

# Sustainalytics Second Party Opinion

## Toyota Leasing (Thailand) Company Limited Sustainable Financing Framework

19 January 2026

Framework owner and location:  
Toyota Leasing (Thailand) Company Ltd  
Bangkok, Thailand

Sector:  
Diversified Financials

### Overall Assessment

Sustainability Contribution



Principles Alignment

**Aligned**

Green Bond Principles 2025  
Social Bond Principles 2025  
Sustainability Bond Guidelines 2021  
Green Loan Principles 2025  
Social Loan Principles 2025

### Contribution to SDGs



### Assessment Summary

Toyota Leasing (Thailand) Company Limited has developed the Sustainable Financing Framework dated January 2026, under which it intends to issue green, social and sustainability bonds and loans to fund projects in Thailand in one environmental and two social categories.

We have assessed the overall Sustainability Contribution of the Framework as **Significant**, based on the average Sustainability Contribution of the Framework's three use of proceeds categories. As per our methodology, we have applied equal weighting across categories.

### Contacts:

Medha Dalvi  
Senior Analyst  
[medha.dalvi@morningstar.com](mailto:medha.dalvi@morningstar.com)

Sneha Ananthakrishnan  
Manager  
[sneha.ananthakrishnan@morningstar.com](mailto:sneha.ananthakrishnan@morningstar.com)

Sidharth P R  
Analyst  
[sidharth.pr@morningstar.com](mailto:sidharth.pr@morningstar.com)

Rashmi John  
APAC Regional Lead  
[rashmi.john@morningstar.com](mailto:rashmi.john@morningstar.com)

Expenditures under Clean Transportation include zero emission private and public passenger vehicles (Battery Electric Vehicles (BEVs), hydrogen Fuel Cell Electric Vehicles (FCEVs)) and road freight transport vehicles, as well as, supporting infrastructure that enables zero emission road transport. These expenditures are expected to strongly contribute to the decarbonization of the transport sector in Thailand. Under Access to Essential Services, vehicle financing with affordability mechanisms for low-income individuals and small-scale farmers (earning less than 80% of the median income in Thailand) can significantly enhance financial inclusion and therefore support socioeconomic advancement and empowerment. Vehicle financing for Micro, Small, and Medium Enterprises (MSMEs) that meet the International Finance Corporation's relevant criteria, with financial advantages that meaningfully lowers the cost of borrowing or addresses other barriers to accessing finance, can significantly contribute to increasing access to financial services for MSMEs.

We have assessed the Framework as **Aligned** with the Green Bond Principles 2025, Social Bond Principles 2025, Sustainability Bond Guidelines 2021, Green Loan Principles 2025 and Social Loan Principles 2025.

## Breakdown per Use of Proceeds Category

We have assessed the overall Sustainability Contribution of the Framework as **Significant**, based on the average Sustainability Contribution of the Framework's use of proceeds categories. As per our methodology, we have distributed weight equally across categories, as shown below.

Category	Sustainability Contribution Level	Weight
Clean Transportation		33.33%
Access to Essential Service - Financing the underserved		33.33%
Employment Generation - MSME Financing		33.33%

## Issuer Overview and Sustainability Strategy

Toyota Motor Corporation (“TMC” or “Toyota”) established Toyota Leasing (Thailand) Company Limited (“TLT” or the “Company”) in October 1993 as a financial services provider, operating in Thailand. TLT operates under Toyota Financial Services (TFS), a wholly owned subsidiary of TMC that manages Toyota’s global financial services operations. As of January 2026, TFS owns 90% of TLT and oversees its management and operations, while Bangkok Bank Plc. holds the remaining 10%. TLT employs 1,259 people as of December 2025<sup>1</sup> and specializes in financing solutions for retail customers and dealers of Toyota, Lexus and Hino vehicles in Thailand.

TLT’s sustainability approach aligns with Toyota’s Environmental Challenge 2050, which encompasses six long-term goals to reduce environmental impact. This includes a five-year action plan structured around three core pillars: i) carbon neutrality; ii) circular economy; and iii) being nature positive.<sup>2</sup> To achieve carbon neutrality by 2050, TMC had set the following interim targets to be achieved by 2025: i) reduce average CO<sub>2</sub> emissions from its new vehicles globally by 30% as compared to a 2010 baseline; ii) reduce CO<sub>2</sub> emissions from its own global manufacturing facilities by 30% compared to a 2013 baseline; and iii) reduce life cycle CO<sub>2</sub> emissions by more than 18% compared to a 2013 baseline.<sup>3</sup> As of October 2025, global average CO<sub>2</sub> emissions from Toyota’s new vehicles and global manufacturing facilities are down by 32% and 34% respectively, whereas life cycle CO<sub>2</sub> emissions have been reduced by 19%. Additionally, Toyota has set the following medium-term targets to be achieved by 2035, from a 2019 baseline: i) reduce average CO<sub>2</sub> emissions from its new vehicles globally by 50%; ii) reduce GHG emissions from its corporate activities by 68%; and iii) achieve carbon neutrality for the CO<sub>2</sub> emitted from production activities at its plants.<sup>4</sup>

