- **Encouraging suppliers and dealers to reduce GHG emissions from our value chain:** One of the requirements in TMNA's Green Supplier Requirements is for direct suppliers to set targets to reduce CO_2 emissions each year. Dealers are invited to participate in our voluntary Dealer Environmental Excellence Program (D.E.E.P.), which encourages improvements in environmental performance, including energy efficiency and GHG emissions reductions.

Our Path to Carbon Neutrality

GRI 3-3

Toyota as a company aims to achieve **carbon neutrality globally by 2050.** In North America, we strive to meet several milestones to put us on the right path.[4] See our story, Our Path to Carbon Neutrality, for more information.



[4] Toyota's carbon targets, milestones and statements set forth in this chart and on the following pages are forward-looking and relate to the manner in which Toyota intends to conduct certain of its activities based on management's current plans and expectations. They are not promises or guarantees of future conduct or policy and are subject to a variety of uncertainties and other factors which may make them unattainable, many of which are beyond our control, including government regulation, supplier and third-party actions, and market forces. See the Forward-Looking Statements warning on page 2 of this report.

Carbon Targets

GRI 3-3

Vehicles

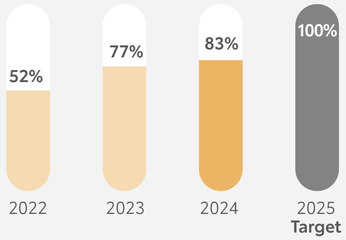
Our vehicle targets are to:

- Offer electrification across the Toyota and Lexus lineups by around 2025 (excluding performance vehicles).
- In the U.S., achieve 40% electrified new Toyota vehicle sales by 2025 (by unit, excluding performance vehicles).

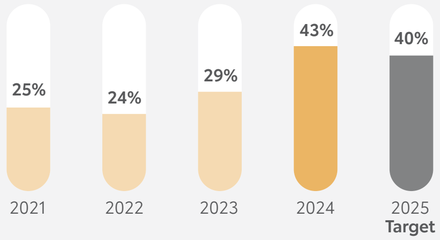
At the end of 2024, there were 26 Toyota and Lexus models with an electrified option on the market in North America, with more on the way, and of all Toyota and Lexus models available (excluding performance models), 83% of them either had an electrified option or were only available as a hybrid, plug-in, fuel cell or battery electric vehicle. In 2024, 43% of Toyota and Lexus vehicle sales in the U.S. and 49% in Canada were electrified vehicles (hybrid, plug-in, fuel cell or battery electric).

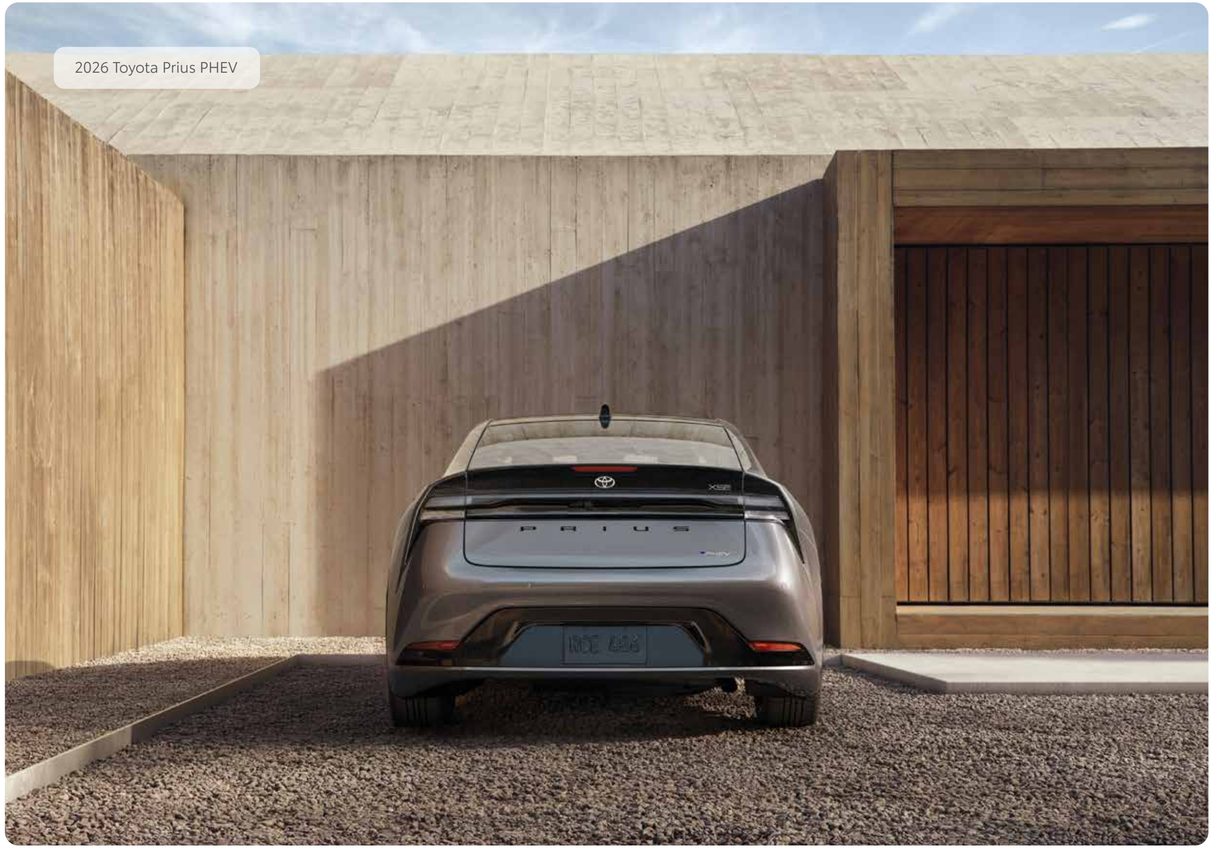
CO_2 emissions per mile from the U.S. sales fleet have decreased 21% and over 30% for the Canadian fleet since model year 2019. For information on fleet GHG emissions, see GHG Emissions Data.

% of Toyota + Lexus Models with Electrified Options



% of New Toyota Vehicles Sold in the U.S. that are Electrified





Operations

Our operations targets are to:

- Increase purchased renewable electricity to 45% or more of total electricity purchased by the end of FY2026.
- Achieve carbon neutrality at all North American facilities by 2035.

As of the end of FY2025, the portion of electricity purchased by TMNA that was renewable was 35%. This includes the purchase of RECs from the market. This percentage is currently expected to increase to 45% or more by the end of FY2026 as more virtual power purchase agreements and other renewable electricity contracts come online. For information about our renewable electricity projects, see our story here.

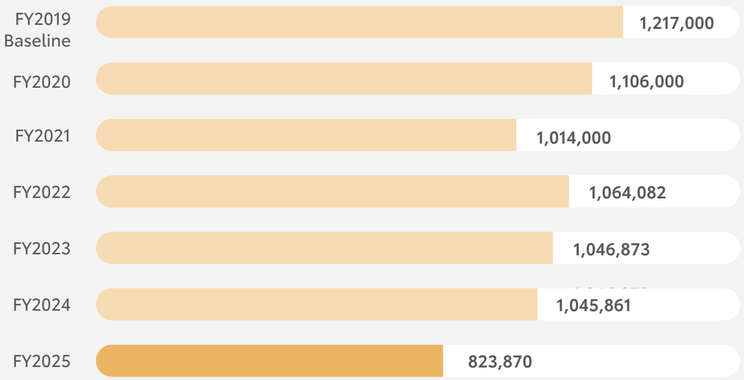
Total Scope 1 and 2 GHG emissions decreased by 21% in FY2025 compared to FY2024. This is due in part to the increased portion of renewable electricity purchased.

Globally, Toyota has a target validated by the Science Based Targets initiative (SBTi) to reduce absolute Scopes 1+2 emissions by 68% by 2035, from a calendar year 2019 baseline. In North America, our Scopes 1+2 emissions in FY2025 were 32% less than in FY2019. This is due to GHG efficiency measures, installation of more renewable energy onsite, and increases in renewable electricity purchases.

In total Scope 1 and 2 emissions, Scope 2 emissions for FY2025 were calculated using the market-based approach. For prior years, Scope 2 emissions were calculated using the location-based approach.

Toyota North America GHG Emissions

Scopes 1+2, MT CO_2e




Solar installation in Martin County, Kentucky

Upstream & Downstream

Logistics Target:

15%

reduction in absolute GHG emissions from logistics from FY2018 levels, by FY2026.

When we set this target, we planned on being able to convert our trucking fleet (both owned and third party) from diesel to hydrogen fuel cell or battery electric powertrains. However, hydrogen and electric powertrains for trucks are now forecasted to be available only in limited quantities during this action plan period and, therefore, we will not meet this target.

While we wait for more zero emission powertrains to become available, we are exploring other options for reducing GHG emissions from logistics activities. We are developing a strategy for the next action plan period that will combine a more gradual conversion to hydrogen fuel cell and electric powertrains with other GHG reduction opportunities, which may include transportation mode changes, further optimizing route planning, increasing pallet efficiency and pallet utilization, carbon capture, and aerodynamic improvements.

