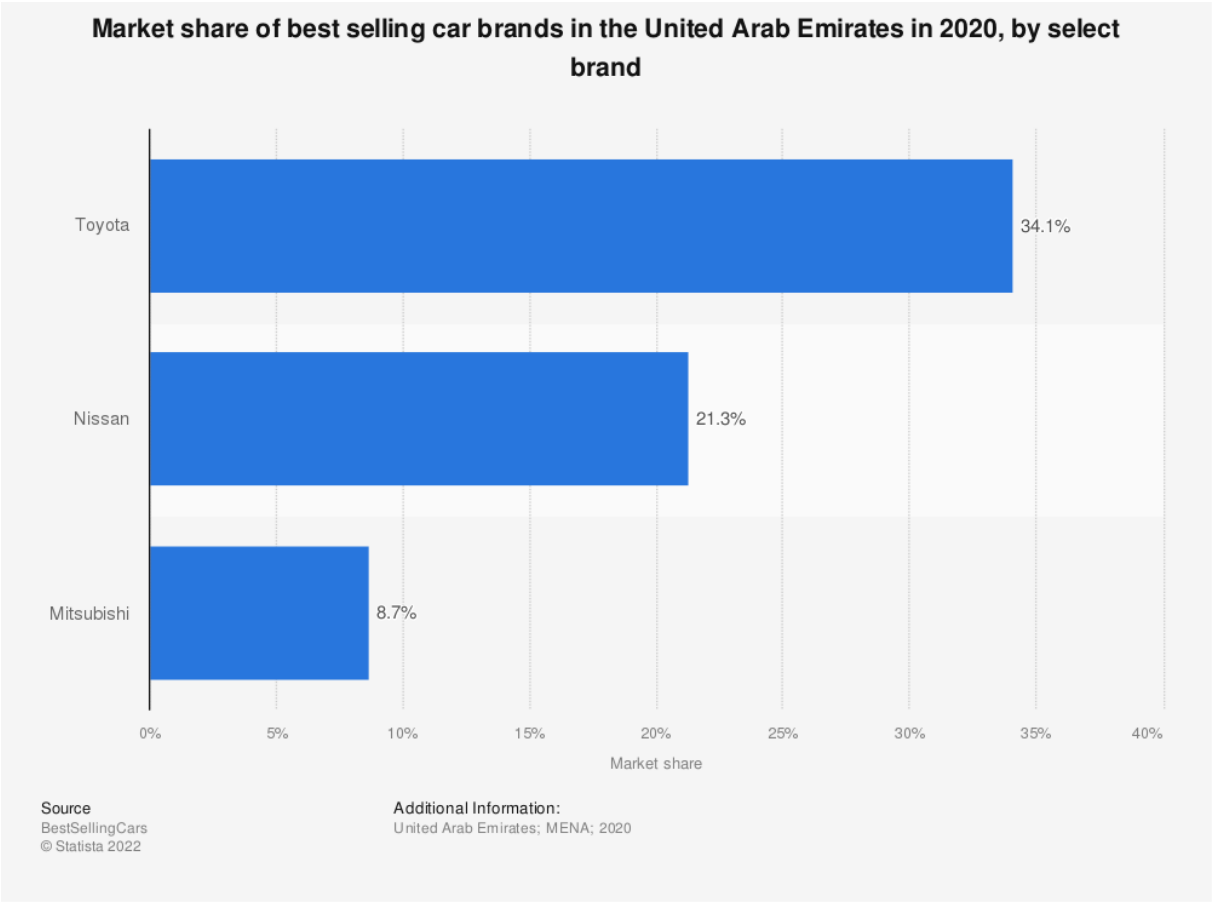


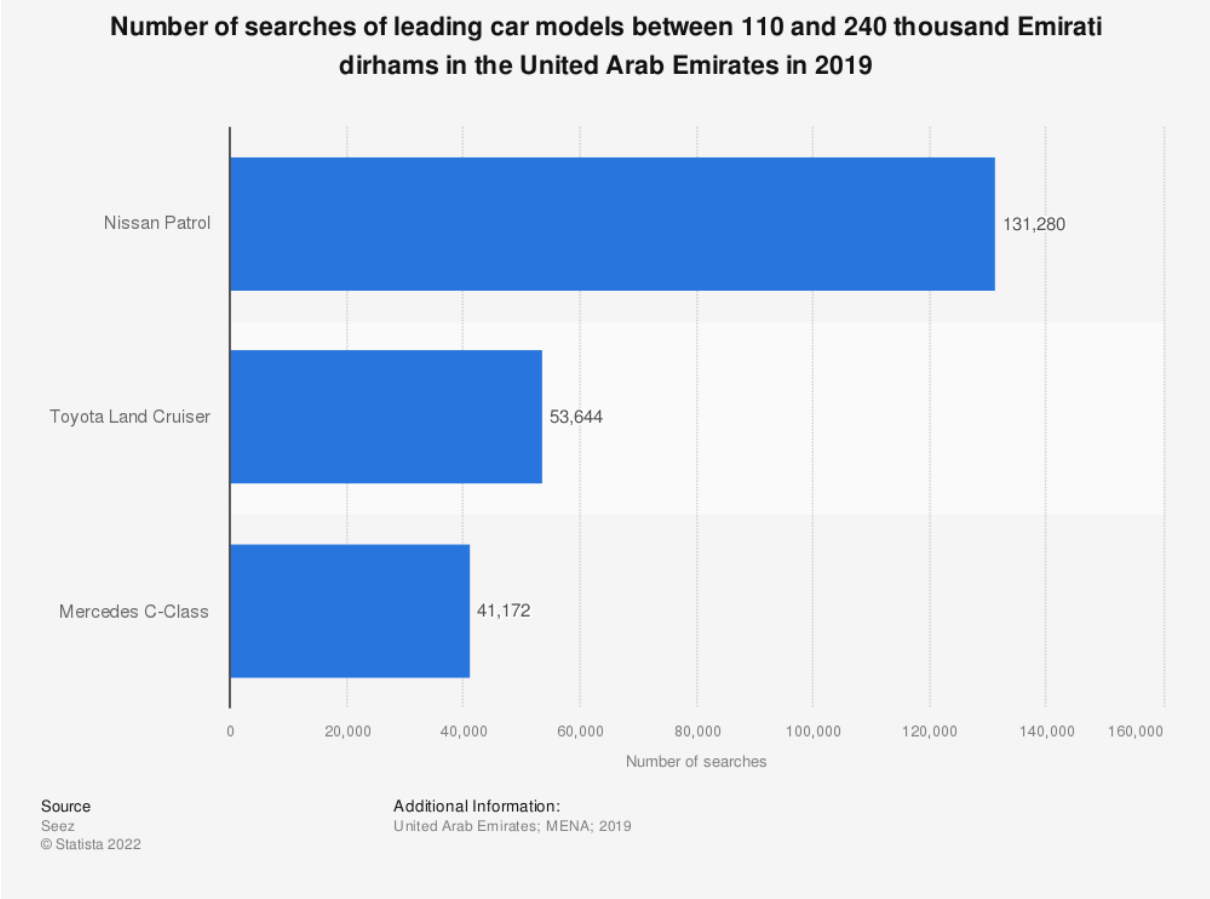
Appendix

Graph 1. Market share of best selling car brands in the United Arab Emirates in 2020, by select brand



Source: <https://www.statista.com/statistics/673325/uae-car-sales-market-share-by-brand/>