As part of its circular economy objectives, Toyota aims to: i) increase the use of recycled materials to 30% or more by 2030; ii) establish a battery-to-battery recycling supply chain and start to use recycled critical minerals.<sup>5</sup> With regards to becoming nature-positive, TMC had set an interim target for 2025 to reduce water usage per global production unit by 3% compared to a 2013 baseline. As of October 2025, water usage is down by 11%.<sup>6</sup>

Toyota’s board of directors oversee sustainability matters and collaborates with relevant departments to implement ESG initiatives. Operational governance is structured through: i) sustainability meetings chaired by the President, addressing environmental and social issues; ii) governance, risk, and compliance meetings chaired by the Chief Risk Officer, focusing on governance themes; and iii) human rights governance, managed by the Human Resources Division in partnership with the Purchasing Group and Sustainability Management Division.<sup>7</sup> Toyota annually publishes an integrated report<sup>8</sup> outlining its strategy, targets, and approach to environmental risks, along with a Sustainability Data Book<sup>9</sup> that details sustainability approach, ESG policies and outcome of initiatives implemented during the previous-year.

<sup>1</sup> Toyota Leasing (Thailand), “Company Profile”, at: [https://www.tlt.co.th/download/Company\\_Profile\\_TOYOTA\\_LEASING\(EN\).pdf](https://www.tlt.co.th/download/Company_Profile_TOYOTA_LEASING(EN).pdf).

<sup>2</sup> Toyota Motor Corporation, “Sustainability Data Book”, (October 2025), at: [https://global.toyota/pages/global\\_toyota/sustainability/report/sdb/sdb25\\_en.pdf](https://global.toyota/pages/global_toyota/sustainability/report/sdb/sdb25_en.pdf)

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Toyota Motor Corporation, “Sustainability Data Book”, (October 2025), at: [https://global.toyota/pages/global\\_toyota/sustainability/report/sdb/sdb25\\_en.pdf](https://global.toyota/pages/global_toyota/sustainability/report/sdb/sdb25_en.pdf)

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> Toyota Motor Corporation, “Integrated Report 2024”, at: [https://global.toyota/pages/global\\_toyota/ir/library/annual/2024\\_001\\_integrated\\_en.pdf#page=74](https://global.toyota/pages/global_toyota/ir/library/annual/2024_001_integrated_en.pdf#page=74).

<sup>9</sup> Toyota Motor Corporation, “Sustainability Data Book”, at: <https://global.toyota/en/sustainability/report/sdb/>.

## Principles Alignment

We have assessed the TLT Sustainable Financing Framework as follows:

Green Bond Principles 2025 – **Aligned**

Social Bond Principles 2025 – **Aligned**

Sustainability Bond Guidelines 2021 – **Aligned**

Green Loan Principles 2025 – **Aligned**

Social Loan Principles 2025 – **Aligned**

TLT intends to issue green, social and sustainability bonds, including secured bonds, and obtain loans under the Framework. Secured bonds will include secured green, social, sustainability (GSS) standard bond, as defined by ICMA in the Green Bond Principles 2025 and the Social Bond Principles 2025. For any secured GSS standard bond, the net proceeds of the offering will be exclusively applied to finance or refinance eligible projects. TLT has further confirmed that there will be no double counting of eligible projects under a secured standard GSS bond with any other types of outstanding green, social and sustainability labelled financing instruments.

### Principles Alignment Detailed Evaluation

#### Use of Proceeds

**Aligned**

##### *Alignment with core requirements*

- ▶ The Framework describes eligibility criteria appropriately.
- ▶ The Framework identifies relevant target populations for social projects.
- ▶ All expenditures are expected to provide clear environmental or social benefits.

##### *Additional considerations*

- ▶ The Company has defined a look-back period of up to three years for its refinancing.

#### Project Evaluation and Selection

**Aligned**

##### *Alignment with core requirements*

- ▶ The Framework describes a governance process for the evaluation and selection of eligible projects.
- ▶ The Framework communicates the environmental or social sustainability objectives of eligible projects.
- ▶ The Framework describes a process to identify and manage perceived environmental and social risks associated with eligible projects.