Supplier Target:

3%

per year Scope 1 and 2 emissions reduction target required for suppliers.

We included a target in our Green Supplier Requirements for suppliers to set and meet a CO_2 Scope 1 and 2 reduction target of 3% per year. In April 2025, we updated this document to require direct suppliers to set a more aggressive absolute CO_2 reduction target of 5.5% per year for Scope 1 and 2 emissions.

We began collecting supplier CO_2 data in FY2022. In FY2025, we received data from over 80% of our suppliers by spend, and so far, 152 suppliers have set a CO_2 reduction target of at least 3% per year. We are working on increasing the number of suppliers submitting data and continue to track suppliers' progress on setting targets and reducing emissions.

Dealer Target:

100

dealerships to participate in the Dealer Environmental Excellence Program by FY2026.

As of the end of FY2025, 114 dealers have participated in our voluntary Dealership Environmental Excellence Program (D.E.E.P.).[5] These dealers have reduced their use of electricity generated from non-renewable sources by 20% (calculated as the percent difference between the sum of the current year's non-renewable electricity use by all dealers in the program and the sum of non-renewable electricity used by all dealers in their chosen baseline period). We continue to encourage dealers to join the program.

[5] This includes dealerships that joined the program and achieved energy and GHG reductions, and are therefore no longer participating.

GHG Emissions Data

GRI 305-1, 305-2, 305-3, 305-4, 305-5

Toyota in North America uses The GHG Protocol: A Corporate Accounting and Reporting Standard, Revised Edition (published by the World Resources Institute and the World Business Council for Sustainable Development) to develop an annual GHG emissions inventory. We follow the financial control approach.

Scopes 1 and 2 emissions are in metric tons CO_2e.

Scope 1 sources include stationary combustion (such as burning natural gas for energy) as well as owned mobile sources (such as Toyota-owned fleet vehicles and owned logistics trucks).

Scope 2 emissions include consumption of purchased electricity from Toyota sites in North America. Scope 2 emissions are reported using both the location-based and market-based approaches. For location-based, indirect emissions from electricity used at TMNA's U.S. locations are calculated using U.S Environmental Protection Agency (EPA) eGRID emission factors. For sites in Canada, provincial emission factors are sourced from Canada's National Inventory Report, and for Mexico, a country-specific emission factor is sourced from the International Energy Agency, 2024 (data is released in September of each year).

Three of Toyota's U.S. manufacturing plants are classified as large emitters and as such, are required to report GHG emissions data under U.S. EPA's Greenhouse Gas Reporting Program. Individual plant data for our assembly plants in Kentucky, Texas and Indiana are available on the U.S. EPA's website through its online data publication tool.

In Canada, Toyota's Cambridge and Woodstock, Ontario, plants are required to report under Environment Canada and Climate Change's Greenhouse Gas Emissions Reporting Program and Output Based Pricing System; both plants are also required to report GHG emissions to the province of Ontario under its Environmental Protection Act.

Scope 3 emissions for category 1, purchased goods and services, are collected from suppliers and are expected to be reported in future reports. See the Environmental Metrics Table for Scope 3 emissions from category 4, upstream transportation and distribution. For the past few years, we have reported estimates for category 14, franchises (dealerships). We began collecting energy data from dealers and are in the process of calculating their emissions.

Scope 1 + 2 GHG Emissions

Metric Tons CO_2e

	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Scope 1	434,000	409,000	387,000	445,353	370,583	355,419	348,000
Scope 2 Location-based	783,000	697,000	627,000	618,729	676,290	690,442	638,818
Scope 2 Market-based				Not Calculated			475,870
TOTAL (Scope 1 + Scope 2 Market-based)	**1,217,000**	**1,106,000**	**1,014,000**	**1,064,082**	**1,046,873**	**1,045,861**	**823,870**

Scope: All Toyota North America locations, including assembly and unit plants, offices and warehouses

GHG Emissions Intensity

	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
GHG Intensity	0.66	0.62	0.63	0.62	0.59	0.53	0.42

Numerator: Metric Tons Scope 1+2 CO_2e emissions from all Toyota North America locations, including assembly and unit plants, offices and warehouses
Denominator: Number of vehicles produced in North America
Scope 2 emissions in FY2025 were calculated using the market-based approach. Prior years were calculated using the location-based approach.

GHG Emissions From Logistics

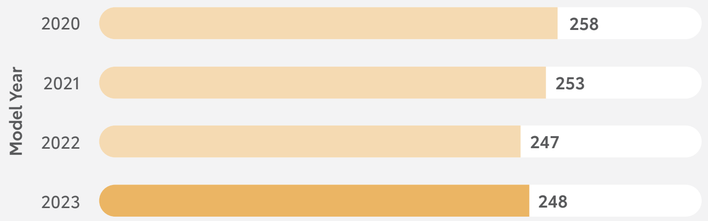
Metric Tons CO_2e

	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Emissions from Logistics (Scopes 1 and 3)	741,706	818,862	729,858	670,570	807,388	763,099	883,518	897,433
Emissions from Logistics, Scope 3 only					800,344	752,806	872,438	886,580

Scope: Owned and third-party service parts and vehicle transport (e.g., trucking and rail). Mobile sources only.

Vehicle GHG Emissions Data

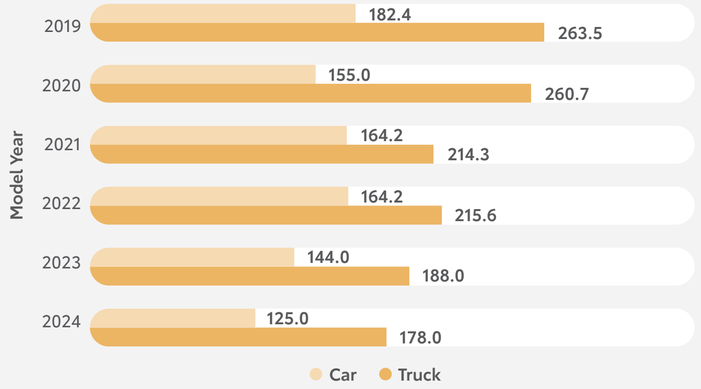
U.S. Fleet CO_2 Data (Annual Grams CO_2 per Mile)



Federal governments in the U.S. and Canada have adopted GHG emissions and fuel economy standards; the regulations in Canada are similar to the federal regulations in the U.S.

The U.S. Fleet CO_2 Data chart shows GHG performance of Toyota's U.S. vehicle fleet under the U.S. EPA GHG program. The annual GHG compliance values account for real-world GHG benefits from off-cycle technologies, such as air conditioning and aerodynamic improvements, not observed over the official tailpipe CO_2 testing conditions.

Canada Fleet CO_2e Data (Annual Grams CO_2e per Mile)[6]



[6] Environment and Climate Change Canada updated fleet GHG data for model years 2019-2023, resulting in a change from what we reported last year.

Air Quality

GRI 305-7

Criteria Pollutant Tailpipe Emissions

Hydrocarbons, nitrogen oxides (NOx) and carbon monoxide — all byproducts of fuel combustion — can be linked to various air quality issues such as smog formation as well as various health effects. Limiting criteria pollutant emissions from our vehicle tailpipes helps to reduce some of the environmental impacts of driving.

The U.S. EPA and the state of California have certification programs to categorize vehicles in terms of their level of tailpipe emissions, and Environment and Climate Change Canada issued Tier 3 regulations aligned with the final U.S. Tier 3 rule.

The California Low Emission Vehicle III (LEV III) regulations set declining emission standards from 2017 through 2025.

TMNA and TCI annually comply with the state of California, U.S. and Canadian vehicle criteria pollutant emissions standards.

Toyota's goal is to maintain flexibility to build vehicles based on customer preferences. We believe tailpipe emission standards should be performance-based and consider the interaction with other vehicle rules — such as fuel economy/ greenhouse gas standards — to ensure the total package of requirements is effective and acceptable to the consumer. Fuels must be considered with vehicle technologies as a holistic system. Reduced sulfur levels in gasoline, required by the federal Tier 3 and California LEV III programs, are enabling the aftertreatment systems being designed for compliance.

The 2025 "Greenest List", published by the American Council for an Energy Efficient Economy (ACEEE), names Toyota Prius Prime SE and Lexus RZ 300e as the top two vehicles on the list. The list also includes Toyota bZ4X, Toyota RAV4 Prime, Toyota Camry LE Hybrid and Toyota Corolla Hybrid, giving **Toyota and Lexus six of the 12 vehicles making the list**. To calculate GreenerCars scores, ACEEE evaluates each model year car on its cost to human health from air pollution associated with vehicle manufacturing and disposal, the production and distribution of fuel or electricity, and vehicle tailpipe emissions. On that basis, ACEEE assigns a Green Score to more than 1,200 cars, including cars fueled solely by gasoline or diesel, gas-fueled hybrids with electric motors, plug-in hybrids powered by both gas and electricity from the grid, and all-electric vehicles.

Each year, Natural Resources Canada recognizes the most fuel-efficient new light-duty vehicles sold in Canada, and in 2025, four Toyota models made the list: Toyota Corolla Hybrid (compact), Toyota Crown Signia AWD (small station wagon), Toyota Highlander Hybrid AWD and Toyota Highlander Hybrid AWD Limited/Platinum (SUV: standard), and Toyota Sienna (Minivan).