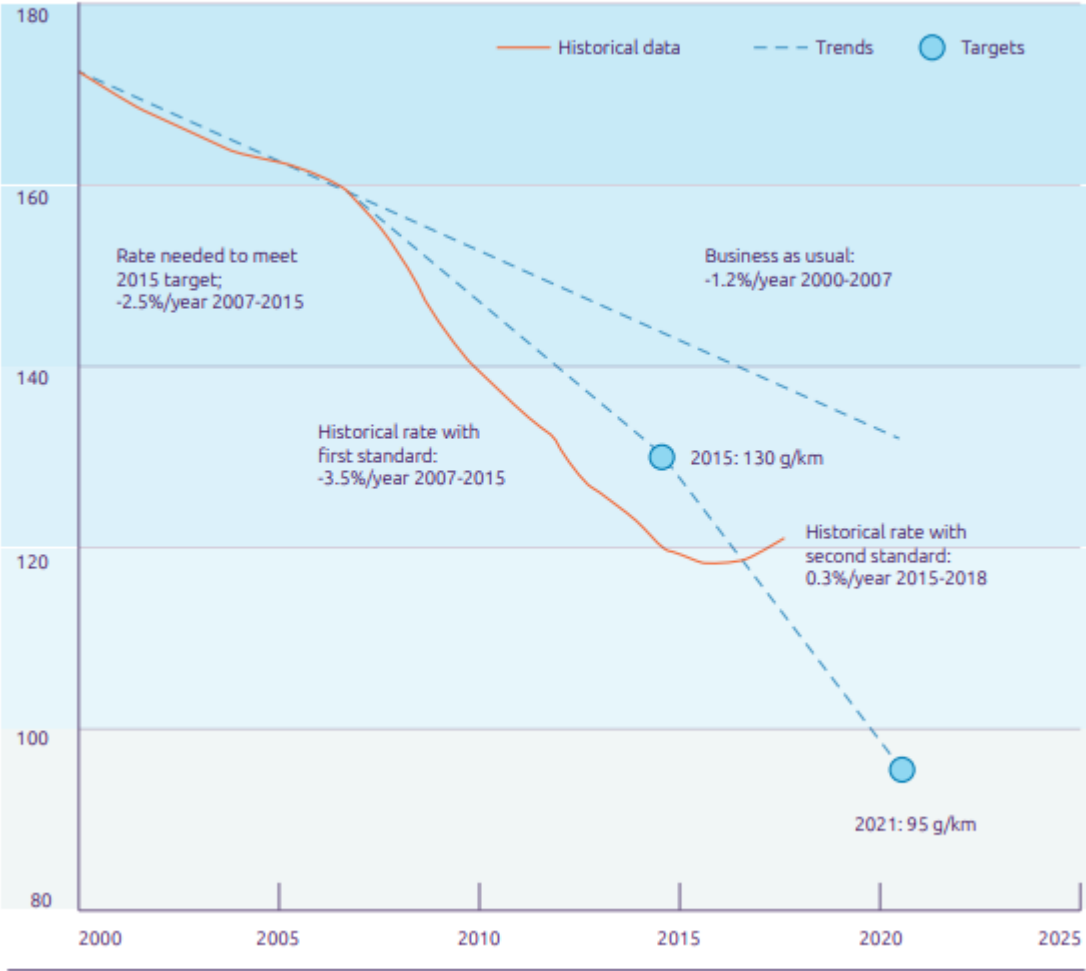
Graph 2: Number of searches of leading car models between 110 and 240 thousand Emirati dirhams in the United Arab Emirates in 2019



Source: <https://www.statista.com/statistics/1156186/uae-leading-searched-car-models-between-110k-to-240k-aed/>

Figure 1: New passenger fleet co2 emission, EU (g/km, etc)