##### *Additional considerations*

- ▶ TLT has committed to the following practices, which go beyond the core requirements:
  - ▶ TLT describes how eligible projects support its overarching sustainability objectives.

- ▶ TLT intends to align the eligible green projects under the Framework with the Thailand Taxonomy.
- ▶ TLT indicates the SDGs to which it expects to contribute through eligible projects.
- ▶ TLT adds exclusionary criteria within the Framework's use of proceeds categories, such as financing of vehicles with conventional internal combustion engines, liquified petroleum gas, compressed natural gas, ethanol, biofuels and gasoline electric hybrids.

---

**Management of Proceeds**
**Aligned***Alignment with core requirements*

- ▶ The Framework describes a governance structure for the management of proceeds.
- ▶ The Framework describes the processes and systems that will be used to track the proceeds.
- ▶ The Framework describes the intended temporary placement for the balance of unallocated proceeds.
- ▶ In the event of multi-tranching, TLT will only label tranches that are exclusively allocated to green or social projects.

*Additional considerations*

- ▶ TLT has committed to the following practices, which go beyond the core requirements:
  - ▶ TLT intends to allocate all proceeds to eligible projects within two years of issuance.
  - ▶ Pending full allocation, temporary proceeds will be invested in liquid marketable or money market instruments.

---

**Reporting**
**Aligned***Alignment with core requirements*

- ▶ TLT will provide an annual allocation report until the green, social, or sustainable financing instrument's maturity and renew it in case of material changes.

*Additional considerations*

- ▶ TLT has committed to the following practices, which go beyond the core requirements:
  - ▶ TLT intends to report on the qualitative and quantitative impacts of projects using relevant metrics.
  - ▶ TLT shares at least one impact metric for each category.
  - ▶ TLT will publish the allocation and impact reports on its website.

## Sustainability Contribution

TLT intends to use the proceeds from instruments issued under the Framework to finance and refinance projects, programmes and activities expected to lead to positive environmental and social impact in Thailand.

We have assessed the overall Sustainability Contribution of the Framework as **Significant** based on the average Sustainability Contribution of the Framework’s use of proceeds categories. As per our methodology, we have distributed weight equally across categories.



### Sustainability Contribution per Use of Proceeds Category



We have assessed the Sustainability Contribution of the Clean Transportation category as **Strong**.

Expenditures in zero-emission passenger and freight vehicles and supporting infrastructure are critical to reducing emissions, and are expected to strongly contribute to the decarbonization of transport in Thailand.

#### Category Expenditures

Expenditure	Description
Passenger and freight transport	Financing and/or refinancing of selected pools of loans, leases or vehicle acquisitions for business operations and rental services related to electric vehicles or alternative fuel powertrain or other zero emission private and public passenger vehicles, and road freight transport vehicles limited to: <ul style="list-style-type: none"> <li>▶ BEVs and hydrogen FCEVs.</li> <li>▶ Excludes vehicles dedicated to the transportation of fossil fuels.</li> </ul>
Supporting infrastructure	<ul style="list-style-type: none"> <li>▶ Financing and/or refinancing of selected pools of loans, leases or acquisitions of infrastructure supporting zero emission vehicles will be limited to EV charging stations and EV chargers.</li> </ul>

#### Analytical Commentary

The transport sector accounted for 37% of CO<sub>2</sub> emissions from end-use sectors in 2022 and relied on oil products for nearly 91% of its final energy use.<sup>10,11</sup> In Thailand, the sector contributed 33% of total energy-related CO<sub>2</sub> emissions,<sup>12</sup> and over 90% of this was road transport emissions.<sup>13</sup> As part

<sup>10</sup> UN Environment Programme Finance Initiative, "Climate Risks in the Transportation Sector", (2024), at: <https://www.unepfi.org/wordpress/wp-content/uploads/2024/05/Climate-Risks-in-the-Transportation-Sector-1.pdf>

<sup>11</sup> IEA, "Transport", (2023), at: <https://www.iea.org/energy-system/transport>

<sup>12</sup> IEA, "Thailand-Emissions", (2023), at: <https://www.iea.org/countries/thailand/emissions>