Volatile Organic Compounds (VOCs)

In our operations, a primary concern with non-greenhouse gas air emissions is smog. Smog is formed as particulate matter, nitrogen oxides and volatile organic compounds (VOCs) react with sunlight. Smog has been linked to several health issues and is particularly prevalent in dense urban areas with heavy traffic, industrial activity and sunny, warm climates.

Vehicle body painting operations generate most of Toyota's VOC emissions. VOC emissions from vehicle body painting decreased 1.8% from the previous year due to the introduction of new, cleaner technologies and to a production shutdown at our vehicle assembly plant in Indiana following an airbag recall.

VOC Emissions (Metric Tons)

Year	Metric Tons VOCs
FY2022	2,498.3
FY2023	2,622.9
FY2024	2,848.3
FY2025	2,796.2

Circular Economy

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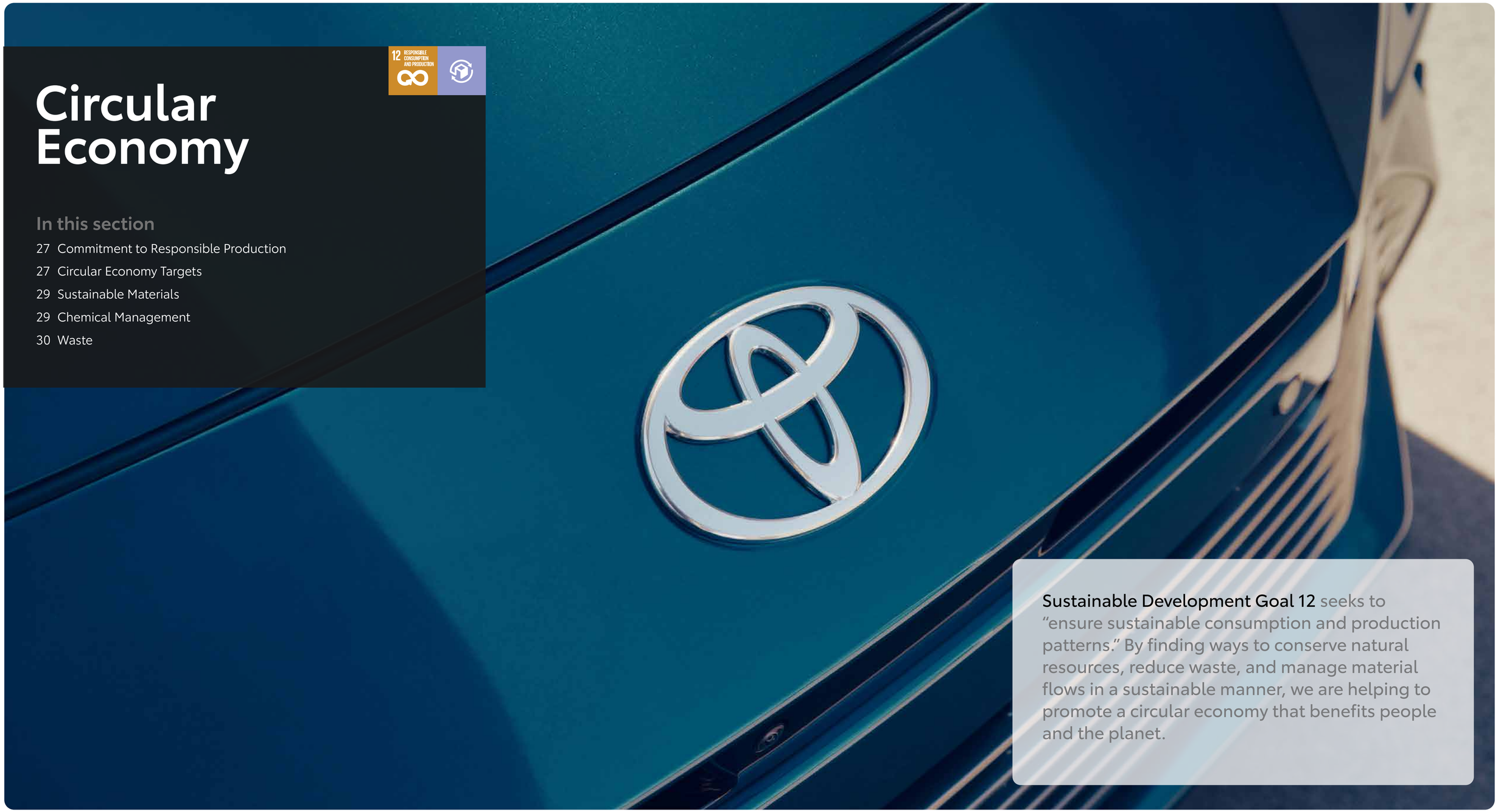
30 Waste



Sustainable Development Goal 12 seeks to "ensure sustainable consumption and production patterns." By finding ways to conserve natural resources, reduce waste, and manage material flows in a sustainable manner, we are helping to promote a circular economy that benefits people and the planet.

Commitment to Responsible Production

GRI 3-3

At Toyota in North America, **we strive to use responsible production practices involving environmentally sound management of materials.** This includes both goods provided by suppliers (such as steel, aluminum, plastic parts and other raw materials) as well as waste generated by our activities.

Our plants, warehouses and R&D sites across North America have mature governance organizations and management systems in place to help handle chemicals and waste safely and in compliance with applicable federal, state, provincial and local regulations. We also look for ways to reduce the use of substances of concern, eliminate waste at the source, and reuse and recycle.

TMNA's Environmental Sustainability, Materials Engineering, Supply Chain, and Procurement departments work together with suppliers to help reduce the use of packaging materials, identify sustainable materials for use in vehicle parts, manage substances of concern, and reduce, reuse and recycle waste.

Circular Economy Targets

GRI 3-3

Plastics

Our plastics target for fiscal years 2022 to 2026 is to reduce single-use plastics at on-site food services by 75%, from a 2019 baseline.

Plastic is not biodegradable, can be difficult to recycle, and is associated with ocean pollution. That's why we are working on reducing plastics wherever we can. This target covers single-use plastics used in our cafeterias.

At the end of fiscal year 2025, we had reduced single-use plastics at on-site food services by over 75%, meaning we achieved the target. We replaced plastic water bottles in most cafeterias with aluminum; most to-go containers are biodegradable; and most plastic cutlery has been replaced. We are still working on replacing plastic bottles in vending machines.

Packaging

Our packaging target for fiscal years 2022 to 2026 is to reduce procurement of single-use packaging materials by 25% from FY2018 levels.

We developed this target to help us reduce waste and lessen the environmental impacts of shipping parts and materials. It is difficult to capture data for all the different types of packaging used to ship parts and accessories, so we are focusing on the largest source of packaging waste: single-use packaging. Single-use packaging can include cardboard boxes, wooden pallets, paper and plastic wrap, among other things.

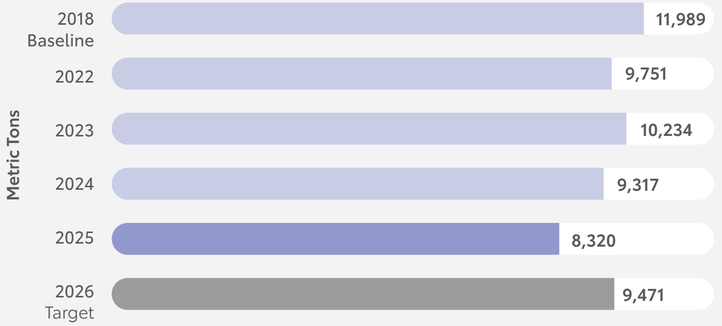
We have reduced the use of single-use packaging materials by almost 31% compared to the FY2018 baseline. One way we have reduced single-use packaging is by expanding our use of returnable packaging modules. We now use returnable packaging modules instead of wooden pallets, cardboard boxes and racks to ship parts for export.

TMNA is a member of Suppliers Partnership for the Environment (SP) and participates in the Sustainable Packaging Work Group to further SP's efforts to promote the design and use of sustainable packaging. This group created a set of recommendations to help auto manufacturers and suppliers minimize automotive packaging waste and address barriers to recyclability in the design phase. See the following guidance documents prepared by this working group:

Sustainable Packaging Specification Recommendations for Automotive Expendable Packaging

Sustainable Packaging Specification Recommendations for Automotive Manufacturing Operations

Single-Use Packaging Material (Metric Tons)



Battery Recycling

GRI 301-3

Our electrified vehicle battery recycling target for fiscal years 2022 to 2026 is to implement a closed-loop battery recycling program to support our new battery manufacturing plant in North Carolina.

Rare earth metals are necessary components in hundreds of products across a wide range of applications, especially high-tech consumer products like electric vehicles. Toyota promotes the collection of these rare earth metals used in electric vehicles, with the aim of creating closed-loop recycling systems that reduce the use of natural resources and increase resource input efficiency.

We are striving to seamlessly incorporate the use of recycled battery materials into our new battery plant in North Carolina, which began production in 2025 and is producing batteries for hybrid electric and battery electric vehicles.