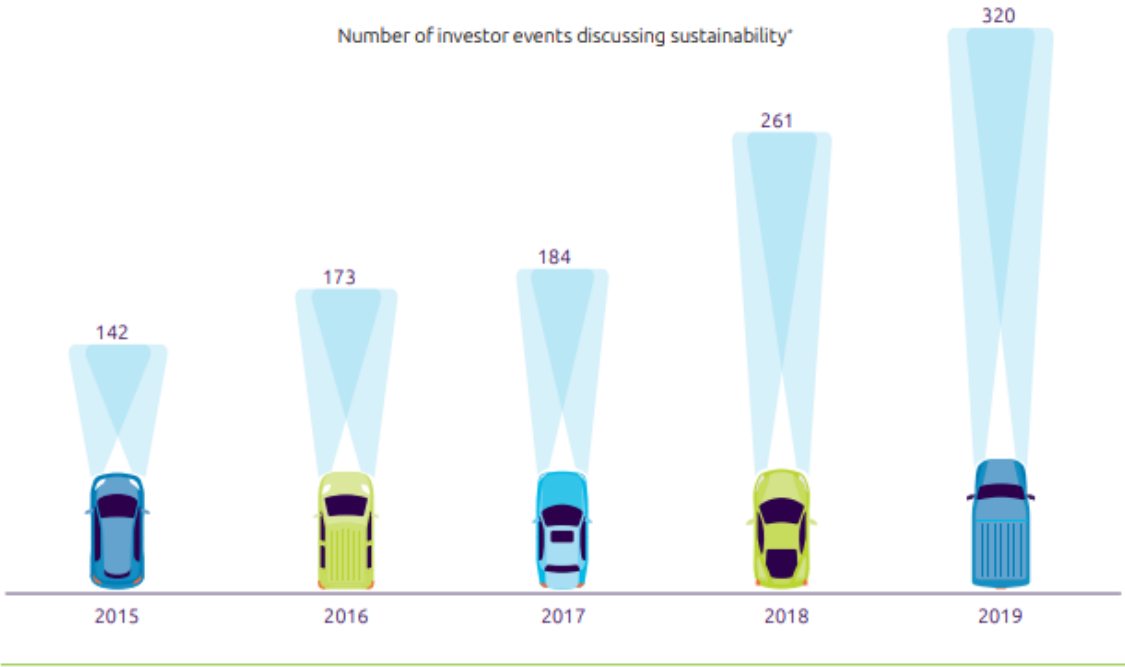
Figure 1: New passenger fleet CO₂ emission, EU (g/km, NEDC)



Source: https://www.capgemini.com/wp-content/uploads/2020/03/Sustainability-in-Automotive_V6_Web.pdf

Figure 2: Investor events are public conferences, shareholder meetings, analyst roadshows, etc. discussing the company's strategy/earnings/valuation, etc.

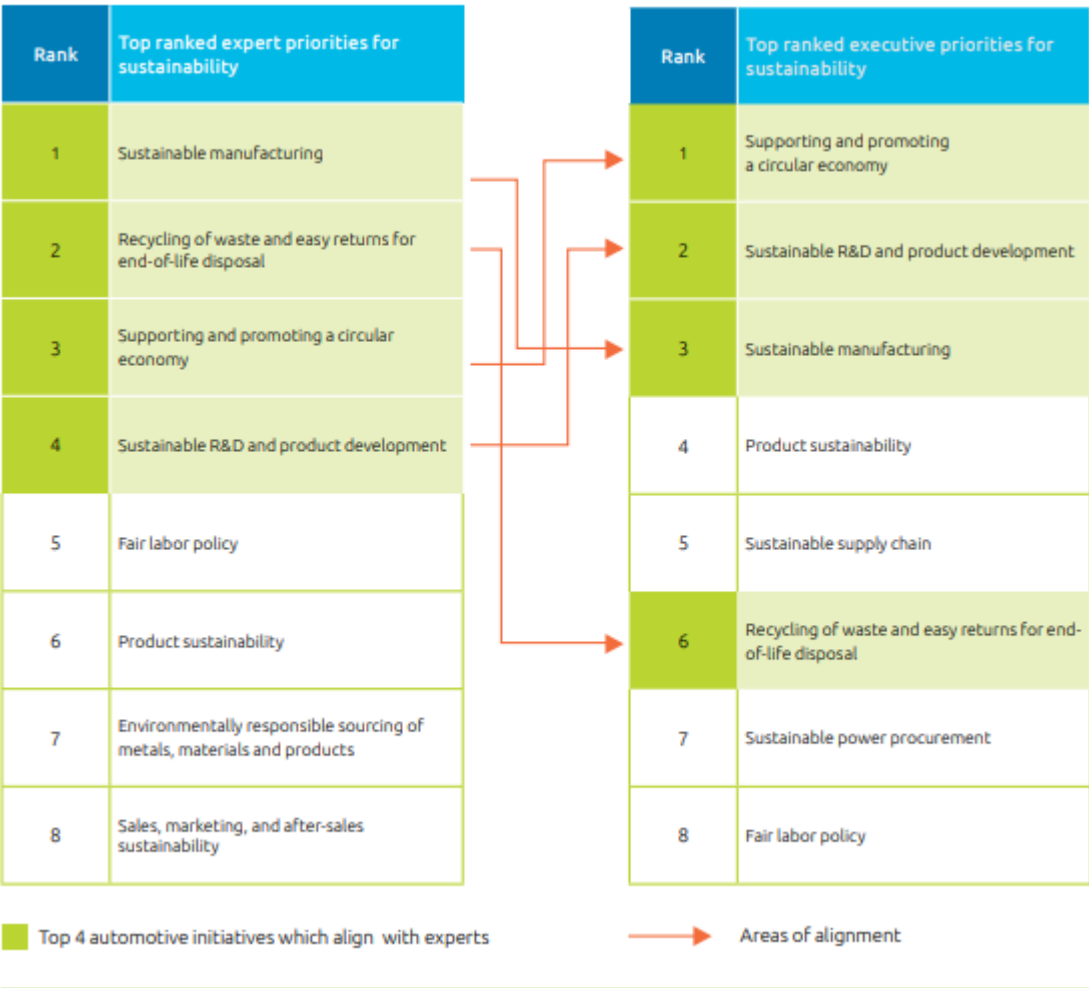
Figure 4: Automotive industry is increasingly discussing sustainability with its key stakeholders