<sup>13</sup> Agora Verkehrswende, "Towards Decarbonising Transport Thailand 2024", (2024), at: [https://www.thai-german-cooperation.info/wp-content/uploads/2024/04/EN-Towards-Decarbonising-Transport-Thailand-2024\\_A-Stocktake-on-Sectoral-Ambition.pdf](https://www.thai-german-cooperation.info/wp-content/uploads/2024/04/EN-Towards-Decarbonising-Transport-Thailand-2024_A-Stocktake-on-Sectoral-Ambition.pdf)

of its ambition to achieve net zero GHG emissions by 2050, Thailand prioritizes investments in electric and hydrogen powered land transport.<sup>14</sup> Transitioning to zero-emission vehicles could reduce emissions by up to 41 MtCO<sub>2</sub>e as of 2030, improving air quality and public health.<sup>15</sup>

TLT may finance land transportation for zero emission private and public passenger and road freight transport vehicles including supporting infrastructure that enables zero emissions road transport. Expenditures will exclude vehicles dedicated to the transportation of fossil fuels. Collectively, these expenditures are expected to accelerate the adoption of zero emissions transport and strongly contribute to the decarbonization of the transport sector in Thailand.

Access to Essential Service – Financing the underserved



We have assessed the Sustainability Contribution of the Access to Essential Services – Financing the Underserved category as **Significant**.

TLT intends to finance or refinance vehicle loans to low-income individuals earning less than 80% of Thailand’s median income and small-scale farmers who are low-income and registered with the Ministry of Agriculture and Cooperatives. Although the financing is intended to a target population with unmet needs, the definition of small-scale farmers remains broad. Financing provided to the target population will include loan terms that may lower the cost of borrowing or address other barriers to accessing finance. While these loans terms may improve access to credit, the actual reduction of loan costs is not necessarily ensured. Nevertheless, these expenditures are expected to significantly enhance financial inclusion and generate positive social impacts in Thailand.

Category Expenditures

Expenditure	Description
Vehicle financing for low-income individuals	<ul style="list-style-type: none"> <li>▶ Financing and/or refinancing of selected pools of loans and leases for vehicles to low-income individuals earning less than 80% of Thailand’s median income, in line with the World Bank’s calculation.<sup>16</sup></li> <li>▶ The financial advantages offered may include: i) reduced down payment of up to 10%; ii) fewer instalments than a standard hire-purchase agreement; iii) competitive interest rates; or iv) an extended instalment period of up to 108 months.</li> </ul>
Vehicle financing for small-scale farmers	<ul style="list-style-type: none"> <li>▶ Financing and/or refinancing of selected pools of loans and leases for vehicles to small-scale farmers who are registered with the Ministry of Agriculture and Cooperatives<sup>17</sup> and earning less than 80% of the median income in Thailand, in line with the Word Bank’s calculation.<sup>18</sup></li> </ul>

<sup>14</sup> UNFCCC, “Thailand’s Second Nationally Determined Contribution (NDC 3.0)”, at: <https://unfccc.int/sites/default/files/2025-11/TH%20NDC%203.0.pdf>  
<sup>15</sup> Asian Transport Outlook, “Transport and Climate Profile Thailand”, at: <https://asiantransportobservatory.org/documents/219/Thailand-transport-and-climate-policy.pdf>  
<sup>16</sup> Poverty & Inequality Platform, “Poverty & Inequality Indicators”, at: <https://pip.worldbank.org/poverty-calculator?src=THA>  
<sup>17</sup> Ministry of Agriculture and Cooperatives, at: <https://www.moac.go.th/>  
<sup>18</sup> Poverty & Inequality Platform, “Poverty & Inequality Indicators”, at: <https://pip.worldbank.org/poverty-calculator?src=THA>

- 
- ▶ Financing will be offered with adjustable repayment schedules, with an option to pay the instalments either according to the crop season, quarterly, semi-annually or annually.
- 

Additional details:

---

- ▶ Responsible lending practices are in place to avoid the risk of predatory lending (see Environmental and Social Risk Management below for additional details).
  - ▶ The leased vehicles meet the relevant regional emissions thresholds.
- 

*Analytical Commentary*

Low-income individuals and small-scale farmers in Thailand face severe barriers to accessing affordable financing, primarily due to strict eligibility criteria and high borrowing costs.<sup>19</sup> These challenges are exacerbated in rural areas, where physical access points, such as bank branches or service locations, remain limited, increasing travel costs and discouraging low-income clients from using formal financial services.<sup>20</sup> Moreover, low-income small-scale farmers face additional challenges in accessing financial services due to seasonal income volatility.<sup>21</sup> To ease access to financing, the Thai Ministry of Finance and the Bank of Thailand launched the Clear Debt, Move Forward scheme in November 2025 to assist 3.4 million borrowers with small-scale debts through interest waivers and restructuring.<sup>22</sup>