We are focusing on the collection, testing and recycling of Toyota electrified vehicle batteries. We then plan to expand into other areas, such as battery health screening and data management, remanufacturing and battery material supply throughout North America.

We do not expect to meet this target because the timeline is longer term.

For information about conflict minerals, see TMC's Conflict Minerals Report, filed with the U.S. Securities and Exchange Commission in May 2025.

Sustainable Materials

GRI 301-2

We strive to increase our use of sustainable materials, which include reclaimed materials and materials with recycled and/or renewable content. Using sustainable materials emphasizes using less as well as reducing toxic chemicals and environmental impacts across the whole life cycle.

Using sustainable materials helps conserve natural resources and contribute to a circular economy. According to the Alliance for Automotive Innovation, approximately 86% of an end-of-life vehicle's material content is recycled, reused or used for energy recovery. Our sustainable materials efforts seek to create closed loops within our industry, and even within our own plants, processes and vehicles.

We continue to develop and commercialize technologies that enable the use of sustainable materials with reduced environmental impacts in a range of vehicle components. For example, we currently use bio-based plastics — plastics derived either wholly or in part from plant materials —in the seat cushions in Toyota Prius, Corolla and RAV4, and in Lexus RX 350; and we currently use post-industrial garment clippings made of cotton and synthetic fibers in door panel insulation, floor silencers and floor mats.

We use recycled aluminum for our engine blocks and cylinder heads. For more information on how we use recycled aluminum, see our story here.

We also use significant amounts of recycled steel and are starting to use recycled resins in underbody parts.

As members of Suppliers Partnership for the Environment (SP), we participate in the Materials Efficiency Work Group. In collaboration with the Automotive Industry Action Group (AIAG), work group members developed two guidance documents: Measuring Renewable Content of Automotive Products and Measuring Recycled Content of Automotive Products. These documents outline a common industry-supported definition and approach for measuring renewable and recycled content in vehicles.

Chemical Management

GRI 3-3

Chemicals are utilized every day to produce parts and materials in Toyota and Lexus vehicles. We believe proper management of these chemicals is crucial to reducing their environmental impacts throughout the vehicle life cycle.

At TMNA, we work closely with our supplier partners to reduce the environmental impact of the chemicals we use to produce our vehicles. One of the ways that we reduce the environmental impact of chemicals is through development and use of more sustainable alternatives. TMNA currently plans to require the elimination of hexavalent chrome from our supplier partners' decorative chrome plating processes by the end of calendar year 2027 for parts used on North American vehicles.* The decision to proceed with this voluntary elimination effort was made in collaboration with other Original Equipment Manufacturers (OEMs), the Automotive Industry Action Group (AIAG) and the National Association for Surface Finishing (NASF). Hexavalent chrome is currently not found on the final part or vehicle and is only used as a chemical in our supplier partners' manufacturing processes. TMNA, with the support of our supplier partners, is ready to take the next step in the overall elimination of hexavalent chrome to continue our efforts to create a society in harmony with nature.

> "We work closely with our supplier partners to reduce the environmental impact of chemicals.

* TMNA's plans for eliminating hexavalent chrome were updated in January 2026. We are pausing the transition away from hexavalent chrome used in supplier etching processes due to external market factors.

Waste

GRI 306-1, 306-2, 306-3, 306-4, 306-5

Total waste generated by Toyota in North America decreased 3.7% in fiscal year 2025 compared to fiscal year 2024, mainly due to a decrease in production volume.

We reused or recycled 92.2% of all waste in fiscal year 2025. Only 2.6% of waste was sent to landfills for disposal, and 5.3% was incinerated, either with or without energy recovery.

By weight, steel is the largest raw material used to make Toyota and Lexus vehicles. It is also the largest waste stream, accounting for nearly 70% of all waste generated in fiscal year 2025. We recycle 100% of the scrap steel waste generated.

We continue to prioritize reduce, reuse and recycle over disposal to lessen our impact on the environment, optimize efficiency and save costs in our operations. We partner with our waste vendors, universities and others to help us find innovative ways to reduce, reuse or recycle our waste streams. See our stories, Solving for the Solvent and Towards a Circular Economy, for examples of how we reduce, reuse and recycle.

We also engage with suppliers on waste reduction. In the most recent edition of our Green Supplier Requirements, we request all suppliers to decrease the amount of waste generated and increase the amount of waste recycled.

Starting with this report, we transitioned to reporting waste data by fiscal year to align with our other metrics and with TMC's financial reporting. We updated the data to reflect fiscal year accounting in the tables on this page.

At North American manufacturing plants, distribution centers and warehouses, third-party waste management and recycling vendors provide waste data based on weight for most waste streams. At sales offices, we assume weights based on an estimated average waste per person.

Total Waste Generated

Pounds

	FY2022	FY2023	FY2024	FY2025
Regulated* Waste	18,550,154	24,029,062	18,653,615	22,650,260
Non-regulated Waste	809,024,026	809,689,082	851,741,824	815,870,430
Scrap Steel Recycled	622,207,586	586,220,836	623,682,964	587,438,487
Compost	3,026,257	3,323,981	3,478,601	4,513,393
All other waste streams	183,790,183	220,144,265	224,580,259	223,918,550
TOTAL WASTE GENERATED	**827,574,180**	**833,718,144**	**870,395,439**	**838,520,690**

Scope: Toyota's North American headquarters, manufacturing, R&D, sales and logistics sites in the U.S., Canada and Puerto Rico. Also includes data from manufacturing in Mexico. Data from non-manufacturing sites in Mexico will be included in future years. Data excludes construction and demolition waste from new construction and expansion projects.

* Regulated waste includes hazardous, universal and special wastes regulated at the federal, state, provincial or local level. Non-regulated waste is all other waste.

Waste Diverted From Disposal (FY2025)

Pounds

	Recycled, Reused, Recovered
Regulated* Waste	9,155,699
Non-regulated Waste	763,715,153
TOTAL	**772,870,852**

Scope: Toyota's North American headquarters, manufacturing, R&D, sales and logistics sites in the U.S., Canada and Puerto Rico. Also includes data from manufacturing in Mexico. Data from non-manufacturing sites in Mexico will be included in future years. Data excludes construction and demolition waste from new construction and expansion projects.

* Regulated waste includes hazardous, universal and special wastes regulated at the federal, state, provincial or local level. Non-regulated waste is all other waste.

Waste Disposed (FY2025)

Pounds

	Landfill	Incineration
Regulated* Waste	1,961	13,492,600
Non-regulated Waste	21,489,303	30,665,974
TOTAL	**21,491,264**	**44,158,574**
TOTAL WASTE DISPOSED	**65,649,838**	

Scope: Toyota's North American headquarters, manufacturing, R&D, sales and logistics sites in the U.S., Canada and Puerto Rico. Also includes data from manufacturing in Mexico. Data from non-manufacturing sites in Mexico will be included in future years. Data excludes construction and demolition waste from new construction and expansion projects.

Note: 100% of waste disposed was disposed offsite.

* Regulated waste includes hazardous, universal and special wastes regulated at the federal, state, provincial or local level. Non-regulated waste is all other waste.