*Investor events are public conferences, shareholder meetings, analyst roadshows, etc. discussing the company's strategy/earnings/valuation, etc.

Source: https://www.capgemini.com/wp-content/uploads/2020/03/Sustainability-in-Automotive_V6_Web.pdf

Figure 3: Top-ranked priorities among experts and executives for the automotive sector



Source: https://www.capgemini.com/wp-content/uploads/2020/03/Sustainability-in-Automotive_V6_Web.pdf

Figure 4: The highest and lowest implementation of sustainability enterprises - by country

Sustainability initiative mandated and deployed*	Highest adoption		Lowest adoption	
	Country	Deployment	Country	Deployment
Supporting and promoting a circular economy	Germany	67%	India	22%
Sustainable R&D and product development	France	56%	China	37%
Sustainable manufacturing	Germany	55%	France	31%
Product sustainability	France	38%	India	26%
Sustainable supply chain	US	37%	France	23%
Recycling of waste and easy returns for end-of-life disposal	US	35%	UK	13%
Sustainable power procurement	Germany	31%	India	15%
Fair labor policy	US	30%	UK	6%
Environmentally responsible sourcing of metals, materials and products	Sweden	30%	France	8%
Sales, marketing, and after-sales sustainability	US	28%	UK	13%
Mobility and digital services	Germany	23%	UK	3%
Sustainability in IT	Sweden	22%	UK	13%
Due diligence of all material and product procurement	India	15%	Sweden	4%