TLT intends to support low-income individuals and small-scale farmers in procuring vehicles. While low-income individuals are well defined, the definition of small-scale farmers remains broad, focusing on a farmer's income rather than the actual size of the farm itself, which is the main defining parameter used by credible organizations such as the Food and Agriculture Organization.<sup>23</sup> These loans will be accompanied by affordability mechanisms, such as reduced down payments, the option to pay in fewer instalments, competitive interest rates or extended instalment periods of up to 108 months for low-income individuals, and adjustable repayment schedules specifically for small-scale farmers. While these loans terms may improve access to credit, the actual reduction of loan costs is not necessarily ensured. Nevertheless, these expenditures are expected to significantly improve access to financial services for low-income individuals and small-scale farmers in Thailand.

---

<sup>19</sup> UNCDF, "Thailand", at: <https://www.uncdf.org/map/thailand>

<sup>20</sup> Bank for Agriculture and Agricultural Cooperatives, "Rural Finance Governance in Thailand", at: <https://www.laofab.org/document/download/5788>

<sup>21</sup> Office of the National Economic and Social Development Council, "Thailand's Social Outlook of Q2/2025", at: [https://www.nesdc.go.th/wordpress/wp-content/uploads/2025/08/3.1-Press-Q2\\_2568-ENG-27.08-09.41.pdf](https://www.nesdc.go.th/wordpress/wp-content/uploads/2025/08/3.1-Press-Q2_2568-ENG-27.08-09.41.pdf)

<sup>22</sup> LaoFab, "Rural Finance Governance in Thailand", at: [https://www.bot.or.th/content/dam/bot/documents/en/our-roles/monetary-policy/mpc-publication/monetary-policy-report/MPR\\_2025\\_Q1.pdf#:~:text=2%2FMinistry%20of%20Finance%20press%20release,the%20central%20budget%20allocated%20for&text=%E2%80%A2%20%E2%80%9C](https://www.bot.or.th/content/dam/bot/documents/en/our-roles/monetary-policy/mpc-publication/monetary-policy-report/MPR_2025_Q1.pdf#:~:text=2%2FMinistry%20of%20Finance%20press%20release,the%20central%20budget%20allocated%20for&text=%E2%80%A2%20%E2%80%9C)

<sup>23</sup> Khun%20Soo%2C%20Rao%20Chuay%E2%80%9D.registration%20of%20which%20has%20been

<sup>23</sup> FAO, "Smallholders and Family Farmers", at: <http://www.fao.org/family-farming/detail/en/c/273864/>

Employment Generation - MSME Financing



We have assessed the Sustainability Contribution of the Employment Generation - MSME Financing category as **Significant**.

TLT intends to finance or refinance vehicle loans for MSMEs in Thailand that meet the International Finance Corporation (IFC) relevant criteria. While TLT may offer loans terms that improve access to credit, the actual reduction in the overall borrowing costs is not necessarily ensured. Overall, these expenditures are expected to significantly contribute to increasing access to credit for MSMEs.

Category Expenditures

Expenditure	Description
Vehicle financing for MSMEs	<ul style="list-style-type: none"> <li>▶ Financing and/or refinancing of selected pools of loans and leases for vehicles to MSMEs that meet at least two out of the three criteria relating to employees, assets and annual sales in accordance with the IFC's definition, or where the loan size falls within the relevant MSME loan size proxy.<sup>24</sup></li> <li>▶ The financial advantages may include: i) low interest rates, compared to a normal hire-purchase agreement, on a case-by-case basis; ii) flexible down payment options; iii) no requirement of a guarantor; and iv) financing of additional car equipment for commercial vehicles. Additional support is provided to MSMEs facing repayment difficulties, such as skip-a-payment, restructuring or fee waivers.</li> <li>▶ Excludes MSMEs associated with the extraction, storage, transportation, or manufacture of fossil fuels or the provision of harmful products, such as tobacco and weapons.</li> <li>▶ Responsible lending practices are in place to avoid the risk of predatory lending (see Environmental and Social Risk Management below for additional details).</li> <li>▶ The leased vehicles meet the relevant regional emissions thresholds.</li> </ul>

*Analytical Commentary*

MSMEs account for 99.5% of firms in Thailand, 69.5% of national employment, and 35.3% of the country's GDP as of 2025.<sup>25</sup> Around 3.1 million Thai MSMEs generate 12.7 million jobs, which represents 71% of the country's workforce.<sup>26</sup> Despite this, MSMEs still face significant barriers to growth, with limited access to credit identified as one of the major obstacles.