Water

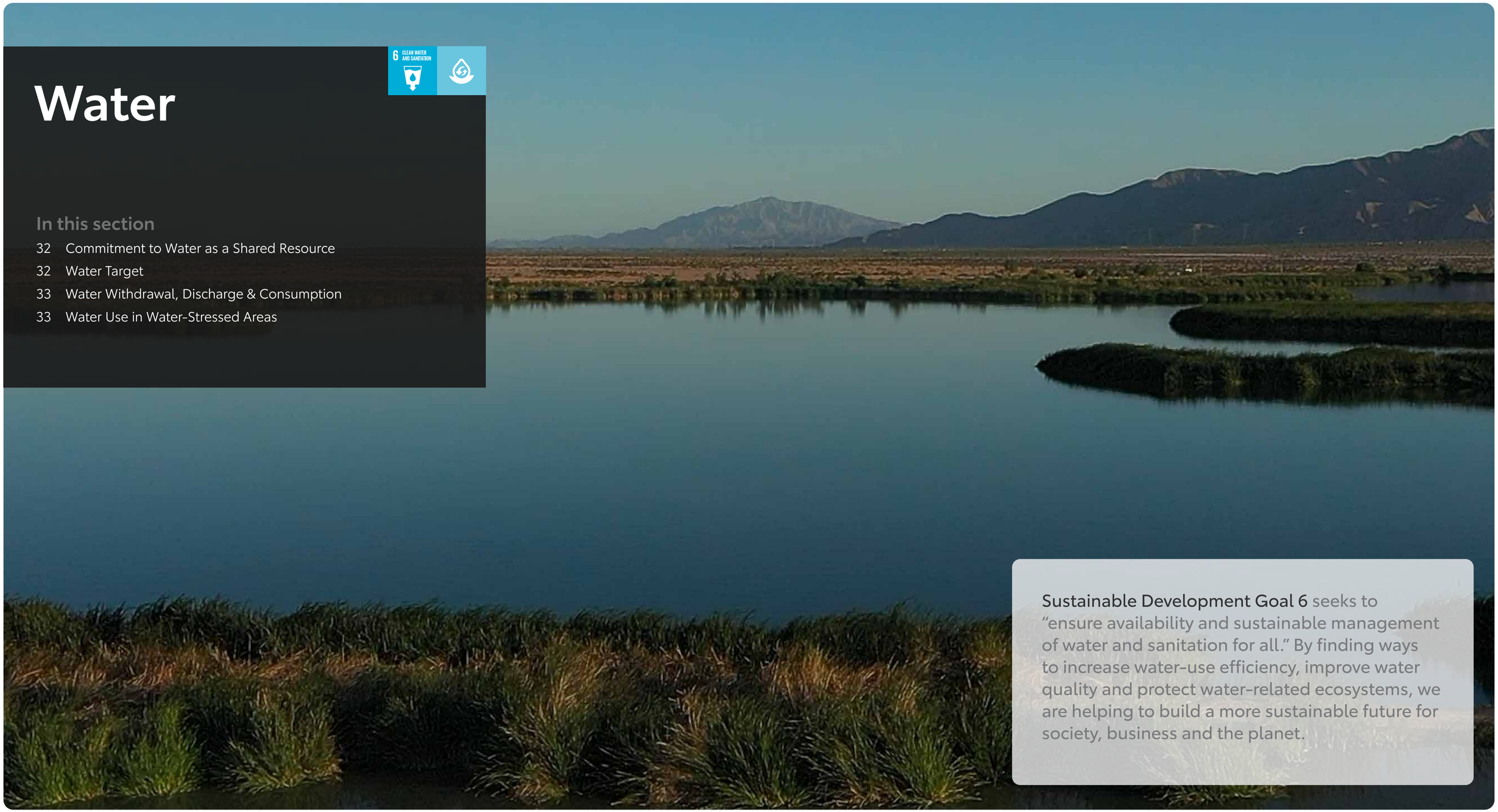
In this section

32 Commitment to Water as a Shared Resource

32 Water Target

33 Water Withdrawal, Discharge & Consumption

33 Water Use in Water-Stressed Areas



Sustainable Development Goal 6 seeks to "ensure availability and sustainable management of water and sanitation for all." By finding ways to increase water-use efficiency, improve water quality and protect water-related ecosystems, we are helping to build a more sustainable future for society, business and the planet.

Commitment to Water as a Shared Resource

GRI 3-3 GRI 303-1, 303-2

At Toyota in North America, we are moving beyond an onsite water management approach to one of site and watershed water stewardship. To us, water stewardship means using water in a way that is environmentally sustainable, socially equitable and economically beneficial, and is achieved through working with stakeholders on site- and watershed-based actions.

We are committed to engaging in and supporting efforts that reduce and recycle water used in our facilities, protect water bodies, invest in education and awareness, and share best practices with others.

We aim to limit negative impacts on the environment and promote positive ones by:

1. **Improving water efficiency in direct operations and using recycled/reused water when applicable.** We aim to make our manufacturing processes use water efficiently. Each year, we implement numerous *kaizens* to reduce our water use. For example, some plants in North America have installed reverse osmosis systems that treat process water, allowing it to be reused over and over again. These systems save tens of millions of gallons of water withdrawals annually.

   During 2024, Toyota's assembly plant in Mississippi (Toyota Mississippi) discovered that a freshwater exit spray in one of the pretreatment/ electrodeposition stages was engaged longer than needed after the vehicle body passed the rinse location. By adjusting the timing and flowrate, the plant is saving over one million gallons per year. Toyota Mississippi will be investigating potential water savings at additional pretreatment/ electrodeposition stages during FY2026.

2. **Encouraging our major suppliers and dealers to adopt these same commitments.** TMNA's Green Supplier Requirements require suppliers to track water withdrawal, discharge and consumption volumes. We also request that they develop water reduction plans and targets. Toyota and Lexus dealerships are encouraged to participate in our voluntary Dealer Environmental Excellence Program, which includes a request to track water use and develop reduction plans.

3. **Engaging with communities, NGOs and strategic partners to conserve, restore and protect water and water-related ecosystems.** Our outreach activities are a vital part of our commitment to collective action to solve local water challenges. Since 2022, we have been collaborating with The Nature Conservancy (TNC) to help address water shortage issues in Baja California.

   In addition, funds provided by TMNA allow TNC to acquire, secure and monitor the delivery of water for environmental restoration in the Colorado River Delta. As of the end of calendar year 2024, TNC has released 532 million gallons of water into the Delta, allowing 19 miles of the Hardy River to begin flowing continuously again. For more information on this project, read our story here.

Water Target

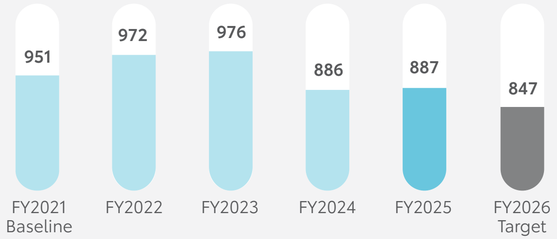
GRI 3-3

Our water target for fiscal years 2022 to 2026 is to reduce water use per unit of vehicle production by 11% from FY2021 levels.

In FY2025, our North American facilities (both production and non-production sites) used 887 gallons to produce a Toyota or Lexus vehicle. This is a 6.7% reduction compared to the target baseline. We did not make progress on this target in FY2025, mainly due to a production shutdown at our vehicle assembly plant in Indiana following an airbag recall.

Even though we did not make progress on our target in FY2025, we are still working to identify projects to reduce water withdrawal over the coming year. In the summer of 2025, TMNA began updating and refining site water maps to identify exactly how much water is used for different processes. The exercise was trialed at our assembly plant in Mississippi and will be extended to the assembly plant in Kentucky later in the fiscal year. Simultaneously, we are identifying the "true cost" of water, which includes evaluating not only the cost of the water we purchase from utilities, but also what it costs to treat the water (e.g., with chemicals), and how much it costs to dispose of wastewater sludges. These activities are helping us identify opportunities for future water reduction projects.

Water Intensity (Gallons of Water Withdrawn per Vehicle Produced)



Scope: All Toyota North America locations, including assembly and unit plants, offices and warehouses

Water Withdrawal, Discharge & Consumption

GRI 303-3, 303-4, 303-5

In North America, most of Toyota's water use occurs in manufacturing, primarily for preparing vehicles for painting and for cooling buildings and processes. We also use a small amount of water for landscape irrigation and for drinking water and washrooms. Across the region, we are converting to native, drought- resistant species wherever possible to reduce artificial irrigation.

In FY2025, Toyota withdrew over 1.7 billion gallons of water at North American facilities, including manufacturing plants, R&D centers, parts and vehicle distribution centers, service training centers and offices. This is a 1% decrease compared to FY2024.

Approximately 91% of total water withdrawal came from municipal sources (both fresh and non-potable recycled water from utilities); the remaining withdrawals came from surface water bodies, groundwater and rainwater. Water withdrawal volumes were compiled primarily from water utility invoices. For rainwater, measurements are taken from the collection units or estimated.

We treat certain wastewater streams onsite and discharge wastewater to publicly owned treatment works. Water discharge is either measured by meters or, in the case of nonproduction facilities without metered discharge, we assume 90% of the water withdrawn is discharged.

Consumption is calculated by subtracting discharge from withdrawal volumes.

Water is consumed primarily through evaporation from building cooling systems and through generation of wastewater sludge during manufacturing processes. Water consumption decreased 15% in FY2025 compared to FY2024, and 40% compared to FY2020. Decreases in our water consumption are largely due to increased wastewater effluent recycling at one of our plants in Mexico, reducing wet scrubber volumes in multiple painting booth systems, and converting a top coat booth wet scrubber to a dry filter.

Water Use (Gallons)

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Water Withdrawal	1,766,238,000	1,526,868,000	1,675,947,000	1,711,242,000	1,745,506,000	1,726,243,000
Water Discharge	1,173,877,000	1,241,390,000	1,159,073,000	1,255,388,000	1,329,231,000	1,373,682,000
Water Consumption	592,361,000	285,478,000	516,874,000	455,854,000	416,275,000	352,560,000

Scope: All Toyota North America locations, including assembly and unit plants, offices and warehouses. Excludes a few small sites where data is not available.

Water Use in Water-Stressed Areas

GRI 3-3 GRI 303-1, 303-2

In North America, our use of water, particularly in manufacturing processes, presents potential negative impacts. The high water intensity of our operations could exacerbate water scarcity issues, especially in locations where water is already scarce. This has the potential to harm the watershed and deplete groundwater reserves as well as limit the availability of water for our own use. Our operations as well as those of our suppliers, particularly raw material suppliers, also have the potential to impact water quality, which could have negative impacts on watersheds and other water users.

To better understand potential impacts from our own operations, our parent company TMC evaluated water stress using World Resources Institute's (WRI) Aqueduct™ Water Risk Atlas (version 3.0) and the WWF's Water Risk Filter (version 5.0). TMC then accounted for the amount of water used and where water is discharged. One site in North America was identified that is at high risk for both water quantity and water quality – the assembly plant in Baja California. The water intensity at this plant is one of the lowest of all the plants in North America, and TMNA is working with The Nature Conservancy on water restoration in the plant's watershed. We do not report water withdrawal, discharge and consumption amounts for this plant, as we consider this information to be business confidential.