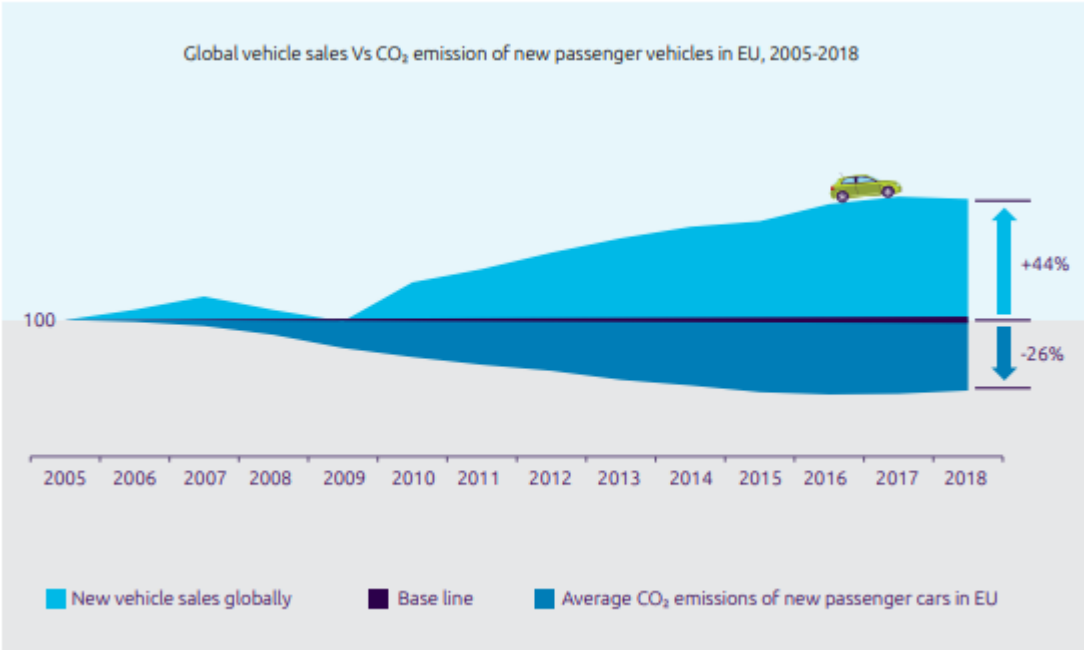
* Deployment denotes the existence of a working initiative as part of the organization's normal sustainability processes. The number of executives who have mandated and deployed the project is represented by percentages. The following countries are being considered: the United States, the United Kingdom, France, Germany, India, China, and Sweden.

"Which initiatives as part of your sustainability plan are currently mandated and deployed?" we asked executives. It's possible that the responses won't include

similar activities that firms have elsewhere (for example, fair labor policies as part of HR) but are not part of their sustainability plan

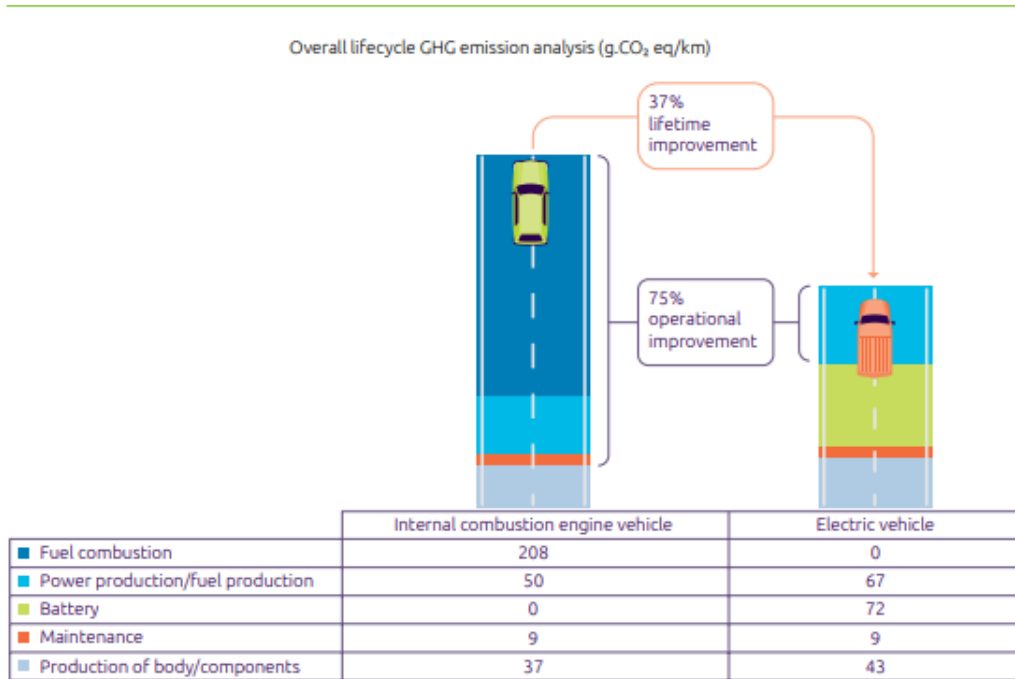
Source: https://www.capgemini.com/wp-content/uploads/2020/03/Sustainability-in-Automotive_V6_Web.pdf