TLT intends to support MSMEs, based on a credible definition, in procuring commercial vehicles by offering tailored financing solutions. Affordability mechanisms will be determined on a case-by-case basis and may include lower interest rates compared to standard hire purchase agreements,

<sup>24</sup> IFC, "IFC's Definitions of Targeted Sectors", at: <https://www.ifc.org/en/what-we-do/sector-expertise/financial-institutions/definitions-of-targeted-sectors>

<sup>25</sup> World Bank, "Thailand Economic Monitor February 2025: Unleashing Growth - Innovation, SMEs and Startups", (2025), at: <https://www.worldbank.org/en/country/thailand/publication/thailand-economic-monitor-february-2025-unleashing-growth-innovation-smes-and-startups>

<sup>26</sup> The Nation, "Over 50% of MSMEs unable to secure business funding due to rigid lending, admin: Survey", at: <https://www.nationthailand.com/pr-news/business/40013460>

flexible down-payment options or waiver of guarantor requirements. These measures are expected to lower the cost of borrowing or address other barriers to accessing finance. Furthermore, TLT's collection management team provides additional support to MSMEs that face repayment difficulties by offering skip-payments, debt restructuring or fee waivers. While these loans terms may improve access to credit, they do not necessarily ensure an actual reduction in the overall borrowing costs. Nonetheless, these expenditures are expected to significantly enhance access to credit for MSMEs.

## Environmental and Social Risk Management

We have identified the following areas of environmental and social risk associated with the expenditures eligible under the Framework: predatory lending, business ethics; and supply chain. TLT has the following policies and processes in place to identify and mitigate such risks.

E&S risk identified	Applicable policies, procedures and measures
Predatory lending	<ul style="list-style-type: none"> <li>▶ TLT follows internal credit and debt recovery policies established by TFS in compliance with the Bank of Thailand's Regulations on Responsible Lending,<sup>27</sup> ensuring that service providers offer fair products and services that respect pricing and conditions, and appropriate contract terms.</li> <li>▶ The Bank of Thailand's Regulations on Responsible Lending require service providers to: i) assess affordability by considering customers' debt obligations, income sources and residual income for living expenses; ii) ensure that credit products align with customers' objectives and do not encourage excessive borrowing; iii) design products to match affordability and cash flow, with risk-based pricing applied within legal ceilings; and iv) offer accurate and clear contracts, displaying interest rate ranges, repayment assumptions, and warnings, while avoiding misleading terms.<sup>28</sup></li> <li>▶ Additionally, TLT offers a credit assistance programme designed to assist customers facing liquidity challenges by providing options such as debt restructuring and instalment deferral plans.<sup>29</sup></li> <li>▶ TLT's Risk Management Division is responsible for monitoring and managing the quality of the loan portfolio, and manages the credit approval guidelines and policies. This process is governed by the Corporate Risk Management Committee.<sup>30</sup></li> </ul>
Business ethics	<ul style="list-style-type: none"> <li>▶ In adherence to TMC's Code of Conduct,<sup>31</sup> TLT commits to maintaining records that fairly reflect all transactions and to not offering or receiving bribes, and to not make facilitation payments. TLT ensures that business partners are screened according to applicable risk-based due diligence processes. Additionally, the code states a commitment to respect human rights, ensure fair competition, prohibit money laundering and not to engage in insider trading or unethical practices.</li> <li>▶ TLT complies with TMC's Anti-Bribery Guidelines<sup>32</sup> which prohibits its workers and partners from bribing public officials, making facilitation payments, accepting bribes, and practicing fraudulent accounting.</li> <li>▶ TLT adheres to TMC's Global Anti-Bribery and Anti-Corruption Policy<sup>33</sup> which states that the Company engages with its business partners in due diligence and requires all contracts to comply with local policies, including provisions addressing anti-bribery and anti-corruption, and may also contain audit requirements.</li> </ul>

<sup>27</sup> Bank of Thailand, "Notification of the Bank of Thailand, No. 3/2568, Re: Regulations on Responsible Lending", (2025), at: <https://www.bot.or.th/content/dam/bot/fipcs/documents/FPG/2568/EngPDF/25680030.pdf>

<sup>28</sup> Ibid.

<sup>29</sup> Toyota Leasing Thailand, at: <https://www.tlt.co.th/index.php>.

<sup>30</sup> This information was shared confidentially.