TMNA is implementing WAVE, a water stewardship program offered by The Water Council, covering the North American manufacturing plants, which account for the majority of water use. The program is helping us refine the water stress evaluation for our region, identify actions and set site-level targets at our highest risk sites.

Biodiversity

In this section

35 Commitment to Harmony with Nature
35 Biodiversity Target
36 Restoring Habitat
37 Value Chain Assessment

Sustainable Development Goal 15 seeks to halt biodiversity loss and restore ecosystems. By finding ways to help reverse nature loss and protect species, we are helping future generations continue to enjoy the natural wonders of our world.

Commitment to Harmony with Nature

GRI 101-1

Human activity is putting pressure on biodiversity and accelerating biodiversity loss. This on its own is a global challenge, but biodiversity is also inextricably linked to climate change – nature plays a significant role in capturing and storing CO_2 from the atmosphere through ecosystem services, on land and in the oceans.

We believe business has a role to play in reversing nature loss and protecting biodiversity. Across North America, we are focusing on:

- Avoidance of negative impacts on threatened or protected species
- Restoration of degraded habitat

Our focused approach to this involves working with stakeholders, including employees, communities and nonprofit organizations, on biodiversity projects on our sites and in our communities. We also engage with suppliers. In the most recent edition of our Green Supplier Requirements, we request all suppliers to support the development of wildlife corridors and consider identifying biodiversity risks in their supply chains.

Native Pollinator Garden, Toyota Motor Manufacturing, Indiana

Photo credit: Paul Delor, Toyota, Indiana

Biodiversity Targets

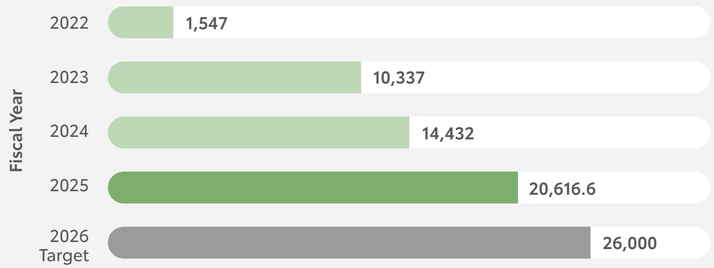
GRI 101-1

Our biodiversity target for fiscal years 2022 to 2026 is to support the development of at least 26,000 acres of pollinator habitat in North America.

The reason we chose to support 26,000 acres of pollinator habitat is because the land area is equal to the 26,000 acres that the company's facilities currently occupy across North America. Constructing and operating manufacturing plants can lead to negative impacts on biodiversity, such as habitat conversion and species loss. We aim to counter these impacts by partnering with stakeholders on conservation projects, when needed, and by creating and restoring habitats on our sites.

In FY2025, 6,184.6 acres of pollinator habitat were developed through collaboration with Pollinator Partnership (P2) and National Environmental Education Foundation (NEEF), bringing the total number of acres to 20,616.6. For more information, see our story on Toyota's Blossoming Commitment: Nurturing Biodiversity through Bees and Butterflies.

Acres of Pollinator Habitat Supported (Cumulative)



Restoring Habitat

GRI 101-2

TMNA partners with Tandem Global (formerly Wildlife Habitat Council and World Environment Center) on conservation programs at sites in North America. Conservation programs at 17 of our sites covering over 640 acres have achieved Wildlife Habitat Council (WHC) Conservation Certification, a voluntary certification standard designed for broad-based biodiversity enhancement and conservation education activities on corporate landholdings.

We engage in numerous conservation projects at these sites, including projects to support indicator species, which are plants or animals that, through their presence, absence or abundance, reflect the overall health of their environment. The sites also seek advice from local conservation experts and engage them in outreach activities.

For example, at Toyota's assembly plant in Texas, we partnered with the Texas Parks & Wildlife Department to design our pollinator garden and develop a list of native plants to install. At Toyota's unit plant in West Virginia, Roundstone Native Seed Company developed native seed mixes and planted the seeds, spoke at educational events, and distributed educational materials to team members.

WHC developed an indicator species identification tool that was used by many of the sites with certified programs. Three additional sites are using the tool to identify indicator species and develop roadmaps for habitat enhancement. So far, 18 sites have selected an indicator species, 14 of which have completed their habitat development projects and are now monitoring their indicator species impact.

Native wildflowers at Toyota Motor Manufacturing, West Virginia

WHC Conservation Certifications*

Toyota Site Name	Certification Level	Acres of Habitat Restored
Toyota Motor Manufacturing, Texas	Gold	41
Toyota Motor Manufacturing, Mississippi	Gold	9
Toyota Motor Manufacturing, West Virginia	Gold	9
Toyota Motor Manufacturing, Kentucky	Gold	7
Toyota Motor Manufacturing Canada, Cambridge	Gold	1
Toyota Motor Manufacturing Canada, Woodstock	Gold	<1
Production and Engineering Manufacturing Center, Kentucky	Gold	<1
Toyota Technical Center, Ann Arbor, Michigan	Silver	8
Toyota Technical Center, York Township, Michigan	Silver	121
Toyota Motor Manufacturing, Alabama	Certified	6
Toyota Motor Manufacturing, Indiana	Certified	228
Toyota Motor Manufacturing, Missouri	Certified	<1
Toyota Motor Manufacturing, Tennessee	Certified	200
TMNA Headquarters in Plano, Texas	Certified	21
Toyota Logistics Services in Portland, Oregon	Certified	<1
Toyota Motor Manufacturing, Guanajuato	Certified	3
TABC, California	Certified	<1

* Certifications as of June 30, 2025

Value Chain Assessment

GRI 101-4, 101-5

In fiscal year 2024, TMNA initiated a value chain assessment of our impacts on land, water, biodiversity and other aspects of nature to understand potential impacts. We continued to refine this assessment during fiscal year 2025.

Own Operations

TMNA used the Integrated Biodiversity Assessment Tool (IBAT) to assess our North American sites and their most significant potential impacts on nature and biodiversity.

IBAT assigns an overall biodiversity significance score to each site, which is an aggregation of:

- The distance from the site's 5-kilometer buffer to one or more protected areas.
- The presence of any key biodiversity areas within the area of influence (the site plus the buffer zone).
- The potential for a company to reduce or abate threats to species.
- The potential for ecosystems to be restored to their former level of integrity.

According to IBAT, Toyota North America's top 10 facilities with high overall biodiversity significance scores are in California, Oregon and Puerto Rico. We are using the results of the IBAT assessment to inform the locations for a habitat restoration target we will support in our next five-year environmental action plan.

Top 10 Toyota North American Facilities with High Overall Biodiversity Significance Scores*

Facility	Location	Facility Acreage	Within a 5-km buffer radius:			Species Threat Abatement Potential**	Restoration Potential***
			Proximity to Protected Areas	Proximity to Key Biodiversity Areas	Total number of IUCN Red List species		
Parts Distribution Center	Portland, Oregon	6	Low	None	45	High	High
Toyota Regional Office	Los Angeles, California	7	Low	Medium	93	High	High
Toyota Racing Development	Costa Mesa, California	3.5	Low	Low	93	High	High
Toyota Logistics Services	Portland, Oregon	101	Medium	None	43	High	High
Vehicle Distribution Center	Toa Baja, Puerto Rico	28	Low	Low	184	High	High
Toyota Racing Development	Irvine, California	These are leased spaces in multi-tenant sites; acreage is not available	Medium	Low	93	High	High
Lexus Regional Office	Irvine, California		Low	Low	93	High	High
California Fuel Cell Project	West Sacramento, California		Low	Medium	39	Medium	High
Toyota InfoTechnology Center	Mountain View, California		Low	None	91	High	High
Toyota Regional Office	Portland, Oregon		Low	None	45	High	High

* Scores are assigned by IBAT.
** The Species Threat Abatement score indicates the level of threatened species present and the potential for a business to reduce or abate threats by taking mitigating actions in that area.
*** The Restoration score indicates the degree to which threatened species once occupied that area and the potential for restoration of that habitat for species to return.

Upstream

The process of tracing environmental impacts in our upstream value chain involves evaluating the origin of raw materials for thousands of parts used to assemble vehicles. To facilitate this process, we collaborated with other automotive manufacturers through Suppliers Partnership for the Environment (SP). Together, we used actual data where it was available as well as proxy data from published datasets and literature research to identify sourcing locations for 17 high-volume, high-impact materials most relevant to the automotive sector and electric battery production. Our next step is to collaborate with other automotive manufacturers to find ways to reduce these impacts.