Figure 5: Growing sale of vehicles negates gains made in ICE efficiencies



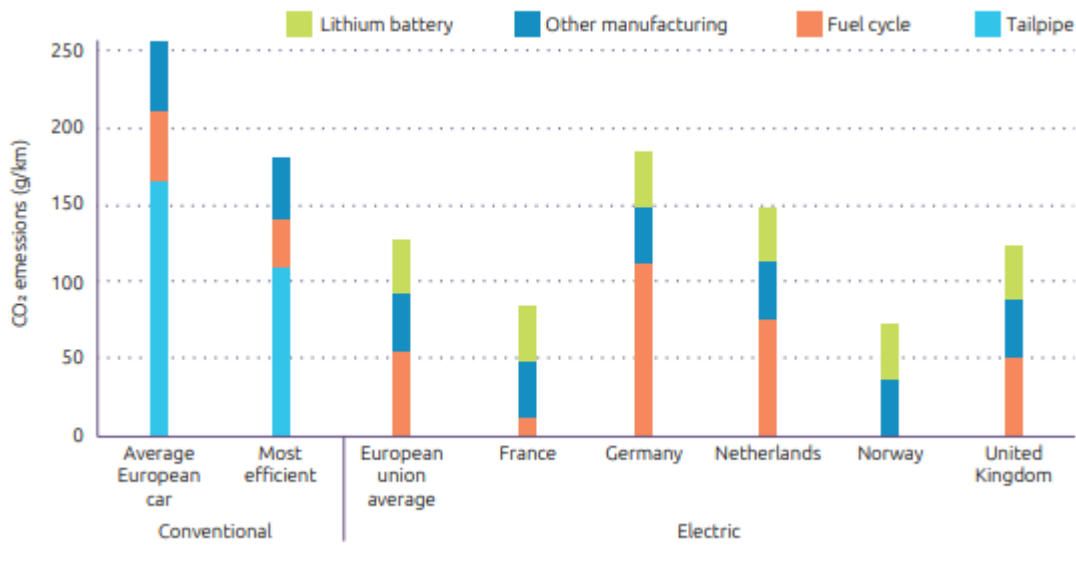
Source: https://www.capgemini.com/wp-content/uploads/2020/03/Sustainability-in-Automotive_V6_Web.pdf

Figure 6: The GHG emission of electric vehicles is significantly lower than ICE vehicles over their entire lifetime



- EVs powered by the EU-27+UK grid have a cumulative lifetime distance of 150,000 kilometers. The graph compares average GHG emissions from five electric vehicles and five internal combustion engines. Tesla Model 3 standard range (2020), VW ID.3 standard range, Polestar 2, Tesla Model 3 standard 50kWh are all-electric cars (2018). Toyota Corolla Verso 177 (2013), VW Golf S2W TDI (2016), Volvo C30 2.0, and Ford Fiesta 1.25 are among the ICE automobiles under consideration (2017).

Figure 7: EV emissions vary by country depending on the electricity grid fueling them



International Council on Clean Transport, “Effects of battery manufacturing on electric vehicle lifecycle greenhouse emissions,” February 2018. Note: Estimate of 150,000 km lifecycle

However, private charging stations (i.e., terminals that feed directly from the grid) were responsible for over 90% of the growth.

- The majority of the charging infrastructure is effectively powered directly by the grid. By 2030, this will result in additional demand of 640 TWh, or 2.7 percent of world electric output in 2018. If demand for electric vehicles exceeds availability from renewable sources, EVs will continue to rely on carbon-intensive electricity.
- In-use EV operations by 2030 would result in an effective contribution of 230 million tonnes of CO2 equivalent (mt CO2-eq) while displacing 220 mt CO2-eq, based on the two scenarios above.

Source: https://www.capgemini.com/wp-content/uploads/2020/03/Sustainability-in-Automotive_V6_Web.pdf