<sup>31</sup> Toyota Motor Corporation, "Code of Conduct", (2024), at: [https://global.toyota/pages/global\\_toyota/company/vision-and-philosophy/code\\_of\\_conduct\\_001\\_en\\_2.pdf](https://global.toyota/pages/global_toyota/company/vision-and-philosophy/code_of_conduct_001_en_2.pdf)

<sup>32</sup> Toyota Motor Corporation, "Anti-Bribery Guidelines", (2012), at: [https://global.toyota/pages/global\\_toyota/sustainability/esg/partners/anti-bribery\\_en\\_2.pdf](https://global.toyota/pages/global_toyota/sustainability/esg/partners/anti-bribery_en_2.pdf)

<sup>33</sup> Toyota Motor Corporation, "Global Anti-Bribery and Anti-Corruption Policy", (2023), at: [https://global.toyota/pages/global\\_toyota/company/vision-and-philosophy/en\\_Global\\_ABAC\\_Policy.pdf](https://global.toyota/pages/global_toyota/company/vision-and-philosophy/en_Global_ABAC_Policy.pdf)

## Supply chain

- ▶ TLT is not directly exposed to risks related to emissions, waste or circular economy as it does not finance the manufacturing or operation of vehicles. However, as a lessor of vehicles manufactured by TMC, TLT complies with TMC's policies, including the Supplier Sustainability Guidelines<sup>34</sup> and Green Purchasing Guidelines,<sup>35</sup> which require its business partners and suppliers to undertake environmental initiatives related to emission reduction, water use, resource efficiency and waste management.

<sup>34</sup> Toyota Motor Corporation, "Supplier Sustainability Guidelines", (2021), at: [https://global.toyota/pages/global\\_toyota/sustainability/esg/supplier\\_csr\\_en.pdf](https://global.toyota/pages/global_toyota/sustainability/esg/supplier_csr_en.pdf)

<sup>35</sup> Toyota Motor Corporation, "Green Purchasing Guidelines", (2016), at:

[https://global.toyota/pages/global\\_toyota/sustainability/esg/toyota\\_green\\_purchasing\\_guidelines\\_en.pdf](https://global.toyota/pages/global_toyota/sustainability/esg/toyota_green_purchasing_guidelines_en.pdf)

## Annex 1: Assessment Framework Overview

The following is a brief overview of the [Assessment Framework](#) that we use to assess debt instruments and the frameworks that support them. Using this Assessment Framework, we provide two key signals in our Second Party Opinions: **Principles Alignment** and **Sustainability Contribution**.

**Principles Alignment** indicates a framework’s alignment with the requirements of applicable sustainable debt market Principles.<sup>36</sup> This assessment is structured according to the four components of the Principles: Use of Proceeds, Project Evaluation and Selection, Management of Proceeds and Reporting. Principles Alignment is expressed at one of following levels:

- ▶ **Aligned:** Meets all requirements across the four components.
- ▶ **Partially Aligned:** Meets requirements on two or three of the four components.
- ▶ **Not Aligned:** Does not meet requirements on most or all of the four components.

In addition, we provide commentary on any shortcomings as well as best practices.

Sustainability Contribution provides a clear and comparable signal of the expected contribution of the use of proceeds to one or more environmental or social objectives. We assess each expenditure defined in a framework by looking at the activities, assets and projects that they finance. This assessment is carried out using a set of factors that we have identified as driving the expenditure’s contribution to a primary objective as well as its avoidance of harm to other objectives. The assessment results in one of the four levels of Sustainability Contribution described in the table below.

We determine the average contribution of the expenditures within each use of proceeds category (as defined by the issuer) to produce an expected Sustainability Contribution for each category. We then aggregate across categories to determine the Sustainability Contribution of a framework overall. In most cases, weight is distributed equally across use of proceeds categories. However, we adjust the weighting if information regarding percentage allocation is provided by the issuer.

Level of Sustainability Contribution	Description
	<p>The expenditure finances an activity that makes a strong contribution to an environmental or social objective. The activity is well aligned with credible standards; there are no significant lock-in risks; and the risk of negative impact to other sustainability objectives is low.</p>
	<p>The expenditure finances an activity that makes a significant positive contribution to an environmental or social objective while having minor shortcomings compared to a strong contribution. This is either because the activity falls somewhat short of credible standards; there is some risk of lock-in (in the case of some environmental activities); there is a risk of negative impact to other sustainability objectives; or there is some ambiguity in the criteria for the expenditure.</p>
	<p>The expenditure finances an activity that represents a step towards an environmental or social objective but has substantial shortcomings compared to expenditures that make a strong contribution. Although the activity will result in benefit over a relevant baseline, either it falls substantially short of credible standards; there is significant</p>

<sup>36</sup> These primarily include the Green Bond Principles and the Social Bond Principles, published by the International Capital Market Association (ICMA); and the Green Loan Principles and the Social Loan Principles, published by the Loan Syndications and Trading Association, the Loan Market Association, the Asia Pacific Loan Market Association (LSTA-LMA-APLMA), and the Association of Southeast Asian Nations (ASEAN).