High Impact Commodities
Aluminum
Cobalt
Copper
Glass (silica)
Graphite
Lead
Leather
Lithium
Magnesium
Manganese
Nickel
Plastic
Rubber
Silicon
Soy
Steel/Iron
Titanium

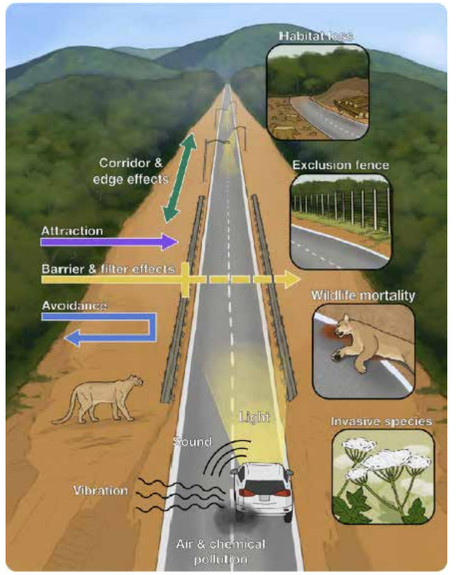
Downstream

TMNA is evaluating the downstream impacts on nature of the use of sold vehicles. In the U.S., there are 4 million miles of public roads. As road networks expand to meet population growth and urban development needs, understanding how these roads affect their surrounding environment and wildlife populations is important for developing appropriate mitigation strategies.

Many studies have documented how roads affect wildlife populations and their ability to persist locally or even at a larger landscape scale. These impacts range from habitat loss and fragmentation to disrupting animal movement and wildlife/vehicle collisions.

TMNA's focus is on reducing wildlife/vehicle collisions. TMNA worked with National Wildlife Federation (NWF) in 2024 and 2025 to identify opportunities for wildlife crossing projects within a 500-mile radius of Toyota's U.S. manufacturing facilities and truck delivery routes. NWF developed a short list of critical areas that could benefit from increased investment, and TMNA is exploring potential opportunities to support these critical areas.

Direct Impacts of Roads on the Environment



© Julie Johnson / Madison Mayfield, courtesy Center for Large Landscape Conservation

Environmental Metrics Table

CARBON							
GHG Emissions	**Unit**	**FY2020**	**FY2021**	**FY2022**	**FY2023**	**FY2024**	**FY2025**
Scope 1 emissions	MT CO_2e	409,000	387,000	445,353	370,583	355,419	348,000
Scope 2 emissions (location-based)	MT CO_2e	697,000	627,000	618,729	676,290	690,442	638,818
Scope 2 emissions (market-based)	MT CO_2e	Not calculated	Not calculated	Not calculated	Not calculated	Not calculated	475,870
Total Scope 1 + Scope 2 market-based emissions	MT CO_2e	1,106,000	1,014,000	1,064,082	1,046,873	1,045,861	823,870
GHG intensity [7]	MT CO_2e/ vehicle	0.62	0.63	0.62	0.59	0.53	0.42
Scope 3, Upstream Transportation and Distribution (third-party U.S. service parts and vehicle transport only)	MT CO_2e	Not reported	Not reported	800,344	752,806	872,438	886,580
Fleet CO_2 Per Mile	**Unit**	**MY2020**	**MY2021**	**MY2022**	**MY2023**	**MY2024**	**MY2025**
U.S. Fleet GHG Data [8]	Grams CO_2/ mile	258.0	253.0	247.0	248.0	Not available	Not available
Canada Fleet GHG Data - car	Grams CO_2e/ mile	155.0	164.2	164.2	144.0	125.0	Not available
Canada Fleet GHG Data - truck	Grams CO_2e/ mile	260.7	214.3	215.6	188.0	178.0	Not available
Electrified Vehicle Sales	**Unit**	**CY2020**	**CY2021**	**CY2022**	**CY2023**	**CY2024**	**CY2025**
Toyota and Lexus models with an electrified option (U.S.)	%	Not measured	Not measured	52	77	83	Not available
Toyota and Lexus Vehicle Sales that are electrified (U.S.)	%	16	25	24	29.2	43.1	Not available
Total number of electrified vehicles sold – U.S.[9]	#	337,036	583,697	504,016	657,334	1,006,458	Not available
BEVs sold – U.S.	#	0	0	1,220	14,715	28,267	Not available
Hybrids sold – U.S.	#	318,639	528,319	466,771	600,331	922,876	Not available
Plug-in Hybrids sold – U.S.	#	17,898	52,749	33,931	39,551	54,816	Not available
Fuel cell hybrids sold – U.S.	#	499	2,629	2,094	2,737	499	Not available
Percent of Toyota and Lexus Vehicle Sales that are electrified (Canada)	%	18.5	27.7	25.9	43.9	49.1	Not available
Total number of electrified vehicles sold – Canada[10]	#	35,504	62,460	51,767	99,824	117,528	Not available
BEVs sold – Canada	#	0	0	703	4,939	7,274	Not available
Hybrids sold – Canada	#	29,901	52,959	45,873	83,224	91,117	Not available
Plug-in Hybrids sold – Canada	#	5,582	9,373	5,129	11,645	19,111	Not available
Fuel-cell hybrids sold – Canada	#	21	128	62	16	26	Not available

[7] (Scope 1+2 CO_2e emissions)/number of vehicles produced in North America. Scope 2 emissions are calculated using the market-based approach in FY2025. In previous years, the location-based approach was used.
[8] 2-cycle tailpipe CO_2 emissions (CO_2 grams/mile) as reported in the 2024 EPA Automotive Trends Report, Table 5.5, page 121. 2-cycle test data are used primarily in a regulatory context as the basis for determining the final compliance values for CAFE and GHG regulations. TMC provides this data in the Sustainability Data Book in grams CO_2 per kilometer. TMC calculates this using a tank-to-wheel method, which is what was used to set the global Scope 3 category 11 target. What we report here is calculated by U.S. EPA using a well-to-wheel method.
[9] Includes both Toyota and Lexus
[10] Includes both Toyota and Lexus

Environmental Metrics Table

ENERGY	Unit	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Total energy consumption	MWh	3,858,700	3,609,000	3,892,335	3,908,775	4,055,165	3,340,419
Total electricity consumed	MWh	1,730,000	1,597,000	1,657,722	1,934,425	2,071,849	1,466,442
Non-renewable electricity	MWh	1,670,000	1,535,000	1,586,998	1,777,035	1,921,832	1,422,012
Renewable electricity	MWh	60,000	62,000	70,724	157,390	150,017	518,150
Renewable electricity generated onsite and bundled RECs	MWh	Not reported	Not reported	Not reported	44,608	43,717	44,430
Renewable electricity matched with RECs via VPPAs and Unbundled RECs	MWh	Not reported	Not reported	Not reported	112,782	106,300	473,720
Natural gas	MWh	2,050,000	1,938,000	2,166,553	1,926,979	1,904,272	1,740,448
Other fuels (used in mobile and stationary sources)	MWh	78,700	74,000	68,060	47,371	79,044	133,529
Energy intensity[11]	MWh/vehicle	2.11	2.23	2.26	2.22	2.06	1.72
VEHICLE FUEL EFFICIENCY	**Unit**	**FY2020**	**FY2021**	**FY2022**	**FY2023**	**FY2024**	**FY2025**
Fleet fuel economy – U.S.[12]	Miles per gallon	25.8	27.1	27.8	27.8	28.3	Not available
AIR QUALITY	**Unit**	**FY2020**	**FY2021**	**FY2022**	**FY2023**	**FY2024**	**FY2025**
VOC emissions[13]	Metric tons	Not reported	Not reported	2,230.9	2,253.8	2,361.6	2,796.2
WATER	**Unit**	**FY2020**	**FY2021**	**FY2022**	**FY2023**	**FY2024**	**FY2025**
Water withdrawal	Gallons	1,766,238,000	1,526,868,000	1,675,947,000	1,711,242,000	1,745,506,000	1,726,242,639
Water withdrawn from municipal sources	%	95.2	96.2	94.1	94.3	92.6	91.2
Water withdrawn from surface water[14]	%	4.4	3.5	2.9	3.1	3.6	4.8
Groundwater	%	0.4	0.3	3.0	2.2	3.2	4.0
Water discharge	Gallons	1,173,877,000	1,241,390,000	1,159,073,000	1,255,388,000	1,329,231,000	1,373,682,150
Water consumption	Gallons	592,361,000	285,478,000	516,874,000	455,854,000	416,275,000	352,560,489
Water withdrawn per vehicle produced	Gallons/ vehicle	983	951	972	976	886	887

[11] Total energy consumption by Toyota operations in North America/number of vehicles produced in North America
[12] Real-world fuel economy as reported in the 2024 EPA Automotive Trends Report, table 2.3, page 16. Model year 2024 is reported as preliminary by EPA. Model year 2023 was updated to match the final real-world fuel economy reported in the 2024 report.
[13] Scope = North American manufacturing plants
[14] Includes collected rainwater

Environmental Metrics Table

WASTE[15]	Unit	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Percent of total waste reused, recycled or recovered[16]	%	–	–	–	–	–	92
Total waste generated	Pounds	–	–	827,574,180	833,718,144	870,395,439	838,520,690
Regulated Waste	Pounds	–	–	18,550,154	24,029,062	18,653,615	22,650,260
Non-regulated Waste	Pounds	–	–	809,024,026	809,689,082	851,741,824	815,870,430
Scrap steel recycled	Pounds	–	–	622,207,586	586,220,836	623,682,964	587,438,487
Compost	Pounds	–	–	3,026,257	3,323,981	3,478,601	4,513,393
All other waste streams	Pounds	–	–	183,790,183	220,144,265	224,580,259	223,918,550
Regulated waste diverted from disposal[17]	Pounds	–	–	-	–	–	9,155,699
Non-regulated waste diverted from disposal	Pounds	–	–	–	–	–	763,715,153
Regulated waste landfilled	Pounds	–	–	–	–	–	1,961
Regulated waste incinerated[18]	Pounds	–	–	–	–	–	13,492,600
Non-regulated waste landfilled	Pounds	–	–	–	–	–	21,489,303
Non-regulated waste incinerated	Pounds	–	–	–	–	–	30,665,974
BIODIVERSITY	**Unit**	**FY2020**	**FY2021**	**FY2022**	**FY2023**	**FY2024**	**FY2025**
Acres of pollinator habitat supported	acres	Not measured	Not measured	1,547	10,337.9	14,432.4	20,616.6
Number of sites with programs with Wildlife Habitat Council (WHC) Conservation Certification	# of sites certified by WHC	13	15	14	14	16	17
COMPLIANCE	**Unit**	**FY2020**	**FY2021**	**FY2022**	**FY2023**	**FY2024**	**FY2025**
Environmental Violations	#	0	3	2	0	2	0

[15] To align with TMC's financial reporting and our other action plan targets, we are reporting waste data by fiscal year. We report total waste amount for prior years, but have not recalculated other metrics.
[16] Recovery does not include energy recovery.
[17] Diverted from disposal means reused, recycled or recovered (does not include energy recovery); Disposal = Incineration + Landfill
[18] Incineration includes both with and without energy recovery.

GRI Content Index

Statement of use	TMNA has reported the information cited in this GRI content index for the period April 1, 2024 to March 31, 2025 with reference to the GRI Standards.
GRI 1 used	GRI 1: Foundation 2021

GRI STANDARD	DISCLOSURE	LOCATION
GRI 2: General Disclosures 2021	2-1 Organizational details	About This Report
	2-2 Entities included in the organization's sustainability reporting	Toyota Motor North America, Inc. (TMNA) Toyota Motor Manufacturing Canada Inc. (TMMC) Toyota Canada Inc. (TCI)
	2-3 Reporting period, frequency and contact point	About This Report
	2-4 Restatements of information	TMNA is restating: • Canada fleet GHG data for model years 2020 through 2022 for both car and truck, and model year 2023 for truck. Environment and Climate Change Canada updated fleet GHG data, resulting in a change from what we reported last year. • U.S. Fleet Fuel Economy for model year 2023. These values were updated from preliminary to final in the 2024 EPA Trends report. • The number of violations has been restated for fiscal years 2022 and 2024. • Total waste data has been restated from calendar year to fiscal year.
	2-5 External assurance	See the Toyota Sustainability Data Book, page 65, for the Verification Statement prepared for Toyota Motor Corp. TMNA and TCI do not have North American data separately assured.
	2-6 Activities, value chain and other business relationships	TMNA distributes and markets passenger cars and trucks for sale at Toyota and Lexus dealerships in the U.S. TMNA manufactures passenger cars and trucks and engines at 11 plants in the U.S. and Mexico. TMMC manufactures vehicles at 2 plants in Canada. TMNA's battery manufacturing plant is in North Carolina. TCI distributes and markets passenger cars and trucks for sale at Toyota and Lexus dealerships in Canada. TMNA reported U.S. sales in 2024 of over 2.3 million vehicles. TCI reported Canadian sales in 2024 of over 238,900 vehicles. There are more than 1,900 Toyota and Lexus dealerships in the U.S., Canada and Mexico.
GRI STANDARD	**DISCLOSURE**	**LOCATION**
	2-7 Employees	Over 64,000 team members in the U.S., Canada and Mexico
	2-9 Governance structure and composition	Environmental Sustainability Governance
	2-22 Statement on sustainable development strategy	Dear Reader Goals and Targets
	2-27 Compliance with laws and regulations	See Compliance for information on environmental compliance in North America. Environmental Metrics Table – Compliance
	2-28 Membership associations	Stakeholder Engagement
	2-29 Approach to stakeholder engagement	Stakeholder Engagement
GRI 3: Material Topics 2021	3-1 Process to determine material topics	See the Toyota Sustainability Data Book, pages 8-10, for a description of TMC's process for determining materiality for the global entity.
	3-2 List of material topics	Material environmental topics are Carbon, Circular Economy, Water and Biodiversity.
	3-3 Management of material topics	Goals and Targets Commitment to Carbon Neutrality Commitment to Water as a Shared Resource Commitment to Responsible Production Chemical Management Commitment to Harmony with Nature

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GRI 1 used	GRI 1: Foundation 2021

GRI STANDARD	DISCLOSURE	LOCATION
GRI 101: Biodiversity 2024	101-1 Policies to halt and reverse biodiversity loss	Commitment to Harmony with Nature Biodiversity Target
	101-2 Management of biodiversity impacts	Restoring Habitat
	101-4 Identification of biodiversity impacts	Value Chain Assessment
	101-5 Locations with biodiversity impacts	Value Chain Assessment
GRI 301: Materials 2016	301-2 Recycled input materials used	Sustainable Materials
	301-3 Reclaimed products and their packaging materials	Battery Recycling Toyota and Argonne National Laboratory Investigate Recycling of Lithium-Ion Batteries
GRI 302: Energy 2016	302-1 Energy consumption within the organization	Environmental Metrics Table – Energy
	302-3 Energy intensity	Environmental Metrics Table – Energy
	302-5 Reductions in energy requirements of products and services	Environmental Metrics Table – Fleet CO_2 per Mile
GRI 303: Water and Effluents 2018	303-1 Interactions with water as a shared resource	Commitment to Water as a Shared Resource
	303-2 Management of water discharge-related impacts	
	303-3 Water withdrawal	Water Withdrawal, Discharge & Consumption Environmental Metrics Table – Water
	303-4 Water discharge	
	303-5 Water consumption	

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GRI 1 used	GRI 1: Foundation 2021

GRI STANDARD	DISCLOSURE	LOCATION
GRI 305: Emissions 2016	305-1 Direct (Scope 1) GHG emissions	GHG Emissions Data Environmental Metrics Table – GHG Emissions
	305-2 Energy indirect (Scope 2) GHG emissions	GHG Emissions Data Environmental Metrics Table – GHG Emissions
	305-3 Other indirect (Scope 3) GHG emissions	Environmental Metrics Table – GHG Emissions
	305-4 GHG emissions intensity	GHG Emissions Data Environmental Metrics Table – GHG Emissions
	305-5 Reduction of GHG emissions	GHG Emissions Data Toyota Port Facility Completes World's First "Tri-gen" System On Our Way to 100% Renewable Electricity
	305-7 Nitrogen oxides (NOx), sulfur oxides (SOx), and other significant air emissions	Air Quality
GRI 306: Waste 2020	306-1 Waste generation and significant waste-related impacts	Waste Towards a Circular Economy
	306-2 Management of significant waste-related impacts	
	306-3 Waste generated	Waste Environmental Metrics Table – Waste
	306-4 Waste diverted from disposal	
	306-5 Waste directed to disposal	
GRI 308: Supplier Environmental Assessment 2016	308-2 Negative environmental impacts in the supply chain and actions taken	The primary negative impact in our supply chain is CO_2 emissions that contribute to climate change. See Upstream & Downstream for our supplier CO_2 target and Green Supplier Requirements for information on how we are collecting information from suppliers.
GRI 413: Local Communities 2016	413-1 Operations with local community engagement, impact assessments, and development programs	Examples of local community engagement include: Helping Restore Water Flows in the Colorado River Delta Toyota Tennessee Celebrates New State Park Toyota and Jane Goodall's Roots & Shoots: Year Two of Inspiring Young Environmentalists

Definitions & Acronyms

BEV	Battery Electric Vehicle
Carbon Neutral by 2035	Refers to TMNA's aim to reduce Scope 1 and 2 emissions across all TMNA and TMMC sites to the greatest extent possible, then rely on offsets, if necessary, to get us to zero GHG emissions.
Carbon Neutral by 2050	Means Toyota aims to reduce Scope 1 and 2 emissions globally to the greatest extent possible, then rely on offsets, if necessary, to get us to zero GHG emissions. TMC also includes Scope 3 emissions in this carbon neutrality target so that by 2050, the company aspires to be carbon neutral across the vehicle life cycle.
D.E.E.P.	Dealership Environmental Excellence Program
Electrified	Refers to a range of technologies that use electricity to propel a vehicle. Electrified vehicles include hybrid, plug-in hybrid, battery electric, and fuel cell electric vehicles.
FCEV	Fuel Cell Electric Vehicle
HEV	Hybrid Electric Vehicle
Kaizen	Continuous Improvement Opportunity
LEED	Leadership in Energy and Environmental Design, a globally recognized green building rating system
PHEV	Plug-in Hybrid Electric Vehicle
RECs	Renewable Energy Certificates
TCI	Toyota Canada Inc.
TMC	Toyota Motor Corporation
TMMC	Toyota Motor Manufacturing Canada Inc.
TMNA	Toyota Motor North America, Inc.
Toyota in North America	Refers to TMNA + TMMC + TCI
UN SDGs	United Nations Sustainable Development Goals
U.S. EPA	U.S. Environmental Protection Agency
VOC	Volatile Organic Compound