---

risk of lock-in; there is significant ambiguity in the criteria; or there is a risk of significant negative impact to other sustainability objectives.

---



The expenditure finances an activity that entails no net positive contribution to environmental or social objectives. Even in cases where there is some positive contribution to an objective, this is offset by shortcomings in other areas. Alternatively, the eligibility criteria may be unclear to the extent that contribution cannot be determined.

---

---

## Scope of Work and Limitations

This Second Party Opinion provides a point-in-time independent opinion of the Framework as of the Evaluation Date. Our opinion may consider additional documentation and information that the Framework owner may have provided during the engagement, in addition to public and non-public information. The owner refers to the entity featuring as an issuer, borrower, special-purpose vehicle or any other entity as described in the Framework.

As part of this engagement, we communicated with representatives of the Framework owner, who acknowledge that: i) it is the sole responsibility of the Framework owner to ensure that the information provided is complete, accurate and up to date; ii) they have provided us with all of the relevant information; and iii) that all of the information has been provided in a timely manner.

This Second Party Opinion provides our opinion of the Framework and should be read in conjunction with that Framework. Any update of this Second Party Opinion will be conducted according to the agreed engagement conditions between Sustainalytics and the Framework owner.

Our Second Party Opinion provides our opinion on the alignment of the Framework with current market standards and practice but provides no guarantee of alignment nor warrants alignment with future versions of any such standards. In addition, it does not guarantee the realized allocation of proceeds towards eligible activities.

No information provided in this Second Party Opinion shall be considered as being a statement, representation, warrant or argument in favour or against the truthfulness, reliability or completeness of any facts or statements and related surrounding circumstances that the Framework owner may have made available to Sustainalytics for the purpose of this Second Party Opinion.

## Disclaimer

**Copyright ©2026 Sustainalytics, a Morningstar company. All rights reserved.**

The information, methodologies, data and opinions contained or reflected herein (the "Information") are proprietary to Sustainalytics and/or its third-party content providers and may be made available to third parties only in the form and format disclosed by Sustainalytics. The Information is not directed to, nor intended for distribution to or use by India-based clients and/or users, and the distribution of Information to India resident individuals and entities is not permitted.

The Information is provided for informational purposes only and (1) does not constitute an endorsement of any product, project, investment strategy or consideration of any particular environmental, social or governance related issues as part of any investment strategy; (2) does not constitute investment advice nor recommends any particular investment, nor represents an expert opinion or negative assurance letter; (3) is not part of any offering and does not constitute an offer or indication to buy or sell securities, to select a project nor enter into any kind of business transaction; (4) is not an assessment of the economic performance, financial obligations nor creditworthiness of any entity; (5) is not a substitute for professional advice; (6) has not been submitted to, nor received approval from, any relevant regulatory or governmental authority. Past performance is no guarantee of future results.

The Information is based on information made available by third parties, is subject to continuous change and no warranty is made as to its completeness, accuracy, currency, nor the fitness of the Information for a particular purpose. The Information is provided "as is" and reflects Sustainalytics' opinion solely at the date of its publication.

Neither Sustainalytics nor its third-party content providers accept any liability in connection with the use of the Information or for actions of third parties with respect to the Information, in any manner whatsoever, to the extent permitted by applicable law.

Any reference to third party content providers' names is solely to acknowledge their ownership of information, methodologies, data and opinions contained or reflected within the Information and does not constitute a sponsorship or endorsement of the Information by such third-party content provider. For more information regarding third-party content providers visit <http://www.sustainalytics.com/legal-disclaimers>

Sustainalytics may receive compensation for its ratings, opinions and other services, from, among others, issuers, insurers, guarantors and/or underwriters of debt securities, or investors, via different business units. Sustainalytics maintains measures designed to safeguard the objectivity and independence of its opinions. For more information visit Governance Documents or contact [compliance@sustainalytics.com](mailto:compliance@sustainalytics.com).

This deliverable, in particular the images, text and graphics contained therein, and the layout and company logo of Sustainalytics are protected under copyright and trademark law. Any use thereof shall require express prior written consent. Use shall be deemed to refer in particular to the copying or duplication of the opinion wholly or in part, the distribution of the opinion, either free of charge or against payment, or the exploitation of this opinion in any other conceivable manner.

The issuer is fully responsible for certifying and ensuring the compliance with its commitments, for their implementation and monitoring.